



Transport
Canada

Transports
Canada

700, Leigh Capreol
Administrative Services
Dorval (Québec)
H4Y 1G7

AUGUST 23RD, 2013

ADDENDUM # 2

Subject: Request for Proposals T3033-120094
Contract for the maintenance of the HVAC Systems at the Sept-Îles Airport

No consideration will be given for extras and/or changes because the tenderer was not familiar with the contents of this Addendum.

The purpose of this Addendum to the above mentioned Request for Proposals is to inform potential bidders of the following:

1. At the section 1.18 in the Statement of work (Annex "B"), please add the following sentence:
"Transport Canada reserves the right to call on another service provider if necessary."
2. The closing date for receipt of proposals has been modified as follows:

DELETE: August 23rd, 2013

INSERT: August 30th, 2013

3. A number of questions have been received from potential tenderers. A summary of the questions and answers is provided below.

Question 1: Could we have plans of electronic and pneumatic control of the existing equipments installed in your building Sept-Iles?

Answer 1: The plans are attached to this addendum.

Question 2: What type of software update do you want? Because there may be several updates per year. What is the interpretation that we need to do? Is it necessary to update the controllers each time a new software version is available or, once or twice during the contract period could do? The answer to this question is important because the cost difference can be quite different depending on the chosen option. In my opinion, the option to update the digital controllers once or twice during the contract period is sufficient.

Answer 2: Updates of the EBI software should be performed at least once a year, as well as for the "patch" and the software revision. Updates of micro controller software can be performed every 5 years, if available.

Question 3: Currently in the Standing Offer mentioned above, only the manufacturer Honeywell is able to respond to it. Is it possible to offer an alternative, such as replacing the current control system by a new one?

Answer 3: It is not possible for Transport Canada to amend or change the control systems in place, as this would represent additional costs not foreseen in the framework of this routine maintenance exercise.

Tenderers are to acknowledge this Addendum by signing in the space provide below and enclosing a copy of this document with their proposal.

All other terms and conditions of the Request for Proposals remain unchanged.

Yours truly,

Samuel Archambault
Contracting Specialist
Materiel and Contracting Services

RECEIPT ACKNOWLEDGED

Name of Company _____

Signature _____

Canada 

AEROPORT SEPT-ILES 230998

LISTE DE DESSINS

No. DE PAGE	No. DU DESSIN	DESCRIPTION
01	23-0998-01	TITRE
02	23-0998-02	LEGENDE
03	23-0998-03	DETAIL
04	23-0998-04	ARCHITECTURE DE RESEAU
05	23-0998-05	CONTROLEUR NUMERIQUE CNP-3
06	23-0998-06	VENTILATION, SYSTEME 1A, 1R
08	23-0998-07	SEQUENCE D'OPERATION SYST 1
09	23-0998-08	CONTROLE SYST. CLIMATISATION-CHAUFFAGE
10	23-0998-09	SEQUENCE D'OPERATION CLIM-CHF
11	23-0998-10	CONTROLE TEMPERATURE D'EAU CHAUDE
	23-0998-11	CONTROLEUR NUMERIQUE CNP-4

Honeywell

REGULATION RESID. & COMM.

SUCCESSALE HONEYWELL

2386 Galvani/Sainte-Foy, QB G1V 4G4

TEL.

FAX.

NUMERO DE CONTRAT

230998

REPRESENTANT:

CHARGE DE PROJET:

TECHNICIEN:

CONCEPTEUR:

Jocelyne Allen
Denyse Babin

SYSTEMES FOURNIS

ARCHITECTE

TEL.

FAX.

INGENIEUR CONSEIL

TEL.

FAX.

ENTREPRENEUR

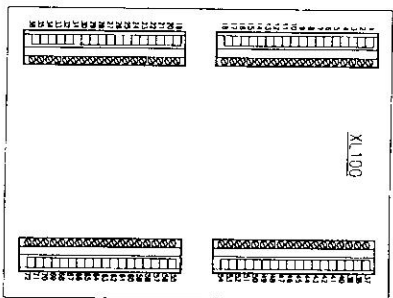
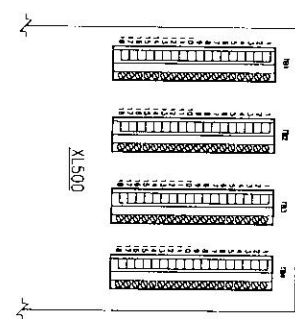
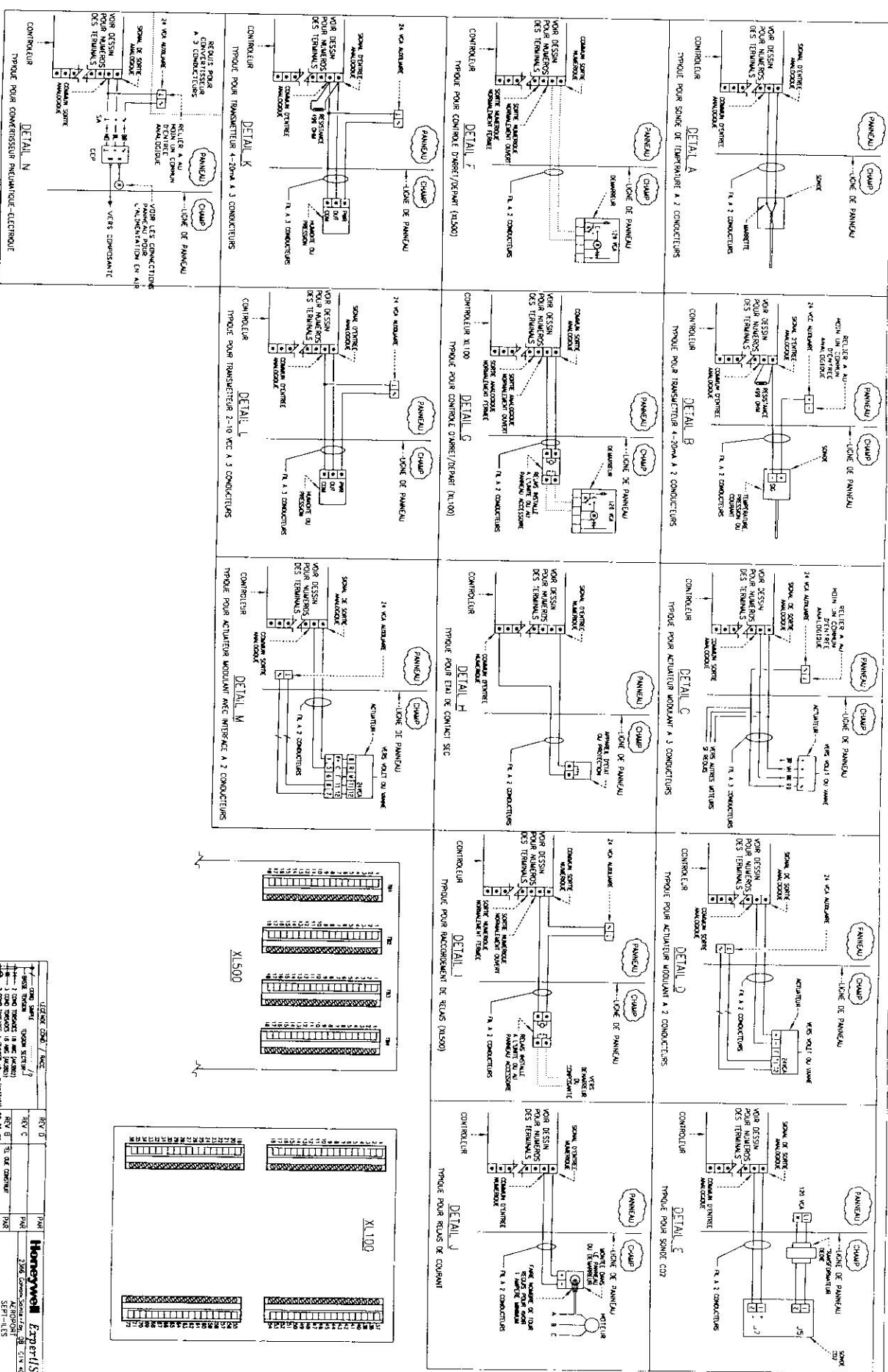
Ministère des Transports
Aéroport de Sept-Îles
C.P. 2001
Sept-Îles, QAR-4K2

TEL. (418) 849-2826

FAX.

