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Bid Fax: (306) 975-5397

Revision to a Request for a Standing Offer

Révision à une demande d'offre à commandes

Regional Individual Standing Offer (RISO)

Offre à commandes individuelle régionale (OCIR)

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

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

Comments - Commentaires

Vendor/Firm Name and Address

**Raison sociale et adresse du
fournisseur/de l'entrepreneur**

Issuing Office - Bureau de distribution

Public Works and Government Services
Canada/Réception des soumissions Travaux publics et
Services gouvernementaux Canada
Government of Canada Building
101 - 22nd Street East
Suite 110
Saskatoon
Saskatche
S7K 0E1

Title - Sujet PSV Uplift	
Solicitation No. - N° de l'invitation W0142-15X041/A	Date 2015-02-06
Client Reference No. - N° de référence du client BATUS-W0142-15X041	Amendment No. - N° modif. 004
File No. - N° de dossier STN-4-37049 (202)	CCC No./N° CCC - FMS No./N° VME
GETS Reference No. - N° de référence de SEAG PW-\$STN-202-4754	
Date of Original Request for Standing Offer Date de la demande de l'offre à commandes originale 2015-01-16	
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2015-02-17	
Address Enquiries to: - Adresser toutes questions à: Marsland, Rina	Buyer Id - Id de l'acheteur stn202
Telephone No. - N° de téléphone (306) 241-5742 ()	FAX No. - N° de FAX (306) 975-5397
Delivery Required - Livraison exigée	
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:	
Security - Sécurité This revision does not change the security requirements of the Offer. Cette révision ne change pas les besoins en matière de sécurité de la présente offre.	

Instructions: See Herein

Instructions: Voir aux présentes

Acknowledgement copy required	Yes - Oui	No - Non
Accusé de réception requis	<input type="checkbox"/>	<input type="checkbox"/>
The Offeror hereby acknowledges this revision to its Offer. Le proposant constate, par la présente, cette révision à son offre.		
Signature	Date	
Name and title of person authorized to sign on behalf of offeror. (type or print) Nom et titre de la personne autorisée à signer au nom du proposant. (taper ou écrire en caractères d'imprimerie)		
For the Minister - Pour le Ministre		

Solicitation No. - N° de l'invitation

W0142-15X041/A

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

BATUS-W0142-15X041

Amd. No. - N° de la modif.

004

File No. - N° du dossier

STN-4-37049

Buyer ID - Id de l'acheteur

stn202

CCC No./N° CCC - FMS No/ N° VME

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This amendment is being raised to make the following changes to solicitation W0142-15X041/A:

1. The closing date has been changed as follows:

OLD Closing Date: 2:00 pm CST 09 February 2015
NEW Closing Date: 2:00 pm CST 17 February 2015

2. Questions and Answers

The below Q and A's are in regards to RFSO W0142-15X041/A

Q 1. – For line “n” which is listed on Page 23, there is not a designated line to offer a cost breakdown for Annex “B”-Basis of Payment-Page 27. Are we to include this modification within another designated line?

A.1. – This line has been removed

Q. 2.– For line “a” which is listed in Annex A, on Page 22, can we receive some more detailed clarification-are we required to physically paint entire trucks if they are not white in color??

A.2. - This line has been removed.

Q.3. - For line “f” which is listed in Annex A, on Page 22, are we to provide the LVD (Low Voltage Disconnects)? This is not made clear.

A.3. - A low voltage disconnect is to be installed in order to isolate the Bowman Radio system upon power failure below 21 volts to allow the continued and prolonged use of the safety system radio.

3. Changes to the Request for Standing Offer Document

1. Delete:

4.1.2 - Financial Evaluation of Part 4 – Evaluation Procedures and Basis of Selection, in its entirety

Insert:

4.1.2 Financial Evaluation

The estimated quantities listed herein are for evaluation purposes only and will not form part of any resulting Standing Offer. Actual usage may vary from the amounts shown.

