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Bid Receiving Public Works and Government
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Government of Canada Building
101 - 22nd Street East, Suite 110
Saskatoon
Saskatchewan
S7K 0E1
Bid Fax: (306) 975-5397

**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/Réception des soumissions Travaux publics et
Services gouvernementaux Canada
Government of Canada Building
101 - 22nd Street East
Suite 110
Saskatoon
Saskatche
S7K 0E1

Title - Sujet Engines and Main Assembly Repairs	
Solicitation No. - N° de l'invitation W0142-19X033/B	Amendment No. - N° modif. 001
Client Reference No. - N° de référence du client W0142-19X033	Date 2019-06-17
GETS Reference No. - N° de référence de SEAG PW-\$STN-205-5167	
File No. - N° de dossier STN-8-41067 (205)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2019-06-28	
Time Zone Fuseau horaire Central Standard Time CST	
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Baessler, Nancy	Buyer Id - Id de l'acheteur stn205
Telephone No. - N° de téléphone (306) 241-2826 ()	FAX No. - N° de FAX (306) 975-5397
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 1 is being raised to make the following changes to RFP W0142-19X033/B;

DELETE; PART 4 - EVALUATION PROCEDURES AND BASIS OF SELECTION

4.1.3.1 Evaluation of Price, in its' entirety

INSERT; PART 4 - EVALUATION PROCEDURES AND BASIS OF SELECTION

4.1.3.1 Evaluation of Price, as follows

The total Bid Price will be determined as follows:

At Annex B – Basis of Payment

Item	1i	a + b + c + d
+ Item	1ii	a + b + c + d
+ Item	1iii	a + b + c + d
+ Item	1iv	a + b + c + d
+ Item	1v	a + b + c + d
+ Item	1vi	a + b + c + d
+ Item	1vii	a + b + c + d
+ Item	1viii	a + b + c + d
+ Item	1ix	a + b + c + d
+ Item	1x	a + b + c + d
+ Item	1xi	a + b + c + d
+ Item	1xii	a + b + c + d
+ Item	1xiii	a + b + c + d
+ Item	1xiv	a + b + c + d
+ Item	1xv	a + b + c + d
+ Item	1xvi	a + b + c + d
+ Item	1xvii	a + b + c + d
+ Item	1xviii	a + b + c + d
+ Item	1xix	a + b + c + d
+ Item	1xx	a + b + c + d
+ Item	1xxi	a + b + c + d
+ Item	2	a + b + c + d
+ Item	5	a + b + c + d
+ Item	6	a + b + c + d
+ Item	7	a + b + c + d

= Total Bid Price

DELETE: Annex 'A', Statement of Work, in its' entirety;

INSERT: **Annex 'A', Statement of Work**, as follows;

For the purposes of this procurement, Canada is acting as AGENT for the British Army Training Unit Suffield in accordance with the "Agreement Between the Government of Canada and The Government of The United Kingdom of Great Britain and Northern Ireland on British Armed Forces' Training in Canada" and the "Memorandum of Understanding Between The Department of National Defence of Canada and The Ministry of Defence of the United Kingdom of Great Britain and Northern Ireland Concerning British Armed Forces Training at Canadian Forces Base Suffield (the "MOU")."

1. DRS CANADA – ENGINES & MAIN ASSEMBLES (E&MA) ABBREVIATIONS LIST

Ser	Abbreviation	Definition
1	105 Sqn	Stores Section 105 Squadron
2	AESP	Army Engineering Support Publication
3	AQAP	Allied Quality Assurance Publications (NATO)
4	BER	Beyond Economical Repair
5	BG	Battle-Groups
6	BATUS	British Army Training Unit Suffield
7	CFB	Canadian Forces Base
8	CofC	Certificate of Conformity
9	CEI	Contract Embodiment Item
10	CWA	Contract Work Arising
11	CSI	Contract Support Item
12	CWI	Contract Work Item
13	DE&S	Defence, Equipment and Support
14	DMC	Domestic Management Code
15	DROPS	Demountable Rack Offload and Pickup System
16	DRS	Direct Repair Scheme
17	E&MA	Engines and Main Assemblies
18	IPR	Intellectual Property Rights
19	ISPM	International Standards for Phytosanitary Measures
20	KPI	Key Performance Indicators
21	LEC	Locally Employed Civilians
22	MHE	Materials Handling Equipment
23	MOD	Ministry of Defence
24	MPC	Material Priority Code
25	NATO	North Atlantic Treaty Organization
26	NSN	NATO Stock Number
27	NSR	New Stores Reject
28	OEM	Original Equipment Manufactured
29	PPQ	Primary Packaging Quantity
30	PSA	Public Store Account
31	PSPC	Public Services and Procurement Canada
32	QM Tech	Quartermaster Technical Department
33	BATUS SO2 ES	BATUS Staff Officer Grade 2 Equipment Support
34	SOW	Statement of Work
35	SPC	Special Protective Container
36	STTE	Special Jigs, Tools and Test Equipment
37	TA	Task Authorisation

38	UK	United Kingdom
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2. DRS CANADA – E&MA DEFINITIONS

2.1. In the SOW the following words and expressions shall have the meanings given to them, except where the context requires a different meaning:

- a. 'Articles' means all items which the Contractor is required under the Contract to conduct work on;
- b. 'Concessions' means permission to use, embody (incorporate a product into an equipment, system or platform), deliver, or release a product that does not conform in full to contract requirements.
- c. 'Contract Work Item' (CWI) is an item of materiel being worked on in accordance with the Contract. It is an item of materiel temporarily issued to the Contractor, without charge and for a specified period, typically for the purpose of undergoing repair, refurbishment, maintenance, servicing, modification, or for the purposes of undergoing inspection, and which is subject to physical return in a specified condition.
- d. 'Contract Support Item' (CSI) is an item of materiel or capital spare, provided to support work on a CWI in accordance with the Contract. It is an item of materiel provided to the Contractor for a particular purpose and specified period, with or without charge, which is subject to return in the same condition as issued, fair wear and tear accepted, or is replaced with an identical item as new. All STC cases and containers must be recorded in the PSA as CSI. The cases and containers should be stored in a secure area pending their re-use or return to MOD.
- e. 'Contract Embodiment Item' (CEI) is an item of materiel embodied in a CWI in accordance with the Contract. It is an item of materiel provided to the Contractor, without charge, for incorporation into an asset under manufacture, repair, refurbishment, maintenance, or servicing. Items may be issued as new acquisitions or from existing inventory holdings.
- f. 'Contract Work Arising' (CWA) is an item of materiel removed from a CWI in accordance with the Contract for incorporation into another item of materiel, or for retention as a fixed asset or stock item.
- g. 'Special Jigs, Tools' (STTE) are special jigs, tools, patterns, moulds, dies, manufacturing gauges and test equipment, together with any associated fixtures, fittings and software, necessary for the manufacture of the Articles or for the performance of any other work, which are not tools of the trade, as used by the Contractor in the performance of the Contract.
- h. 'Holding Unit' means Stores Section 105 Squadron and Quartermaster Technical Department at BATUS where Articles shall be collected from and delivered to.
- i. 'Materiel' is a generic term meaning equipment (including fixed assets), stores, supplies and spares.
- j. 'Primary Packaging Quantity' means the quantity of an item of materiel selected as being the most suitable for packaging.

1. Objective

- 1.1. This Statement of Work (SOW) is to initiate a Task Authorisation (TA) contract for the repair, servicing and manufacturing of E&MA related Articles used by British Army Training Unit Suffield (BATUS) in the repair and maintenance of British military platforms and equipment holdings at Canadian Forces Base (CFB) Suffield. The Direct Repair Scheme (DRS) Canada – E&MA will promote the expedient repair of the equipment, whilst reducing the strain on the United Kingdom (UK) supply system, air bridge and BATUS staff at CFB Suffield.

2. Background

- 2.1 The principal task of BATUS is to plan and deliver up to four (4) exercises per year for British Army armoured, and armoured infantry Battle-Groups (BG) to train to UK MOD-mandated collective level standards. Each exercise consists of a period of live fire training followed by a period of Tactical Engagement System (TAS) training against an opposing force and are conducted in a harsh environment on demanding terrain lasting up to thirty-eight (38) days per exercise.
- 2.2 This training places high demands on the British military vehicle training fleet, which requires high levels of maintenance and repair resulting from normal wear and tear, or damage sustained through road traffic incidents. Maintenance and repair of the platforms and equipment is conducted by a military workshop manned by both British military personnel and locally employed civilians.
- 2.3 This Contract will be used to ensure the British military's Engines and Main Assemblies related stock is available to use in the maintenance and repair of the BATUS vehicle training fleet and its associated related ancillaries and sub-assemblies.

3. Training/Repair Periods

- 3.1 There are two periods in the BATUS calendar:
- i. Period One (1) Training: 1 March - 31 October;
 - ii. Period Two (2) Repair: 1 November – 28 / 29 February.
- 3.2 The DRS – E&MA contract will be utilized all year. The exception to this may be the Christmas stand-down period (historically fifteen (15) days). Stand down periods will be confirmed by BATUS SO2 ES as part of the BATUS training calendar on an annual basis.
- 3.3 Dates of Periods may be subject to change. The Technical Authority shall inform the Contractor of any change to the dates of Periods, providing sufficient notice to allow the Contractor to maintain delivery of the Contract accordingly.

4. Response Times

- 4.1 The Contractor must complete the work and deliver the Articles back to the relevant holding Unit at BATUS within twenty-eight (28) calendar days from date of collection unless otherwise requested by BATUS SO2 ES or their designated substitute.

5. Tasks

- 5.1 The British Army uses a variety of vehicles for its training; ranging from Main Battle Tanks (MBT) to Land Rovers. The unit has more than 1000 platforms of both tracked and wheeled vehicles that utilize diesel engines of various sizes. These vehicles have a variety of Engine and Main

Assembly (E&MA) Articles that wear and require to be repaired, serviced or overhauled. A requirement exists for those Articles that fall under the following categories:

- Brake Master Cylinders
- Brake Shoes and Pads
 - Compressors
- Clutches
- Fan Assemblies
- Fan Control Block
- Fuel Injection Pumps
- Fuel Injectors
- Fuel Pumps
- Header tanks
- Shock Absorbers and Suspension Units
- Track Tensioners
- Transmissions
- Turbochargers
- Water pumps
- Engines
 - Land Rover
 - CVR(T)
 - AS90
 - Bulldog
- Power packs
 - Warrior CV8

5.2 These categories are not exhaustive and other types of E&MA Articles may be submitted for repair that do not fall under these categories.

5.3 The Articles in these categories will all vary in size, weight, capacity and performance but will be fitted to the following types of platforms (Engine information included).

Tracked

- Challenger 2 Main Battle Tank – Diesel CV12 (Perkins) – 26.1L – 1200 BHP
- Challenger Armoured Repair and Recovery Vehicle (CRARRV) - Diesel CV12 – 26.1L – 1200 BHP
- Titan / Trojan Combat Engineering Vehicle – Diesel CV12 – 26.1L – 1200 BHP
- Terrier Combat Engineering Vehicle – Diesel C18 (Caterpillar) – 18.0L – 700 BHP
- Warrior Armoured Fighting Vehicle – Diesel CV8 – 17.4L – 550/600 BHP
- AS90 Tracked Artillery – Diesel V8 (Cummins) – 14.8L – 660 BHP
- Bulldog Armoured Fighting Vehicle – Diesel straight 6 (Cummins) – 5.9L – 250 BHP
- Combat Vehicle Tracked Reconnaissance (CVR(T)) - Diesel straight 6 (Cummins) – 5.9L – 250 BHP

Wheeled

- Oshkosh Wheeled Tanker Tractor – Diesel C12 (Caterpillar) – 11.9L – 445 BHP
- MAN Support Vehicle – Diesel – 6.87L – 326 BHP
- MAN Support Vehicle – Diesel – 10.52L – 440 BHP
- Leyland DAF Demountable Rack Offload and Pickup System (MMLC DROPS) – Diesel 350M (Perkins) – 350 BHP
- FODEN Demountable Rack Offload and Pickup System (IMMLC DROPS) - Diesel 350MX (Perkins) – 350 BHP
- Land Rover – Diesel 300 TDI (Land Rover) – 2.5L – 111 BHP

