



RETURN BIDS TO:
RETOURNER LES SOUMISSIONS À:
Bid Receiving - PWGSC / Réception des soumissions
- TPSGC
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
Armoured Vehicles Support/Soutien des véhicules
blindés
11 Laurier St./11, rue Laurier
Place du Portage Phase III 6C1
Gatineau
Québec
K1A 0S5

Title - Sujet Ultra Light Combat Vehicle	
Solicitation No. - N° de l'invitation W6399-16HB11/B	Amendment No. - N° modif. 004
Client Reference No. - N° de référence du client W6399-16HB11	Date 2016-08-29
GETS Reference No. - N° de référence de SEAG PW-\$\$BL-265-25938	
File No. - N° de dossier 265bl.W6399-16HB11	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2016-10-03	
F.O.B. - F.A.B. Plant-Usine: <input checked="" type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Brisard, Pascale	Buyer Id - Id de l'acheteur 265bl
Telephone No. - N° de téléphone (873) 469-4755 ()	FAX No. - N° de FAX () -
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

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This amendment is raised to respond to questions 3 to 14 and make 5 RFP changes.

Question No. 3

Please clarify the requirement for a DC/AC pure sine wave inverter. Is the contractor expected to supply the converter with the ULCV, or will the government supply its own inverter? If contractor is expected to supply an inverter, please specify which type of inverter must be supplied.

Appendix B2 (Load List) calls for a PROsine 1000w inverter (part number 806-1000). This is a 12V inverter produced by Xantrex.

Appendix B1 (Technical specifications) Paragraph 3.4(7)(t)(iii)(7) states:
"The vehicle must be equipped with a 1800 W DC/AC pure sine wave inverter (28 VDC to 115 VAC) that meets the MIL-STD-461F RE102 limits for Ground, Army and MIL-STD-810F Method 514.5 operations requirements for Ground Vehicles."

Is the desired inverter the 1800W/ 28VDC specified in Appendix B1, or is the desired inverter the 12V inverter identified in Appendix B2 (load list). If the desired inverter is the 1800W/ 28VDC specified in Appendix B1, is there a specific inverter manufacturer that the government prefers?

Answer No. 3

The required inverter is the 1800W/ 28VDC specified in Appendix B1. Canada does not have a specific preference or manufacturer for this inverter only that the inverter meets the specifications at Appendix B1. The Inverter listed in Appendix B2 is meant to be indicative of size and weight possibilities and will be used during Bid Evaluation testing to provide an indication of space claim and accessibility. If the Bidder has a proposed inverter of the right specifications at the time of Bid Evaluation testing, then the Bidder's inverter will be used for the testing.

Question No. 4

Appendix B2, Communications Section, lists three antennas yet only two RF-292-01 bases. Is it the government's intention to have just two RF-292-01 antenna bases mounted to the ULCV so that the 117G multi-band antenna or the VHF end whip antenna can be mounted in either of the two locations? This would imply that all three antennas would not be mounted simultaneously.

5985-01-615-5893	RF-3187-AT324	14304	117G multi-band antenna	Each	2	GFE
5985-01-537-1386	RF-292-01	14304	Antenna base for 117G multi-band ante	Each	2	GSM
5985-01-548-8879	RF-387-AT002	14304	VHF end whip antenna	Each	1	GFE

Answer No. 4

Only two antennae will be mounted simultaneously on the vehicle. The third antenna will be stored in the vehicle and will be used on an as needed basis.

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Question No. 5

Page seven of appendix B1 [paragraph 3.4(7)(r)(i)] states that all EMC/ EMI requirements must be met at FAT. Appendix B1 also notes special electrical, mechanical, and communications requirements for the ULCV. As such, any previous EMC/EMI chamber testing that has been conducted may need to be repeated to ensure compliance to EMC standards.

Is the contractor solely responsible for the logistics and costs associated with EMC chamber testing prior to FAT, or will an EMC testing facility be provided by the government?

Answer No. 5

For EMC/EMI requirements, it is the responsibility of the Bidder to ensure that the proposed vehicle is compliant with the standards detailed in Appendix B1. The Bidder is responsible for all logistics and costs associated with conducting EMC/EMI testing. Canada reserves the right to validate the results of any testing conducted.

Question No. 6

Page six of Appendix B1 (Paragraph 3.4 (7)(e)) states "The ULCV must have coaxial cabling, equivalent to LMR 240, and connectors, equivalent to BNC and N type, suitable for use with the two radios, and their associated antennas and ancillary equipment. The radio controls and the ancillary equipment controls must remain accessible after the vehicle is loaded with all Load List items as detailed in Appendix B2, Government Property. A proposed location for load list communications equipment must be provided at the Preliminary Design Review meeting, but the final locations will be determined in conjunction with Canada at the Final Design Review meeting."

For pricing purposes, will the wiring for the radios, antennas, and ancillary equipment be provided to the contractor by the government – or is the contractor expected to purchase the wiring and have it installed in the vehicle prior to production vehicle delivery?

Answer No. 6

Contractor must supply all wiring and have it installed in the vehicle prior to production vehicle delivery. This wiring will also need to be installed at time of FAT in order to undergo verification of compliance with Appendix B1 specifications.

Question No. 7

Page six of Appendix B1 (Paragraph 3.4 (7)(j)) states, "The ULCV must have nominal 25 mm conduit in the vehicle to accommodate future wiring by the User. The conduit must be located to service the four seating positions. The final location and design of the conduit will be determined in conjunction with DND after contract award."

