

**RETURN BIDS TO:**  
**RETOURNER LES SOUMISSIONS À:**  
**Bid Receiving - PWGSC / Réception des soumissions -**  
**TPSGC**  
**11 Laurier St. / 11, rue Laurier**  
**Place du Portage, Phase III**  
**Core 0A1 / Noyau 0A1**  
**Gatineau, Québec K1A 0S5**  
**Bid Fax: (819) 997-9776**

**SOLICITATION AMENDMENT**  
**MODIFICATION DE L'INVITATION**

The referenced document is hereby revised; unless otherwise indicated, all other terms and conditions of the Solicitation remain the same.

Ce document est par la présente révisé; sauf indication contraire, les modalités de l'invitation demeurent les mêmes.

**Comments - Commentaires**

**Vendor/Firm Name and Address**  
**Raison sociale et adresse du**  
**fournisseur/de l'entrepreneur**

**Issuing Office - Bureau de distribution**  
Vehicles & Industrial Products Division  
11 Laurier St./11, rue Laurier  
7A2, Place du Portage, Phase III  
Gatineau, Québec K1A 0S5

<b>Title - Sujet</b> TRUCKS, DUMP, CLASS 8, HEAVY		
<b>Solicitation No. - N° de l'invitation</b> W8476-134004/A		<b>Amendment No. - N° modif.</b> 003
<b>Client Reference No. - N° de référence du client</b> W8476-134004		<b>Date</b> 2013-01-30
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$HP-539-61601		
<b>File No. - N° de dossier</b> hp539.W8476-134004	<b>CCC No./N° CCC - FMS No./N° VME</b>	
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2013-02-19</b>		<b>Time Zone</b> <b>Fuseau horaire</b> Eastern Standard Time EST
<b>F.O.B. - F.A.B.</b> Specified Herein - Précisé dans les présentes <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input type="checkbox"/> <b>Other-Autre:</b> <input checked="" type="checkbox"/>		
<b>Address Enquiries to: - Adresser toutes questions à:</b> Cafferty, Kathy		<b>Buyer Id - Id de l'acheteur</b> hp539
<b>Telephone No. - N° de téléphone</b> (819) 956-5917 ( )		<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>		

**Instructions: See Herein**

**Instructions: Voir aux présentes**

<b>Delivery Required - Livraison exigée</b>	<b>Delivery Offered - Livraison proposée</b>
<b>Vendor/Firm Name and Address</b> <b>Raison sociale et adresse du fournisseur/de l'entrepreneur</b>	
<b>Telephone No. - N° de téléphone</b> <b>Facsimile No. - N° de télécopieur</b>	
<b>Name and title of person authorized to sign on behalf of Vendor/Firm</b> <b>(type or print)</b> <b>Nom et titre de la personne autorisée à signer au nom du fournisseur/</b> <b>de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

1. This Solicitation Amendment 003 is raised to:
  - a. provide answers to questions on this procurement; and
  - b. extend the closing date from 02:00 pm on 5 February 2013 to 02:00 pm on 19 February 2013 Eastern Standard Time.
2. The following are answers provided in response to questions posed by potential bidders:

Q10. 3.7.14.1 (c) Controls located inside the cab;

Under the current Ministry of Transportation Regulation 413/05 ([www.mto.gov.on.ca/english/trucks/vwd/](http://www.mto.gov.on.ca/english/trucks/vwd/)) ( for Vehicle Weight and Dimensions- For Safe, Productive, Infrastructure-Friendly Vehicles (SPIF) with reference to Item 5 (2) of the program, "A designated truck or a tractor in a designated combination may not be equipped with or have controls, whether remote or manual, that would allow the driver from the cab of the truck or tractor to lift, deploy or alter the weight on a self-steering axle of the truck". 3.7.14.1 (c) is no longer an option under the SPIF regulations.

In emergency situations the following must apply to the controls;

5 (2) b The controls , (i) do not activate unless the emergency 4-way flashers are activated (ii) contain a device that prevents lift the axle or altering the axle weight when the truck or vehicle combination is travelling at a speed over 60 kilometers per hour.

