



Thessaloniki Port Authority S.A  
Pier A', Thessaloniki Port  
PO Box:10467, GR54012  
S.A R.N 42807/06/B/99/30  
G.C.R.N : 58231004000

Thessaloniki, 21<sup>th</sup> May 2018

PROCUREMENT DEPARTMENT

## REQUEST FOR TENDER

### FOR THE OVERHAUL OF (7) CONTAINER PORT STRADDLE CARRIERS WITH OPTION FOR UP TO (6) ADDITIONAL STRADDLE CARRIERS

<b>CONTRACTING AUTHORITY</b>	<b>Thessaloniki Port Authority SA</b> Main Administration Building 1st Pier Thessaloniki Port, PC 54012 Greece Tel.+302310593121, fax. +302310510500 E-mail: <a href="mailto:secretariat@ThPA.gr">secretariat@ThPA.gr</a> Web site: <a href="http://www.ThPA.gr">http://www.ThPA.gr</a>
<b>TYPE OF PROCEDURE</b>	<b>Open Procedure</b>
<b>CALL DATE</b>	21/05/2018
<b>TENDERS CLOSE AT</b>	14/06/2018 22 :00
<b>AWARD CRITERION</b>	The most economically advantageous tender in terms of the criteria stated in the specifications
<b>CONTACT FOR FURTHER INFORMATION</b>	Tender enquiries are to be directed to:  <u>Technical contact</u> :  Name : Dimitrios Tsitsamis  Telephone :+302310593360  <u>Administrative Contact:</u>  Name: Chrisanti Athanasiou  Telephone: +302310593360  E-mail: <a href="mailto:cathanasiou@ThPA.gr">cathanasiou@ThPA.gr</a>

## **CONTENTS**

1. Preamble
  - 1.1 Contracting Entity
  - 1.2 Scope of Tender
  - 1.3 Procedure type
2. Tender allotment
3. Objections –Amendment and Cancellation of the procedure
4. Tender process
  - 4.1 Site visit
  - 4.2. Time table and conditions for offer
5. Form of the bid
6. Offers' submission – offer documentation
  - 6.1 Offer Documentation
  - 6.2 Offers' Validity
  - 6.3 Award Criterion
  - 6.4 Time frame for execution of work

## **ATTACHED DOCUMENTS**

Administrative terms and conditions

Technical terms and conditions

## 1. PREAMBLE

### 1.1 Contracting Entity

In March 2018, SEGT completed the purchase of 67% of Thessaloniki Port Authority SA (“THPA sa”), a Greek listed company, which operates the full port of Thessaloniki.

SEGT consists of a consortium of three complementary companies:

- Deutsche Investment Equity Partners, a German investment fund
- Terminal Link, an international Terminal Operator (a Joint Venture between CMA CGM Group and China Merchant Group)
- Belterra Investment Ltd, a strategic investment company, investing in Northern Greece

The Port of Thessaloniki (THPA) is mainly constituted by:

- a container terminal (402,000 teus in 2017)
- a conventional cargo terminal (around 3,6 Million Tons)

The new consortium committed to modernize the port and to build and operate an extension of the Container Terminal. Significant investments are planned on short term and on the middle term

All important information is disclosed on THPA official Website [www.THPA.gr](http://www.THPA.gr), including audited financial statements. The company is in solid financial health. Private rules are applied on this company since the take-over.

### 1.2 Scope of tender.

Terminal Link, as expert partner and shareholder, signed a Management Agreement with THPA to support and optimize the development and the expertise of the Container Terminal.

The scope of this tender call is the overhaul of the Straddle Carriers listed in the following table.

Items	Type	Manufacturer	SN	Capacity		Year of commissioning
				Load (T)	Nb of container height	
SC11	STRADDLE CARRIER	SISU		40	2+1	1997
SC12	STRADDLE CARRIER	SISU		40	2+1	1997
SC13	STRADDLE CARRIER	SISU		40	2+1	1997
SC14	STRADDLE CARRIER	SISU		40	2+1	1997
SC15	STRADDLE CARRIER	SISU		40	2+1	1997
SC16	STRADDLE CARRIER	KALMAR CSC 340		40	2+1	2003
SC17	STRADDLE CARRIER	KALMAR CSC 340		40	2+1	2003
SC18	STRADDLE CARRIER	KALMAR CSC 340	4120	40	2+1	2007
SC19	STRADDLE CARRIER	KALMAR CSC 340	4121	40	2+1	2007
SC20	STRADDLE CARRIER	KALMAR CSC 340	4122	40	2+1	2007
SC21	STRADDLE CARRIER	KALMAR CSC 340	4123	40	2+1	2007
SC22	STRADDLE CARRIER	KALMAR CSC 340	4971	40	2+1	2012
SC23	STRADDLE CARRIER	KALMAR CSC 340	4972	40	2+1	2012

