



**RETURN BIDS TO:**

**RETOURNER LES SOUMISSIONS À:**

**Bid Receiving - PWGSC / Réception des soumissions  
- TPSGC**

**1550 D'Estimauville Avenue**

**1550, Avenue d'Estimauville**

**Québec**

**Québec**

**GIJ 0C7**

**FAX pour soumissions: (418) 648-2209**

**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**

TPSGC/PWGSC

BFC Bagotville, CP 380

CFB Bagotville, PO Box 380

Bâtiment 62, local 112

Building 62, Room 112

Alouette

Québec

G0V1A0

<b>Title - Sujet</b> 250-Ton Press Brake		
<b>Solicitation No. - N° de l'invitation</b> W0106-15R312/A		<b>Amendment No. - N° modif.</b> 002
<b>Client Reference No. - N° de référence du client</b> W0106-15R312		<b>Date</b> 2016-01-14
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$BAL-001-16622		
<b>File No. - N° de dossier</b> BAP-5-38207 (001)	<b>CCC No./N° CCC - FMS No./N° VME</b>	
<b>Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2016-01-20</b>		<b>Time Zone</b> Fuseau horaire Heure Normale du l'Est HNE
<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> Tremblay, Marial		<b>Buyer Id - Id de l'acheteur</b> bal001
<b>Telephone No. - N° de téléphone</b> (418) 677-4000 (4159)		<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>  5e Bataillon des Services du Canada / 5 Service Battalion Garrison Valcartier / Valcartier Garrison Courcelette (Québec) G0A 4Z0		

**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/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>          <b>Signature</b>          <b>Date</b>	

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**Enquiries - Bid Solicitation - Clause # 2.3**

To ensure consistency and quality of information provided to bidders, significant enquiries received and the replies to such enquiries will be provided simultaneously to bidders to which the bid solicitation has been sent, without revealing the sources of the enquiries.

Here are the questions which we have received until now:

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Question 1: Reference: Annex A, Section A.6, Specification # 3

Why mechanical crowning systems will not be accepted?

**Answer 1:** We have to understand that we bend the sheet metal of varied thickness from the body panel up plates for our armored vehicles. It is essential that the folds are parallel. Furthermore, in most cases, only one operator uses the machine. It is therefore important that operations are “automated” and less laborious as possible for the operator. I understand that mechanical systems can provide the same parallelism in several variances and with cylinders. We currently have a mechanical brake bending and it does not meet our needs and operation time is too slow.

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Question 2: Reference: Annex A, Section A.6, Specification # 4.1

Why welded frames will not be accepted?

**Answer 2:** The workshop is a corridor type where there is a lot of coming and going of high tonnage vehicles. Repeatedly lift came into contact with our bending machine and damaged the frame. A bolted frame allows us to replace components if broken and extend the lifespan of the machine. At the price this equipment costs it is important to extend the life of it. A welded frame is heavy and little maneuverability if we have to move it.

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Question 3: Reference: Annex A, Section A.6, Specifications # 4.8

What do mean by: “A lever system for additional mechanical compensation is required”?

**Answer 3:** The lever system is dedicated to support the encoder or linear scale reading is mandatory.

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Solicitation No. - N° de l'invitation

Amd. No. - N° de la modif.

Buyer ID - Id de l'acheteur

W0106-15R312/A

002

bal001

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

File No. - N° du dossier

CCC No./N° CCC - FMS No./N° VME

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Question 4: Reference: Annex A, Section A.6, Specifications # 5.4

What do mean by: "Compliance includes redundant electrical and hydraulic systems"?

**Answer 4:** This is related to the security system. This guarantees the safety of the operator without compromising comfort operation front of the machine.

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Question 5: Reference: Annex A, Section A.6, Specifications # 7.3

What do mean by: "The rear stop must have an integrated protection system in case of collisions"?

**Answer 5:** This is a back support that can support the sheet metal during the bending process and is retractable either pneumatically or hydraulically.

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Question 6: Reference: Annex A, Section A.6, Specifications # 9.3

What do mean by: "The inters (clamps and tools) must also allow the vertical insertion and ejection of the punches"?

**Answer 6:** This is related to the clamps. We need to change the punches regularly, unlike a factory job that can stay with the same punches for a long period of time. So the insertion and removal must be done vertically.

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All other terms and conditions of the solicitation remain the same.