A10. Paragraph 3.7.14.1 is amended as follows:

DELETE: In its entirety.

INSERT: Option 2 - Lift Axle - If a lift axle is required for load distribution purpose, the axle shall be an air lift self steer. The axle shall have:

- (a) A capacity as detailed in the Configuration Capability Table under "Lift Axle";
- (b) Air suspension;
- (c) Controls located inside the cab. The controls can only be operated when the 4-way flashers are activated; and
- (d) A device that prevents lifting the axle or altering the weight when the truck is travelling at a speed over 60 km per hr.

Q11. 4.3 Option 5 Heated Dump Body. The 2010 engine emissions requirements prevent the option of a heated dump body with our Original Equipment Manufacturer. The issue is with the exhaust to heat the dump box must be diverted, after exhaust treatment to meet 2010 emissions. The exhaust system as supplied by the OEM cannot be positioned to achieve the required routing and diverted to heat the dump box. We have attached as suggested alternative information concerning a Truck Vibrator. This truck vibrator will accomplish the following items;

Dump material faster

Loosens wet, sticky, frozen, materials

Will a truck vibrator be considered as an option?

A11. The file sponsor accepts the truck vibrator in lieu of the heated dump feature.

Paragraph 4.3 is amended as follows:

DELETE: Option 5 – Heated Dump Body (applicable to Item V) - As requested in the Requirement Summary Table, the vehicle shall be equipped with 16.82 m3 (20 yd3) heated dump body. The vehicle shall be equipped with a heated 6.25 m3 (20.5 ft) dump body. For the heated body application, the vehicle shall be equipped with a single exhaust with stainless steel diverter, thermostatically air controlled and a heat kit consisting of Diesel Particulate Filter (DPF) automatic application. The body shall:

INSERT: Option 5 - 16.82 m3 (20 yd3) Dump Body (applicable to Item V) - As requested in the Requirement Summary Table, the vehicle shall be equipped with 16.82 m3 (20 yd3) dump body. The dump body shall(E) be 6.25 m (20.5 ft) nominal. The dump body shall have items 4.1(a) through 4.1(o), inclusive. The vehicle shall be equipped with a heavy duty electric vibrator.

Q12. 4.9 (g) Engine Hood Interference. In combination with the engine hood interference issue, a single opening on the driver side such as a hood hatch is being suggested to provide access to all routine maintenance checks, including air filter changes without opening the hood.

A12. This is acceptable.

Paragraph 4.9(g) is amended as follows:

DELETE: In its entirety.

INSERT: Engine Hood Interference – Not interfere with the opening of the engine hood or be designed such that one person can easily and safely manipulate the system to allow opening of the hood. A single opening on the driver side such as a hood hatch to provide access to all routine maintenance checks, including air filter changes without opening the hood will be acceptable;

Q13. Table 4 Configuration D Truck 6x4. This configuration under Ministry Regulation 413/05 (SPIF) will not meet the standards. The size of the dump box and required positioning of the lift axle will not allow this vehicle to be SPIF compliant. The suggestion would be to remove the lift axle from Configuration D and specify as a tandem dump. In combination with changing Configuration D from a lift axle tri-axle to a tandem axle dump, the Frame RBM specification should be moved to 3,700,200 pounds-inch. The SPIF standard would be changed from a Schedule 23 to a Schedule 21.

A13. This is acceptable. The truck will be used around the Base.

Paragraph 1.3 Table 4 - Configuration D, Lift Axle is amended as follows:

DELETE: 6,350 (14,000)

INSERT: If required for load distribution

Paragraph 1.3 Table 4 - Configuration D, Frame RBM is amended as follows:

DELETE: 4,000,000

INSERT: 3,700,200

Q14. 3.7.8 Power Take-Off (PTO) The PTO shall (e) be transmission mounted. For Configuration A and B the option for a front engine PTO should be noted. This may be required based on the mounting of the transmission PTO on a snow plow application.