THPA intends to commit for seven (7) Straddle Carriers and put the additional work as an option, which can be triggered at a later stage.

Terminal Link/ CMA CGM will assist THPA SA in this tender process.

### **1.3 Procedure type**

Open Procedure

## **2. TENDER ALLOTMENT**

The tender is separated in 3 Request for Proposal (lots) based on different skills:

- RFP 1: Mechanism and Hydraulic,
- RFP 2: Structure,
- RFP 3 Electricity.

**The candidate (the "Bidder") is allowed to make an offer for 1, 2 or 3 RFP.**

## **3. OBJECTIONS – AMENDMENT AND CANCELLATION OF THE PROCEDURE**

Since ThPA SA is a privately-owned company and due to the importance of the tender, no objections in relation to the content of this Tender (if submitted) will be examined.

ThPA SA, at its absolute discretion, has the right to cancel or repeat the Tender at any stage of the procedure.

ThPA SA may also amend or cancel the Tender, including amend the procedure of negotiations, in a transparent way.

## **4. TENDER PROCESS**

### **4.1 Site visit**

The supplier should visit the facilities and inspect the equipment to take into consideration the specific items in need of repair, identified in schedule of unit prices (Annex .1, Annex 2 and Annex 3) for each of the RFP.

### **4.2 Time table and conditions for offer submission**

- Visits: from 21st of May until 7th of June
- Clarification and questions: At any time until 7th of June, the bidders can ask for questions to the administrative contact, copy [mriondel@ThPA.gr](mailto:mriondel@ThPA.gr). Direct discussions with THPA employees or representatives are forbidden outside of this process.
- The time limit for the submission of offers is **14th of June 22.00** Athens time. An acknowledgment will be sent by THPA.

## **5. Form of the bid:**

The offer shall include only pdf files.

The offer shall be sent in one or several emails (max 10Mb by email) to:

- I. Procurement department [cathanasiou@ThPA.gr](mailto:cathanasiou@ThPA.gr)
- II. [execteam@ThPA.gr](mailto:execteam@ThPA.gr)

## **6. Offers Submission - Documentation**

### 6.1 Offer documentation

#### 1. The Offer

The Offer shall be submitted to ThPA sa in English or in Greek language, and shall include:

- a. The Submission letter
- b. Presentation of the bidder including: skills / qualification, annual turnover for the last 3 years,
- c. List and presentation of subcontractors. Subcontractors must be clearly identified and approved by THPA.
- d. Experience and references of the bidder in similar projects,
- e. "Administrative Terms and Conditions" document signed,
- f. "Technical Terms and Conditions" document signed,
- g. Schedule of unit prices fully filled and signed for each of the RFP.**

#### 2. The submission letter shall indicate for which of the RFP is the bid (RFP 1: Mechanism and Hydraulic, RFP 2: Structure, RFP 3 Electricity) and shall include:

Presentation and warranties, which are binding for the Bidder:

- The proposal is signed by a duly authorized representative of your company, and any corporate approval has been obtained before.
- That all information provided are true and fair and reflect reliable information about the services and the bidder.
- That the company is in solid financial position, has the capacity to provide the service assigned and doesn't anticipate any major issue, which could affect the quality or the timing.
- That the Bidder commits to strictly follow the rules of ethics in force in Europe and in Greece. Bidder commits to notify the Company of any deviation to the good practices of ethics.
- That the service will be rendered in accordance with the rules of art and in compliance with European and Greek applicable rules and regulations, including for environmental matters.
- That the bidder renounce to any recourse to THPA for the tender process. THPA reserves the right to modify or to cancel the tender process without having to give any justification and without bearing any liabilities against the bidders.