The pricing for each items #1 to #14 in Annex B – Basis of Payment will be multiplied by their respective estimated quantities to arrive at a total price per item. The total price for each item will be added together to arrive at the total Evaluated Price, as follows:

Year 1:

(Price of item #1 x 15) + (Price of item #2 x 15) + (Price of item #3 x 15) + (Price of item #4 x 15) + (Price of item #5 x 15) + (Price of item #6 x 15) + (Price of item #7 x 15) + (Price of item #8 x 30) + (Price of item #9 x 15) + (Price of item #10 x 15) + (Price of item #11 x 15) + (Price of item #12 x 12) + (Price of item #13 x 15) + (Price of item #14 x 15) + (Price of item #15 x 126) + (Price of item #16 x 15) + (Price of item #17 x 15) + (Price of item #18 x 15) + (Price of item #19 x 30) + (Price of item #20 x 15) + (Price of item #21 x 4) + (Price of item #22 x 24) = A

Option Year 1:

(Price of item #1 x 15) + (Price of item #2 x 15) + (Price of item #3 x 15) + (Price of item #4 x 15) + (Price of item #5 x 15) + (Price of item #6 x 15) + (Price of item #7 x 15) + (Price of item #8 x 30) + (Price of item #9 x 15) + (Price of item #10 x 15) + (Price of item #11 x 15) + (Price of item #12 x 12) + (Price of item #13 x 15) + (Price of item #14 x 15) + (Price of item #15 x 126) + (Price of item #16 x 15) + (Price of item #17 x 15) + (Price of item #18 x 15) + (Price of item #19 x 30) + (Price of item #20 x 15) + (Price of item #21 x 4) + (Price of item #22 x 24) = B

Option Year 2:

(Price of item #1 x 15) + (Price of item #2 x 15) + (Price of item #3 x 15) + (Price of item #4 x 15) + (Price of item #5 x 15) + (Price of item #6 x 15) + (Price of item #7 x 15) + (Price of item #8 x 30) + (Price of item #9 x 15) + (Price of item #10 x 15) + (Price of item #11 x 15) + (Price of item #12 x 12) + (Price of item #13 x 15) + (Price of item #14 x 15) + (Price of item #15 x 126) + (Price of item #16 x 15) + (Price of item #17 x 15) + (Price of item #18 x 15) + (Price of item #19 x 30) + (Price of item #20 x 15) + (Price of item #21 x 4) + (Price of item #22 x 24) = C

Calculation will be applied to each year of pricing and all periods will be totaled to determine the total evaluated price, as follows:

$$A+B+C = \text{Evaluated Price}$$

2. **Delete:** Annex A – Statement of Work of the RFSO, in its entirety

Insert:

Annex A

STATEMENT OF WORK

TABLE OF CONTENTS

Section

- 1.0 **REQUIREMENT**
- 2.0 **BACKGROUND**
- 3.0 **SECURITY**
- 4.0 **TASKS AND DELIVERABLES**

5.0 COMPLIANCE

6.0 LANGUAGE

7.0 ACRONYMS

For the purposes of this procurement, Canada is acting as AGENT for the British Army Training Unit Suffield in accordance with the "Agreement between the government of Canada and the government of The United Kingdom of Great Britain and Northern Ireland on British Armed Forces' Training in Canada" and the "Memorandum of Understanding between The Department of National Defence of Canada and The Ministry of Defence of the United Kingdom of Great Britain and Northern Ireland concerning British Forces Training at Canadian Forces Base Suffield (the MOU)".

1.0 Requirement

Modification of the Prairie Support Vehicle fleet (2013 Chevrolet Silverado 2500HD & 2015 Chevrolet Silverado 1500) for the British Army Training Unit Suffield (BATUS), Canadian Forces Base Suffield, Alberta.

