



27 May 2026

NOTICE TO TENDERERS NO: 2

TENDER NUMBER: 229S/2025/26

TENDER DESCRIPTION: TOWING, SALVAGING AND RECOVERY OF TRUCKS AND PLANT ON AN AD-HOC BASIS FOR THE CITY OF CAPE TOWN FOR ITEMS NOT AWARDED ON 080S/2024/25

BOX NUMBER: 236

ORIGINAL CLOSING DATE: 03 June 2026

Dear Sir/Madam

Tenders should take note of the following:

The following Addendum is issued in terms of this Tender. This Notice to Tenderers forms an integral part of the Contract.

Change ref no.	Description of change	Current page no.	Replacement Page No.
1	The overall approved response time for this tender shall be one (1) hour, applicable uniformly during both daytime and night-time operations. <i>"The service provider shall demonstrate the ability to deploy vehicles and personnel within the City of Cape Town metropole at all times, and must maintain local operational readiness sufficient to meet the prescribed response times (1 hour daytime and night-time). Failure to maintain such local readiness shall constitute nonperformance."</i>	51	51R

The page to be inserted is attached to this Notice.

In addition is a list of questions raised by prospective bidders, including responses provided thereto.

1. According to service requirements propshafts will have to be refitted. What happens if oem manufacturer does not want to disclose torque specs, also some Manufacturers require specific loctite sealers applied or Bolts, replaced after use as they are stretch bolts?
The re-installation of the prop-shaft remains the responsibility of the service provider as it is removed for the purpose of towing from the front without causing any damages to the gearbox. It is recommended that, the service provider marks the prop-shaft when removing to ensure correct re-installation. Service provider(s) will need to communicate with the CCT Official(s) on site or the workshop concern whenever they are unable to obtain the torque settings?

2. *In the event of truck with air issues, the boosters have to be released in order to tow vehicle. Do they have to be Returned to their old positions? Standard brake procedure for retightening boosters would be required to air up the vehicle Check Brake Linings Adjust and retest On brake roller machine.*

My Concern with booster readjust is they cannot be tested and should be tested in order for them to be even. Certain Vehicles turning the boosters to its exact previous position would be very difficult if it has an air issue already or many of them have the internal hex key inside booster which cannot be marked, Some being Manufacturer Specific?

This will need to be communicated to the CCT Official(s) or workshop(s) concerned, so that the workshop(s) team can arrange for the readjustment of brake boosters and conduct brake test on the vehicle once mobile?

Tenderers are to return a signed copy of this notice/addendum/attachment, with the submission of their Tender. Failure to return a signed copy of the Addendum may result in the Tender being declared non-responsive.

Yours faithfully,



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For: Director: Supply Chain Management

WRITTEN ACKNOWLEDGEMENT OF RECEIPT OF NOTICE 1 – TENDER: 229S/2025/26

Signature **Date.....**

Legal and full name of tendering entity: