



26/04/2022

92TS Central Line and Waterloo & City Line Auto-Couplers, Drawbars & Corresponding Drawgear Overhaul

Supplier Early Market Engagement



EME Instructions

Thank you for agreeing to respond to this EME questionnaire regarding the 92TS Central Line and W&C Auto-Couplers, Drawbars & Corresponding Drawgear Overhaul. This pack outlines the specification and questions to be answered.

Deadline to respond

Responses need to be submitted through Pro contract portal by COP on Wednesday 18th May 2022.

Team Meetings

TFL reserves the right to invite suppliers for meetings , for further discussions.



Ground rules

In general, the rules of engagement are:

- This EME does not represent the commencement of any formal procurement activity.
- EME participation will not prejudice or influence a potential supplier's involvement in any future procurement.
- Suppliers involved in this EME process should be assured that comments they make and questions/issues recorded will be within Chatham House rules (i.e. non attributable), where requested.
- Supplier(s) can raise questions prior to EME deadline , which will be reviewed and answered by the Project Team.



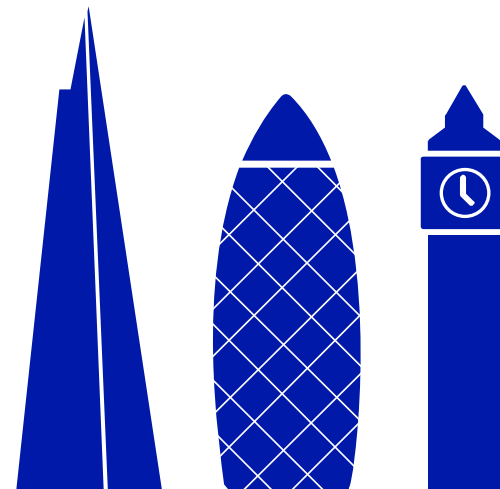
Introduction & Purpose

Understand the current market appetite, capacity and capability and help to determine a cost effective solution to delivering the 92TS Central Line and W&C Auto-Couplers, Drawbars & Corresponding Drawgear Overhaul , as well as review the indicative programme.

- Overhaul of 92TS Auto-coupler, Drawbars and associated typical Drawgear overhaul in relation to the upcoming Programme Lift (PL) Assemblies used on the London Underground.
- The Central Line 92TS has a total of 85 x 8-car trains and W&C 92TS has further 5 x 4-car trains. The Auto-couplers, Drawbars and associated drawgear require an essential overhaul as part of the upcoming 2022 92TS Programme Lift.
- The 92TS Central Line Overhaul falls under the wider upcoming 2022 92TS Programme Lift which is due to start in September 2022 and finish in Q2-2026.
- Aim of the overhaul is to return the above parts to 'as new' condition to ensure train availability, reliability and safety until the next planned overhaul period.



EME Questionnaire



Technical, Design & Capability

1. What level of weld certification does the Supplier have? Does the Supplier have the capability to comply with BS EN 15085 part 1 to 5?
2. Does the Supplier have the capability to carry out Non-destructive Test (Dye Penetrant Test, Ultrasonic Inspection, Magnetic Particle Inspection and Eddy Current Testing)?
3. Does the Supplier have the capability to carry out reverse engineering to the level of details required by TfL as outlined in the TfL standards of the Auto Couplers Overhaul Specification?
4. Does the Supplier have the capability to provide Test Plans for a fully overhaul above parts taking into consideration type testing in Overhaul Specification?
5. Does the Supplier provide any other service as standard that we have not covered in the Overhaul Specification ?



Appetite, Delivery & Capacity

1. Does the Supplier have the capability to deliver the work in-house (i.e. not sub contracted)? If not, what areas of supply for this potential overhaul would the Supplier envisage subcontracting out?
2. Where would the Supplier envisage the overhaul work to be delivered to meet the requirements of the 92TS Overhaul Programme Lift?
3. How would the Supplier manage the works to ensure the Health & Safety at Work requirements are met in full?
4. How would the supplier be able to provide a Fleet Quantity for one Train within one week turnaround as a minimum? Would these be any interdependencies (e.g. float needed)? What would potentially be the lead time (Mobilisation period) to do so?
5. How many Auto couplers would the Supplier be able to overhaul in a one week turnaround? Have you delivered similar overhaul activities in the past?
6. What would the Supplier envisage to be the main risks and opportunities to the delivery of the Auto Couplers Overhaul? Please provide your top three/five risks and opportunities.
7. What capacity does the Supplier have between Quarter 4 of 2022 and Quarter 3 of 2026 to undertake the Auto couplers Overhaul for the 92TS Programme Lift?



Procurement & Commercial Model

1. How would the Supplier envisage the on-condition replacement and repair aspects to be managed and by whom?
2. As part of the specification the Supplier would be required to undertake reverse engineering activities. How would the Supplier envisage this being packaged within this potential commercial agreement?
3. What indicative tendering timeframe does the Supplier see as achievable for this potential opportunity? Are there any critical constraints that need to be considered? What might be the bottlenecks and risks ?
4. To support our estimate and forecasting what do you foresee as indicative costs for the following: overhaul of , reverse engineering activity, welding and repair activity.
5. TfL's proposed cost model for this potential opportunity would be for a fixed price agreement. Do you see there being any considerations/ constrains as a result of this, that TfL should be made aware of?

(continued in next page)



Procurement & Commercial Model

6. What opportunities does the supplier envisage for reductions in costing and/or possible cost savings?
7. What sub-contractors do the Supplier foresee using; local or geographically spread worldwide? And what impact does the Supplier envisage their decision could have on the quality & delivery schedule?
8. What do you think the warranty period would be and how would the Supplier envisage the procedure of non-conformance claims to be managed?
9. Based on delivery experience of contracts with similar requirements to this potential opportunity, what specific measurable(s) would the Supplier propose in terms of adding value for both parties?
10. Could the Supplier provide details of past performance or experience, carrying out similar overhauls in a comparable size and complexity, and length of time it took to complete
11. Could the supplier comment if there are potential commercial benefits if This 92TS Auto Couplers Overhaul project to be consolidated with the 92TS Un Coupler Switches overhauls projects ? And if so, what it would be?



Scope of Works = Overhaul and test as detailed below. Please note It is a DRAFT specification at this stage only for purpose of Early Market Engagement

- Review of core scope of works either a) in-situ (sample of fleet check) or b) sample(s) provided or c) combination of both and advise for any inclusions/exclusions
- Development of overhaul and test processes following review
- Development of replacement criteria of component parts and associated justification
- Design and manufacture of any test equipment required
- Development of any diagrams and drawings from sample(s) to support the above

Component	Qty (CL)	Qty (W & C)	Total	LUL ref no's	BT Part/Drg ref no's	SAP Part no.
Auto-couplers	680	20	700	155/8003	400-0274-16 111-4020	00213/6332
Semi-permanent (Drawbar)	340	10	350	16/8002	400-0274-24 111-5257	00213/6333
Drawgear – comprising LH & RH spring assembly	1360	40	1400	16/8003	400-0274-19 111-3991 111-5257	00129/0818

The scope of this specification covers only the mechanical items of auto-coupler and semi-permanent (also known as drawbar), including typical drawgear assemblies, for both coupling systems. This includes stripping, cleaning, inspection, 100% replace, 100% overhaul, On-condition change and testing as applicable for individual components and sub-assemblies.



Thank you for your participation

Contacts

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