Winnipeg

Corporate Finance Department
Materials Management Division

675-2019 ADDENDUM 1

SUPPLY AND INSTALLATION OF NEW CHASSIS DYNAMOMETER AT 421 OSBORNE AND RENOVATE DYNAMOMETER ROOM TO ACCOMMODATE

ISSUED: August 2, 2019
BY: Tim VanDekerkhove
TELEPHONE NO. 204 986-2173

URGENT

PLEASE FORWARD THIS DOCUMENT TO WHOEVER IS IN POSSESSION OF THE TENDER

THIS ADDENDUM SHALL BE INCORPORATED INTO THE TENDER AND SHALL FORM A PART OF THE CONTRACT DOCUMENTS

Template Version: A20190115

Please note the following and attached changes, corrections, additions, deletions, information and/or instructions in connection with the Tender, and be governed accordingly. Failure to acknowledge receipt of this Addendum in Paragraph 10 of Form A: Bid may render your Bid non-responsive.

PART A – BID SUBMISSION

Replace: 675-2019 Tender Submission with 675-2019 Addendum 1 - Tender Submission. The following is a summary of changes incorporated in the replacement Tender Submission:

Form B(R1): Add “Construction of the front end alignment pit, construction of access ramps and relocation of the front end alignment equipment” to description of “SEPARATE PRICES TO BE DEDUCTED FROM LUMP SUM PRICE”.

Page numbering on some forms may be changed as a result.

PART B – BIDDING PROCEDURES

Revise: B2.1 to read: The Submission Deadline is 12:00 noon Winnipeg time, August 13, 2019

PART D – SUPPLEMENTAL CONDITIONS

Revise: D2.2 to read:

D2.2 The major components of the Work are as follows:

(a) Remove existing chassis dynamometer, remove chassis dynamometer controls and remove two (2) steel platforms;

(b) Create a design to renovate existing dynamometer pit to match current undercarriage access pit that also accommodates existing rolling hydraulic lift;

(c) Construct new undercarriage access pit with provision for level surface to accommodate 30 foot, 40 foot and 60 foot bus front end alignment, and accommodate existing rolling hydraulic lift;

(d) Create a design to enlarge existing front end alignment pit to accommodate relocation of front end alignment machine and design steel access ramps to span the added distance;

(e) Construct front end alignment pit, relocate front end alignment machine and construct and install longer steel access ramps;

(f) Create a design with chassis dynamometer supplier that includes pit design, electrical and mechanical requirements;

(g) Construct pit to house new chassis dynamometer, and install electrical and mechanical equipment required by new chassis dynamometer;

(h) Supply, install, commission and train Transit staff on new chassis dynamometer, which should satisfy the criteria identified in E2.8.

Replace: 675-2019 Form L: Detailed Work Schedule with 675-2019 Form L (R1) Addendum 1 - Detailed Work Schedule. The following is a summary of changes incorporated in the replacement Form::

Form L(R1): Additional description in “Items of Work”

Page numbering on some forms may be changed as a result.

PART E – SPECIFICATIONS

REVISE: E2 TO READ:

E2. KEY PROJECT OBJECTIVES

E2.1 Remove existing chassis dynamometer, remove chassis dynamometer controls and remove two (2) steel platforms;

E2.2 Create a design to renovate existing dynamometer pit to match current undercarriage access pit that will also accommodate existing rolling hydraulic lift;

E2.3 Construct new undercarriage access pit with provision for level surface to accommodate 30 foot, 40 foot and 60 foot bus front end alignment, and accommodate existing rolling hydraulic lift;

E2.4 Create a design to enlarge existing front end alignment pit to accommodate relocation of front end alignment machine and design steel access ramps to span the added distance;

E2.5 Construct front end alignment pit, relocate front end alignment machine and construct and install longer steel access ramps;

E2.6 Create a design with chassis dynamometer supplier that includes pit design, electrical and mechanical requirements;

E2.7 Construct pit to house new chassis dynamometer, and install electrical and mechanical equipment required by new chassis dynamometer;

E2.8 Supply, install, commission and train Transit staff on new chassis dynamometer, which shall satisfy the following criteria:

(a) Engine power = 330 HP
(b) Wheel speed = 90 kph
(c) Minimum wheel speed under load = 20 kph
(d) Perform the following functions
    (i) Engine Performance:
        (i) Blow-by checks
        (ii) Low power complaints
    (ii) Engine Break-in:
        (i) Complete rebuild
        (ii) In-frame rebuild
    (iii) Cooling system performance
        (i) Thermostat operation
        (ii) Electronic/hydraulic fan operation
        (iii) Shutter operation

(iv) Braking performance

(e) Must be CSA-certified.

(f) Acceptable dynamometer: Taylor Dynamometers Model TD-24S Water Brake Chassis Dynamometer, or approved substitute in accordance with B7.