### 6.2 Offers' Validity

The proposal shall be firm and valid until **30th September 2018**

Any offer which sets forth a term of validity less than the above mentioned is rejected as unacceptable. Candidates are advised that they may be asked to extend the validity of their proposals by a further one (1) month.

### 6.3 Award Criterion

The offers will be evaluated according to the following criteria:

- Financial offer,
- Downtime,
- Experience of the bidder.

### 6.4 Time frame for execution of work

From July to October 2018 (estimated).

### Attachments:

- "Administrative Terms and Conditions" document signed,
- "Technical Terms and Conditions" document signed,
- Schedule of unit prices fulfilled and signed for each of the RFP.

We hope that this business opportunity will be of interest to you. We are looking forward developing new business relationships and expect that this tender is a first step in the development process of the company.

Best Regards

Sotiris Theofanis

Chief Executive Officer and Chairman of the Board



**THESSALONIKI  
PORT  
AUTHORITY S.A.**


**THPA  
CONTAINER PORT  
STRADDLE CARRIERS  
OVERHAUL**

Date : 21/05/2018

# THPA CONTAINER PORT STRADDLE CARRIERS OVERHAUL


## Administrative terms and conditions



 <b>THESSALONIKI PORT AUTHORITY S.A.</b>	<b>THPA CONTAINER PORT STRADDLE CARRIERS OVERHAUL</b>	Date : 21/05/2018

## Summary

1	Object .....	3
2	Method of Execution.....	3
3	Guarantees.....	3
4	Access to the port.....	<b>Σφάλμα! Δεν έχει οριστεί σελιδοδείκτης.</b>
5	Fixed price.....	3
6	Late penalties .....	3
7	Safety rules .....	4
8	Environment .....	4

 <b>THESSALONIKI PORT AUTHORITY S.A.</b>	<b>THPA</b>  <b>CONTAINER PORT STRADDLE CARRIERS OVERHAUL</b>	Date : 21/05/2018
--	---	-------------------

## **1 Object**

This document defines all administrative rules concerning the tender called « Container Port Straddle Carriers overhaul ».

## **2 Method of Execution**

For each Item, work is done according to the following steps:

- Item is scheduled by the THPA Technical Supervisor (TS) and a Work Order number is transmitted to the Contractor Team Leader (CTL),
- Before beginning the work, a kick-off inspection is done by both TS and CTL to confirm equipment state and the Working Order Document is transmitted to the CTL. The equipment will be locked out in order to avoid any movement.
- Work is done and reported on the "Working Order Document".
- Acceptance of work is done by both TS and CTL. The Working Order Document is completed by the approval or remarks.
- As soon as the acceptance is confirmed, the Contractor can send an invoice to the Administrative Contact. All invoices must precise the Working Order number. An invoice without Working Order number specified will be automatically refused.
- Maximum 2 Straddle Carriers will be available for refurbishment in the same time.

## **3 Guarantees**

All Items are guaranteed as follow:

- Labour: 1 year,
- Usual spare parts: 1 year,
- Motors: 18 000 hours,
- Painting: 5 years.

## **4 Fixed price**

All the prices are fixed and in Euros.

The prices include:

- All necessary tools and special equipment,
- Travelling and lodging costs,


Only means of access like cheery picker or workshop overhead bridge will be provided by THPA.

## **5 Additional works**

THPA can request to extend the works defined in the General Items of the bidder proposal, to more machines. THPA will in this case, benefit of the same unit price for these additional machines.

## **6 Late penalties**

Late penalties for "n" hours are:

 <b>THESSALONIKI PORT AUTHORITY S.A.</b>	<b>THPA CONTAINER PORT STRADDLE CARRIERS OVERHAUL</b>	Date : 21/05/2018
--	---	-------------------

$$Penalties (\text{€}) = \frac{Item\ price (\text{€})}{Downtime} \times n$$

Penalties could not be more than 30% of the Item price.

## **7 Safety rules**

Every day, the Contractor must:

- Register the team to the TS when they enter the workshop,
- Take a radio given by the TS,
- If needed, inform TS to have a fire permit,
- Ensure the Straddle Carrier is still locked-out,
- Respect the areas allocated for the work,
- Inform the TS and give back the radio when the team leave the workshop.

