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**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**  
Fuel & Construction Products Division  
11 Laurier St./11, rue Laurier  
7A2, Place du Portage, Phase III  
Gatineau, Québec K1A 0S5

<b>Title - Sujet</b> DUAL TRACKED ARCTIC MOBILITY VEHIC.	
<b>Solicitation No. - N° de l'invitation</b> W8476-155225/A	<b>Amendment No. - N° modif.</b> 001
<b>Client Reference No. - N° de référence du client</b> W8476-155225	<b>Date</b> 2014-12-04
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$HL-604-66067	
<b>File No. - N° de dossier</b> hl604.W8476-155225	<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 2014-12-15</b>	<b>Time Zone</b> <b>Fuseau horaire</b> Eastern Standard Time EST
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input checked="" type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Burke, Robert	<b>Buyer Id - Id de l'acheteur</b> hl604
<b>Telephone No. - N° de téléphone</b> (819) 956-3852 ( )	<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>

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Amendment number 1 to solicitation W8476-155225/A is raised to answer the following questions:

### **Question 1**

Annex B para 3.6 states:

*“The engine shall be compliant with current EPA standards at the time of production.”*

Canadian Environmental Protection Act (EPA) amendments to regulations for off-road compression-ignition engines introduced Tier 4 requirements over the period 2012-14. For engines rated between 130kW and 560kW final Tier 4 requirements came into effect in 2014. EPA amendments also provided provisions for transition engines – this provision includes an engine on a machine that is imported into Canada. For transition engines rated between 130kW and 560kW EPA transition engine provisions permit use of Tier 3 EPA qualified engines until 31 December 2017.

Question: For the Dual Tracked Arctic Mobility Vehicle program will Canada accept a Tier 3 qualified transition engine as acceptable for the EPA standard requirement?

**Answer: The Tier 3 qualified transition engines meet the requirement of the current EPA.**

Ancillary question: CANCGSB Standard 3.517-2007 has been superseded by CAN/CGSB Standard 3.517-2013. Should bidders use the latest version of any standard referenced in the RFP?

**Answer: Yes the latest version of CANCGSB 3.517 shall be used.**

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### **Question 2**

Annex B para 3.14 states:

*“The tracked vehicle/equipment shall<sup>(E)</sup> be supplied with a 12 volt electrical system ...”*

Question: Will a vehicle with a 24 volt electrical system be accepted by Canada as equivalent, and compliant to this mandatory requirement?

**Answer: A 24 volt system meets the requirement of shall<sup>(E)</sup> as an equivalent function.**

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### **Question 3**

Annex B para 3.4 states:

*“The tracked vehicle with all specified equipment installed and fully loaded shall have the following performance: (c) Have a ground pressure with 7.5 cm track penetration of a maximum 13.7 kPa fully loaded.”*

Question: How was the maximum ground pressure of 13.7 kPa derived? Will any consideration be given to increasing the maximum allowable ground pressure?

**Answer: The maximum ground pressure was derived from experience in the arctic in all season so an increase will not be acceptable.**

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### **Question 4**

Annex B para 3.6.2 (a) states:

*“The design of the fuel tank shall: Include a tank with a minimum capacity for 10 hours continuous operation.”*

Question: Does Canada have a mission profile for the tracked arctic vehicle, or other information which can be used to assess fuel consumption demands and resulting operating hour of the engine based on current fuel tank capacity? Is there a range requirement for the tracked arctic vehicle for defined operating parameters (GVW, average speed, terrain conditions)?

**Answer: There is no set mission profile since their use varies due to the type of operation, however for this RFP the following shall be used 20% engine idle, 30% rough hilly terrain at GVW and 50% at GVW flat terrain.**

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### **Question 5**

Annex B para 3.12 states:

*“The following winch shall be provided: Front and Rear Winch – A portable electric winch shall<sup>(E)</sup> be provided as follows: ...”*

Question: Does Canada require both a front and rear winch, or is a single winch can be used for both front and rear recovery acceptable?

**Answer: The requirement is for one (1) winch that can be moved from one position to the other i.e. front and back of vehicle.**

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### **Question 6**

Annex B para 3.3.2 states:

*“The tracked vehicle/equipment, all systems and components shall: (a) Be safe and easy to operate by a 95<sup>th</sup> percentile male or 5<sup>th</sup> percentile female under all operating conditions as published in SAE Recommended Practice J833;.”*

SAE Recommended Practice J833 (Human Physical Dimensions) was cancelled 2003.05.01, and superseded by ISO 3411. In previous vehicle RFPs for DND reference has been made to DCIEM 98-CR-15 (Anthropometric Survey of the Land Forces, March 1988). In some cases DCIEM 96-CR-22 (Effect of protective equipment on anthropometric measurements and functional limitations) has also be used.

Question: This “shall” requirement is not identified as a case where an “equivalent” standard can be accepted by the TA. Since DCIEM 98-CR-15 and 96-CR-22 are Government documents are they acceptable?

**Answer: The DCIEM standards are for use in military vehicles and these are for commercial vehicles so the ISO 3411 is the most appropriate standard.**

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### **Question 7**

Annex B para 3.6 states:

*"The engine shall be compliant with current EPA standards at the time of production."*

EPA regulations do allow exemptions for military vehicles - with planned use of the Dual Tracked Vehicle in the Arctic it is clear that environmental considerations will be in effect.

Tier 4 after treatment equipment can require a space claim of up to 16.5 cu.ft, and weigh up to 295 lbs - this would reduce payload and stowage capacity on the arctic mobility vehicle. For a vehicle planned to operate in arctic conditions there are also significant challenge in providing an after treatment Tier 4 compliant system that will operate reliably and effectively in the cold temperatures.

Question: Would Canada consider if the requirement could be relaxed to accept emission standards as currently available on Tier 3 vehicles?

**Answer: The Tier 3 qualified transition engines meet the requirement of the current EPA.**