REV D	PAR	Honeywell ExpertISE ®
REV C	PAR	File Sheet and Drawing Index
REV B	PAR	AEROPORT
02-25-X	PAR	SEPT-ILES
REV A	PAR	TITRE
12/22/99	PAR	DATE: 12-22-99
APPROV. PAR	JA	PROJ. 23-00998-01
		REV 3

CONVENTION DES DESSINS			SYMBLES MECANQUES		
Connection Panneau - Champs		Symbolle Icone Champs	Systeme Central		Unité de Ventilation
Detail des Terminaisons du Panneau		Symbolle Terminaisons Champs	Systeme d'Eau		Demourreurs de Moteurs
Detail du Panneau General		Detail General Champs	Equipement Divers		Demourreurs de Moteurs
LEGENDES			SYMBLES ACCESSOIRES		
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REV	DATE	DESCRIPTION	BY	CHK
REV 0	12/27/98	INITIAL DESIGN	J. A.	
REV 1	01/13/99	REVISED FOR HONEYWELL	J. A.	
REV 2	01/13/99	REVISED FOR HONEYWELL	J. A.	
REV 3	01/13/99	REVISED FOR HONEYWELL	J. A.	
REV 4	01/13/99	REVISED FOR HONEYWELL	J. A.	
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SEP-1-135

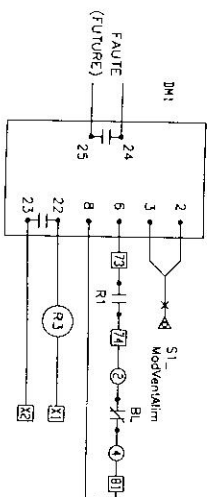
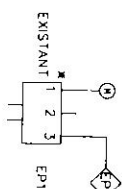
Diagramme de câblage illustrant la connexion d'un ordinateur à une imprimante :

- PC ORDINATEUR** (ordinateur) est connecté à un **LOG** (boîtier de connexion).
- Le **LOG** est connecté à une **CI** (carte d'interface).
- La **CI** est connectée à l'**IMP** (imprimante).
- Une légende indique : **VERS ORDINATEUR AU 2ieme ETAGE TOUR A BUREAUX** (vers ordinateur au 2ème étage tour A bureaux).

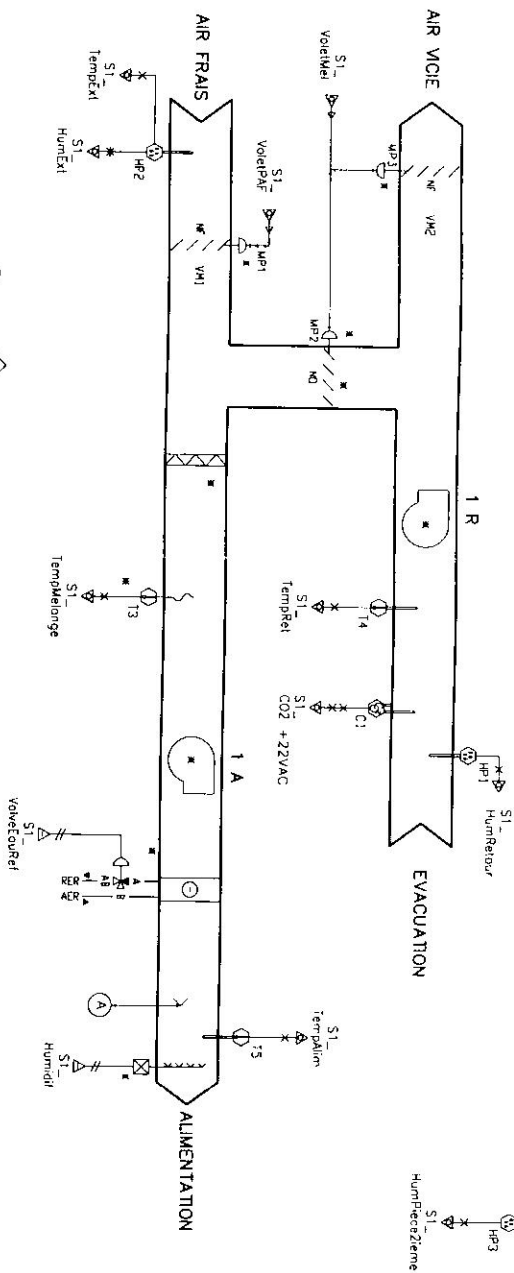
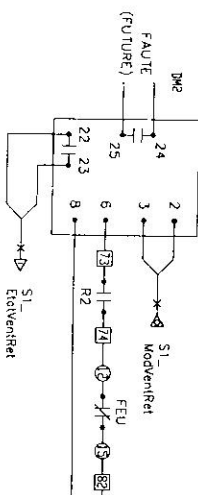
COMPOSANTS - HORS - PANNEAU		
Nom	N°mp	
Cl	1	Tel Numero Compos
IMP	1	XP5500
	1	XD508
	1	XW570
	1	EP51540
LOG	1	C/A Cible
	1	Logiciel X85
	1	Option graphique
	1	Disque de protection
	1	Adaptateur de protection
PC	1	Ordinateur Pentium 350/100
	1	C/A Souris, Clavier
	1	Ecton 15", CD-ROM, B 4 GB disque dur, 64MB RAM