## **8 Environment**

The contractor is responsible of the wastes produced.

The contractor must clean the area, evacuate and recycle all the waste produced during the work according to the Greek regulation.



**THESSALONIKI  
PORT  
AUTHORITY S.A.**


**THPA  
CONTAINER PORT  
STRADDLE CARRIERS  
OVERHAUL**

Date : 21/05/2018

# THPA CONTAINER PORT STRADDLE CARRIERS OVERHAUL


## Technical terms and conditions



 <b>THESSALONIKI PORT AUTHORITY S.A.</b>	<b>THPA CONTAINER PORT STRADDLE CARRIERS OVERHAUL</b>	Date : 21/05/2018

## Summary

1	Object .....	3
2	Scope of work.....	3
2.1	First part : General state summary of the equipment.....	3
2.2	Second part : Items list.....	4
3	THPA preparation.....	5
4	Allocated areas.....	5
5	Technical standard to be applied .....	5
5.1	Grinding .....	5
5.2	Welding.....	5
5.3	Anti-corrosion protection.....	6
5.4	Hydraulic.....	6
6	Spare parts.....	6

 <p><b>THESSALONIKI PORT AUTHORITY S.A.</b></p>	<p><b>THPA</b></p> <p><b>CONTAINER PORT STRADDLE CARRIERS OVERHAUL</b></p>	<p>Date : 21/05/2018</p>
---	--	--------------------------

## **1 Object**

This document defines all Technical rules to be respected for the tender called « Container Port Straddle Carriers Overhaul»

## **2 Scope of work**

Different Items have been defined and summarized for each Straddle Carrier in the Excel file in Annex 1 : “Annex 1\_List of items.xlsx”


For each Straddle, the document is composed of 2 parts


- General state summary of the equipment,
- Items list (proposed unit prices).

### **2.1 First part: General state summary of the equipment**

Different kinds of information are summarized on a one page document:

- Hand over date,
- Technical characteristics,
- Evaluation of the structure, hydraulic, electricity, kinematics and cabin,
- Life time evaluation.