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We request further definition of type of conduit being requested – type of material, whether the wiring will/ will not require shielding, and special traits of the conduit, etc. Any photos or reference manufacturer part numbers would be extremely beneficial.

Answer No. 7 and RFP Change No. 3

Canada anticipates that the bidder will provide the optimal solution for their proposed vehicle. Canada does not have a specific definition for the 25mm conduit. The conduit must be sufficient to resist abrasion and corrosion, consistent with the application and the working environment of the vehicle.

At Appendix B1, Paragraph 3.4 (7)(j), ADD:

The conduit must be sufficient to resist abrasion and corrosion, consistent with the application and the working environment of the vehicle.

Question No. 8

Appendix 1 to Part 4, Mandatory Technical Criteria, (Requirement # 3.4.7.t.i.6) specifies the requirement for a battery monitoring system that displays "Alternator voltage (14 V system - red light < 10.5 V, 28 V system - red light < 21 V);" and "State of battery Charge (SOC), 14 V and 28 V, 100% - 31% Green Light, 30% - 26% -Yellow Light, 25 % - 0 Red Light)."

Is it a requirement to have a battery monitoring system on the vehicle when it is delivered to Canada on 19 September, 2016, or is this requirement required with the First Production Article?

Answer No. 8 and RFP Change No.4

This requirement must now be met at FAT.

Delete from Appendix 1 to Part 4, Mandatory Technical Criteria, (Requirement# 3.4.7.t.i.6):

"For both vehicle (14 V) and auxiliary (28 V) systems there must be a battery monitoring system integrated into the driver display that provides the following information to the driver:

- i) Alternator voltage (14 V system - red light < 10.5 V, 28 V system - red light < 21 V);
- ii) State of battery Charge (SOC), 14 V and 28 V, 100% - 31% Green Light, 30% - 26% - Yellow Light, 25 % - 0 Red Light)."

Question No. 9

Page eight of Appendix B1 [paragraph 3.4(7)(t)(ii)(3)] states, "The charging system must have the ability to charge the vehicle (14 V) and auxiliary (28 V) batteries (for maintenance and storage) via a single or multiple connector(s) mounted externally to the vehicle and with the connector(s) in a waterproof compartment."

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Please specify the type of external charger being used on the 14V and also the 28V batteries so that the correct connectors can be sourced for this requirement.

Answer No. 9 and RFP Change No. 5

Paragraph 3.4(7)(t)(ii)(3) is amended as follows:

Delete:

“The charging system must have the ability to charge the vehicle (14 V) and auxiliary (28 V) batteries (for maintenance and storage) via a single or multiple connector(s) mounted externally to the vehicle and with the connector(s) in a waterproof compartment.”

Insert:

“Auxiliary (28 V) battery maintenance and storage must be able to be performed via an external Type 1 slave connector, IAW STANAG 4074, Auxiliary Power Unit Connections For Starting Tactical Land Vehicles located in a watertight compartment. Vehicle (14 V) battery maintenance and storage must be able to be performed via a suitable standard (i.e. non-proprietary) external connector (with a minimum current rating of 20 amps) located in a watertight compartment and preferably in the same vicinity as the external 28V Type 1 slave connector.”

Question No. 10

On Appendix 4 to Part 4 - Page 3 of 5 item 003 Spare Parts No. 019 Radiator Hose is missing the quantity for the evaluated pricing. Will this quantity be provided?

Answer No.10 and RFP Change No.6

At Appendix 4 to Part 4 – Financial Bid Presentation Sheet(s), Item 003 - Spare Parts, Spare part No. 19 Radiator hose, under Estimated Quantity (B):

Insert: 80

Question No. 11

For Item 003 Spare Parts is there a minimum purchase that the customer can order? Or is it the intention to order a minimum of 1 unit?

Answer No.11

As stated at Appendix 4 to Part 4, any estimated quantities specified in the Financial Bid Presentation Sheet below are provided for bid evaluated price determination purposes. It is only an approximation of the requirements and is not to be considered as a contract guarantee. No minimum order can be specified at this time. It is the intention of Canada to purchase spare parts to support the actual vehicle in accordance with the Contractors recommendations. Canada will determine in conjunction with the

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Contractor after contract award, the exact type of spare parts that are necessary and in what quantities for the actual vehicle that is purchased.

Question No. 12

For the FSR daily rate, should travel be included in the daily rate or will this be handled separately on a cost reimbursable basis?

Answer No. 12

Yes travel and Living expenses are handle separately on a cost reimbursable basis in accordance with article 2.4.3 of Annex A – Basis of payment.

Question No. 13

Will the contract be converted to the bidder's foreign currency at the time of award or before each payment?

Answer No. 13

At time of award. Note that in accordance with Part 3 – Bid Preparation Instructions, article 1.2 – Section II: Financial Bid, the Bidders can submit their financial bid in the currency of their choice. The contract will be awarded in that currency. However, for evaluation purposes, bids submitted in foreign currencies will be converted into Canadian dollars as stipulated at Appendix 4 to Part 4.

Question No. 14

In order to offer our best price and most capable vehicle sample, will the Canadian Government consider a two-week extension (from September 19 to October 3) to the current proposal delivery date?

Answer No. 14 and RFP Change No. 7

The bid closing date is hereby extended to October 3rd, 2016 at 02:00 PM, EDT.