



Transport  
Canada

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PLACE DE VILLE  
TOWER "C", 330 SPARKS STREET  
OTTAWA, ONTARIO  
K1A 0N5

**June 29, 2020**

**ADDENDUM NO. 2**

Subject: Request for Proposal No. T8080-200004  
Lithium Battery Testing Study

Further to the above-mentioned Request for Proposal, this Addendum (#2) is to advise potential bidders that of questions received during this tender call to date. Both the question and the response is indicated in the attached Annex A-1.

**Closing Date:**

The new closing date for receiving proposals is hereby changed to July 17, 2020, at 2:00 pm (Eastern Daylight Time (EDT)).

All other terms and conditions remain unchanged.

**Tenderers are to acknowledge this Addendum by signing in the space provided below and enclosing a copy of this document with their tender submission.**

Yours truly,

**Natasha Blackstein**  
Contracting Specialist  
Materiel and Contracting Services  
Telephone: (343) 550-2321  
Email: [natasha.blackstein@tc.gc.ca](mailto:natasha.blackstein@tc.gc.ca)

**RECEIPT ACKNOWLEDGED**

Name of Company \_\_\_\_\_

Signature \_\_\_\_\_



Annex A-1

- Q1.** a) On page 8 clause 1.4.2 and page 10 R-3, the sample counts are grossly over-estimated. **25 battery packs are not needed to complete UN 38.3 on small batteries (i.e. a power tool batteries), minimum 8 are needed per set.** We recommend procuring 12 battery packs (to have a few back-up samples) per set allowing for full 14 sets to be tested and in total 168 battery packs to be purchased rather than 350 per current Transport Canada RFP. Can the number be re-adjusted to 12 battery packs (total 168 for 14 sets) rather than 25 battery packs per set (total 350 for 14 sets)? It also helps ensure meeting the criteria of the RFP of staying below \$150K CAD while addressing the full scope of the request (i.e. 14 sets) and scoring 12 points for R-3 on the technical criteria by addressing all 14 sets required.
- A1.** In the UN 38.3 Test, lithium power tool batteries are classified as a small rechargeable battery (12kg or less). From the summary table 38.3.3. found in the UN 38.3 Test, small rechargeable batteries with overcharge protection requires 16 batteries in total. OEM batteries are most likely going to have overcharge protection requiring the full 16 batteries to be tested. As stated in Annex 1 Section 3.2. and Annex 2 Section 8.2, “the remaining nine (9) Batteries will be stored and used in case any of the Batteries used for testing are not suitable or shipped to the NRC in Vancouver, BC or Ottawa, ON, Canada.” These nine (9) extra batteries include both back-up samples and batteries for potential future testing.
- Hence, 25 batteries are required for each set if the battery has overcharge protection.
- Q2.** b). On page 9 of the proposal, it states under MT-5 “The bidder must be able to ship damaged and undamaged lithium Batteries for further testing to Ottawa, ON or Vancouver, BC, Canada.”. Most parties cannot ship damaged/defective/tested batteries back to a supplier or other location due to transportation guidelines for most shipping company and company policy. We do allow for a representative from the contracting party (Transport Canada) to come and pick up samples from where we will conduct testing. Is this a viable option for Transport Canada to send a representative to sign-off on pick-up of any damaged/defective/tested batteries? For untested & undamaged batteries, there is no issue, we can ship those back.
- A2.** In Canada, damaged or defective batteries may be transported if all conditions of Special provision 137 are complied with (<http://wwwapps.tc.gc.ca/saf-sec-sur/3/sched-ann/schedule2.aspx?UN=&SP=137>). Please note:
- condition (5) prohibits the transport of damaged or defective batteries that “are liable to disassemble rapidly, react dangerously, produce a flame or a dangerous evolution of heat, [...]”. We will not ask to transport damaged batteries if they do not meet condition (5).
  - condition (6), prohibits these batteries cannot be transported by aircraft. We will not ask to transport damaged batteries by aircraft.
- In the US, damaged batteries may be transported under 49 CFR § 173.185 (f), if all conditions under 49 CFR § 173.185 (f) are complied with.
- The bidder will be responsible for shipping damaged and undamaged batteries following all regulations.

- Q3.** c). On page 9 of the proposal, it states under MT-6 two tests that are not associated “power tool replacement batteries” under section 1.2 namely “Impact (UN 38.3.4.6);” & “Forced Discharge (UN 38.3.4.8).” These two tests are only applied to battery cells, not constructed battery packs. Since the proposal is very focused on power tool battery packs, we recommend removing reference to both of these because per UN 38.3 as they are not be conducted on a battery pack.
- A3.** Annex 1 specifically states the type of batteries to be tested as power tool batteries. Following UN 38.3, tests 38.3.4.6 and 38.3.4.8 are not required. However, in Annex 2 the type of battery is not specified. If the type of battery chosen would end up being a single component or single cell battery, then tests 38.3.4.6 and 38.3.4.8 will be required. Annex 2 will keep these tests to provide insight into the full scope of work required by the lab.  
We will remove the following sections from the RFP Annex-1 to reduce confusion:
- 3.4.8 Impact/crush test (UN 38.3.4.6)
  - 3.4.10 Forced discharge test (UN 38.3.4.8)
- Q4.** d). Page 22 and 28 refer to UN 38.3 “rev6 with corrections from corr 1” published in 2015: [https://www.unece.org/fileadmin/DAM/trans/danger/ST\\_SG\\_AC.10\\_11\\_Rev6\\_E\\_WEB\\_-\\_With\\_corrections\\_from\\_Corr.1.pdf](https://www.unece.org/fileadmin/DAM/trans/danger/ST_SG_AC.10_11_Rev6_E_WEB_-_With_corrections_from_Corr.1.pdf). [Company Name Omitted] recommends using latest publication of UN 38.3 “rev7” published in 2019: [https://www.unece.org/fileadmin/DAM/trans/danger/publi/manual/Rev7/Manual\\_Rev7\\_E.pdf](https://www.unece.org/fileadmin/DAM/trans/danger/publi/manual/Rev7/Manual_Rev7_E.pdf). Please also see item c above and apply to page 23 and 28 since Impact and Forced Discharge are not applicable to power tool replacement batteries.
- A4.** We will recommend the bidder to use either UN 38.3 revision 6 corrigendum 1 or UN 38.3 revision 7, according to their preference.
- A5.** e). On page 23 clause 3.5 and page 28 clause 8.5 please also see item b above.

In Canada, damaged or defective batteries may be transported if all conditions of Special provision 137 are complied with (<http://wwwapps.tc.gc.ca/saf-sec-sur/3/sched-ann/schedule2.aspx?UN=&SP=137>). Please note:

- Condition (5) prohibits the transport of damaged or defective batteries that “are liable to disassemble rapidly, react dangerously, produce a flame or a dangerous evolution of heat, [...]”. We will not ask to transport damaged batteries if they do not meet condition (5).
- Condition (6), prohibits these batteries cannot be transported by aircraft. We will not ask to transport damaged batteries by aircraft.

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The bidder will be responsible for shipping damaged and undamaged batteries following all regulations.