



**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**

<b>Title - Sujet</b> ADD ON ARMOUR PANELS	
<b>Solicitation No. - N° de l'invitation</b> W8486-173327/A	<b>Amendment No. - N° modif.</b> 005
<b>Client Reference No. - N° de référence du client</b> W8486-173327	<b>Date</b> 2016-11-25
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$BL-311-25993	
<b>File No. - N° de dossier</b> 311bl.W8486-173327	<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 2016-11-30</b>	
<b>Time Zone</b> Fuseau horaire 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> Godin, Lorraine	<b>Buyer Id - Id de l'acheteur</b> 311bl
<b>Telephone No. - N° de téléphone</b> (819) 420-0812 ( )	<b>FAX No. - N° de FAX</b> (819) 956-0648
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b> Specified Herein	

**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>

**THIS SOLICITATION AMENDMENT 005 IS RASIED TO:**

- Publish Canada's responses to Industry's questions.

**NOTE:** Industry questions are numerically sequenced upon arrival to Canada. Industry are hereby advised that questions and answers for this solicitation may be issued out of sequence.

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**Question 23:**

Ref. Answer 4 / Amendment 002. The supplier is allowed to provide its own liner as long as it doesn't cause additional cost for Canada. Is there any weight and/or thickness limitation for the liner?

**Answer 23:**

There are no restrictions on OEM provided spall liners, again, at no additional costs to Canada.

**Question 24:**

Ref. Answer 4 / Amendment 002. The supplier is allowed to provide its own liner as long as it doesn't cause additional cost for Canada.

- How can it be arranged to install the suppliers liner prior testing to the base armour?
- Would Canada provide the base armor plates in advance so that the supplier can install the liner with its own mounting method?
- Or would Canada accept, if the supplier would purchase the base armour material in advance and provide complete targets (as long as it wouldn't cause any extra costs for Canada)?

**Answer 24:**

All OEM provided Spall Liners must be attached to 7.3mm High Hard Armour (HHA) that meets Mil-DTL-46100E by the respective OEM and must be IAW Appendix 1 to Annex A of the SOW. Both the spall liner and the steel must be provided at no additional cost to Canada. Canada will not provide armoured steel panels to OEMs to attach their respective spall. Canada is primarily interested in testing OEM AOA using the Canada provided steel and aramid spall liner targets to confirm performance and thereafter the OEM provided spall liner solution.

**Question 25:**

Test Conditions. Will Canada perform the ballistic tests at ambient temperature or at extreme temperatures (+/-)? If at extreme temperatures, what would be the temperature range?

**Answer 25:**

Canada will conduct testing at ambient temperature.

**Question 26:**

Ref. Amendment 004. Does the latest update mean, that technologies which fulfill for example "a-c" of Part 4, Article 4.1.1.2 but not "d and e" are not of interest for this program? Or are technologies which exceed "d and/or e" but fulfill "a-c" are of interest for Canada as well?

**Answer 26:**

Canada is not interested in AOA that exceeds D (110 kg/m<sup>2</sup>) and/or E (115mm) as part of this program.

Solicitation No. - N° de l'invitation  
W8486-173327/A  
Client Ref. No. - N° de réf. du client  
W8486-173327

Amd. No. - N° de la modif.  
005  
File No. - N° du dossier  
311bl W8486-173327

Buyer ID - Id de l'acheteur  
311bl  
CCC No./N° CCC - FMS No./N° VME

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**Question 27:**

It was noticed during former tests, that it is more beneficial to use a bigger target size, for example 1200x600mm, for STANAG Level 6 testing at maximum obliquity of 60° NATO, taking the projected target surface at 60° NATO into account! Will this be considered as well.

**Answer 27:**

The testing facility has restricted the target size and only the stated target size will be used.

**Question 28:**

In section 6.5.3 Delivered Duty Paid –DDP.

DDP transaction is mentioned in the solicitation as the preferred shipping method. DDP transaction is restrictive to companies shipping into Canada. A number of factors such as an import license or permits add on an extra expense. Is the government of Canada willing to accept cost, insurance and freight (CIF) shipping to mitigate these issues for non-resident companies?

**Answer 28:**

No. The Government of Canada is not willing to accept cost, insurance and freight (CIF) shipping. Delivered duty paid (DDP) will be the only acceptable terms of delivery where the seller pays for the total costs associated with transporting goods and is fully responsible for the goods until they are received and transferred to the buyer.

**ALL OTHER TERMS AND CONDISTIONS REMAIN UNCHANGED**