[illegible]

VENTILATEUR ALIMENTATION
DEMARRER VITESSE VARIABLE



VENTILATEUR DE RETOUR

[illegible]

SEQUENCE D'OPERATION

- | TEXT | TMEL |
|-------|------|
| -20°C | 15°C |
| 20°C | 13°C |

- UNE SONDE DE CO₂ LOCALISE DANS LE RETOUR AUGMENTE LE MINIMUM D'AIR FRAIS REQUIS DU SYSTEME SUR AUGMENTATION DE CO₂ JUSQU'A UN MAXIMUM DE 50%.

CO2	POS. MIN.
400 PPM	15%
800 PPM	50%

- | TEXT | TALIM |
|-------|-------|
| -20°C | 18°C |
| 20°C | 15°C |

- | TEXT | H.PIECE |
|-------|---------|
| -20°C | 30% HR |
| 20°C | 45% HR |

- ## LISTE DE MATERIEL

COMPOSANTS HORS PANNEAU

Fig.	Compos.	Description.
For.	N° 1	Moteur pneum., 3-13psi
C1	90-DW2-D1	Vulcan; Capteur CO2 en gène, 4-20mA
DM1	SV900754S-6MO	Amplificateur de fréquence, 100psi @ 600/3/60
	RTIC-RI1	Protection des moteurs
DM2	SV9020AP-6MO	Amplificateur de fréquence, 25psi @ 600/3/60
	Protection des moteurs	
HPI1	HU224-2-VDC	Moteur; Capteur d'humidité, 0-100 N=4-20mA, 12-40VDC
HPI2	HU226-2-VDC-1	Moteur; Capteur d'humidité extérieure, 0-100N=4-20mA, 12-40VDC
HP3	H750701A1000	Capteur d'humidité ambiante, 5-95 N, 4-20mA, 24Vcc
HP4	H750701A1000	Capteur d'humidité ambiante, 5-95 N, 4-20mA, 24Vcc
T3	TE205-017-61	Moteur; Capteur de temp. moy. ambiante, -40 à 212F, 6 psi
T4	TE205-017-82	Moteur; Capteur de temp. moy. ambiante, -40 à 212F, 4 po
T5	TE205-017-82	Moteur; Capteur de temp. de gène, -40 à 212F, 4 po
WI1	1-9000	Valet moteur, jantes opposées et isolées
1	1-9000	Valet moteur, jantes opposées et isolées

LEGNAME COND / BARR

Honeywell ExpertISE ©

REV C	PAR
2356 Colvoni Sainle-Foy, QB	CIN 4C4

1	UNCLAS	0 AMO (AC0002)	REV B	TTL ONE CONSTRAINT	PAR
2	UNCLAS	0 AMO (AC0002)			
3	CONF	18 AMO (AC0003)			
4	CONF	18 AMO (AC0003)			

AEROPORT
SEPT-ILES

1	CONCRETE	02-25-00	By A.		
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COULS	PNEU	12/22/99	JA	NUMERO 23 00000 07	REV
RESPIRATOR PROTECT					

