



RETURN BIDS TO:

RETOURNER LES SOUMISSIONS À:

Bid Receiving Public Works and Government
Services Canada/Réception des soumissions Travaux
publics et Services gouvernementaux Canada
Pacific Region
401 - 1230 Government Street
Victoria, B.C.
V8W 3X4
Bid Fax: (250) 363-3344

**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
Public Works and Government Services Canada - Pacific
Region
401 - 1230 Government Street
Victoria, B. C.
V8W 3X4

Title - Sujet Nuclear Emergency Response Trailer	
Solicitation No. - N° de l'invitation W2B03-180185/A	Amendment No. - N° modif. 001
Client Reference No. - N° de référence du client W2B03-180185	Date 2018-01-11
GETS Reference No. - N° de référence de SEAG PW-\$VIC-240-7410	
File No. - N° de dossier VIC-7-40165 (240)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2018-01-22	Time Zone Fuseau horaire Pacific Standard Time PST
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: Hogg(VIC), Mike	Buyer Id - Id de l'acheteur vic240
Telephone No. - N° de téléphone (250) 217-5640 ()	FAX No. - N° de FAX (250) 363-3344
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

This amendment has been raised to address various questions and answers.....

ANNEX A, SECTION 4.1

- a. – No exterior color is specified. **Correct any colour will do. Black or white preferred.**
- e. – Does the 7 ft to 9 ft height refer to the interior height or overall height of the trailer? We would assume this refers to the interior height, since if it refers to overall height, it does not allow for much headroom within the trailer. **7 ft interior height is more than enough.**
- n. – What is the “Dust Guard” referring to? **Door seals**
- p. – Spring axles: Our standard axle is a torsion flex axle which is much better for a trailer than a spring axle. Will a torsion flex axle be accepted? **Torsion axles are fine with me if unless Transport has a preference.**

ANNEX A, SECTION 4.3

- a. – What size 12V LED lights do you require? Two 12V LED lights will not provide very much light inside the area of 14' x 8' shown in the drawing. **Agreed but we are going to retro fit after with desks and lighting.**

ANNEX A, SECTION 6

d. – The deliverable says this should be a “fully equipped On Scene Command Trailer as per the technical specifications”. However, there is nothing in the spec or the drawing that makes this a “fully equipped” trailer. The spec and drawing do not mention anything about interior features such as countertops / work stations, storage cabinets or shelving, or anything else that allows the trailer to function as a Command trailer. If built exactly as outlined in the spec and drawing, it is merely an empty cargo trailer with windows, a bulkhead partition, and an awning. Is their intent to take the trailer and add all the necessary items and equipment themselves (the customer) to make it a functional Command trailer? Although doable, the expense to do this after the trailer is made is much greater than if they simply included all these items in their spec.

Our intent is to outfit ourselves after delivery. Agreed it will be more expensive but it also becomes a time crunch issue within this fiscal year.

ADDITIONAL OBSERVATIONS AND QUESTIONS

a. - The spec calls for insulation so the trailer can operate in “-5 to 25 degree Celsius” temperatures. However, the spec calls for no type of air conditioning or heating. The trailer as outlined in the spec, even with insulation, would still be extremely cold in the winter and extremely hot in the summer to work in. What is the plan to provide for active heating and cooling?

No plan for cooling except to open windows, as for heating will add electric heat after delivery.

b. - There are no provisions for any type of a 110 volt system in the trailer. If the trailer is to be used as an On Scene Command trailer, are there any intentions to provide power to equipment such as computers, radio chargers, etc? There are no 110V outlets that could be powered by an external generator either added later to the trailer or carried on another vehicle. Likewise, without a 110V power distribution system, there is no way to operate portable air conditioners or heaters to address the HVAC system issues mentioned in the previous paragraph. **We will be running our own power after the fact as we outfit the trailer ourselves.**

c. - Other than two (2) 12V LED lights in the main work area, there is not mention of any other lighting, such as 110V fluorescents. Without auxiliary 110V lighting or additional 12V LED lights, the work area will be extremely dim and hard to work in. Since the trailer specification calls for an insulated ceiling with a 3/8" plywood liner, adding wiring and lighting later will be complicated and difficult. **Agreed.**

d. - Would the Department of National Defence agree to a factory acceptance to replace the delivery date of March 31st. If not possible, could the delivery date be extended?

Factory acceptance will not be accepted. Delivery on or before March 31, 2018 to destination is a Mandatory requirement.

Section 4.1: Technical Specifications

c, d, & e. Please let me know your preferred length, width and height of this trailer. Price will vary substantially depending on these dimensions. I would suggest interior dimensions of 8' wide x 20' or 24' long x 7' high.

As long as the length, width and height fall within the minimum/maximum range stated, then this will meet the requirement

n. Please explain what you mean by "Dust Guard." Do you mean rubber weather stripping around doors?

Dust guard is indeed weather stripping

r. ST205/75D15 tires would be Bias ply. Is this correct? I would insist on and quote radials (ST205/75R15).

Radial Tires will be acceptable

This size of tire would mean that the axles are (2) 3500lb axles. Is that the axle size you require? See below in 5c for a follow up to this question.

c. Maximum weight limit of trailer is to be 8000lbs. Do you mean gross weight/GVWR or do you mean actual load capacity? With (2) 3500lb axles your gross weight or GVWR will be 7000lbs. Your actual load capacity will be about 4500lbs. If you upgraded to (2) 6000lb axles with 16" ST235/80R16 radials your gross weight/GVWR would be 12,000lbs and load capacity will be between 8000 and 9000lbs depending on size and weight of the trailer. Let me know how much weight you need to carry inside the trailer.

As for axels, the 2 3500lbs for a GVWR of 7000lbs will suffice. We won't be carrying over 2 tonnes.