- 5.4** Where an Article that is not listed at Appendix 1 has been submitted for work, consideration shall be given by the Technical Authority to add the Article to the Contract at Appendix 1 subject to a Contract Amendment.
- 5.5** Appendix 1 of Annex A gives an indication of the number of E&MA Articles that were repaired from Apr 2018 to March 2019. These numbers are illustrative and will vary from year to year.
- 5.6** For all Articles the Contractor must transport, inspect, repair, test, certify and return in 'as new condition' in commercial packaging suitable for safe return to the holding unit (105 Sqn).
- 5.7 Brake Master Cylinders.** There is a requirement for the contractor to repair Land Rover Master Cylinders and other types of master cylinders. The most common form of failure is due seal wear with in the master cylinder, however there are other types of failure as well. The contractor to inspect the master cylinder, replace any seals (supplied in kit form), renew and test.
- 5.8 Brake Shoes and Pads.** On both the wheeled and tracked vehicles there are brake shoes and pads that naturally wear over time. These Articles would normally be replaced with new pads and shoes, however due to obsolescence and delays in the UK pipe line it is expected that a contractor would be able to renew the friction surface of these Articles.
- 5.9 Compressors.** On the DROPS vehicle the compressors are used as part of the breaking system. Due to the age of the DROPS platforms, many of the components are now obsolete so require to be overhauled and renewed. The contractor is required to inspect the compressor, identify faults, repair and return in a 'as new condition'.
- 5.10 Clutches.** The Land Rover clutch is common item that fails over time, or is replaced when a transmission is changed on a vehicle. These are usually consumable Articles that are replaced with new Articles, however on occasion there is a requirement to overhaul these items. The contractor is expected to inspect the Article, renew, replace any consumable components such as bearings, test and return in an 'as new' condition.
- 5.11 Fan Assemblies.** This hydraulic fan assembly on both the Titan and Trojan fails due to the seals and bearings. The contractor is expected inspect the assembly, conduct any repairs, replace any bearings and replace the seals using a seal kit (supplied by 105 Sqn) and test.
- 5.12 Fan Control Block.** The Hydraulic control block on a Warrior Armoured Fighting Vehicle is used to control the hydraulic fans on the powerpack. These fail due to wear in seals within the blocks. The contractor is expected to inspect the block, conduct any repairs and replace the seals using a seal kit (supplied by 105 Sqn) and test.
- 5.13 Fuel Injection Pumps.** The CV8 fuel injection pump is a mechanical pump that like other pumps fails over time due to wear, internal seals and other mechanical issues. The contractor is expected to inspect the pump, and conduct a refurbishment of the pump, returning it in 'as new' condition.
- 5.14 Fuel Injectors.** Fuel injectors can be found on the majority of diesel Combustion Ignition engines. There is a requirement for the contractor to repair a variety of different injectors, from Land Rover Engines through to the Challenger 2 MBT (CV12). The contractor is to inspect the Article, repair and Renew where possible.
- 5.15 Fuel Pumps.** The majority of diesel engines within the BATUS fleet have a variety of diesel fuel pumps fitted to them. These pumps fail over time due to wear, ingress of contaminants and other mechanical factors. The range of pumps varies from the Land Rover through to the Challenger 2 MBT. The contractor is expected to inspect the pump, and conduct a refurbishment of the pump, returning it in 'as new' condition.

- 5.16 Header Tank.** The header tank is fitted to Warrior Armoured Fighting Vehicles and is used to store fluid. This header tank can fail over time due to threads (imperial threads) in the block wearing requiring new threads or inserts to be placed in the header tank. The contractor is expected to inspect the header tank, clean it, repair where possible and test.
- 5.17 Shock Absorbers and Suspension Units.** The Combat Vehicle Reconnaissance Tracked - CVR(T) and Warrior Armoured Fighting Vehicle are tracked vehicles that have wheel stations that control the track. These wheel stations have suspension Articles that require repairing with the replacement of bushes. The contractor is expected to inspect and repair by replacing bushes where possible.
- 5.18 Track Tensioners.** In order to tension the track on a Challenger 2 MBT there is a hydraulic ram that can place the correct tension on the track. The track tensioners can fail due to excessive wear and tear, also like any other hydraulic unit it can fail due to fluid escaping via seals. The contractor is expected to inspect the track tensioners, conduct repairs, replace any seals, renew, test and return in 'as new' condition.
- 5.19 Transmissions.** The Land Rover transmission fails due to a number of mechanical problems, this can be through excessive wear and tear, seals or the failure of components within the transmissions. The contractor is expected to strip and inspect the transmission, replace any worn components, repair, test and return in 'as new' condition.
- 5.20 Turbochargers.** Turbochargers are fitted to a variety of diesel engines with the BATUS fleet from Land Rovers, through to Challenger 2 MBT. The turbochargers are high usage Articles that fail due to bearings within the turbo failing or the veins on the turbo and compressor being damaged causing an imbalance. The contractor is expected to strip and inspect the turbos, replace any worn components, repair, test and return in 'as new' condition.
- 5.21 Water pumps.** There are a variety of water pumps from the engines of the BATUS fleet. These are standard Articles that fail over time due to usage and blockages. The contractor is expected to strip and inspect the pumps, replace any worn components, repair, test and return in 'as new' condition.
- 5.22 Powerpacks.** There are numerous types of powerpacks within the BATUS fleet, these will fail over time due to mechanical issues. The powerpacks also require routine inspections and maintenance to ensure that failures are minimized.
- 5.22.1 Bulldog.** The contractor is expected to inspect, test, regenerate, test and return.
- 5.22.2 Warrior CV8.** The contractor is expected to inspect, test, regenerate, test and return.
- 5.23 Engines.** The contractor is expected to conduct overhaul on the following engines. This should include the strip, inspection, repair, replace and testing of the engine.
- Land Rover
 - CVR(T)
 - AS90
 - Bulldog

6. Collection and Delivery

- 6.1** Articles will need to be collected and delivered back to the Holding Units at BATUS up to daily as requested by BATUS SO2 ES or their designated substitute.
- 6.2.** The Contractor should be aware that escorted access will be required from CFB Suffield personnel whilst on CFB Suffield premises. The Contractor must collect and deliver Articles for

work with days and timings to be mutually agreed between BATUS SO2 ES or their designated substitute and the Contractor:

- 6.3. Deliveries and collections of Articles must be made at the same time, utilizing the same transportation. The Contractor shall not make any additional deliveries outside the scheduled collection frequencies without approval from BATUS SO2 ES or their designated substitute. This shall include where a second vehicle is required during a scheduled delivery.
- 6.4. There may be occasions where Material Handling Equipment (MHE) is required to move an Article. If an Article requires MHE, the MHE shall be provided by BATUS at the holding Unit location only.
- 6.5. The Contractor must acknowledge receipt of each Article at the point of collection from BATUS by signing MOD Issue Vouchers and a Freight Movement Note issued by the BATUS Desk Clerks in 105 Sqn and QM Tech. The Contractor shall be informed of the work required for the Article at the point of collection from BATUS using a MOD Form 2289 (Appendix 2).
- 6.6. The risk of loss or damage to the Articles shall be with the Contractor from collection until delivery. Unless otherwise agreed, delivery of Articles will occur when BATUS, or a representative of the Technical Authority receipt the Articles back on to MOD Accounts.

7. Inspection and Strip and Survey Report

- 7.1 The Contractor shall notify the Technical Authority of any discrepancies with the collected Article by completing and submitting a Discrepancy Report (Appendix 4) to the Technical Authority. Where there is a discrepancy with the Article the Contractor shall await further instruction from BATUS SO2 ES, or their designated substitute, before conducting any work or returning the Article to BATUS.

8. Use of Subcontractors

- 8.1 Bidders must provide details of any proposed subcontractors or any plan to carry out any portion of the work to be performed outside the company's premises.

9. Beyond Economical Repair (BER)

- 9.1 If, during a Strip and Survey inspection of an Article, the Contractor considers that the Article is Beyond Economical Repair (BER) the Contractor shall immediately cease work on the Article.
- 9.2 The Contractor shall submit an "Application to Dispose of BER Equipment" (Appendix 3) to the Technical Authority for approval and provide a fully priced estimate of all associated costs to repair the Article in support of this. The fully priced estimate shall be submitted at the Strip and Survey stage, before any repair work on the Article has commenced, and shall not be a result of back stripping or cannibalization.
- 9.3 Where the Technical Authority has agreed that an Article is BER the Contractor shall return the Article. It will then be decided by the Technical Authority whether the Article can be given to the contractor to salvage parts from it where the parts are either serviceable or repairable parts are recoverable and such action is economical. The Contractor shall use such parts in the repair of other Articles under the Contract. The Contractor, under such circumstances, shall submit an invoice for the recovery of inspection and examination costs that are deemed to be fair and reasonable by the Technical Authority, using the labour rate agreed as part of the Contract. Should the Technical Authority declare that an Article is not BER, the Contractor shall proceed with the repair.

10. Identification

- 10.1** The Contractor shall attach an identification label to the repaired Article, indicating that it has been subject to repair, service or manufacture, which shall list the following information:
- a. Repaired for Ministry of Defence (MOD) under DRS;
 - b. Technical Authority's Unique DRS Job Number (from MOD Form 2289);
 - c. Date of repair, service or manufacture respectively.

11. Testing

- 11.1** The Contractor shall subject the repaired Article to suitable static and dynamic testing and acceptance in accordance with the relevant Army Engineering Support Publication (AESP), which shall be provided by the Technical Authority where available. Where there is no AESP available, the Contractor shall recommend suitable testing and acceptance within the deliverable Repair Specification for that Article. That Repair Specification will be subject to approval from the Technical Authority before work on that Article can be conducted.
- 11.2** The Contractor shall be responsible for ensuring that all test equipment is maintained and calibrated to an appropriate standard.

12. Deliverables

12.1 Repair Specifications

- 12.1.1** Where there is no technical Repair Specification for an Article, or the Technical Authority cannot provide the relevant technical information, the Contractor upon request will provide an estimate for the number of hours required to produce a technical repair specification for that Article. The Technical Authority shall confirm the categories of information required for the Repair Specification at the time of request as per the Article.
- 12.1.2.** The Technical Authority shall have access to all Repair Specifications upon request and shall retain ownership of all Repair Specifications upon Contract termination or completion.

12.2 Risk Management

- 12.2.1** The Contractor shall provide a copy of their organizational Risk Management Strategy, Plan and / or Procedures as appropriate to the Technical Authority detailing how risks, issues and opportunities will be identified, recorded, and managed to mitigate risks and issues or deliver opportunities.

12.3 Meetings

- 12.3.1** The Contractor shall attend quarterly Contract Review Meetings as and when required to formally review the performance of the Contract. These meetings shall be chaired by the Technical Authority, and the Project Authority and/or Contracting Authority may also attend. These meetings shall be held at a mutually agreed upon location. The Contractor must ensure appropriate representation is provided at these meetings to enable discussion of all items on the agenda, which shall include, but not be limited to:
- a. Stock Level
 - b. Demands and Receipt Activity
 - c. Contract Articles and Repair Hours
 - d. Risks, Issues and Opportunities

- e. Non-Conforming Receipts
- f. New Stores Rejects (NSR)

12.4 Reports

- 12.4.1** The Contractor shall provide a Contract Performance Report to the Technical Authority on a quarterly basis, ten (10) working days prior to the Contract Performance meetings. The Contract Performance Report shall include data on, but not limited to, each agenda item to be discussed at the next Contract Performance Review Meeting.
- 12.4.2** The Contractor shall provide a report to BATUS SO2 ES, or their nominated representative, on a weekly basis identifying where variances to the delivery dates of Articles are expected. Where there are no expected variances to the delivery dates of Articles, such a report does not need to be submitted. The report shall identify as a minimum:
- a. The expected new delivery date of an Article;
 - b. Explanation for the variance in delivery date;
 - c. Mitigating actions being taken by the Contractor to meet the new delivery date.
- 12.4.3** Where there are no expected variances to the delivery dates of Articles, such report does not need to be submitted.

