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**RETOURNER LES SOUMISSIONS À:**  
Public Works and Government Services / Travaux  
publics et services gouvernementaux  
Kingston Procurement  
Des Acquisitions Kingston  
86 Clarence Street, 2nd floor  
Kingston  
Ontario  
K7L 1X3  
Bid Fax: (613) 545-8067

**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**

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<b>Title - Sujet</b> Vehicle Repair and Overhaul	
<b>Solicitation No. - N° de l'invitation</b> W0125-15CR03/A	<b>Date</b> 2015-06-03
<b>Client Reference No. - N° de référence du client</b> W0125-15-CR003	<b>Amendment No. - N° modif.</b> 001
<b>File No. - N° de dossier</b> KIN-5-44006 (690)	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$KIN-690-6600	
<b>Date of Original Request for Standing Offer</b> Date de la demande de l'offre à commandes originale 2015-05-27	
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2015-06-15</b>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Rider, Kim (Buyer)	<b>Buyer Id - Id de l'acheteur</b> kin690
<b>Telephone No. - N° de téléphone</b> (613) 449-4531 ( )	<b>FAX No. - N° de FAX</b> (613) 545-8067
<b>Delivery Required - Livraison exigée</b>	
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>	
<b>Security - Sécurité</b> 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**

<b>Acknowledgement copy required</b> <b>Accusé de réception requis</b>	<b>Yes - Oui</b> <input type="checkbox"/>	<b>No - Non</b> <input type="checkbox"/>
<b>The Offeror hereby acknowledges this revision to its Offer.</b> <b>Le proposant constate, par la présente, cette révision à son offre.</b>		
<b>Signature</b>	<b>Date</b>	
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)		
<b>For the Minister - Pour le Ministre</b>		

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### Question #1

A mechanic who is certified and trained by GM may also work at a garage that is not a GM dealership and therefore is able to provide the same level of service, usually for a much lower cost. In this case, the cost savings would benefit the Canadian tax payer. By insisting that only GM dealerships can bid ensures that the costs are higher than they need to be with no increase in quality of the service provided.

Would the Crown accept proof that a bidder has GM certified mechanics and remove the requirement that only dealerships may bid?

### Answer #1

No we will not remove the requirement that only dealerships may bid.

Our requirement was that the Contractor must be an authorized GM Service and Repair Dealership. The mechanics must be licensed or be apprentice mechanics under the direction of a licensed mechanic. We already have certified general mechanics in our repair facility at Tn/RCME Sqn and a GM Dealership would provide licensed mechanics with the most current and up to date GM factory training. A GM Service and Repair Dealership has the ability to perform warranty repairs if required at the same time as the service work is taking place without having to raise another contract and transporting the equipment to another repair facility (resulting in much less vehicle down time and cost). Dealerships have the latest up to date Technical Service Bulletins as well as technical support from the manufacturer. This would result in less repair time required and a much better chance that the repair performed will solve the problem the first time. Dealerships follow the manufacturers recommended service procedures (not just an oil change). Dealerships are required to have the most current GM diagnostic equipment. In an effort to reduce the risk of substandard replacement parts we require the use of only OEM parts. Dealerships use OEM parts and a garage must purchase these parts from the dealership and then mark up the cost to us. Many time repairs cannot be made at a garage that is not a GM dealership and they refer the client to the Dealership. We have been directed in the service procedures by the Life Cycle Material Manager (LCMM) to take some DND GM vehicles (MILCOTS) to an authorized dealership for service and repair.