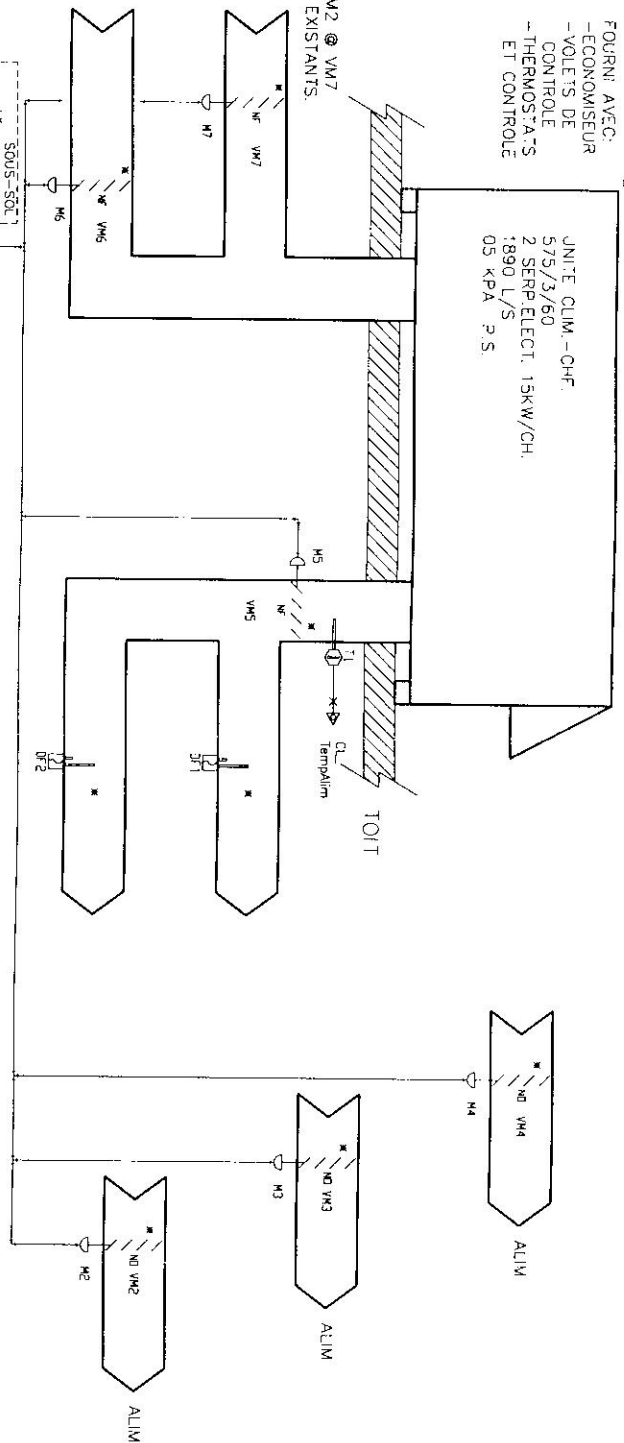
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CONTROLE DU SYSTEME DE CLIMATISATION-CHAUFFAGE

FOURNI AVEC:
-ECONOMISEUR
-VOLETS DE
CONTROLE
-THERMOSTATS
ET CONTROLE

UNITE CLIM.-CHF.
575/3/60
2 SERP.ELECT. 15KW/CH.
1890 L/S
05 kPa P.S.

NOTE: M2 @ M7, VM2 @ VM7
ET TP SONT EXISTANTS.