2.0 Background

BATUS trains armoured and armoured infantry Battle-Groups (BGs) in the planning and execution of all operations of war, with a view to conducting armoured operations in high intensity war fighting. This aim is achieved through the medium of live firing and Tactical Engagement Simulation (TES) exercises. These exercises are conducted in a harsh environment on demanding terrain and last up to 28 days per exercise.

The principal task of BATUS is to plan and deliver up to 4 exercises per year for BGs to train to collective level standards. The Prairie Storm exercises incorporate all the operations of war. Each exercise consists of 10 days' of live fire training followed by 12 days' of TES training against an opposing force (OPFOR). Each exercise also includes 4 maintenance days.

All training, in particular live fire training, is closely controlled for safety reasons. The Safety Staff provide safety cover during live fire training and act as observer/controllers during the TES phase of each exercise. In order to be suitably mobile for this role, Safety Staff utilise a fleet of support vehicles. These support vehicles are indigenous North American pickup vehicles and are modified before use in order to provide apposite support.

The aim of this Statement of Work is to highlight the scope of modification required for 15 vehicles, noting that vehicles are categorised into one of 2 roles; 12 x Chase variant and 3 General Purpose Fitted For Radio (GP FFR). Chase variant receive the most modification. These vehicles are Fitted For Radio (FFR) and are required to traverse extremely rugged country at speed to enable the Safety Staff within to shadow armoured vehicles as they manoeuvre across the Prairie. They are required to offer the vehicle commander 360-degree visibility provided via a cupola. Additionally, they are required to carry two additional Safety Staff in a standing position in the rear of the vehicle to enable them to dismount quickly to direct dismounted infantry live firing. The vehicle is fitted with a UK BOWMAN radio system, a communications system developed by General Dynamics UK and used at BATUS. The GP FFR is similar however does not require the cupola fit.

3.0 Security

No security requirement, contractor will be escorted for pickup and delivery. No controlled goods access is permitted.

4.0 Tasks & Deliverables

Unless otherwise noted as “**Provided by BATUS**”, everything else **MUST** be supplied and installed by the Contractor.

Contractor must pick-up (collect) vehicles from CFB Suffield (Ralston, AB)

Contractor must deliver vehicles when modifications are complete to CFB Suffield (Ralston, AB)

4.01. The contractor must complete the following modifications on the 2013 Chevrolet Silverado 2500HD:

- a. The contractor must insert a three position black-out switch (Rotary Switch, Manu Part No: LB1S-3T6 qty 1 per vehicle (located within the driver’s cab)) that will switch off and inhibit the use of all interior and exterior lighting (including reverse and brake lights). The sequence (position) of lighting should be normal (left) tactical (middle) and black out (right). Labels are to be used in order to indicate the positions and meanings. Note that dash board warning lights: engine management light, battery, ABS, park brake, oil pressure, fuel warning lamps are to remain uncovered must remain active in order to alert the driver to any potential equipment failure. Operation of the blackout lighting is not to be affected by the ambient light level i.e. blackout must be achievable during daylight conditions. The dash mounted light sensor must not impact operation. During normal all lights should work as standard including high level brake lamps.
- b. The contractor must utilize the left hand side number plate light to act as a convoy light. This is to illuminate when Tactical lighting is selected.
- c. The contractor must fit a radio rack (known as a module and **provided by BATUS**) to the front passenger area of the vehicle. This will involve the removal of the front passenger seat and passenger seatbelt. (All removed seats and belts are to be returned to BATUS).
- d. The contractor must enable a vehicle electric output of 28V dc at 60 amps (via a resettable breaker) on a 1/4” threaded stud, and a 1/4” threaded stud for 12V dc (28V alternator will be **provided by BATUS**). The common chassis ground is to be on a 3/8” threaded stud and located beneath the vehicle dash beside the 4WD control. This will utilize the master power switch.
- e. The contractor must link the 28V dc supply to a Low Voltage Disconnect (LVD). The LVD is to include an audible warning at 21V to ensure users are aware of a disconnection of power.
- f. The contractor must install a solenoidal bypass to allow 28V dc at 60 Amp if/when power is removed by LVD. The bypass shall operate from the same switch as the main power. A 3-position switch is to be used where the bypass is connected to a spring return temporary position. The three positions would be OFF (up position), ON (middle position), and BYPASS (lower, spring return temporary position). Labels are to be used in order to indicate the positions and meanings.
- g. The contractor must install a 150 amp resettable breaker located on the firewall. It must be fitted between the [28V] alternator and radio batteries using a 2 AWG PURPLE cable. The contractor is to provide the wiring loom from the alternator to the rear mission (radio)

