

## REQUEST FOR QUOTATION LOCAL PURCHASE SECTION

**RFQ NUMBER** : 2332501877  
**DATE** : 24.07.2025  
**REQ No** : 1032503526  
**REQ TITLE** : HRSG 11 Diverter Damper repair  
**DELIVERY LOCATION**  
**CLOSING DATE** : 05.08.2025  
**CLOSING TIME** : 10:00:00

SL NO	ITEM CODE	SERVICE ID	DESCRIPTION	QTY	UOM	BRAND/ORIGIN	WARRANTY	UNIT PRICE	TOTAL PRICE
1		ITEM-00001	<p>TECHNICAL AND GENERAL SPECIFICATION OF OUTSOURCING WORK M STATION, JEBELALI POWER STATION</p> <p>TITLE: M STATION HRSG 11 DD REPAIR WORK.1.# RECTIFICATION OF MAIN SHAFT MISALIGNMENT1.1.#MAINTAIN THE GAP ACROSS BLADE CENTERING DEVICE1.2.#INSTALL 3 MM SHIM-PLATE (CARBON STEEL) BETWEEN BEARING-HOUSE AND BASE PLATE OF BEARING-BRACKET SO THAT SHAFT MOVEMENT TOWARDS RH OR LHSIDE IS MINIMIZED BY 3MM EACH SIDE TO AVOID ANY COLLISION WITH SEALING-CHANNEL.2.#REMOVAL OF ALL LINER PLATES AND INSULATION AND CARRY OUT INSPECTION OF DD BLADE FRAME. CARRY OUT MINOR REPAIR OF FRAME IF ANY DEFECTS (MINOR REPAIR ARE THOSE WHICH WILL TAKE ONE DAY). INSULATION AND LINER PLATES TO BE REINSTALLED AFTER FRAME INSPECTION &amp; REPAIR.3.#TURN THE HINGE-BOLTS AGAINST HINGE, OR FIT SHIM-PLATE IN BETWEEN (TO BE</p>	1	LS				

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			<p>STITCH-WELDED TO HINGE) SO THAT THERE IS NO GAP BETWEEN BOLT AND HINGE.4.#REPLACEMENT OF DAMAGED BLADE LAMELLAS (HRSG &amp; GT SIDE)5.#WELD REPAIR OF CRACK</p> <p>S IN SEAL-AIR CHANNEL (BYPASS AND HRSG)A.#DURATION:1.#07 DAYSB.#SCHEDULE1.#WORK TO BE CARRIED OUT DURING HRSG 11 OUTAGE WHICH IS TENTATIVELY SCHEDULED FOR OCT- 2025.2.#THIS SCHEDULE MAY BE CHANGE BASED ON OPERATIONAL REQUIREMENT, ACCORDINGLY IF THERE WILL BE ANY CHANGES IT WILL BE INFORMED AND WORK TO BE CARRIED OUT ACCORDINGLY.C.#PRE-BID SITE INSPECTION:1.#THE CONTRACTOR SHALL VISIT THE SITE AND MAKE THEMSELVES FULLY FAMILIAR WITH THE WORK SCOPE, PLANT ACCESS, FACILITIES, COMPLEXITIES, ETC., BEFORE SUBMITTING THE BID. DEWA WILL NOT ACCEPT ANY CLAIM FOR EXTRAS BEYOND THE ORDER RATES / PRICES DURING AND AFTER</p>						