13. Constraints

13.1 Quality Assurance

- 13.1.1** The Bidder must submit a Quality Plan as per SACC Manual Clause D5401T (2007-11-30) Quality Plan – Solicitation, as request under sub-paragraph 4.1.1(b) of Part 4 of the RFP.
- 13.1.2** A Government Quality Assurance Representative (GQAR) shall conduct a site visit to confirm adherence to the QMP provided. The Contractor must maintain compliance with this for the duration of the Contract.
- 13.1.3** The Contractor must ensure all repairs are certified by a suitably qualified and experienced person (SQEP); certifications of any SQEP must be provided to the Technical Authority upon request.

13.2 Concessions

- 13.2.1** The Contractor is required to deliver Articles that comply in full with the Contract requirements. Exceptionally, however, there may be circumstances when it is to the Technical Authority's benefit to accept the delivery or use of products that do not conform to Contract requirements (e.g. urgent operational commitments). The Technical Authority will only consider the acceptance of a non-conforming Article where there is clear and demonstrable benefit to the UK MOD.

13.3 Parts

- 13.3.1** BATUS has on hand some of the parts required to repair the Articles listed in Appendix 1 of Annex A. The Contractor shall utilize these repair parts when such parts are required.

- 13.3.2** The Contractor must utilize Original Equipment Manufactured (OEM) parts supplied by BATUS for all repairs, unless otherwise approved in writing by the Technical Authority. Where parts cannot be obtained from BATUS the Contractor must be responsible for the procurement of the required OEM parts.
- 13.3.3** The Contractor must provide a Certificate of Conformity (CofC), in accordance with the QMP, for all replacement parts procured by the Contractor. One copy of the CofC must be sent to the Technical Authority and must include the following information:
- a. Contractor's name and address;
 - b. Contractor's unique CofC reference number;
 - c. Contract number;
 - d. Details of any approved concessions;
 - e. Acquirer name and Organisation;
 - f. Delivery address;
 - g. Description of Article including part number, specification and configuration status;
 - h. Identification marks, batch and serial number(s) in accordance with the specification;
 - i. Quantities;
 - j. A signed and dated statement by the Contractor that Articles provided comply with the requirements of the Contract, and approved concessions;
 - k. Exceptions or additions to the above are to be documented.
- 13.3.4** The Contractor must demonstrate traceability and design provenance through the supply chain and must include in any relevant sub-contract the requirement for the information called for within the CofC. The Contractor must ensure that this information is provided to the Technical Authority.
- 13.3.5** All procured parts must meet or exceed the OEM specification where this is available, and must be purchased from competent suppliers.
- 13.3.6** Procurement of spare parts which exceed \$1000.00 authorization from the Technical Authority shall be obtained.
- 13.3.7** The following items are to be considered as mandatory 100% replacement components, regardless of their condition:
- a. Seals, 'O' rings and gaskets;
 - b. Throw away locking devices, tab washers, nyloc nuts, split pins, retaining rings and locking wire;
 - c. All flexible hoses;
 - d. 'P' clips;
 - e. Screws, nuts, bolts and spacers;
 - f. Shelf-life items.

13.4 Safety

- 13.4.1** The Contractor shall immediately report any MOD equipment related failures or incidents that affect safety to the Technical Authority.

13.5 Consignment and Packaging

- 13.5.1** BATUS must provide all Articles to the Contractor for repair with the appropriate packaging where available. The Contractor must confirm during collection that the Article is contained within the appropriate packaging for transit. All crates and specialized wooden original packaging must be returned with the repaired Article.

13.5.2 In the event the packaging is damaged or deficient, the Contractor must collect the Article in the current packaging and must be responsible for providing Commercial Packaging when the repaired Article is delivered back to the relevant BATUS Holding Unit. The Contractor shall be reimbursed for providing appropriate Commercial Packaging and shall return the original, damaged packaging to BATUS.

13.5.3 The Contractor must provide commercial packaging to provide ease of handling, ensures delivery of the Article in an undamaged and serviceable condition to BATUS, and is labelled to ensure the contents can be identified without need to breach the package.

13.5.4 The Contractor must mark or label an external surface of each package with the following information;

- i. Date of repair, service or remanufacture;
- ii. Description of the Article(s);
- iii. The full thirteen (13) digit NATO Stock Number (NSN) and Manufacturer's Part Number (if applicable);
- iv. The quantity;
- v. Contract Number and 2289 Form Control Number;
- vi. Shelf life of Article(s) where applicable;
- vii. Any statutory hazard markings and handling markings including the mass of any package which exceeds 3kg gross;

13.5.5 Where there is a failure of suitable Commercial Packaging provided by the Contractor, and this is attributed to the Contractor, then the Contractor shall be liable for the cost of replacing the packaging.

13.5.6 In the event that the wooden containers are damaged and requiring repair the Contractor shall provide BATUS with a quote for the inspection, repair and/or repaint of reusable metal or wooden containers. For Containers beyond repair, the Contractor shall ascertain whether a replacement is available from DND. If no replacement is available, the Contractor shall provide a proposal for a replacement and obtain written approval from the Technical Authority. If approved, it will become a charge against the contract at the approved rate.

13.6 Warranty

13.6.1 The Contractor must warrant that each repair or exchanged Article is fit for purpose and must provide a twelve (12) month warranty.

13.6.2 Warranty shall include work found to be unsatisfactory due to faulty workmanship or materials. The cost of rectification, including transport to and from BATUS, and the costs of any spare parts shall be borne by the Contractor. The Technical Authority shall pay fair and reasonable prices for any transportation and work carried out by the Contractor to ascertain the cause of the fault where it is subsequently agreed the fault is not attributable to the Contractor. The Contractor should undertake a root cause analysis of the fault which will be reviewed as part of the quarterly Contract Review Meetings under NSR.

13.7 Special Jigs, Tooling and Test Equipment

13.7.1 The Contractor, after consultation with the Technical Authority, shall provide all "Special Jigs, Tools etc.", meaning jigs, tools, patterns molds, dies, manufacturing gauges and test equipment, together with any associated fixtures, fittings and

software, necessary for the repair of the Articles, or for the performance of any other work in accordance with this Contract by Contract start date.

13.8 Redundant Materiel

- 13.8.1** All Redundant Materiel resulting from work carried out for the purposes of the Contract, which have been provided by the Technical Authority under the Contract, or which is otherwise owned by the Technical Authority, must be returned at contract expiry.

13.9 Record Retention

- 13.9.1** The Contractor, and its sub-contractors, shall maintain all records in connection with this SOW and make them available to the Technical Authority when requested on reasonable notice. The Contractor shall retain all records, including inspection and test records for all Articles, for a period of at least six (6) years from the:
- End of the Contract term;
 - Termination of the Contract; or
 - Final payment, whichever occurs latest.

14. Acceptance and Invoicing

- 14.1** The Contractor must provide a detailed breakdown of all parts, labour, materials, supplies, packaging and narrative of what work was carried out on the invoice for each Article. Where applicable and requested, written certification must be provided to support any inspections performed by the Contractor where Departmental, Provincial or National standards are required.
- 14.2** The Contractor must submit invoices in accordance with the section entitled "Invoice Submission" of the General Conditions. Invoices cannot be submitted until all work identified in the invoice is completed. Invoices must be distributed as follows:
- The original and one (1) copy must be forwarded to the address shown on page 1 of the Contract for certification and payment (Technical Authority);
 - One (1) copy must be forwarded to the Contracting Authority identified under the section entitled "Authorities" of the Contract.

15. Government Furnished Equipment (GFE) / Assets (GFA) Management

- 15.1** The Contractor shall confirm any GFE and / or GFA required from the Technical Authority prior to Contract start date. The Technical Authority shall, at its sole discretion, task the Contractor to purchase the agreed GFE and / or GFA and the Contractor shall be required to carry out a full physical stocktake annually thereafter.
- 15.2** The Contractor shall maintain a Public Store Account (PSA), which shall include a complete list of all property of the UK MOD, and record for that property all transactions or other accounting information. The PSA is the primary record for accounting for receipts, usage and disposal or return of GFE of all loan types held under the Contract. The Contractor is not obliged to maintain and report on their PSA records in a format that is different from their original records. Electronic formats are the preferred format for reporting PSA holdings and the following formats are acceptable:
- Single MS Access Table

Solicitation No. - N° de l'invitation

W0142-19X033/B

Client Ref. No. - N° de réf. du client

W0142-19X033

Amd. No. - N° de la modif.

001

File No. - N° du dossier

STN-8-41067

Buyer ID - Id de l'acheteur

stn205

CCC No./N° CCC - FMS No./N° VME

b. Unformatted MS Excel Spreadsheet

- 15.3** A record is required for each item of GFA held by the Contractor from information available to the Contractor provided by the Technical Authority and from the Contractor's own inventory management systems.

Solicitation No. - N° de l'invitation
W0142-19X033/B
Client Ref. No. - N° de réf. du client
W0142-19X033

Amd. No. - N° de la modif.
001
File No. - N° du dossier
STN-8-41067

Buyer ID - Id de l'acheteur
stn205
CCC No./N° CCC - FMS No./N° VME

DELETE; APPENDIX 1 to ANNEX A – E&MA ARTICLES, in its' entirety

INSERT; APPENDIX 1 to ANNEX A – E&MA ARTICLES, as follows;

Article	Platform	Qty repaired*
Brake Master Cylinders	Land Rover	12
Brakes Shoes and Pads	DROPs (Leyland Daf and FODEN)	7
	MAN Support Vehicle (SV)	1
	Oshkosh Wheeled Tanker	3
	Warrior Armoured Fighting Vehicle	10
Compressors	DROPs (Leyland Daf and FODEN)	4
Clutches	Land Rover	74
Fan Assemblies	Titan and Trojan	3
Fan Block Control	Warrior	12
Fuel Injection Pumps	Challenger 2 Main Battle Tank	13
	Warrior Armoured Fighting Vehicle	2
Fuel Pumps	Warrior Armoured Fighting Vehicle	18
	Challenger 2 Main Battle Tank	2
	DROPs (Leyland Daf and FODEN)	5
	Land Rover	55
	Titan / Trojan	2
Fuel Injectors	Land Rover	13
	Challenger 2 Main Battle Tank	2
Powerpacks/Engines	Bulldog Armoured Fighting Vehicle	134
	Warrior Armoured Fighting Vehicle	7
	Land Rover	40
	Combat Vehicle Reconnaissance Tracked - CVR(T)	11
	Heavy Artillery Tracked AS90	4
Shock Absorbers	Combat Vehicle Reconnaissance Tracked - CVR(T)	65
Steering Pump	DROPs (Leyland Daf and FODEN)	1
Suspension Unit	Warrior Armoured Fighting Vehicle	12
Track Tensioner	Challenger 2 Main Battle Tank	20
Transmissions	Land Rover	25
Traverse Gearboxes	Warrior Armoured Fighting Vehicle	6
Turbochargers	Combat Vehicle Reconnaissance Tracked - CVR(T)	7
	DROPs (Leyland Daf and FODEN)	2
	MAN Support Vehicle (SV)	4
	Warrior Armoured Fighting Vehicle	31
	Land Rover	99
Water Pumps	Warrior Armoured Fighting Vehicle	32
	Land Rover	14

Solicitation No. - N° de l'invitation
W0142-19X033/B
Client Ref. No. - N° de réf. du client
W0142-19X033

Amd. No. - N° de la modif.
001
File No. - N° du dossier
STN-8-41067

Buyer ID - Id de l'acheteur
stn205
CCC No./N° CCC - FMS No./N° VME

** Based on numbers repaired between Apr 2018 and Mar 2019.*

The number of items requiring repair during each year of the contract is estimated as shown in Appendix 1 of Annex A. The quantities stated herein are the best estimates available. No guarantee can be given these are estimates only.

As per CTAT Office, National Defence, it has been determined that none of the Items contained in Appendix 1 to Annex A are subject to Canadian Controlled Goods regulations.

DELETE; ANNEX 'B', BASIS OF PAYMENT in its' entirety,

INSERT; **ANNEX 'B', BASIS OF PAYMENT** as follows;

- Rates quoted must include ALL relative costs associated with providing the service, including pick-up and delivery of goods, in accordance with the Statement of Work, Annex "A", contained herein and remain firm for the period of the Contract.
- GST is not to be included in the firm unit prices but will be added to any invoice issued against the Contract.
- Estimated usages are for evaluation purposes only and will not form any part of the resulting standing offer; actual usage may vary from amounts shown.
- Bidders must provide a price for each line item to be considered responsive.