batteries utilizing 2 x 150A circuit breakers, the first of which located on the firewall within the engine bay and the second within the mission battery box.

- h. The contractor is to provide 2 x DC/DC convertors, Sure Power Industries INC, model 21030C02 24v – 12v. These are to be housed within the provided cradle within the radio rack. The contractor is to utilize one for powering the 12v stud, the other is to be mounted for BATUS. A trial vehicle will be available for a limited period of time in order to copy this from the current fit, it is not to change from this specification.
- i. The contractor must fit a 60 amp resettable breaker located in the battery box. This is to provide a feed to the radio power patch panel through the LVD using 8 AWG PURPLE cable. All electric outputs are to be independent of stock vehicle power, independently switched, and available when the engine is off.
- j. The contractor must install a plate to protect the Module Sensor on the drive train hump under the centre console. It is likely that BATUS personnel will stand on the centre console – this plate will protect the contents enclosed within.
- k. The contractor must ensure a weatherproof seal is provided around each of the storage container lids in the rear of the vehicle.
- l. The contractor must provide and fit a cupola and map box on the roof above the rear seating area on the RHS behind the passenger seat. The cupola is to be similar in design to that of the available trial vehicle. The cupola must be able to latch securely in the open position allowing a person to safely stand out of it whilst the vehicle is moving. It must be weather tight when sealed both from its physical connection to the vehicle, all mount points and actual openings. The contractor is to ensure the inner ring of the cupola is robustly padded (minimum padding ½ Inch) in order to protect the occupant when standing within it. The cupola and map box are to be red in color.
- m. The contractor must install 2 infra red lights to the Chase and FFR variants (Stealth Illuminator, Product No. 02710). These are to illuminate when tactical lighting is selected. A switch located within the vehicle driver's area is to control high and low beam. IR Lights are to be located within the front Grille of the vehicle the same as the available trial vehicle.
- n. A switch plate is to be utilised between the drivers and passenger seat to house all installed control switches.
- o. Call Sign Boards are to be produced by the contractor. Three are to be fitted to each vehicle, one on each rear door and one on the hood.
- p. All vehicles are to have tinted windows (except windscreen) and to the road legal specification.
- q. All vehicles are to have ducting installed to allow the Right Hand Side (RHS) vehicle ventilation (Air Con) to be blown on to the right rear occupant.
- r. All works involving nuts and bolts are to be correctly fitted and made safe as to not cause injury to the vehicle users. Any protruding bolts or studs are to be ground down to an acceptable level, eg. on the exhaust brackets. Nylock nuts are to be used when mounting the rear bed to the vehicle. High standards of engineering practices are to be adopted at all times i.e. use of spring washers etc.
- s. Fit a vehicle snorkel system raising the air intake from its current very low position to high on the vehicle.

