



## 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

Electrical & Electronics Products Division  
L'Esplanade Laurier  
East Tower, 4th floor,  
Ottawa  
Ontario  
K1A 0S5

<b>Title - Sujet</b> Fall Protection Equip. at Latchford	
<b>Solicitation No. - N° de l'invitation</b> EP168-193425/A	<b>Amendment No. - N° modif.</b> 001
<b>Client Reference No. - N° de référence du client</b> 20193425	<b>Date</b> 2019-07-25
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$HN-336-77437	
<b>File No. - N° de dossier</b> hn336.EP168-193425	<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 2019-08-19</b>	<b>Time Zone</b> <b>Fuseau horaire</b> Eastern Daylight Saving Time EDT
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Bisson, Phillippe	<b>Buyer Id - Id de l'acheteur</b> hn336
<b>Telephone No. - N° de téléphone</b> (613) 295-8641 ( )	<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> <b>Raison sociale et adresse du fournisseur/de l'entrepreneur</b>	
<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>

**Q1. Figure 3 and 4 in the SOW show light fixtures fastened to the W410x85. Can we get better pictures of these light mountings since these lights will interfere with the new fall arrest track?**

**A1.** Please see photos below. The lights themselves are mounted on the vertical web of the beam, which will not interfere with the rail of the new fall arrest track in its position below the bottom flange. However, the electric supply wire on the right hand light ("right" when looking downstream) crosses the beam and might have to be moved (depending on the Contractor's chosen method of attaching the rail to the beam). Fortunately, it does look like there is enough slack in the existing wire to move it up and around the corner, without actually changing the wire. If this is needed, then the Contractor will be responsible for undoing clips holding wire to the bottom of the beam, and moving it around the corner and out of the way.



Figure 1 - Lights.



Figure 2 - Left light showing mounting



Figure 3 - Right light, view 1



Figure 4 - Right light, view 2



Figure 5 - Right light, view 3

**Q2. Can these lights be moved? Who will move the lights and if required provide new supports for the lights?**

**A2.** The lights themselves do not seem to need to be moved. Only the wire on the right light needs to be moved, and this looks to be fairly easy to do.

**Q3. The specifications do not specify the finish of the monorail track? Will painted steel be acceptable?**

A3. Factory-applied painted coatings are acceptable. No field-applied coatings.

**Q4. For the installation, where will the lifter be parked and how far will it be parked from the loading area?**

A4. The lifter is rail-mounted, which limits its possible positions. One of two ends is likely to be most convenient, as this will make it closest to a parked truck. However, we can move the lifter to any position on the dam deck that is convenient for the contractor. Contractor can communicate with the Damkeepers in this regard. Below are views of the two ends of the dam:



Figure 6 - Building end (left end)



Figure 7 - Right end

**Q5. Who will be responsible for the lockout of the lifter during the installation?**

- A5. The stoplog lifter is powered by plugging it into outlets along the dam deck. Unplugging it is all that is required to remove the power supply. Damkeepers will do this. Contractor will supply his own padlock for the outlet cover so that the machine cannot be plugged-in again until work is complete.



Figure 8 - Electrical outlet for stoplog lifter