



National Defence

National Defence Headquarters
Ottawa, Ontario
K1A 0K2

Défense nationale

Quartier général de la Défense nationale
Ottawa (Ontario)
K1A 0K2

**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

**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

Title - Sujet 20,000L Aircraft Refueller, 6x4 Wheel Drive camion-citerne 6x4 pour ravitaillement d'avion à capacité de 20 000 L		Amendment No. - N° modif. 002
Solicitation No. N° de l'invitation W8476-206278/A	Date of Amendment Date de modification 28 April, 2020	
Address enquiries to: - Adresser toute demande de renseignements à : Joe Shepstone		
Telephone No. - N° de telephone 819-939-3040	E-Mail Address - Courriel victor.shepstone@forces.gc.ca	
Destination Specified Herein Précisé dans les présentes		

Instructions: Municipal taxes are not applicable. Unless otherwise specified herein all prices quoted must include all applicable Canadian customs duties, GST/HST, excise taxes and are to be delivered Delivery Duty Paid including all delivery charges to destination(s) as indicated. The amount of the Goods and Services Tax/Harmonized Sales Tax is to be shown as a separate item.

Instructions : Les taxes municipales ne s'appliquent pas. Sauf indication contraire, les prix indiqués doivent comprendre les droits de douane canadiens, la TPS/TVH et la taxe d'accise. Les biens doivent être livrés « rendu droits acquittés », tous frais de livraison compris, à la ou aux destinations indiquées. Le montant de la taxe sur les produits et services/taxe de vente harmonisée doit être indiqué séparément.

Delivery required Livraison exigée See herein - Voir aux présentes	Delivery offered Livraison proposée
Vendor/Firm Name and Address Raison sociale et adresse du fournisseur/de l'entrepreneur	
Person authorized to sign on behalf of Vendor/Firm (type or print): La personne autorisée à signer au nom du fournisseur/de l'entrepreneur (taper ou écrire en caractères d'imprimerie) :	
Name - Nom	Title - Titre
Signature	Date

Solicitation Closes - L'invitation prend fin At - à : 2:00 PM - 14:00 On - le : 7 May, 2020 Time Zone - Fuseau Horaire : Eastern Daylight Time (EDT) Heure avancée de l'Est (HAE)

THIS SOLICITATION AMENDMENT IS RAISED TO:

1. Provide clarification and answers to questions from potential suppliers.

Questions and Answers:

<p>Question 2</p>	<p><i>With regards to the above noted tender, the hose size has been changed to 2-1/2" hard wall hose and is specifying Contitech data sheet 2331200 in paragraph 3.16.2. This data sheet is currently out of date and is for Type E-CT hose.</i></p> <p><i>Currently we have been supplying Contitech type F-CT hose for hard wall specified hose to DND for the same applications in the 2-1/2" size as per the attached.</i></p> <p><i>Can you please confirm if this is the correct hose that should have been specified?</i></p>
<p>Answer 2</p>	<p>The Purchase Description, art. 3.16.2a) has been amended:</p> <p>A 30.48 metres (100') of 63.5 mm (2.5 inch) inside diameter hard walled hose ContiTech type F-CT (NSN 4720-20-001-7425) must be supplied complete with all required fittings and installed on the reel.</p>
<p>Question 3</p>	<p><i>Also how will this affect the stated 2" female dry break coupling on the free end of the hose per 3.16.2?</i></p> <p><i>Will it remain as 2" (with reducer coupling) or now increase to 3" (with bushing insert)?</i></p>
<p>Answer 3</p>	<p>A reducing coupler is required. The Purchase Description, art. 3.16.2 c) and d) has been amended.</p>
<p>Question 4</p>	<p><u>Part 1; Article 1.1 A.</u></p> <p><i>Reference requested delivery date 240 days from contract award.</i></p> <ul style="list-style-type: none"> • <i>Does PWGSC foresee possible extension of the desired delivery date, in response to disruptions caused by the current, Covid-19 pandemic?</i>
<p>Answer 4</p>	<p>The 240 days delivery date was the intent before Covid-19 pandemic. We understand this may not be met. Bidder to provided estimated number of days for vehicle delivery from contract award.</p>
<p>Question 5</p>	<p><u>Purchase Description; Article 3.4.2 d)</u></p> <ul style="list-style-type: none"> • <i>Is the requirement to comply with all provincial weight restrictions across Canada premised on a cargo load of 20,000-litres, or on the maximum cargo load which will produces axle loads not greater than those permitted by specific, provincial or territorial limits?</i>
<p>Answer 5</p>	<p>The vehicle must be designed and manufactured with a cargo load of 20,000 litres of fuel. Vehicles will be kept on airfields or on Canadian Forces Bases. If the vehicles require access provincial roads, then the fuel load will be reduce comply with provincial GVW limits. A table which defined the maximum cargo load for specific axle loading, or for specific jurisdiction is acceptable.</p>