Item	Description	Year One (a)	Year One Outside Regular Working Hours (b)	Year Two (c)	Year Two Outside Regular Working Hours (d)
1.	Labor: Direct or Productive for Personnel used exclusively in work				
	i. Regular Working Hours: Mon-Fri: 8am – 5pm				
	ii. Outside Regular Working Hours: Mon-Fri, Weekend & Stat Holidays				
	Repair:				
	i. Brake Master Cylinders	\$____/hr	\$____/hr	\$____/hr	\$____/hr
	ii. Brake Shoes and Pads	\$____/hr	\$____/hr	\$____/hr	\$____/hr
	iii. Compressors	\$____/hr	\$____/hr	\$____/hr	\$____/hr
	iv. Clutches	\$____/hr	\$____/hr	\$____/hr	\$____/hr
	v. Fan Assemblies	\$____/hr	\$____/hr	\$____/hr	\$____/hr
	vi. Fuel Injection Pumps	\$____/hr	\$____/hr	\$____/hr	\$____/hr
	vii. Fuel Injectors	\$____/hr	\$____/hr	\$____/hr	\$____/hr
	viii. Fuel Pumps	\$____/hr	\$____/hr	\$____/hr	\$____/hr

Solicitation No. - N° de l'invitation
W0142-19X033/B
Client Ref. No. - N° de réf. du client
W0142-19X033

Amd. No. - N° de la modif.

File No. - N° du dossier

Buyer ID - Id de l'acheteur
stn205
CCC No./N° CCC - FMS No./N° VME

	ix. Header Tanks	\$____/hr	\$____/hr	\$____/hr	\$____/hr
	x. Shock Absorbers	\$____/hr	\$____/hr	\$____/hr	\$____/hr
	xi. Steering Pumps	\$____/hr	\$____/hr	\$____/hr	\$____/hr
	xii. Suspension Units	\$____/hr	\$____/hr	\$____/hr	\$____/hr
	xiii. Track Tensioner	\$____/hr	\$____/hr	\$____/hr	\$____/hr
	xiv. Transmissions	\$____/hr	\$____/hr	\$____/hr	\$____/hr
	xv. Traverse Gearboxes	\$____/hr	\$____/hr	\$____/hr	\$____/hr
	xvi. Turbochargers	\$____/hr	\$____/hr	\$____/hr	\$____/hr
	xvii. Water Pumps	\$____/hr	\$____/hr	\$____/hr	\$____/hr
	xviii. Power pack - Inspection	\$____/hr	\$____/hr	\$____/hr	\$____/hr
	xix. Power pack - Repair	\$____/hr	\$____/hr	\$____/hr	\$____/hr
	xx. Engines – Inspections	\$____/hr	\$____/hr	\$____/hr	\$____/hr
	xxi. Engines – Repair	\$____/hr	\$____/hr	\$____/hr	\$____/hr
2.	Transportation: Lump sum all-inclusive round-trip price for the transportation of items to and from CFB Suffield and Contractor's premises				
	Transportation	\$_____/trip		\$_____/trip	

Solicitation No. - N° de l'invitation
W0142-19X033/B
Client Ref. No. - N° de réf. du client
W0142-19X033

Amd. No. - N° de la modif.

File No. - N° du dossier

Buyer ID - Id de l'acheteur
stn205
CCC No./N° CCC - FMS No./N° VME

3.	Material and Replacement Parts (except free issue) At laid down cost (which includes invoice cost, transportation costs, exchange, customs and brokerage charges) plus a markup of % (which includes purchasing expenses, internal handling, G&A expenses, and profit) excluding sales tax. Sales tax to be shown as separate item.	_____ %	_____ %
4.	Shop Supplies 	Shop supplies (less oils and lubricants) are billable monthly for actuals used on the project. Where, in any month an invoice is likely to exceed the sum of \$200 it must be supported by a breakdown of the shop supplies being billed. No markup is authorized for shop supplies	
5.	Technical / Repair Specification Hourly rate to produce technical / repair specification.	\$____/hr	\$_____/hr
6.	Meeting Attendance: Lump sum all-inclusive price for attending each meeting.	\$____/meeting	\$____/meeting
7.	Reports and Administration: Lump sum all-inclusive price for reports and associated administration, spares collection, parts ordering, management information etc. (As indicated in 12.4 Reports)	\$____ / month	\$____ / month
8.	Packaging: i. Commercial Packaging where required and where appropriate. ii. Repairing Special Protective Containers.	Billable for actuals used Billable as per approved quote	Billable for actuals used Billable as per approved quote

DELETE: Annex 'F', TECHNICAL EVALUATION CRITERIA, in its' entirety

INSERT: **Annex 'F', TECHNICAL EVALUATION CRITERIA**, as follows

The Technical Evaluation Procedures for Bids consist of the following two (2) stages:

Stage 1 - Bids will be evaluation on all Mandatory Technical (MT) Criteria.

Stage 2 - Bids meeting all Mandatory Technical (MT) Criteria will be evaluated on the basis of the Point-Rated Technical Criteria;

STAGE 1:

1.1 Mandatory Technical Criteria

COMPLIANCE MATRIX – MINIMUM MANDATORY TECHNICAL CRITERIA

A complete list of the minimum mandatory technical criteria are detailed below in the "Compliance Matrix". Bidders are to clearly demonstrate compliance with each mandatory specification.

1. Bidders **must** show compliance by addressing each performance specification in the Compliance Matrix, whether the product offered "meets" or "doesn't meet".
2. Bidders are requested to indicate how they meet each performance specification by recording this information under the Performance Specification Offered column in the Compliance Matrix.
3. It is requested that supporting technical documentation, including but not limited to, specification sheets, technical brochures, photographs or illustrations be provided with the bid at solicitation close and be cross-referenced on the Compliance Matrix for each performance specification to outline where in the supporting technical documentation it demonstrates compliance. It is the Bidders responsibility to ensure that the submitted supporting technical documentation provides detail to prove that the proposed product(s) meet the requirements of the Performance Specification. If published supporting technical document is not available, the Bidder should prepare a written narrative complete with a detailed explanation of how its bid demonstrates technical compliance.
4. If the supporting documentation referenced above has not been provided at bid closing, the Contracting Authority will notify the Bidder that they must provide supporting documentation within two (2) business days following notification. Failure to comply with the request of the Contracting Authority within that time period, will deem the bid non-responsive and the bid will be given no further consideration.
5. Bidders must address any concerns with the performance specifications in written detail to the Contracting Authority before bid closing as outlined in the Request for Proposal (RFP) document.
6. Failure to meet each mandatory performance specification will result in the bid being deemed non-responsive, and be given no further consideration.

