

**June 25, 2024****Addendum No. 01****File Reference Number: RFQ 2024 029****Title: Wheel Impact Load Detection (WILD) System****RE: Clarifications/Questions**

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Please refer to the following information / clarifications:

**Item 1:** The application requires a minimum of 30 sensors/channels. Could you please advise the application that requires 30 sensors? Could it be less if we achieve the required accuracy?**Answer:** ONTC has a requirement for the minimum number of sensors or channels in order to provide sufficient sensitivity for impact detection, as well as redundancy.**Item 2:** Regarding the requirement “equipped with radio talker interface and wideband analog VHF radio for alerting passing trains,” please advise why a VHF radio is needed. Please provide us with more details about the application.**Answer:** For clarity, ONTC uses wideband VHF analog radio for communicating to trains.**Item 3:** Configurable to control the threshold of defects that are reported via radio talker. Does it mean, that the alarm thresholds must be adjustable?**Answer:** Yes, ONTC requires the ability to set alarm thresholds that would trigger a radio transmission.**Item 4:** Equipped with a data management system or service that provides:

- Graphical User Interface
- identification of car defects by car number (using AEI tags), as well as by consist axle number (for cars that do not have AEI tags installed or working)
- automatic alerts, with an option to alert via email
- train traffic information
- graphing of wheel loads
- historical wheel and train data
- statistical report generation
- site health status and diagnostics for all major components of the WILD system

Could you please specify the train traffic information?

**Answer:** Train traffic information includes the direction of train, number of cars on the train, car reporting marks (car owner and number) for each car on that train, data for each car measured, and any thresholds exceeded.

**Item 5:** If the software and data is wholly contained within the equipment, provide any connectivity requirements to connect the data to ONTC data infrastructure.

**Answer:** The data must be able to be transmitted via dedicated ethernet or cellular modem. The vendor shall indicate what data format they typically use.

**Item 6:** Shall the system send data to any SCADA System? If yes, what system is it and which protocol is required?

**Answer:** Integration with a SCADA system is not a requirement.

**Item 7:** Since there are several different approaches to satisfying the bid requirements, would Ontario Northland accept multiple proposals from proponents?

**Answer:** Part 1 - Section 5.6 of the RFQ specifies that only one quotation per person or entity is to be submitted, except as set out in the RFQ Data Sheet or with ONTC's approval. ONTC is therefore providing approval for Respondents to submit more than one quotation in response to this RFQ.

**Item 8:** Alternatively, would Ontario Northland accept multiple solutions (cost/benefit packages) in a single proposal?

**Answer:** ONTC will not accept more than one solution/quotation in one single submission. If a Respondent elects to submit a quotation for multiple solutions, they must be submitted to Merx as separate quotations.

**Item 9:** We understand the specifications regarding the measurement of vertical impacts as being measured in Kips; however, would it be acceptable to measure and display lateral impacts as a Force Measurement (G forces)?

**Answer:** Lateral force measurement alone is not a sufficient output. Lateral impact/truck hunting is typically measured as an index in relation to the forces and frequency of occurrence. Refer to AAR Field Manual Rule 46.

**Item 10:** Could you please provide some further information about the information tag? A picture from the wagons and the text would be helpful.

**Answer:** The equipment identification tag is an RFID device in standard packaging specific to the railway industry, such as those provided by Transcore.

**Item 11:** Please advise what statistical parameter you would like to obtain from this equipment.

**Answer:** ONTC is interested in statistic reporting such as deviation over alarm thresholds, # of cars above or below thresholds, # of cars with repeat alarms, etc.

**Item 12:** Would you please elaborate on lateral monitoring (truck hunting) and your required expectations?

**Answer:** Lateral monitoring (truck hunting) will identify truck assemblies that are not tracking properly producing excessive side loading. The system should include reporting on hunting trucks with a Truck Hunting Index as well as being configurable for alarm thresholds. Refer to AAR Field Manual Rule 46.

**Item 13:** Please provide some pictures from the installation location.

**Answer:** The installation location will be chosen after project award.

**Item 14:** Please provide the rail type and cross-section drawing.

**Answer:** The rail is standard 115RE. Consult AREMA for drawings.

**Item 15:** Please confirm the track gauge.

**Answer:** The track gauge is 56 ½”.

**Item 16:** Regarding the required customer references, the system that we are planning to propose has not been sold in North America yet; however, we have several customer references in Scandinavia which has similar climate compared to Canada. please advise if it is acceptable as an equivalent reference.

**Answer:** Respondents may use alternate references; however, scoring will be as per the RFQ document.

Regards,

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