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11 Laurier St. / 11, rue Laurier
Place du Portage, Phase III
Core 0B2 / Noyau 0B2
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
Industrial Vehicles & Machinery Products Division
11 Laurier St./11, rue Laurier
7B1, Place du Portage, Phase III
Gatineau
Québec
K1A 0S5

Title - Sujet FOUR TRACKED ARCTIC MOBILITY VEHIC.		
Solicitation No. - N° de l'invitation W8476-155224/A		Amendment No. - N° modif. 001
Client Reference No. - N° de référence du client W8476-155224		Date 2015-02-27
GETS Reference No. - N° de référence de SEAG PW-\$\$HS-604-66606		
File No. - N° de dossier hs604.W8476-155224	CCC No./N° CCC - FMS No./N° VME	
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2015-03-24		Time Zone Fuseau horaire Eastern Standard Time EST
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>		
Address Enquiries to: - Adresser toutes questions à: Bertrand(hs604), Alain		Buyer Id - Id de l'acheteur hs604
Telephone No. - N° de téléphone (819) 956-4025 ()		FAX No. - N° de FAX (819) 956-5227
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:		

Instructions: See Herein

Instructions: Voir aux présentes

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

This solicitation amendment 001 is raised to extend the closing date to 24 March 2015 and to provide the following clarifications.

Question 1

Para 3.4 (d) of the Purchase Description states:

"The tracked vehicle with all specified equipment installed and fully loaded shall have the following performance: (d) 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.

Question 2

Para 3.4 (e) states:

"The tracked vehicle with all specified equipment installed and fully loaded shall have the following performance: (e) Payload of a minimum of 750 kg."

Question: Is Canada able to provide a Load List for the Four Tracked Arctic Mobility vehicle which details specific equipment included in the 750 kg payload, and required/expected stowage provisions for equipment included in the payload (ie. Stowed in front or rear 'cab'; stowed interior or exterior; etc.)?

Can Canada provide a representative weight for a 'person' (fully clothed and kitted) who will be carried in the Four Tracked Arctic Mobility vehicle? This information will be used to determine the fully loaded GVW at which ground pressure will be calculated (para 3.4 (d)).

Answer: There will not be a specified load list so the payload will be used in the GVW determination.

Question 3

Para 3.5 (g) states:

"The tracked vehicle cab shall be a minimum four (4)-person cab. The cab shall include: (g) Personnel Evacuation – This vehicle will be used on occasion to evacuate injured personnel from the tundra or ice so a means shall be provided to load and secure horizontally a non-ambulatory patient inside the heated cab."

Question: Does the requirement to carry one non-ambulatory patient horizontally need to take place while retaining seating for four persons in the cab, or can one of the seating positions be adapted as required to enable the cab to carry three persons, plus one injured person? Is there a specific stretcher that Canada requires to be stowed on the Four Tracked Arctic Mobility Vehicle for use in horizontal transfer of an injured person?

Answer: If required up to two seats can be used to carry one injured personnel inside the heated cab in a horizontal position. The NATO stretcher is desirable but if it cannot be accommodated then an appropriate stretcher shall be provided.

Question 4

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.

Question 5

Para 3.14 states:

"The tracked vehicle/equipment shall^(E) 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^(E) as an equivalent function.

Question 6

Para 3.20 states:

"A tracked trailer compatible with the prime mover shall be provided. The trailer shall meet the following requirements: (a) Have the same track as the prime mover;"

Question: Can Canada provide rationale for a requirement for the trailer to be tracked, and to require use of the same track as the prime mover? The four tracks on the prime mover are powered – the trailer is not. Is Canada willing to accept a wheeled trailer as equivalent to the tracked trailer requirement, if a bidder can show that testing of the wheeled trailer in snow/arctic conditions has demonstrated that the

wheel trailer is able to be towed behind the four tracked arctic mobility vehicle in all conditions where the prime vehicle is required to operate?

Answer: A tracked trailer is required for use in the high arctic since wheeled trailers have not been able to survive the pressure cracks in the ice or the sharp edged rocks encountered. The same track is required to minimize the total spare parts requirement when air transported to an operational area.

3.7 Track Drive Train and Suspension - The track drive train and suspension *shall*^(E):

(c) All four tracks driven by mechanical linkage;

Question 7: Is a hydrostatic drive for all four tracks an acceptable alternative?

Answer: A hydrostatic drive for all four tracks meets the requirement of shall^(E) as an equivalent function.

3.20 Tracked Trailer – A tracked trailer compatible with the prime mover *shall* be provided. The trailer *shall* meet the following requirements:

(g) Minimum 1,200 kg (2,645 lb) folding landing leg;

Question 8: Can you provide more information such as location (i.e. between the two units?) and purpose?

Answer: This requirement is for a completely separate trailer and not the rear unit of a two unit articulated prime mover. The landing leg is to support the trailer tongue for coupling and decoupling to the prime mover.