- t. Fit two BNC to BNC connectors to the front host vehicle bumper. Fit two coax leads **(provided by BATUS)** to the BNC connectors and run to the rear of the radio through the vehicle firewall.
- u. The contractor must provide a custom made rear bed to fit the rear of the vehicle. The bed must be secure and capable of carrying operators in the rear when traversing undulating terrain at maximum permissible speed. The beds must be robust enough to maintain rigidity of the existing bed and counteract any twisting or torsion that the vehicle bed may be subjected to. It is to be as light weight as feasibly possible. It must also be capable of securely storing tools, and personal equipment in its storage bins. The bed is to provide a high mounting location for an antenna array; the height is to be just above the level of the passenger compartment, located immediately to the rear of the passenger compartment / front of rear bed. Attention to detail must be paid to the finishing standards and use of positive locking mechanisms for mounting bolts as detailed in paragraph "t". It is to be corrosion protected and have a non slip surface on the floor for occupants. The contractor is to secure the rear bed / toolbox to the vehicle well enough to withstand a vehicle roll over. Due to the weight of the bed and the forces associated with lateral movement and forces acting against them, the bolts must be tensile enough to withstand all forces.

4.02 The contractor must complete the following modifications on the 2015 Chevrolet Silverado 1500:

- a. The contractor is to provide and fit 4 white hard tops for the rear of 4 x 2015 Chevrolet Silverado 1500 vehicles.
- b. The contractor is to provide and fit 24 saddle boxes to the 2015 PSV fleet, an example saddle box model is "Weatherguard 116-5-02 Saddle Box, Steel, Full Extra Wide, 15.3 cu ft." This model is not exclusive however the one selected by the contractor must be of a similar standard, lockable, fit the 2015 PSV, black in colour and be approved by BATUS Technical Authority. The contractor is to fit 15 of the 24 vehicles with full bed liners complete with cargo tie down rings, the bed liner is to be black in colour.

4.03 The following table shows the quantity of modifications estimations required FOR THE FIRM YEAR with additional quantity on as and when required in the upcoming option years. It must be noted that these quantities are approximate and liable to an increase or decrease per serial:

Ser/Mod	Approx quantities	Remarks
1 / Blackout switch	15	Chase & GP FFR
2 / Convoy light	15	Chase & GP FFR
3 / Radio rack	15	Chase & GP FFR
4 / 28V power	15	Chase & GP FFR
5 / VDC fitting	15	Chase & GP FFR
6 / 150amp breaker	15	Chase & GP FFR
7 / 50 amp breaker	15	Chase & GP FFR
8 / DC/DC converters	30	Chase & GP FFR (2 per vehicle)
9 / 60 amp resettable breaker	15	Chase & GP FFR
10 / Module sensor plate	15	Chase & GP FFR
11 / Weatherproof	15	Chase & GP FFR

seal		
12 / Cupola	12	Chase
13 / IR Lights	15	Chase & GP FFR
14 / Switch Plate	15	Chase & GP FFR
15 /Sign Boards	126	2015 GP
16 / Tinted Windows	15	Chase & GP FFR
17 /Ducting	15	Chase & GP FFR
18 / Snorkel	15	Chase & GP FFR
19 / BNC to BNC connectors	30	Chase & GP FFR (2 per vehicle)
20 / Rear bed	15	Chase and GP FFR
21 / /Hard top	4	2015 GP
22 /saddle boxes	24	2015 GP

