

## Questions & Answers – Control system of the test rig

**Q1:** We intend to take the terms and conditions of the RFQ documents and incorporate them in the quote with the Moog general terms and conditions. Do you agree with this approach?

**A1:** No. Only UTC terms and conditions are in force during purchase of product by companies of UTC group.

**Q2:** Or do you have other general UTC terms and conditions we should work with? We have the UTC standard terms and conditions (see attachment 2016\_11\_Products.pdf). Do these apply? These seem to be for non EU suppliers.

**A2:** The UTC terms and conditions mentioned above in Q2 are in force only (UTC Standard Terms and Conditions of Purchase – Product). It concerns EU suppliers also. The UTC terms and conditions are available here: <http://www.utc.com/Suppliers/Pages/Terms-and-Conditions.aspx>

**Q3:** Can you check which Terms and conditions apply?

**A3:** The UTC terms and conditions mentioned above in Q2 and A2 are in force only. There is no other effective terms and conditions document.

**Q4:** We will fill in the scoring table in the RFQ by extracting it via Excel and saving it as a separate document in PDF. Do you agree?

**A4:** Yes.

**Q5:** In the RFQ section 2.3 page 5 it is stated:

### 2.3. Service

*a. It is required to provide maintenance services of control system to ensure its correct, continuous and failure-free operation in the period of warranty.*

What is exactly meant with this? We intend to offer normal warranty and service (support/ repair / replacement) in the warranty period. Is that the intention, or do you want us to offer extra warranty / service / reaction time?

**A5:** Mentioned RFQ point defines normal warranty and service to ensure its correct, continuous and failure-free operation. Extra warranty conditions and service are not required.

**Q6:** In the section close technical requirements page 12, it is stated:

*B.9. Possibility of connection to control channels strain gauge transducers made in full- and half-bridge technology.*

Our standard system is configured for full bridge technology. Half bridge technology is supported with the use of dummy half bridges (a common way to complement a full bridge). Is this enough?

**A6:** Yes, it is enough on condition that this information will be included in technical documentation of the control system.

**Q7:** In the RFQ 2.10a page 9, it is stated:

*2.10. List of documents/statements required from the Tenderer*

*a. Letter of authority to represent the Tenderer and/or to conclude the contract on behalf of the Tenderer should be attached to the offer in case the documents are signed by the Tenderer's Representative other than mentioned in Tenderer's registration form. Original letter of authority should be delivered. It is allowed to deliver certified copy of letter of authority, as long as it is signed by the authorized Representative of Tenderer, also in case the offer is sent electronically.*

Is this necessary to have this letter of authority in case of a Moog employee, who is qualified to quote and sign, signs the quote?

**A7:** Yes, the document which confirms authority of Moog employees to sign the quotation is required element of the offer.

**Q8:** I turn to you with official question concerning the tender process for delivery of control system of hydraulic test rig. You wrote down in the conditions to participate in the tender process necessity of possession of minimum 3,000,000.00 Polish Zloty insurance policy. This amount seems very high if we take into consideration that delivery of equipment required in tender process should not exceed a several hundred of thousands Polish Zloty (considerably below than 1,000,000.00 Polish Zloty).

Is it possible to reduce by the Ordering party the required insurance policy to 1,000,000.00 Polish Zloty?

**A8:** The insurance policy amount to 3,000,000.00 Polish Zloty can not be reduced. The control system is the most important element of the test rig, on which safety and correct operation of the test rig depends largely. In case of control system failure there is a risk of hazard formation for test rig operator, damage other elements of the test rig and damage of tested article. The units under test will be prototype units and its price is very high for the sake of HS Wroclaw field of action, which is aviation and space technology. Additionally, in case of delays resulting from abnormal working of the control system there is a risk of very high costs increase connected with prototype development process, because tests execution on the test rig equipped with offered control system is very important stage of prototype development process. The test rig will be also used for tests of components which are producing at present. In this case it is also the risk of very high costs increase connected with delay causes abnormal working of the control system or its failure. HS Wroclaw company which is a part of UTC Aerospace Systems is putting industrial safety first and takes great pains to maximally secure its activity with reference to expectations and requirements of employees, shareholders and customers.