 <b>THESSALONIKI PORT AUTHORITY S.A.</b>	<b>THPA</b>  <b>CONTAINER PORT STRADDLE CARRIERS OVERHAUL</b>	Date : 21/05/2018

SC21	Characteristics - History - Inspection		Ref: SC21_1																														
	MANUFACTURER:	KALMAR	Version: V3																														
	HAND OVER:	2007	Date: 05/02/18																														
	AGE:	11	Model: CSC 340																														
	GENERAL CONDITIONS		S/N: 4123																														
	CAPACITY		6																														
	MAX LOAD UNDER SPREADER (T):	40																															
	CONTAINER HEIGHT	(2+1)																															
	FEM CLASSIFICATION (1)		DESIGN LIFETIME (2)																														
	STRUCTURE:	U6 Q2 A6	CYCLES: 1 000 000																														
	HOIST:	T6 L2 M6	HOURS: 12 500																														
TRAVEL:	T6 L2 M6	HOURS: 12 500																															
<input type="checkbox"/> (1) From calc notices <input checked="" type="checkbox"/> (2) Maximum value, considering the load spectrum taken for design is respected. <input checked="" type="checkbox"/> X Estimated																																	
<b>INSPECTION</b> The purpose of this section is to describe the condition of each element: 1 = Bad - 100 = Good																																	
STRUCTURE	80	Slight overall corrosion, structure is scratch but unimpaired, superficial top bolted joint corrosion																															
HOIST	70	Slightly deformed headblock, slightly dry wire ropes, dry guide rails, <b>dry bottom pulleys, indentation observed on upper pulleys</b>																															
TRAVEL	80	Leaks on steering mechanisms																															
ACCESS	5	<b>Makeshift repairs on first ladder, cage ladder to cabin in critical condition, upper ladder cracks, blocked top platform guarding (including access)</b>																															
HYDRAULIC	80	Slight leaks on both sides																															
ELECTRIC	100	Ok																															
CABIN	70	Slightly dirty, driver cab in decent condition																															
<b>HISTORY</b> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Year</th> <th>Description</th> <th>Cost K€</th> <th>Year</th> <th>Description</th> <th>Cost K€</th> </tr> </thead> <tbody> <tr> <td>2018</td> <td>2 Engines replaced</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>				Year	Description	Cost K€	Year	Description	Cost K€	2018	2 Engines replaced																						
Year	Description	Cost K€	Year	Description	Cost K€																												
2018	2 Engines replaced																																
<b>OVERVIEW</b> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">LIFE TIME</th> <th colspan="2">Reliability - Availability</th> <th>Budget</th> </tr> </thead> <tbody> <tr> <td>Estimated output:</td> <td>11</td> <td colspan="2" rowspan="3"> <b>Good</b>            Fairly recent equipment, will need a short technical stop to replaced the engine in the near future. Access needs to be repaired and might require a technical stop.         </td> <td rowspan="3"> <b>Important</b>            Top platform guardrails need fixing (dangerous working condition for maintenance), cabin support needs fixing ASAP (serious risk for the driver!).         </td> </tr> <tr> <td>Service meter (h)</td> <td>21 319</td> </tr> <tr> <td>Service left (3)</td> <td>81 745 h</td> </tr> <tr> <td>STRUCTURE</td> <td>21%</td> <td>Service left (3)</td> <td colspan="2" rowspan="3">           Fairly recent equipment, will need a short technical stop to replaced the engine in the near future. Access needs to be repaired and might require a technical stop.         </td> </tr> <tr> <td>HOIST</td> <td>65%</td> <td>Service left (3)</td> </tr> <tr> <td>TRAVEL</td> <td>71%</td> <td>Service left (3)</td> </tr> <tr> <td colspan="2">(3) Life time based estimation</td> <td colspan="3"> </td> </tr> </tbody> </table>				LIFE TIME		Reliability - Availability		Budget	Estimated output:	11	<b>Good</b> Fairly recent equipment, will need a short technical stop to replaced the engine in the near future. Access needs to be repaired and might require a technical stop.		<b>Important</b> Top platform guardrails need fixing (dangerous working condition for maintenance), cabin support needs fixing ASAP (serious risk for the driver!).	Service meter (h)	21 319	Service left (3)	81 745 h	STRUCTURE	21%	Service left (3)	Fairly recent equipment, will need a short technical stop to replaced the engine in the near future. Access needs to be repaired and might require a technical stop.		HOIST	65%	Service left (3)	TRAVEL	71%	Service left (3)	(3) Life time based estimation				
LIFE TIME		Reliability - Availability		Budget																													
Estimated output:	11	<b>Good</b> Fairly recent equipment, will need a short technical stop to replaced the engine in the near future. Access needs to be repaired and might require a technical stop.		<b>Important</b> Top platform guardrails need fixing (dangerous working condition for maintenance), cabin support needs fixing ASAP (serious risk for the driver!).																													
Service meter (h)	21 319																																
Service left (3)	81 745 h																																
STRUCTURE	21%	Service left (3)	Fairly recent equipment, will need a short technical stop to replaced the engine in the near future. Access needs to be repaired and might require a technical stop.																														
HOIST	65%	Service left (3)																															
TRAVEL	71%	Service left (3)																															
(3) Life time based estimation																																	

## 2.2 Second part: Items list

This part is the proposed unit prices.


For each item:

- General or Specific is noticed.
  - o "General" means that the item is exactly the same for all Straddle Carriers of the same family. The price and downtime will be the same for all Straddle Carriers of one family.
  - o "Specific" means the item is dedicated to this Straddle number alone. The price and downtime will be different for each Straddle Carriers.

The families are identified with a sheet color code in the Excel file (tabs below the spreadsheets).

- Quantity expected is the result of a previous assessment. This value can change with the time. This value is given in order to evaluate quantity of work and spare parts.
- Unit price: must be fulfilled in Euros for 1 item.
- Downtime: is the time needed to do the work (ie: Day1 8h00 to day2 18h00 = 34h)
- Item – Doc N° / picture: You will find picture or documentation in order to help you to estimate the work. For example: 55-X means item 55 and X represent the number of the document. You may have more than 1 document for 1 item.

