

ADDITIONAL INFORMATION TO TENDER CONDITIONS No. 5 – 6.2.2014

CONTRACTING AUTHORITY: Centrum dopravního výzkumu, v. v. i.
Líšeňská 2657/33a, 636 00 Brno - Líšeň
prof. Ing. Karel Pospíšil, Ph.D., MBA
Registration No. 44994575

PUBLIC CONTRACT:
VR 67: Purchase of Driving Simulator for Transport R&D Centre

Contracting Authority stated above notify you in accordance with § 49 of the Act No. 137/2006 Coll. On Public Contracts, as amended (hereinafter referred to as "The Act"), and add this additional information to tender conditions regarding the public contract stated above.

The request for additional information to tender conditions No. 1:

Qualification documentation requires in point 8.1 proving of qualification in compliance with S. 56 (5) (b) of the Act

"The contractor who performed at least 3 deliveries of a similar character and extent over the last 3 years fulfils this qualification requirement.

The delivery of a similar character and extent is considered a delivery of driving simulator in the extent of min. CZK 6 million excl. VAT."

I want to ask, whether delivery of different simulator can be included, for example passenger vehicle or flight simulator, whose price highly exceeds the required financial extent.

Additional information to tender conditions No. 1:

The qualification documentation states the requirement on supplying of a driving simulator. A passenger vehicle simulator is considered to be driving simulator, but a flight simulator not.

The request for additional information to tender conditions No. 2:

Requirement CDV16: We understand the requirement of recording data, but do not see the connection to various vehicle types: "The offer of specific vehicle types – truck, personal vehicle, bus – will be marked by tenderer in the box "comments – tenderer's answers" including the reasons why these vehicle types are selected." Please explain more in detail this requirement.

Additional information to tender conditions No. 2:

This additional part of requirement CDV 16 "The offer of specific vehicle types – truck, personal vehicle, bus – will be marked by tenderer in the box "comments – tenderer's answers" including the reasons why these vehicle types are selected." is mentioned also in several other requirements (for example CDV 66 etc.), where is this information supposed to be relevant within given requirement. But it is always the same additional information, which is just mentioned in several other requirements. This information is mentioned in case of CDV 16, because the physical variables describing vehicle driving behaviour must correspond to the vehicle behaviour in the real traffic environment, which is connected to the dynamic model of chosen vehicle.

The request for additional information to tender conditions No. 3:

Requirement CDV43: What do you mean with “reverse assist function”? Do you mean a sonic warning that increase in tempo with the distance to the obstacle behind the car or do you also mean a rearward looking camera, that show what is behind your vehicle along with the predicted trajectory of the reversing vehicle? Is this requirement for both passenger vehicle, truck and bus?

Additional information to tender conditions No. 3:

This requirement means a sonic warning that increases in tempo with the distance to the obstacle behind the car.

The request for additional information to tender conditions No. 4:

Requirement CDV70: Does this requirement imply that individual tyres could have different air pressure, or can all tyres have the same, variable air pressure?

Additional information to tender conditions No. 4:

Requirement CDV 70 implies that all tyres can have the same, variable air pressure.

The request for additional information to tender conditions No. 5:

Requirement CDV89 and CDV90: These requirements are identical. Should one of them be applicable for truck/bus?

Additional information to tender conditions No. 5:

There is an error in the English version of requirement CDV 90. The right text of the first line of the requirement CDV 90 is: “[only applicable for **SIM Truck + Bus**].”

The request for additional information to tender conditions No. 6:

Requirement CDV89 and CDV90: Since an alternative is presented; “An alternative may be real components on the dashboard.”, does this mean that the real component also should be an integrated monitor?

Additional information to tender conditions No. 6:

Regarding the requirement CDV 89 and CDV 90, the proposition “An alternative may be real components on the dashboard.” means that all the indicators and components of the dashboard are the same ones as in a real car with **no integrated monitor substitution**. But in these two requirements are the both possibilities available, the original dashboard as well as the generic dashboard with the integrated monitor - that means it is **possible any combination** of the original dashboard and generic dashboard components, as the embedded monitor.

The request for additional information to tender conditions No. 7:

Requirement CDV96: Seatbelt pretention is a commonly used phrase for a pyrotechnic device that tension the belt at crash impact. Is this what you mean, or do you simply mean a retractable seat belt?

Additional information to tender conditions No. 7:

We ask for the pretension mechanism which uses more powerful pull of the seatbelts when sensors detect the risk of an accident during sudden abrupt deceleration. Our main aim is the proper detection of the critical abrupt deceleration, but the mechanism which makes a stronger tension in this critical moment does not have to be the same as in a real car, it is enough to somehow simulate the change of the seatbelt`s tension but not necessarily the equally strong forces as in a real car.

Best regards

Vendula Nečasová

GORDION, s.r.o.

Drozdovice 4, 796 01 Prostějov

Tel.: +420 582 335 705, Fax: +420 582 335 705

e-mail: necasova@gordion.cz

www.gordion.cz