



**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**  
Vehicles & Industrial Products Division  
11 Laurier St./11, rue Laurier  
7A2, Place du Portage, Phase III  
Gatineau, Québec K1A 0S5

<b>Title - Sujet</b> TRUCK, FLAT DECK, 10 TON CRANE	
<b>Solicitation No. - N° de l'invitation</b> W8476-175628/A	<b>Amendment No. - N° modif.</b> 005
<b>Client Reference No. - N° de référence du client</b> W8476-175628	<b>Date</b> 2017-07-26
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$HP-923-72984	
<b>File No. - N° de dossier</b> hp923.W8476-175628	<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 2017-08-14</b>	
<b>Time Zone</b> Fuseau horaire Eastern Daylight Saving Time EDT	
<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> Martin, Erik	<b>Buyer Id - Id de l'acheteur</b> hp923
<b>Telephone No. - N° de téléphone</b> (873) 469-3318 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<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> Raison sociale et adresse du fournisseur/de l'entrepreneur	
<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 **005** IS ISSUED TO POST QUESTIONS **#7 TO #14**:

**Solicitation #W8476-175628/A**

**Truck, Flat Deck, 10 Ton Crane/Questions & Answers**

Q #	Questions	Answers	Modify Specifications?
1	<p>The request that the “i.v. the crane must stow itself across the vehicle by folding within a width of no more than 2590mm” indicates that a folding articulated crane must be provided.</p> <p><b>Question:</b> Will an articulated crane which stows itself folded across the vehicle be acceptable?</p>	<p>Not acceptable. It must be a boom crane with 3 section hydraulically telescoping boom.</p> <p>The Department of National Defence (DND) is to delete paragraph 3.21(i).v. from PD</p>	<p>Yes.</p> <p>Department of National Defence (DND) is to delete paragraph 3.21(i).v. from PD</p>
2	<p>The crane system calls out for a 10 ton crane system in Item (i) i but a lift load of a least 10 ton (20,000lbs) at a 20’ radius in item (i) ii followed by the crane to lift at least 7,000 lbs at a closer radius (i) iii.</p> <p>If item (i) ii is correct a 30 ton capacity crane would be required.</p> <p><b>Question:</b> Is the radius statement in (i) ii correct?</p>	<p>The crane must lift a load of at least 9,072 kg (10 ton).The 20 ft radius will be removed from PD.</p>	<p>Yes.</p> <p>Department of National Defence (DND) is to amend paragraph 3.21(i).ii. to read : The crane must lift a load of at least 9,072 kg (10 ton);</p>
3	<p>Section xvi (2) Craning Control</p> <p>The tender calls out for “Crane must be equipped with a corrosion proof console”.</p> <p>The industry standard is to use automotive quality painting practises to provide a corrosion resistant console as corrosion proof cannot be achieved.</p> <p><b>Question:</b> Would this be acceptable? If not, why?</p>	<p>Yes, it’s acceptable.</p>	<p>Yes.</p> <p>The Department of National Defence (DND) is to amend paragraph 3.21 (i) xvi 2. to read : Crane must be equipped with corrosion resistant console;</p>

4	<p>The tender calls out for “a console must be tilted to right or left side of the crane as needed and stowed in the center position for transport” Section xvi (3).</p> <p>There is only one crane manufacturer that offered this option on their 27 and 30 ton cranes but have discontinued these model and this option is no longer available.</p> <p><b>Question:</b> Would a crane with a fixed operator console with crane controls stations at both the driver’s side and passenger’s side be acceptable. If not, why?</p>	<p>Yes it’s acceptable.</p> <p>The console must be a fixed control station on both sides of the crane.</p>	<p>Yes.</p> <p>Department of National Defence (DND) is to amend paragraph 3.21 (i) xvi 3. The console must be a fixed control station on both sides of the crane;</p>
5	<p>The tender calls out for “stabilizers must be provided with pivoting foot plates” Section x (6).</p> <p>It is common for the crane outriggers (stabilizers) to be equipped with pivoting but the rear stabilizers and single front stabilizers are equipped with fixed plates.</p> <p><b>Question:</b> Would this be acceptable. If not, why?</p>	<p>Yes, it’s acceptable.</p>	<p>Yes.</p> <p>Department of National Defence (DND) is to amend paragraph 3.21 (i) x 6: The stabilizers must be provided with fixed foot plates;</p>
6	<p>Section xvi , line 3. –</p> <p><b>Question:</b> would Canada accept a console that does NOT swivel to right or left, but has stationary control console on both right &amp; left side?</p>	<p>Yes it’s acceptable.</p> <p>The console must be a fixed control station on both sides of the crane.</p>	<p>Yes.</p> <p>Department of National Defence (DND) is to amend paragraph 3.21 (i) xvi 3. The console must be a fixed control station on both sides of the</p>