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			<p>THE EXECUTION OF WORK ORDERED.2.#THE SCOPE OF WORK MENTIONED HERE ONLY PROVIDES A BROAD OUTLINE OF THE TASK. THE BIDDER MUST REVIEW THE ADEQUACY OF THE PROPOSED SCOPE OF WORK TO CARRY OUT THE REQUIRED TASKS AND ADD ANY ADDITIONAL WORK THAT ARE NEEDED FOR SATISFACTORY COMPLETION OF THIS PROJECT.3.#CONTACT PERSON FOR SITE VISIT3.1.#ASHIL PRABHAKAR ASHIL.PRABHAKAR@DEWA.GOV.AE MOB: 05858395853.2.#ARVIND PRAKASH ARVIND.PRAKASH@DEWA.GOV.AE MOB: 0503905432D.#QUALIFICATION OF BIDDER:1.#THE BIDDER SHALL HAVE ADEQUATE AND PROVEN EXPERIENCE IN THE PAST IN MAINTENANCE AND REPAIR OF DIVERTER DAMPERS. EVIDENCE TO BE PROVIDED.2.#ALL WORK SHALL BE DONE AT SITE AS PER RECOMMENDATION AND SUPERVISION OF DIVERTER DAMPER SPECIALIST.3.#DIVERTER DAMPER SPECIALIST MUST</p>						

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			HAVE AT LEAST 25 YEARS OF WORKEXPERIENCE IN DD INSPECTION AND MAINTENANCE. HIS CV IS TO BE PROVIDED.E.#SCOPE OF WORK:(I)#PREPARATION1.#MOBILIZE MEN/EQUIPMENT WITHIN 01 DAY OF ADVANCE NOTICE.2.#OBTAIN PTW (PERMIT TO WORK) / L C (LINE CLEARANCE) & HOT WORK PERMITFROM DEWA.3.#THE FOLLOWING DOCUMENTS ARE TO BE SUBMITTED TO OBTAIN PTW,4.#METHOD STATEMENT5.#RISK ASSESSMENT OF THE WORK6.#TOOLBOX TALK REPORT.7.#ENSURE PROPER ISOLATION OF THE EQUIPMENT & VALID HWP IS AVAILABLE.8.#ENSURE NO FLAMMABLE MATERIALS NEAR THE HOT WORK AREA.9.#ENSURE THE AREA IS CORRECTLY SECURED AND SAFE TO WORK ON IN ALLRESPECTS.10.#CONDUCT SITE SURVEY AND SAFETY INSPECTION TO ASSESS THE WORKINGENVIRONMENT.11.#BARRICADE THE AREA WITH SIGNAGE.12.#VERIFY THAT SCAFFOLDS ARE SAFE						

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			<p>TO WORK, AND VALID SCAFFOLDING TAGS ARE PROVIDED PRIOR TO USE.13.#IF THE WORKING ENVIRONMENT IS SAFE, THEN THE CONTRACTOR CAN PROCEED WITH THE FOLLOWING STEPS.14.#NOTE: ALL WORKS SHALL BE AS PER RECOMMENDATION OF SPECIALIST AND HIS SUPERVISION.(II)#RECTIFICATION OF MAIN SHAFT AND BLADE MISALIGNMENT1.#INSPECT DIVERTER DAMPER BLADE CLEARANCE (RHS, LHS &amp; BOTTOM) OF BOTH SIDES.2.#FABRICATE SUPPORTS AND INSTALLS AT THE BOTTOM SIDE OF THE BLADE USING A HYDRAULIC JACK FOR LIFTING THE BLADE.3.#CHECK DIVERTER DAMPER BLADE BALANCING4.#INSPECT DIVERTER DAMPER CENTERING DEVICE, AND STOPPER FOR ANY CRACKS/DEFORMITY5.#INSPECT THE CLEARANCE BETWEEN THE CENTERING DEVICE AND STOPPER.6.#INSPECT DIVERTER DAMPER CONNECTION RODS LENGTH AND ADJUST</p>						