Documents are organized in 3 folders for each Straddle carriers family:

 <b>THESSALONIKI PORT AUTHORITY S.A.</b>	<b>THPA</b>  <b>CONTAINER PORT STRADDLE CARRIERS OVERHAUL</b>	Date : 21/05/2018

- Documentation: which is the complete technical documentation,
- General Items: which is the documentation dedicated to the general Items (pictures and extract of documentation),
- Specific Items: which is the documentation dedicated to the specific Items (pictures).
- Parts numbers: Kalmar catalog spare parts number.

SC11	Repair Items	Ref: SC11_2		Version: V3		Date: 05/02/18		
		Mécanism / Hydraulic lot	Général /Spécific	Quantity expected	Unit Price (€)	Downtime	Item - Doc N°/picture	Parts numbers
Motor	Installation / removal	G	2					N5719900
	Supply (new one)	G	2			55-X		
	Supply (Repair By Exchange)	G	2					
Hoist Cylinder	Installation / removal	G	2					C5592711
	Supply	G	*					
	Repair fixation	S	0			1-X		
	Check bolts tightening	G	0					
	Cylinder overhaul (joint kit and geometrical measurement)	G	2					
Load Valve	Installation / removal	G	1					N0808045H
	Supply	G	1			68-X		
Steering Cylinder	Installation / removal	G	2					C5592531
	Supply	G	*					
	Check bolts tightening	G	0			2-X		
	Cylinder overhaul (joint kit and geometrical measurement)	G	2					

### **3 THPA preparation**

All the straddles carriers will be cleaned before the beginning of the work.

### **4 Allocated areas**

A secured area in the parking house will be allocated for the work. This area will be delimited by a visual markup in order to avoid any circulation in the area.

In case an overhead bridge is required, the straddle carrier could be placed in the port workshop for an Item.

### **5 Technical standards to be applied**

The parts should be replaced or repaired following the state of the art rules.


All tightening torques, as specified in the technical documentation, must be respected by the use of adapted tools.

#### **5.1 Grinding**

The Contractor shall take all necessary precautions to avoid projections of emery onto the paint Structure.

#### **5.2 Welding**

The Contractor shall take all necessary precautions to avoid electronic damage and incident.

 <b>THESSALONIKI PORT AUTHORITY S.A.</b>	<b>THPA CONTAINER PORT STRADDLE CARRIERS OVERHAUL</b>	Date : 21/05/2018
--	---	-------------------

All welders shall be qualified welders. The document will be provided to the TS.

Standards to comply with are:

- NF EN 287 – 1 - September 2011 “Qualification test of welders. Fusion welding. Part 1: steels »
- NF EN ISO 15607 - May 2004 “Specification and qualification of welding procedures for metallic materials -- General rules”
- NF EN ISO 15609-1 (January 2005) “Specification and qualification of welding procedures for metallic materials -- Welding procedure specification -- Part 1: Arc welding”

### **5.3 Anti-corrosion protection**

Surfaces to be protected by paint will be prepared, as a minimum, by:

- Degreasing,
- Brushing,
- Dust removal from all surfaces.

The surfaces will be prepared in strict compliance with the recommendations of industrial paint guarantees.

Standards to comply with are:

- NF EN ISO 4628 Parts 1 - 7 March 2016 “Paints and varnishes -- Evaluation of degradation of coatings -- Designation of quantity and size of defects, and of intensity of uniform changes”.
- NF EN ISO 12944 Parts 1 - 8 September 1998 “Paints and varnishes - Corrosion protection of steel structures by protective paint systems”
- NF EN ISO 8501-1 September 2007 “Preparation of steel substrates before application of paints and related products. Visual assessment of surface cleanliness. Rust grades and preparation grades of uncoated steel substrates and of steel substrates after overall removal of previous coatings + Additional informaton: pictorial examples of change of appearance of steel after application of different abrasives.”
- NF EN ISO 8501-2, December 2001 “Preparation of steel substrates before application of paints and related products – Visual assessment of surface cleanliness - Part 2: Preparation grades of previously coated steel substrates after localized removal of previous coatings”
- NF EN ISO 1461 – July 2009 “Hot dip galvanized coatings on fabricated iron and steel articles – Specifications and test methods”

### **5.4 Hydraulic**

Standards to comply with are:

- N.A.S. 163.8 1992 (North American standard) concerning the contamination of hydraulic fluids

## **6 Spare parts**

All spare parts should be original brand.

In case of equivalent parts, the new parts must be validated by the TS beforehand.