4.1 Scope of Work

- 4.1.01.** In order to prevent invalidation of the vehicle's warranty, only approved Chevrolet (GM) dealerships or garages will issued of the Standing Offer.
- 4.1.02.** BATUS will retain the intellectual property rights of all modifications conducted on the vehicle. In addition, the contractor must provide all technical drawings for each modification applied to the vehicle. Technical drawings and supporting documentation to be supplied should be in PDF format as detailed below:
- System schematic (to include cable routing).
 - Fully labeled electrical circuit diagrams (stating any manufacturer part numbers for connectors, cables and components etc) of the modified systems i.e. blackout system.
 - Supporting technical description of how the complete system operates.
 - Must provide the technical description of how each of the modifications has been conducted e.g. how has the airbag been disabled.
- 4.1.03.** Upon issuance of the Standing Offer, the contractor is to modify a trial vehicle. This will clarify and confirm that all modification solutions are acceptable. This modified trial vehicle will be used to conduct a Safety Case Risk Assessment. Such an assessment will be made by UK military authorities and is mandatory in order to ensure that modifications to the vehicle do not impede its safe operation when used on the Prairie. Following the Safety Case there may be a requirement to amend the serials at paragraph 4.01 within this SOW. Any amendments will follow discussion with the contractor and be executed by the Contracting Authority.
- 4.1.04.** During the modification BATUS reserves the right to send up to 3 BATUS personnel to observe the modifications being conducted on the contractor's premises each day. Such personnel will not actively conduct any modifications however are present to answer operational questions and gain a better understanding of the modifications being conducted.
- 4.1.05.** During the modification of the vehicle the contractor is to attend a meeting twice a month to inform BATUS of progress. Such meetings will last approximately 30 minutes and be completed on a week day (Mon – Fri). Meetings are to be conducted on the contractor's premises. The PSV is to be available during each meeting to allow visual inspection of progress.
- 4.1.06.** Modification of the fleet is to be completed as per call up. A plan covering throughput is to be agreed between the contractor and BATUS upon issuance of the Standing Offer.

4.1.07. Upon issuance of the Standing Offer, a PSV vehicle will be made available to the contractor in order to enhance their understanding of the modifications to be made. It is recommended, but not mandatory, that the contractor's modification solution mirror that of BATUS' trial vehicle. Any significant deviations in design or operation are to be discussed and approved by the Technical Authority.

5.0 Compliance

5.01. Warranty. All modification conducted on the vehicle must not impact upon the vehicle's drive-train warranty. The contractor is to advise BATUS of other warranty areas (such as components and body work) that are adversely affected by modification.

5.02. Auditing. BATUS reserves the right to inspect modifications conducted on the vehicle at any time.

5.03. Site Visit. BATUS will host an **optional site visit**. This will be conducted at CFB Suffield as per the RFSO.

5.04. Cost. All individual modification elements (as per para 4.01) must be itemized on each invoice.

6.0 Language

All correspondence is to be in English throughout.

7.0 Acronyms

BATUS	-	British Army Training Unit Suffield
BG	-	BattleGroup
BSS	-	BATUS Safety System
BSN	-	BATUS Safety [radio] Net
DND	-	Department National Defence
FFR	-	Fitted For Radio
GP	-	General Purpose (PSV variant)
HQ	-	HeadQuarters
LVD	-	Low Voltage Disconnect
PSV	-	Prairie Support Vehicle
MOD	-	Ministry of Defence
MOU	-	Memorandum of Understanding
TA	-	Technical Authority
TSV	-	Training Support Vehicle
UK	-	United Kingdom

4. Delete: Annex B – Basis of Payment of the RFSO, in its entirety

Insert:

ANNEX "B" BASIS OF PAYMENT

Offeror must quote firm, all inclusive prices (including all travel to and from DND Suffield). All surcharges (if applicable) must be included in the prices quoted herein.

Prices quoted must be exclusive of GST or HST. GST or HST will be added to the invoices as a separate item

The estimated quantities listed herein are for evaluation purposes only and will not form part of the resulting Standing Offer. Actual usage may vary from the amounts shown.

Year 1: Date of Issuance to January 31, 2016

Ser/Mod	Approx quantities	Remarks	Firm, All inclusive price per vehicle
1 / Blackout switch	15	Chase & GP FFR	\$
2 / Convoy light	15	Chase & GP FFR	\$
3 / Radio rack	15	Chase & GP FFR	\$
4 / 28V power	15	Chase & GP FFR	\$
5 / VDC fitting	15	Chase & GP FFR	\$
6 / 150amp breaker	15	Chase & GP FFR	\$
7 / 50 amp breaker	15	Chase & GP FFR	\$
8 / DC/DC converters	30	Chase & GP FFR (2 per vehicle)	\$
9 / 60 amp resettable breaker	15	Chase & GP FFR	\$
10 / Module sensor plate	15	Chase & GP FFR	\$
11 / Weatherproof seal	15	Chase & GP FFR	\$
12 / Cupola	12	Chase	\$
13 / IR Lights	15	Chase & GP FFR	\$
14 / Switch Plate	15	Chase & GP FFR	\$
15 /Sign Boards	126	2015 GP	\$
16 / Tinted Windows	15	Chase & GP FFR	\$
17 /Ducting	15	Chase & GP FFR	\$
18 / Snorkel	15	Chase & GP FFR	\$

