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October 14, 2020

## **ADDENDUM No. 2**

### **Request for Proposal CS-20-16 PILOT MOUNTAIN FRONTLINE WATER TENDER**

*The addendum is being issued prior to the closing of the request for proposal (RFP) to provide further information, make changes to, or to clarify the RFP documents and is to be read, interpreted and coordinated with all other parts of the RFP documents. In the case of a conflict with the balance of the documents, this Addendum shall govern. **Proponents shall attach a signed copy of this addendum to their proposal submission, failure to do so may result in a non-compliant proposal.** This addendum shall form part of the Contract Documents.*

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This addendum is to provide clarification to RFP CS-20-16 released October 7, 2020.

QUESTION 1: Page 4 Item 1.1 – Do you wish to have two hard copy proposals as well as the complete proposal emailed or is it a choice of either option?

**ANSWER 1: Proponents can choose which option to submit their proposal. If the proponent is providing an electronic email submission, hard copy proposals are not required.**

QUESTION 2: Page 18 Item 3 – “Driver seat and officers’ seats to be air ride to be 8 way electric”, Freightliner can provide air or electric (8 way not available). Which is preferred?

**ANSWER 2: Please provide the electric seat option for Driver’s seat, and provide details on the adjustments that the electric seat option provides in the space provided below:**

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QUESTION 3: Page 20 Item 23 – “Two closed tow loops installed at front of truck, to be closed loop”. Freightliner only provides tow hooks, is this acceptable?

**ANSWER 3: Tow hooks will be accepted on the front of the truck.**

QUESTION 4: Page 20 Item 17 – “Cab soundproof to 80 dbs”. Freightliner does not have testing done to confirm this, but the Freightliner dealer has provided premium insulation and factory available sound abatement. Is this acceptable?

**ANSWER 4: Yes, the premium insulation and factory available sounds abatement will be acceptable.**

QUESTION 5: Page 22 Item 8 – “Mechanism of draining air tanks are NOT to be lanyard or cable controls”. Cables will be attached to the drains in order to open. It is not feasible to provide a rod to the drain. Please provide more information of what is desired.

**ANSWER 5: The air hose lines are to be routed directly from the air tank drain outlet to the taps located on the driver’s side of the truck. The taps on the side of the truck are to be turn knob style. No cables or rods are to be used.**

QUESTION 6: Page 25 Item 2 – “All plumbing and valves to be galvanized steep. No exception.” We would provide stainless steel plumbing and valves. Would this be acceptable?



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**ANSWER 6: Page 25 Item 2 change to read as follows:**

**“All plumbing, galvanized steel is preferred; state what is being provided (stainless steel or galvanized) \_\_\_\_\_ . If stainless steel is being provided then it must be schedule 40, 316 marine grade.**

**Both the tank fill and the tank suction piping from the tank to the valve is to be rubber hose with stainless steel fittings (fittings must be schedule 40, 316 marine grade), or the piping from the tank to the valve can be fully made of schedule 40, 316 marine grade. State what is being provided \_\_\_\_\_.”**

I/We hereby verify that we have considered this addendum in our proposal submission.

\_\_\_\_\_  
Proponent's Signature

\_\_\_\_\_  
Date

All inquiries relating to RFP CS-20-16 must be emailed to:  
Melanie Perrin, Manager Public Safety Operations  
[mperrin@rdffg.bc.ca](mailto:mperrin@rdffg.bc.ca)