A14. This is a shall(E) and subject to Technical Authority Approved Equivalent.

Q15. Section 3.7.14 (a) of the Purchase Description in the subject solicitation states a Front Axle Setback. For Configurations "B" and "C" we are finding this is impossible due to weight distribution, and an Axle Set Forward will need to be quoted.

Please confirm that this is allowable.

A15. This is allowable. This is a shall(E) and subject to Technical Authority Approved Equivalent.

Q16. Section 3.6.1 (a) of the Purchase Description in the subject solicitation states that the tandem rear axle spacing shall be selected to provide the maximum tandem load carrying capacity as detailed by the Ontario Highway Traffic Act. We are unable to meet this requirement for Configuration "C", and believe all other contractors will as well. Can this requirement for Configuration "C" be modified?

A16. This is acceptable. The truck will be used around the Base.

Paragraph 1.3 Table 3 - Configuration C, Lift Axle, is amended as follows:

DELETE: 6,350 (14,000)

INSERT: If required for load distribution

Q17. Table 1 Configuration A : GVWR - can we offer 36,000 lbs in lieu of 36,045 lbs and a rear axle GAWR of 22,000 lbs in lieu of 22,045 lbs?

A17. This is acceptable.

Paragraph 1.3 - Table 1 - Configuration A, GVWR is amended as follows:

DELETE: 16,350 (36,045)

INSERT: 16,329,6 kg (36,000 lbs)

Paragraph 1.3 - Table 1 - Configuration A, Rear GAWR is amended as follows

DELETE: 10,000 (22,045)

INSERT: 9,979.2 kg (22,000 lbs)

Q18. Table 1 Configuration 4 and 5 : Chassis RBM - would you accept 3,806,000 in lieu of 4,000,000?

A18. This has been addressed in Q9 and Q13.

Q19. Item 3.7.11 (g) expello heated valve - can we offer Bendix DV-2?

A19. Make and model is not specified in the Purchase Description. The Bendix DV-2 is acceptable.

Q20. 3.7.14 - I would like to confirm if I can offer for the 4x2 configuration a truck with a set forward front axle and for all other configurations, a set back front axle?

A20. This is acceptable. This is a shall(E) requirement and subject to Technical Authority Approved Equivalent.

Q21. 3.17.16 Article I armrests - you are asking for 2 armrests per seat - for driver seat config, would you accept left armrest on door and right armrest on seat and for passenger seat config - would you accept right armrest on door and left armrest on seat?

A21. This has been addressed in answer to question # 4.

Q22. The trucks for items III & IV do not require lift axles to make them compliant under Ontario's new SPIF laws. I am requesting a change to the Purchase Description.

A22. This has been addressed in answers to questions # 16 and # 13.

Q23. Section 3.7.13 (c) of the Purchase Description in the subject solicitation states that shock absorbers are mandatory on all axles. Paragraph (b) of the same Section states that a rear spring suspension is required for configuration A. We do not have rear shock absorbers on a rear spring suspension. Please advise if the requirement for rear shock absorbers for configuration A can be waived.

A23. Paragraph 3.7.13 (c) is amended as follows:

DELETE: In its entirety.

INSERT: Shock absorbers on all axles except for rear axle in Configuration A and lift axle (as applicable).

Solicitation No. - N° de l'invitation

W8476-134004/A

Amd. No. - N° de la modif.

003

Buyer ID - Id de l'acheteur

hp539

Client Ref. No. - N° de réf. du client

W8476-134004

File No. - N° du dossier

hp539W8476-134004

CCC No./N° CCC - FMS No/ N° VME

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3. A future Solicitation Amendment will be issued for the purpose of providing an updated Purchase Description reflecting all changes. PWGSC will post the updated Purchase Description as soon as it becomes available from the Department of National Defence.

**ALL OTHER TERMS AND CONDITIONS OF THIS SOLICITATION REMAIN UNCHANGED.**