Item #	Technical Criteria	Status (M) Mandatory	Performance Specification Met? Indicate either Yes/No	Performance Specification Offered: Bidder <u>should</u> indicate how they meet the performance specification by recording this information in this column
1	<p>SKILLED LABOUR</p> <p>The Bidder must provide evidence of suitable qualifications, experience and knowledge for each individual that will certify the completion of repairs, servicing and manufacturing as detailed in the Statement of Work (Annex A).</p> <p>Evidence may include but is not limited to items such as certificates of certification, apprenticeship information, documentation of on-the-job-training, dates indicating years providing suitable/similar services etc.</p>	M		
2	<p>LOCATION</p> <p>The Bidder <u>must</u> provide copies of valid business license(s) AND identify that the location of the service provider's workshop is within a road distance of 300 km or less from CFB Suffield.</p>	M		
3	<p>DESCRIPTION OF FACILITY</p> <p>The proposed facility must be adequate, in operating condition and with equipment necessary to provide services detailed in Annex A – Statement of Work.</p> <p>Evidence to include detailed narrative addressing capacity, quality control, expertise; photographs; diagrams or similar.</p>	M		
4	<p>EXPERIENCE</p>	M		

Solicitation No. - N° de l'invitation
W0142-19X033/B
Client Ref. No. - N° de réf. du client
W0142-19X033

Amd. No. - N° de la modif.
File No. - N° du dossier

Buyer ID - Id de l'acheteur
stn205
CCC No./N° CCC - FMS No./N° VME

	<p>The Service Provider must have at least 2 years direct experience in the repair, servicing, overhaul and/or manufacturing of Engines and Main Assemblies.</p> <p>The Bidder must provide proof of experience of this type of work.</p> <p>To demonstrate proof of experience the Bidder must include narrative with sufficient detail to establish capabilities regarding volume, quality and expertise; location/dates that services were provided.</p>			
5	<p>QUALITY PLAN</p> <p>The Bidder <u>must</u> submit a Quality Plan as per SACC Clause D5401T (2007-11-30) Quality Plan – Solicitation.</p>	M		
6	<p>TESTING</p> <p>The Bidder must demonstrate that they have the capability, capacity and facilities to test and certify the Articles to an acceptable industry standard for the types of Articles listed in the Statement of Work (Annex A).</p> <p>To demonstrate capability to perform testing the Bidder must include (but not limited to) a narrative with sufficient detail to establish capability and capacity of test facility.</p>	M		

Solicitation No. - N° de l'invitation
W0142-19X033/B
Client Ref. No. - N° de réf. du client
W0142-19X033

Amd. No. - N° de la modif.
File No. - N° du dossier

Buyer ID - Id de l'acheteur
stn205
CCC No./N° CCC - FMS No./N° VME

STAGE 2:

2.1 Point Rated Technical Criteria

Each bid will be rated by assigning a score to the rated requirements, which are identified in the bid solicitation by the word “rated” or by reference to a score. Bidders who fail to submit complete bids with all the information requested by this bid solicitation at bid closing, will be rated accordingly. The rated requirements are as follows:

ID	Bid Deliverable Title	Weighting
1	Experience	30
2	Technical Authorship	20
Total		50

1. EXPERIENCE

The Bidder must demonstrate they have successfully provided repair, servicing, overhaul and/or manufacturing of Engines and Main Assemblies similar to those identified in the Statement of Work (Annex A) to clients such as Department of National Defence, heavy duty equipment/machinery operators, equipment/machinery involved in oil and gas industry or similar.

Details should include:

- a) Name(s) of the client organization(s)
- b) Period during which the service(s) were provided
- c) Detailed outline of the services provided

Name, telephone number and email address of the organization's contracting official, for verification purposes.

Criteria	Mark
• 10 + years of experience	30 / 30
• 6 to 9 years of experience	20 / 30
• 3 to 5 years of experience	10 / 30
• 0 to 2 years of experience	0 / 30

2. Technical Authorship

The Authority wishes to understand the Bidder's experience in technical authorship from first principles as the Bidder will be required to produce repair specifications where technical information cannot be provided by the Technical Authority. The Bidder should provide references of occasions where they have undertaken technical authorship, including the Clients' organisation name, telephone number and email address of the Contracting representative, and details of technical authorship undertaken that is within scope of the supply of a Direct Repair Scheme service for Engines and Main Assemblies.

Criteria	Mark
<ul style="list-style-type: none">The Bidder has provided evidence of having authored technical documentation from first principles on more than two (2) occasions and the Authority's assessment is that the scope of the Bidder's previous experience of technical authorship is appropriate to the supply of a Direct Repair Scheme service for Engines and Main Assemblies.	20 / 20
<ul style="list-style-type: none">The Bidder has provided evidence of having authored technical documentation from first principles on one (1) or two (2) occasions and the Authority's assessment is that the scope of the Bidder's previous experience of technical authorship is appropriate to the supply of a Direct Repair Scheme service for Engines and Main Assemblies.	10 / 20
<ul style="list-style-type: none">The Bidder has not provided any evidence, or has provided insufficient evidence, of having authored technical documentation from first principles AND/OR;The Bidder has provided evidence of having authored technical documentation on one (1) or more occasions, but the Authority's assessment is that the scope of the Bidder's previous experience of technical authorship is not appropriate to the supply of a Direct Repair Scheme service for Engines and Main Assemblies.The Bidder has failed to satisfy any one of the criteria for a COMPLIANT or PARTIALLY COMPLIANT score.	0 / 20

ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME.

Solicitation No. - N° de l'invitation
W0142-19X033/B
Client Ref. No. - N° de réf. du client
W0142-19X033

Amd. No. - N° de la modif.
Amd1
File No. - N° du dossier

Buyer ID - Id de l'acheteur
STN205
CCC No./N° CCC - FMS No./N° VME
