

**RETURN BIDS TO:**  
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**Bid Receiving - PWGSC / Réception des soumissions**  
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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**

<b>Title - Sujet</b> FOUR TRACKED ARCTIC MOBILITY VEHIC.		
<b>Solicitation No. - N° de l'invitation</b> W8476-155224/A		<b>Amendment No. - N° modif.</b> 002
<b>Client Reference No. - N° de référence du client</b> W8476-155224		<b>Date</b> 2015-03-02
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$HS-604-66606		
<b>File No. - N° de dossier</b> hs604.W8476-155224	<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 2015-03-24</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> Bertrand(hs604), Alain		<b>Buyer Id - Id de l'acheteur</b> hs604
<b>Telephone No. - N° de téléphone</b> (819) 956-4025 ( )		<b>FAX No. - N° de FAX</b> (819) 956-5227
<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>

This solicitation amendment 002 is raised to provide the following clarifications.

#### Question 8

Para 3.4.1 (e) states:

*"The vehicles shall be air transportable inside a C-130J transport aircraft with a cargo area of ..."*

Question:

What is the required number of Four Tracked Arctic Mobility Vehicles to be carried in a C-130J transport aircraft at one time?

Comment: Since transport of vehicles in the Arctic will rely on air transportability, for situations where the vehicles need to responding to a disaster, etc. in the Arctic the ability to carry more than one Arctic Mobility vehicle would be a distinct advantage. To achieve this may require that the Arctic Mobility Vehicles be transported without trailers.

**Answer: The need is for one four track articulated vehicle to be transported inside a C-130J aircraft.**

Ancillary Question 8.1:

If a Four Tracked Arctic Mobility Vehicle is able to carry the full crew (Para 3.5.1) and the full payload (Para 3.4 (e)) or more without requiring use of a Trailer is there an option for Canada to procure the Four Tracked Mobility Vehicle without the Tracked Trailer (Para 3.20)?

Comment: Carrying the full crew and payload (or more) on a Four Tracked Arctic Mobility Vehicle without use of a trailer may result in ground pressures above those identified in this RFT (Para 3.4 (d)).

**Answer: The requirement for a trailer in addition to the four tracked articulated vehicle is mandatory.**

Ancillary Question 8.2:

The Government of Canada's *Northern Land Use Guideline* identifies a ground pressure limit of <35 kPa for low ground pressure vehicles operated above the tree line (applicable excerpt from Canada's guideline attached). Would Canada consider compliance with the 35 kPa ground pressure limit as acceptable instead of the 13.7 kPa limit identified in this RFP for a Four Tracked Arctic Mobility Vehicle which was able to carry all required crew and payload without the requirement/cost of a trailer, and which also enabled the transport of two vehicles in a C-130J?

**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 9

3.5.1/ C: Front Mounted Brush Guard, we will need to have some clarification on this item. This particular model machine is a front engine and will not accept a brush guard. This item will also affect the vehicles overall height

**Answer: The bush guard is only required to protect the front surface of the vehicle so need only protect the area in front of the engine.**

3.5.1.1 Role over protection required either or ISO 3471 or J1040, the specified vehicle due to the height and width requirements will not be a certified cab. All of the XXXXXX cabs include internal role over protection. Not all of our models are required to be certified. Is this item one that we can write and exception too?

**Answer: The roll over protection certification is required, however the company has the choice of it being from the cab structure or an internal protection system.**

4.5&4.6 operator/maintenance training, XXXX performs infield operator and maintenance orientation training on our vehicles. Being the manufacture we do not perform certified training. Will this be a sufficient means of training?

**Answer: The infield operator and maintenance orientation training is acceptable.**