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			<p>IF REQUIRED 7. #ARRANGE LEVER BLOCK FOR BLADE ALIGNMENT, ONE END WILL BE FIXED ON THE CENTERING DEVICE AND THE OTHER END ON THE BLADE HINGE. BY APPLYING LOAD, THE SHIFT THE BLADE. 8. #MAINTAIN REQUIRED A 2 MM GAP BETWEEN CENTERING DEVICE AND CENTERING DEVICE POST (STOPPER) BOTH SIDES BY SHIM PLATE. 9. #HYDRAULIC JACKS TO BE ARRANGED FOR SHAFT ALIGNMENT. 10. #SUPPORT MAIN SHAFT BY HYDRAULIC JACKS DURING ADDITION OF SHIM PLATE. 11. #JACK WILL APPLY BETWEEN THE ACTUATOR LEVER AND THE BEARING MOUNTING PLATE. 12. #BY APPLYING HYDRAULIC PRESSURE, THE SHAFT WILL MOVE FROM ONE SIDE TO ANOTHER SIDE. 13. #FABRICATE AND INSTALL SHIM PLATES TO RESTRICT THE SHAFT MOVEMENT AND TACK WELDED. 14. #LOOSEN THE BOLTS OF BEARING MOUNTING PLATE. 15. #FABRICATE &amp; INSERT 3 MM SHIM PLATES BETWEEN BEARING</p>						

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			HOUSING AND BASE PLATE BEARING BRACKET SO THAT SHAFT MOVEMENT TOWARDS RH OR LH SIDE IS MINIMIZED BY 3MM EACH SIDE TO AVOID ANY COLLISION WITH SEALING CHANNEL. 16. #TIGHTEN THE BEARING MOUNTING PLATE BOLTS. 17. #RELEASE THE HYDRAULIC JACKS. 18. #CHECK THE BLADE ALIGNMENT & BALANCING. 19. #CHECK THE BLADE POSITIONER AFTER THE ABOVE ALIGNMENT. 20. #TACK WELD THE SHIM PLATE. 21. #VERIFY BLADE IS CENTERED WHEN IN CLOSED AND OPEN POSITIONS. (III) #REMOVAL OF LINER PLATES AND INSULATION, BLADE FRAME INSPECTION AND MINOR REPAIR. 1. #MOVE THE BLADE TO AN ANGLE OF APPROX. 30° USING HYDRAULIC POWER UNIT. 2. #THE BLADE MUST BE SECURED BY TEMPORARY SUPPORTS, JACKS, CHAIN BLOCKS ETC. 3. #TIGHTEN THE LIFTING DEVICE IN THE 30° POSITION OF THE DIVERTER BLADE TO CREATE A SAFE WORK ENVIRONMENT.						

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			<p>NT.4.#ERECT SCAFFOLDING ON THE HRSG SIDE WHICH SHALL PROVIDE PROPER ACCESS(ASSURE WOODEN PLANKS ARE USED PRIOR TO INSTALLING THE SCAFFOLDING TOPROTECT INSULATION/CLADDING).5.#PROTECT THE WOODEN PLANKS BY USING FIRE BLANKETS, FROM WELDINGSPARKS, PERFORMING HOT WORK</p> <p>6.#REMOVE THE COMPLETE LINERS AND COMPLETE INSULATIONS FROM THE BLADE.7.#INSPECT ALL SECTIONS OF THE BLADE FRAME ANY DEFECTS LIKE CRACKS,WEAR, OR DEFORMATION ETC.8.#VISUAL INSPECTION OF THE ALL THE WELDING JOINT &amp; DPT.9.#CARRY OUT MINOR REPAIR LIKE CRACK RECTIFICATION BY PATCH PLATEWELDING OR RE-WELDING THE CRACKS ETC. AS PER DD SPECIALISTRECOMMENDATIONS. (MINOR REPAIRS ARE THOSE WHICH WILL TAKE ONE DAY)10.#RETHREADING &amp; INSTALLATION OF LINER BOLTS AND REPLACE IF ANYDAMAGED. STUDS WILL BE PROVIDED BY</p>						