			crane;
7	<p>Section 3.21 (e) Frame mounted Storage ii</p> <p>The tender calls out for “One (1) compartment, located on the roadside forward of the rear axle, must have a nominal dimension of 760mm x 610 mm x 610mm (30X24x24 inches)</p> <p>“Due to the space requirement of the hydraulic tank the dimension will have to be changed to approx. 24” or relocated to behind the drive axles.</p> <p><b>Question:</b> Is this acceptable?</p>	<p>Yes, It’s acceptable</p> <p>The nominal dimension for the storage located on the road side will be reduced to 610 mm (24”).</p>	<p>Yes.</p> <p>DND is to amend paragraph 3.21 (e) ii to read: One (1) compartment, located on the roadside forward of the rear axle, <b>must</b> have nominal dimensions of 610 mm x 610 mm x 610 mm(24 x 24 x 24 inches);</p>
8	<p>Section 3.21 (g) Flat Deck iv</p> <p>The tender calls out for “The flat deck support structure must have a structural box channel steel main frame rails, with nominal dimensions of at least 127 by 48 mm (5 by 1 – 7/8 inches)”</p> <p>Some straight boom cranes are equipped with full length torsion boxes that allow for the deck assembly to be attached to the torsion box by bolting the deck assembly with the use of a ½” x 3” flat bar running the length of the deck so no box channel steel main frame are required,</p> <p>In addition item vii “each cross member must have at least one support gusset welded to the mainframe rails” is not necessary and is not possible as the manufacturer does not permit welding to the torsion box as it may prevent the necessary flexing of the torsion box as it is</p>	<p>The following paragraphs from Purchase Description Section 3.21 (g) Flat Deck will be amended:</p> <p>iv. The flat deck support structure must have a structural box channel steel main frame rails, with nominal dimensions of at least 127 by 48 mm (5 by 1 – 7/8 inches)”. or <b>Equivalent</b>;</p> <p>V. The flat deck support structure <b>must</b> be supported by 101.6 mm (4 inch) “T”-beam or “C”-channel type cross-members or <b>Equivalent</b> on a maximum of 305 mm (12 inches) centres;</p> <p>vii. Each cross member <b>must</b> have one support gusset welded to the main frame rails or <b>Equivalent</b>;</p> <p>ix. The flat deck support structure <b>must</b> be mounted using a full-length hardwood spacer or <b>Equivalent</b>;</p>	<p>Yes.</p> <p>DND is to amend Paragraph 3.21 (g):</p> <p>iv. The flat deck support structure must have a structural box channel steel main frame rails, with nominal dimensions of at least 127 by 48 mm (5 by 1 – 7/8 inches)”. or <b>Equivalent</b>;</p> <p>V. The flat deck support structure <b>must</b> be supported by 101.6 mm (4 inch) “T”-beam</p>

	<p>designed to do.</p> <p>And item ix “The deck support structure must be mounted using a full length hard ward spacer” is not required for installation practise as noted above.</p> <p><b>Question :</b> Is this acceptable ?</p>		<p>or “C”-channel type cross-members or <b>Equivalent</b> on a maximum of 305 mm (12 inches) centres;</p> <p>vii. Each cross member <b>must</b> have one support gusset welded to the main frame rails or <b>Equivalent</b>;</p> <p>ix. The flat deck support structure <b>must</b> be mounted using a full-length hardwood spacer or <b>Equivalent</b>;</p>
9	<p>Section 3.21 (g) (xii) Winch Binders &amp; Sliding Tracks</p> <p>Items 1, 3 and 4 contradict each other based on spacing stated.</p> <p><b>Question:</b> Is the requirement for this section to supply four winch binders for 2” straps and 6 winch binders with 4” straps with all binders all installed on a binder sliding track on the curb side of the deck?</p>	<p>The requirement is for 4 winch binder sliding tracks complete with at least 6 ratchet type sliding winch binders and 102 mm (4 inch) cargo straps;</p>	<p>Yes</p> <p>DND is to amend Paragraph 3.21 (g) xii to read: 1. The flat deck <b>must</b> be provided with four winch binder sliding tracks on the curb side of the deck complete with at least six (6) ratchet type sliding winch binders and 102 mm (4 inch) cargo straps; and 2. The winch binders <b>must</b> have a strap</p>

			length of at least 9.1 m (358 inches).
10	<p>Section 3.21 (g) xviii Bulkhead Item 1 – “The flat deck must be provided with a permanently mounted bulkhead rack with window opening aligned with the rear cab window”.</p> <p>To allow access to the crane valve bank the bulkhead must be removable and with the crane being installed behind the chassis the bulkhead height should be approx. 24 – 36” in height, solid with no window.</p> <p>Item 4 and 5. The bulkhead can be provided with 2 recessed to tie down rings rated to 5,000lb but the 5,000 lb capacity cannot be confirmed due to the methods used to secure the removable bulkhead.</p> <p><b>Question :</b> Is this acceptable ?</p>	The flat deck must be provided with a bulkhead rack or Equivalent.	<p>Yes.</p> <p>DND is to amend paragraph 3.21 (g) xviii to read: 1. The flat deck must be provided with a bulkhead or Equivalent.</p>
11	<p>Section 3.21 (i) Pintle Hook Assembly.</p> <p><b>Questions:</b> Is the PWGSC Client exempt from the Provinces hitch offset regulation?</p>	<p>No.</p> <p>The bidder must check the Provinces hitch offset regulations where the vehicle will be delivered/operate.</p>	No.
12	<p>Section (i) Crane System, Item (x) Stabilizers Item 3.</p> <p>The stabilizer must lower to at least 300 mm (12 inches) below the vehicle ground.</p> <p><b>Question:</b> Would it be acceptable for the stabilizers to lower between 6” to 8” below the vehicle ground as the frame height combined with the</p>	At least 7” is acceptable. The stabilizer must lower to at least 178 mm (7 inches) below the vehicle ground.	<p>Yes.</p> <p>DND is to amend Paragraph 3.21 (i) x 3. to read:</p> <p>The stabilizers <b>must</b> lower to at least 178 mm (7 inches) below</p>

	physical limitation of the crane determine the true measurement of the ground penetration (The distance the stabilizers can be lowered below the vehicle ground on a smooth surface)?		the vehicle ground level;
13	T.A. Initiative 3.8.1 Automatic Transmission.	3.8.1 Automatic Transmission. (e) The transmission <b>must</b> be equipped with an instant release, electrically operated, programmable, electronic high idle control; and (f) The high idle control <b>must</b> be connected so as not to allow the high idle to engage when the transmission is in gear and the parking is applied.	Yes.  DND is to amend paragraph 3.8.1 to read: (e) The transmission <b>must</b> be equipped with an instant release, electrically operated, programmable, electronic high idle control; and (f) The high idle control <b>must</b> be connected so as not to allow the high idle to engage when the transmission is in gear and the parking is applied.
14	T.A. Initiative 3.8.2 Axles	3.8.2 Axles (b) The vehicle must be provided with dual tandem rear drive axles; (c) The rear axles must be provided with driver controlled differential locks.	Yes.  DND is to amend paragraph 3.8.2 to read: (b) The vehicle must be provided with dual tandem rear drive axles; and (c) The rear

Solicitation No. - N° de l'invitation  
W84769-175628/A

Amd. No. - N° de la modif.  
005

Buyer ID - Id de l'acheteur  
hp923

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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			axles must be provided with driver controlled differential locks.
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**PLEASE NOTE:** The revised version of the “**ANNEX B – PURCHASE DESCRIPTION – Truck, Flat Deck, 10 Ton Crane**” will be issued with the Contract in order to reflect all modifications made during the Solicitation process.

**ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED.**