



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

Revision to a Request for a Standing Offer

Révision à une demande d'offre à commandes

Regional Individual Standing Offer (RISO)

Offre à commandes individuelle régionale (OCIR)

The referenced document is hereby revised; unless
otherwise indicated, all other terms and conditions of
the Offer remain the same.

Ce document est par la présente révisé; sauf
indication contraire, les modalités de l'offre demeurent
les mêmes.

Comments - Commentaires

Vendor/Firm Name and Address

Raison sociale et adresse du
fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution

Industrial Vehicles & Machinery Products Division
11 Laurier St./11, rue Laurier
7B1, Place du Portage, Phase III
Gatineau
Québec
K1A 0S5

Title - Sujet Engine Testing		
Solicitation No. - N° de l'invitation K2A10-180664/A		Date 2018-07-26
Client Reference No. - N° de référence du client K2A10-180664		Amendment No. - N° modif. 005
File No. - N° de dossier hs610.K2A10-180664	CCC No./N° CCC - FMS No./N° VME	
GETS Reference No. - N° de référence de SEAG PW-\$SHS-610-74945		
Date of Original Request for Standing Offer Date de la demande de l'offre à commandes originale		2018-06-06
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2018-08-08		Time Zone Fuseau horaire Eastern Daylight Saving Time EDT
Address Enquiries to: - Adresser toutes questions à: Reynolds, Kevin		Buyer Id - Id de l'acheteur hs610
Telephone No. - N° de téléphone (873) 469-3390 ()	FAX No. - N° de FAX () -	
Delivery Required - Livraison exigée		
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: Environment Canada 335 River Rd. Ottawa, On. K1A 0H3		
Security - Sécurité This revision does not change the security requirements of the Offer. Cette révision ne change pas les besoins en matière de sécurité de la présente offre.		

Instructions: See Herein

Instructions: Voir aux présentes

Acknowledgement copy required Accusé de réception requis	Yes - Oui <input type="checkbox"/>	No - Non <input type="checkbox"/>
The Offeror hereby acknowledges this revision to its Offer. Le proposant constate, par la présente, cette révision à son offre.		
Signature	Date	
Name and title of person authorized to sign on behalf of offeror. (type or print) Nom et titre de la personne autorisée à signer au nom du proposant. (taper ou écrire en caractères d'imprimerie)		
For the Minister - Pour le Ministre		

K2A10-180664/A

Question:

In reference to 3.1.4 Delivery, are these specified delivery-within timeframes associated with start of or completion of the engine/vehicle tests requested? This is somewhat difficult to quantify based on a number of variables specific to engine/vehicle setup timeframes and complexity as well as startup and running issues that may be encountered. Please provide context for what the 'delivery within ____ calendar days' means.

Answer:

We understand that it may be difficult to quantify a delivery timeframe for specific streams. However, reasonable time limits must be set. The actual timeframe can be agreed upon at the moment of the call-up when the specific information on the test specimen is known. If the Contractor is unable to meet the delivery timeframe after a call-up is received, the Technical Authority and Procurement Authority must be notified immediately.

3.1.4 Delivery - clarification

"Delivery within ____ calendar days" means delivery of the test report after reception of the specimen at the Offeror's facility.

Question:

Referencing section 5.2.3.1 General Environmental Criteria Certification "The Offeror must select and complete one of the following two certification statements. (a) The Offeror certifies that the Offeror is registered or meets ISO 14001." If we do NOT meet ISO 14001, is an offer from us to provide the solicited test services not accepted?

Answer:

The offer will be accepted if the Offeror meets the other certification statement under section 5.3.2.1 General Environmental Criteria Certification (b) the Offeror certifies that the Offeror meets and will continue to meet throughout the duration of the SO, a minimum of four (4) out of six (6) criteria identified in the table below (table in RFSO document).

Question:

Under the various workstreams as it relates to testing in accordance with certification emissions standards: It's stated a specific amount of years of cert testing, within the last 5 or so, are required. Is it acceptable to have been testing to these standards in recent years, but not submitting certification data to the representative agencies as an offered service? Our new powertrain/vehicle emissions lab opened late 2016 and we've been providing certification emissions specific data to the regulatory authorities over the course of the last year. Is this acceptable and will our offer be entertained? We have correlation data from other labs that we can provide for our equipment as well. We also have a great deal of experience from our former test facility in Novi, Michigan, having performed certification work there. Most notably,

K2A10-180664/A

vehicle IUVP certification work. We have moved the chassis dyno over from that facility for use with our vehicle cert lab at the new facility and have legacy data from a golden car that is currently used to correlate.

Answer:

There are 2 different Mandatory Technical Evaluation Criteria related to this experience. In one criterion, the Offeror must demonstrate that they have a minimum of 3 years of experience within the last 5 years in measuring emissions with the provisions in the CFR. There is no mention of compliance or certification testing associated with this criterion. The other criterion, which does refer to compliance or certification testing, states that the Offeror must demonstrate that the results of the testing have been used within the last 5 years to demonstrate compliance or for certification. In this second criterion, there is no mention of a minimum number of years.

It would also be acceptable to demonstrate this experience through work done at different labs operated by the same company.

Question:

For pricing the various engine testing workstreams, how are the variables associated with engine setup complexity, running issues accounted for in the pricing schedule provided? Each setup is unique manufacturer to manufacturer. ECU access may require outside support from the OE field office. Troubleshooting to ensure the engine is running properly, often called the 'shakedown period' is not necessarily quantifiable with an upfront cost. How are these addressed via non-fixed costs? Can we include a fixed daily rate for the test cell with an estimated window to accomplish a setup?

Answer:

Costs associated with setup should all be included in the "Pricing for Test Specimen Set-up". If there are any issues during the set-up of a specific specimen, the Technical Authority must be notified immediately. Additional costs above what was specified for "Set-up" could be calculated using the pricing listed in the table for the "Standby Period".

Question:

On vehicle-related testing workstreams, is PWGSC responsible for procurement and logistics of all vehicles to and from the test facility?

Answer:

Section 6.9 Shipping Instructions outlines the shipping terms as follows: Delivery will be FCA Free Carrier at the Contractor's Facility, (...) onward shipment from the delivery point to the consignee will be Canada's responsibility. In other words, ECCC (the Client) is responsible for the procurement and logistics of the transportation of test specimens to and from the Contractor's test facility.