



RETURN BIDS TO:

RETOURNER LES SOUMISSIONS À:

Bid Receiving Public Works and Government
Services Canada/Réception des soumissions Travaux
publics et Services gouvernementaux Canada
1713 Bedford Row
Halifax, N.S./Halifax, (N.É.)
B3J 1T3
Nova Scotia
Bid Fax: (902) 496-5016

**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
Atlantic Region Acquisitions/Région de l'Atlantique
Acquisitions
1713 Bedford Row
Halifax, N.S./Halifax, (N.É.)
B3J 3C9
Nova Scot

Title - Sujet Medium Heavy Truck	
Solicitation No. - N° de l'invitation F5946-170002/A	Amendment No. - N° modif. 001
Client Reference No. - N° de référence du client F5946-17-0002	Date 2017-12-04
GETS Reference No. - N° de référence de SEAG PW-\$HAL-320-10237	
File No. - N° de dossier HAL-7-79148 (320)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2017-12-12	Time Zone Fuseau horaire Atlantic Standard Time AST
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Browne, January	Buyer Id - Id de l'acheteur hal320
Telephone No. - N° de téléphone (902) 401-8687 ()	FAX No. - N° de FAX (902) 496-5016
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

Amendment 001

Amendment 001 is raised to provide answers to questions.

Question 1) Is the crane (Maxilift 270) mounted on the 14 foot flat deck or is it mounted on the truck frame between the flat deck and the cab? A photo would clarify this.
What is the cab to axle (CA) dimension of the current unit?

Answer 1) Crane is mounted behind the cab. The crane is integrated into the deck. Distance of deck from BOC to Rear 14'.
Pictures attached.

Question 2) In the transmission section, is the supplier expected to supply and install a PTO unit on the transmission, or provide a PTO opening on the transmission so the company doing the body and crane transfer can install a PTO? Normally in the industry the chassis supplier does not install the PTO as it is tied directly to the type of hydraulic pump used by the crane manufacturer.

Answer 2) Install opening for PTO.

Question 3) Wheels and tires; states "all wheels to be aluminum". In the industry on this type of truck, the front and exterior rear wheels are available from the chassis supplier, but the inner rear wheels would be steel. To install aluminum rear wheels would cost about \$2800. More. Can this be clarified?

Answer 3) All aluminum wheels as stated. High corrosion environment.

Question 4) The spare tire can be supplied but the spare tire mount is normally part of the body which the chassis supplier has nothing to do with. Can this be deleted?

Answer 4) Yes.

In ANNEX "A1" Mandatory, Technical Statement of Requirements (TSOR),
in "Table 1 TSOR mandatory requirements"

Delete: Below text in its entirety.

39	1 full size spare wheel and tire. Mounted so as to not interfere with operation of crane or deck.
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Insert: Below text

39	1 full size spare wheel and tire.
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Question 5) Cab interior - The driver's seat on a regular cab and chassis is manual adjust only from the chassis supplier. To get an electric adjustable seat, you would have to order a crew cab or an extended cab which are not available with the length of frame rails required both the body and crane.
Can this be deleted?

Answer 5) If electric adjust not available, in the standard cab, manual will suffice.

Question 6) The wiring harness and antenna lead for the future CB radio should be supplied by the CB radio installer to ensure compatibility. It is not available from the chassis supplier. Can this be deleted?

Answer 6) Yes.

In ANNEX "A1" Mandatory, Technical Statement of Requirements (TSOR), in "Table 1 TSOR mandatory requirements":

Delete: the following text in its entirety.

70	Wiring harness installed for CB radio, including antenna lead
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Question 7) "Caution light for crane not stowed" should be supplied by the crane installer, not the chassis supplier. Can this be deleted?

Answer 7) Yes.

In ANNEX "A1" Mandatory, Technical Statement of Requirements (TSOR), in "Table 1 TSOR mandatory requirements"

Delete: the following text in its entirety.

69	Caution light for "Crane not stowed" status.
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Question 8) Rear axle and suspension-"Rear axle mud flaps and Half Moon fenders" should be attached to the flat deck body to be installed by others. This should not be supplied by the chassis supplier as there is no body to attach the fenders and flaps to. Can this be deleted?

Answer 8) Traditional half moon fenders are attached to the frame, not the body. Many after-market options available if chassis supplier cannot install at factory.

Question 9) Cab exterior- Cab to be painted" Canadian Coast Guard Red". The only production red available is Commercial red as seen on Fire Trucks etc.
Will this be acceptable? If not, it will require a complete repaint which will delay delivery and cost about \$2900.

Answer 9) The mandatory requirement is to remain the same, as stated in ANNEX "A1" Mandatory, Technical Statement of Requirements (TSOR), in "Table 1 TSOR mandatory requirements"

49	Cab to be painted Canadian Coast Guard RAL 3000 red.
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Question 10) Frame and chassis equipment- "protective skid plates" This is an option used on pickups used off road and for snow plow usage. It is not available on cab and chassis of this weight capacity. Can this be deleted?

Answer 10) No. This vehicle travels off-road in remote locations. Protection of the drivetrain is exceptionally important.

Question 11) Page 11 of 21- Mandatory delivery Date Mar 31st 2018. This will be almost impossible to certify as we do not know when the PO would be issued.
Delivery of a chassis like this is about 12 weeks, plus there is extra equipment to be installed locally such as cab mounted amber LED beacon.
Could this be "Desirable" and we would make a best effort to comply?

Answer 11) Vehicle to be received and invoiced by end of fiscal year. March 31, 2018.

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Buyer ID - Id de l'acheteur
HAL320
CCC No./N° CCC - FMS No./N° VME

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