19 / BNC to BNC connectors	30	Chase & GP FFR (2 per vehicle)	\$
20 / Rear bed	15	Chase and GP FFR	\$
21 / /Hard top	4	2015 GP	\$
22 /saddle boxes	24	2015 GP	\$

Option Year 1: February 1, 2016 to January 31, 2017

Ser/Mod	Approx quantities	Remarks	Firm, All inclusive price per vehicle
1 / Blackout switch	15	Chase & GP FFR	\$
2 / Convoy light	15	Chase & GP FFR	\$
3 / Radio rack	15	Chase & GP FFR	\$
4 / 28V power	15	Chase & GP FFR	\$
5 / VDC fitting	15	Chase & GP FFR	\$
6 / 150amp breaker	15	Chase & GP FFR	\$
7 / 50 amp breaker	15	Chase & GP FFR	\$
8 / DC/DC converters	30	Chase & GP FFR (2 per vehicle)	\$
9 / 60 amp resettable breaker	15	Chase & GP FFR	\$
10 / Module sensor plate	15	Chase & GP FFR	\$
11 / Weatherproof seal	15	Chase & GP FFR	\$
12 / Cupola	12	Chase	\$
13 / IR Lights	15	Chase & GP FFR	\$
14 / Switch Plate	15	Chase & GP FFR	\$
15 /Sign Boards	126	2015 GP	\$
16 / Tinted Windows	15	Chase & GP FFR	\$
17 /Ducting	15	Chase & GP FFR	\$

18 / Snorkel	15	Chase & GP FFR	\$
19 / BNC to BNC connectors	30	Chase & GP FFR (2 per vehicle)	\$
20 / Rear bed	15	Chase and GP FFR	\$
21 / /Hard top	4	2015 GP	\$
22 /saddle boxes	24	2015 GP	\$

Option Year 2: February 1, 2017 to January 31, 2018

Ser/Mod	Approx quantities	Remarks	Firm, All inclusive price per vehicle
1 / Blackout switch	15	Chase & GP FFR	\$
2 / Convoy light	15	Chase & GP FFR	\$
3 / Radio rack	15	Chase & GP FFR	\$
4 / 28V power	15	Chase & GP FFR	\$
5 / VDC fitting	15	Chase & GP FFR	\$
6 / 150amp breaker	15	Chase & GP FFR	\$
7 / 50 amp breaker	15	Chase & GP FFR	\$
8 / DC/DC converters	30	Chase & GP FFR (2 per vehicle)	\$
9 / 60 amp resettable breaker	15	Chase & GP FFR	\$
10 / Module sensor plate	15	Chase & GP FFR	\$
11 / Weatherproof seal	15	Chase & GP FFR	\$
12 / Cupola	12	Chase	\$
13 / IR Lights	15	Chase & GP FFR	\$
14 / Switch Plate	15	Chase & GP FFR	\$
15 /Sign Boards	126	2015 GP	\$
16 / Tinted Windows	15	Chase & GP FFR	\$

17 /Ducting	15	Chase & GP FFR	\$
18 / Snorkel	15	Chase & GP FFR	\$
19 / BNC to BNC connectors	30	Chase & GP FFR (2 per vehicle)	\$
20 / Rear bed	15	Chase and GP FFR	\$
21 / /Hard top	4	2015 GP	\$
22 /saddle boxes	24	2015 GP	\$