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SEQUENCE D'OPERATION

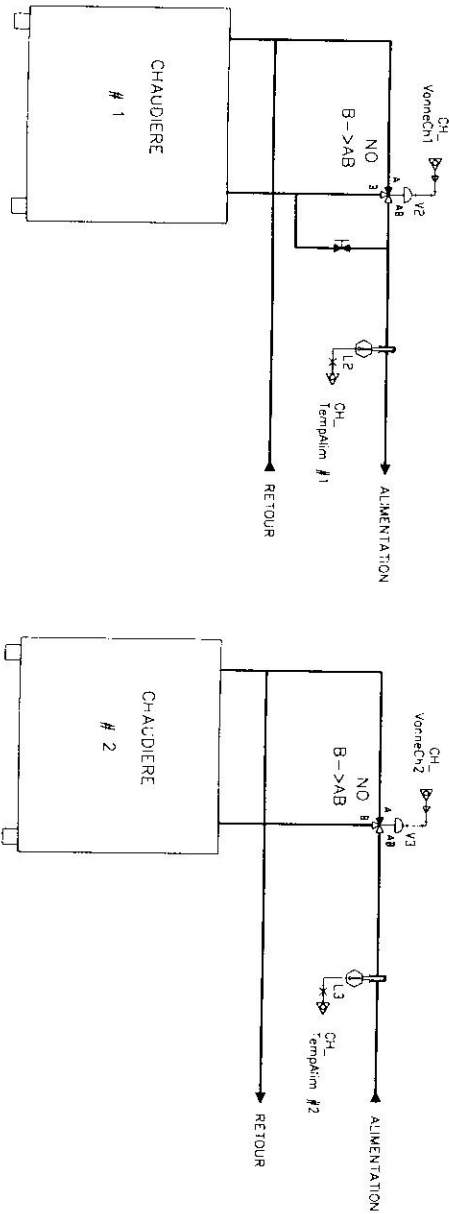
- LORSQUE LE SYSTEME EXISTANT 1A EST EN OPERATION, LE NOUVEAU SYSTEME EST INOPERANT ET LES VOLETS SONT A LEUR POSITION NORMALE.
- A L'ARRÊT DU SYSTEME EXISTANT, LES VOLETS VM2 @ VM4 FERMENT A 100% ET LES VOLETS VM5 @ VM7 OUVERNENT A 100%. LES UNITES DE FIN DE COURSE EXISTANTES OUVERNENT A 100% APRES 15 SEC. LA NOUVELLE UNITE EST DEMARRE ET FONCTIONNE TANT QUE LE SYSTEME 1A EXISTANT EST INOPERANT. LA SONDE DE PIECE TP1 CONTRÔLE EN SÉQUENCE LES DEUX SERPENTINS ÉLECTRIQUES, LES DEUX STAGE DE RÉFRIGÉRATION DE LA NOUVELLE UNITE ET LES VALVES DE CHAUFFAGE EXISTANTES.
- LA SONDE DE TEMPERATURE T1 LOCALISEE A L'ALIMENTATION S'ASSURE DE MAINTENIR UN MINIMUM DE 13°C. LORSQUE LA TEMPERATURE D'ALIMENTATION DEVIENT INFÉRIEURE A 13°C, LE 2eme STAGE DE CLIMATISATION EST DESACTIVE.

COMPOSANTS HORS PANNEAU

Lib.	Nom	Tit	Numéro	Compos.	Description
DF1	Memb	1	----		NON FOURNI PAR HONEYWELL OU EXISTANT
DF2		1	----		NON FOURNI PAR HONEYWELL OU EXISTANT
FU1		1	----		Fusible 1A
M2		1	MP05FF1008		Moteur pneum., 3-13psi
M3		1	MP05FF1008		Moteur pneum., 3-13psi
M4		1	MP05FF1008		Moteur pneum., 3-13psi
M5		1	MP05FF1008		Moteur pneum., 3-13psi
M6		1	MP05FF1008		Moteur pneum., 3-13psi
M7		1	MP05FF1008		Moteur pneum., 3-13psi
PE1		1	PE558B1004		Relais pneumatique électrique
PE2		1	PE558B1004		Relais pneumatique électrique
PE5		1	PE558B1004		Relais pneumatique électrique
RC		1	CS-310		Relais
T1		1	RE205-B17-B2		Captolveur
Tp		1	177700A1006		Captolveur de temps ambiant
VM2		1	0643		Voiel a lames opposées, nouvelle étanchéité
VM3		1	0643		Voiel a lames opposées, nouvelle étanchéité
VM4		1	0643		Voiel a lames opposées, nouvelle étanchéité
VM5		1	0643		Voiel a lames opposées, nouvelle étanchéité
VM6		1	0643		Voiel a lames opposées, nouvelle étanchéité
VM7		1	0643		Voiel a lames opposées, nouvelle étanchéité

Honeywell ExpertISE ©

CONTROLE DE LA TEMPERATURE D'EAU CHAUDE



SEQUENCE D'OPERATION

- LE DETECTEUR DE TEMPERATURE LX MODULE LA VALVE 3 VOIES VX AFIN DE MAINTENIR LA TEMPERATURE DESIREE EN FONCTION DE LA TEMPERATURE EXTERIEURE.

COMPONENTS HORS PANNEAU

Nom	Nbr	Description
L2	1	TE205-C17A2A
L3	1	AS500-1B1
V2	1	TE205-C17A2A
V3	1	AS500-1B1
	1	MP953C1489
	1	V5013B1045
	1	MP953C1489
	1	V5013B1045

CEDULE T° ALIM.	
TEXT	TALIM
-29°C	93°C
13°C	60°C

LEGEND: COND / RAC:

REV D

REV C

REV B

REV A

REV 0

REV 1

REV 2

REV 3

REV 4

REV 5

REV 6

REV 7

REV 8

REV 9

REV 10

REV 11

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CONTROLEUR NUMERIQUE CNP-4