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			DEWA.11.#REINSTALL THE LINERS AND COMPLETE INSULATIONS OF THE BLADE12.#TIGHTENING OF THE NUTS AND TACK WELDING OF THE NUTS WITH WASHER.13.#DISMANTLE SCAFFOLDING ON HRSG SIDE OF THE BLADE. PRIOR STARTINGWITH FOLLOWING STEP ASSURE NO OBSTACLES ARE IN THE WAY FOR FREE MOVEMENTOF THE BLADE IN HRSG CLOSED DIRECTION (E.G. SCAFFOLDING, ETC.).14.#REMOVE THE LIFTING BELTS, CHAIN BLOCK INCLUDING ALL LIFTING DEVICES15.#LOWER THE BLADE CAREFULLY BY USING THE ORIGINAL HYDRAULIC POWERUNIT. THE END POSITION WILL BE THE HRSG CLOSED POSITION16.#AFTER COMPLETION OF ALL WORKS, BLADES SHALL BE TESTED FORALIGNMENT, BALANCE & FUNCTION. NOTE: TEST TO BE DONE UNDER SUPERVISIONOF DD SPECIALIST(IV)#HINGE BOLT TIGHTENING1.#TURN THE HINGE-BOLT AGAINST HINGE, SO THAT THERE IS NO GAP						

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			<p>BETWEENBOLT AND HINGE.2.#IF GAP STILL EXISTS, FABRICATE A SHIM-PLATE AND INSERT SHIM-PLATE IN THE GAP3.#STITCH-WELD THE SHIM-PLATE SECURELY(V)#REPLACEMENT OF DAMAGED BLADE LAMELLAS (HRSG &amp; GT SIDE)1.#DISMANTLE DAMAGED LAMELLAS ON HRSG &amp; GT SIDE2.#INSTALL NEW LAMELLAS WITH CORRECT ORIENTATION, ALIGNMENT, AND FASTENING METHOD.3.#TIGHTEN THE LAMELLA BOLTS AND TACK WELD THE NUTS.(VI)#WELD REPAIR OF CRACKS IN SEAL-AIR DUCT (BYPASS AND HRSG SIDE)1.#CLEAN AND PREPARE SURFACE BY GRINDING OUT THE CRACKS ON SEAL-AIR DUCT (BYPASS AND HRSG)2.#WELD REPAIR CRACKS.3.#FOR DEFORMED PORTION IN THE DUCT CUT OUT SECTIONS AND REPLACE BY NEW PLATE.(VII)#GENERAL1.#REMOVE TEMPORARY SUPPORT IF ANY.2.#REMOVE ALL METAL SCRAPS, TEMPORARY SUPPORTS AND ANY OTHER</p>						

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			SCRAPS FROM THE WORKPLACE AND DISPOSE AS PER DEWA ENGINEER'S INSTRUCTION.3.#AFTER COMPLETION OF THE SCOPE OF WORK, A JOINT INSPECTION SHALL BE DONE WITH DEWA ENGINEER.4.#CARRY OUT DAMPER HRSG CLOSE, BYPASS CLOSE AND EMERGENCY CLOSE TEST AND CHECK THE SEAL AIR PRESSURE CONDITIONS.5.#A QUALIFIED JOB SUPERVISOR SHALL BE ASSIGNED FOR THE JOB.6.#SKILLED F						

TOTAL AMOUNT IN WORDS:

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### **SPECIAL NOTES / INSTRUCTIONS:**

HRSG 11 Diverter Damper repair works

[ Notes :

- 1) Diverter Damper Specialist is mandatory
- 2) Attached scope of work to be followed

Contact : ashil.prabhakar/+971-43226179

### **STANDARD TERMS & CONDITIONS**

- 1) Prices should be 'DDP' delivery duty paid at DEWA stores.

**MATERIAL AND OR SERVICE PROVIDED TO DEWA SHOULD PREFERABLY BE ENERGY EFFICIENT AND ENVIRONMENT FRIENDLY.**

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- 2) Quotation to be submitted only in local currency U.A.E Dirhams
- 3) DEWA Standard payment terms is '30 days credit' from the date of acceptance of material
- 4) No DEWA staff or his or her relatives up to third degree should have ownership or partnership in your company, and your participation in DEWA tenders / RFQs should not constitute a Conflict or perceived Conflict of Interest.
- 5) The offered product and/ or services in the Quotation, shall be conforming and in accordance with DEWA Energy Management Policy & EnMS Manual.

**SUPPLIER'S REMARKS :**

**SUPPLIER'S SIGNATURE AND STAMP**