<p>Question 6</p>	<p><u>Purchase Description; Article 3.6.1</u></p> <ul style="list-style-type: none"> The automatic engine shutdown requirement does not reference a Positive Air Shutoff System (PASS). Is it assumed that the installation of a PASS will be part of required compliance with CSA-B621, and therefore does not require specific identification within the Purchase Description?
<p>Answer 6</p>	<p>The vehicle must comply with CSA-B621. Refer to Purchase Description article 3.3.1 c).</p>
<p>Question 7</p>	<p><u>Purchase Description; Article 3.13.2 a) b) c)</u></p> <ul style="list-style-type: none"> Is the sump expected or envisioned to be external to the primary boundaries of the tank floor, or can the sump, and it's defined volume, be considered as the unusable (retain) volume within the tank, that is below and not accessible to the outlet that supplies the product pump?
<p>Answer 7</p>	<p>DND does not have a preferred method of designing and manufacturing the sump.</p>
<p>Question 8</p>	<p><u>Purchase Description; Article 3.13.2 d)</u></p> <ul style="list-style-type: none"> Reference "sump must be sloped": Is there a minimum degree of slope required for the sump?
<p>Answer 8</p>	<p>There is no minimum slope for the sump.</p>
<p>Question 9</p>	<p><u>Purchase Description; Articles 3.16.2c), 3.16.3a) and 3.16.3d)</u></p> <p>We have discovered that the historical dry-break for his application, is a cam-lock style dry-break assembly.</p> <p>The common manufacturers of this style of dry-break, typically do not offer it in 63.5mm. This would require up-sizing to the next diameter, nominal 80mm, or down-sizing to nominal 50mm diameter.</p> <p>Given that the historical, dry-break assemblies are bulky and heavy, and given that the requirement currently states that the dry-break assembly should be 63.5mm, we propose using the dry-break fittings available from the companies that manufacturer underwing nozzles. Fittings are available from both sources named in the requirement for underwing nozzle. Information excerpts for items available from Cla Val, are attached for review by technical authority. Note that the male adapters identified are compatible with standard underwing nozzle screen.</p> <p>The recommended assemblies could comprise of:</p> <ol style="list-style-type: none"> Standard, female dry-break fitting on end of fueling hose; Male dry-break adapter with 1.5" thread, to assemble with overwing nozzle; and Male dry-break adapter with 2" thread, to assemble with closed-circuit refueling nozzle.
<p>Answer 9</p>	<p>Dry break is reduced to 50mm or less depending on application. We are not reviewing specific products at this time. Using Dry-Break adapters from companies that manufacturer overwing nozzles or closed-circuit refueling nozzles is acceptable.</p>

Question 10	<i>Regarding subject solicitation and refer to Item 3.3.2 (a), would it be acceptable if the manufacturer is registered for DOT 406?</i>
Answer 10	The manufacturer must be registered with Transport Canada for the manufacture and assembly of TC 406 – Highway and Portable Tanks for the Transportation of Dangerous Goods pursuant to CSA B620 standard.
Question 11	<p><i>Item 3.11.2 Defueling Systems</i></p> <p><i>a) The vehicle must be equipped with a defueling capability through the overwing and underwing delivery hoses.</i></p> <p style="text-align: center;"><i>We cannot defuel through overwing, only defuel with underwing.</i></p>
Answer 11	The requirement of defueling through the overwing remains.
Question 12	<p><i>Item 3.11.3 b) Hose end pressure control valves may be added as additional protection but must not be considered as part of the primary or secondary pressure control systems.</i></p> <p style="text-align: center;"><i>We do not use HEPC.</i></p>
Answer 12	When the word « may » is used, it does not indicate a mandatory requirement. Hose end pressure control valve is not mandatory.
Question 13	<p><i>3.16.1 Hose Reel a) A hose reel with a minimum capacity of 30.48 meters (100 feet) of 50.8 millimeters (2 inch) inside diameter hard walled hose must be provided.</i></p> <p style="text-align: center;"><i>75' Max</i></p>
Answer 13	The hose diameter is changed to 63.5mm. The minimum hose length remains at 30.48 meters (100 feet).
Question 14	<p><i>3.16.1 b) The hose reel must be located at the back of the vehicle, be enclosed in the pumping cabinet (refer to para 3.19.1.1) and be easily accessible from the ground.</i></p> <p style="text-align: center;"><i>Our hose reel is located behind the cab, and the pumping system is integrated into the chassis and do not use cabinets.</i></p>
Answer 14	The requirement remains unchanged.
Question 15	<p><i>3.20.2 Throttling Valve</i></p> <p><i>a) Throttling valve must be installed between the meter and the respective hose reel.</i></p> <p><i>b) The valve must be a manually controlled, graduated, locking type, lever operated, throttling valve.</i></p> <p><i>c) The valve must be readily accessible to the operator and will be used to control the fuelling or defueling flow rate.</i></p> <p style="text-align: center;"><i>We do not use tradition valves (venturis/primary/secondary) We have our Engine Management (flow control) System that only uses 2, pneumatic gate valves that are either open or closed.</i></p>

Answer 15	The requirement remains unchanged.
Question 16	<i>3.21.2 Fuel Level Display</i> <i>b) The system must be Titan Logix TD80, with a main display and a second remote display.</i> <i>We use a Madison level display</i>
Answer 16	The requirement remains unchanged.

THIS SOLICITATION IS HEREBY AMENDED AS FOLLOWS:

- 1.1 Delete from the Purchase Description: Section 3.16.2 in its entirety, and
Replace with:

3.16.2 Overwing/Underwing Hose

- a) A 30.48 metres (100') of 63.5 mm (2.5 inch) inside diameter hard walled hose ContiTech type F-CT (NSN 4720-20-001-7425) **must** be supplied complete with all required fittings and installed on the reel.
- b) The hose **must** meet the requirement of EI 1529 and the weather conditions of clause 3.2.
- c) The free-end of the hose **must** have a female drybreak coupling and dust plug installed.
- d) A reducer **must** be supplied for the overwing/underwing hose.

ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME.