

Subject: NSPA RFP DWI17001 - 4 x 4 Light Armoured Vehicles (VTLB) - Questions and Answers (Issue 12)

Note 1: NSPA will post all official communications regarding this procurement on its website. In addition, NSPA reserves the right to amend this RFP at any time prior to the proposal submission deadline. Any changes, amendments, or clarifications will be made in the form of responses to bidders' questions, amendments, or addendum issued by NSPA. Bidders should check NSPA's website frequently for notice of matters affecting this procurement.

Note 2: Technical Questions and Answers are marked in Green

Note 3: Commercial Questions and Answers are marked in Blue

Note 4: This Issue 12 provides a consolidated list of Questions and Answers (Technical) that have been received to date. It is anticipated that the remaining seven (7) Technical Questions will be answered w/c 16 July and these are outlined below.

Note 5: This Issue 12 also provides a consolidated list of Questions and Answers that were raised at the Bidders Conference on 21 June 2017.

Note 6: You are also advised to consult the Addendum No. 1 to the SOW that has been published under Issue 11.

No.	Requirement No. [XX] or Reference	Clarification Question	Clarification Answer
1	2	Is it possible to have only driver seat adjustable? And 5th seat with ergonomic limitation?	Front seat adjustable is mandatory. The other seats, minimum requirements: 1. Seat padding removable with quick-fit, to allow the backrest to be folded back. 2. Seat padding horizontal adjust is mandatory (MIL-STD-1472F/5.12.2.3).
2	2	The answer provided was that only front seats must be adjustable, as a mandatory requirement. Height and depth adjustable? Is it not mandatory for the rear seats? According to your answer, it seems that the rear seats MUST be (mandatory/minimum requirement) horizontal adjustable (depth) and the backrest MUST be (mandatory?) foldable. Please confirm, since it seems to be a new requirement. Furthermore, now it seems that rear seats must not be mandatorily height adjustable.	Front seat adjustable is mandatory. The other seats, minimum requirements: 1. Seat padding removable with quick-fit, to allow the backrest to be folded back. 2. Seat padding horizontal adjust is mandatory (MIL-STD-1472F/5.12.2.3).
3	2	According to clarifications provided dated on 16.05.2017, and as mentioned during Bidder's conference, it seems that some clarifications may be considered contradictory with the original requirements at RFP: · Only adjustable front seat vs. all seats should be adjustable.	Front seat adjustable is mandatory. The other seats, minimum requirements: 1. Seat padding removable with quick-fit, to allow the backrest to be folded back. 2. Seat padding horizontal adjust is mandatory (MIL-STD-1472F/5.12.2.3).
4	4	All the supplies included in Three DOS (backpack, fuel and other fluids, ammunition, spares) must be reflected in the vehicle layout to demonstrate the capacity and the specific areas to carry all those items? If layout is needed to include all above, it would be appreciated to get the size of all those supplies.	Please consult Annex B to the SOW for these details.
5	4	Is it possible to have a quantitative value of the payload?	Minimum payload must be 1000 kg [14] and include items on Annex B to the SOW.
6	7	Can the length of the rear module be reduced? How much? Obviously finding room for equipment elsewhere.	No. The length of the rear module cannot be reduced.
7	13	Is it possible to have a hardtop without ballistic protection?	No. The hardtop must have level 1 ballistic protection.
8	14	Which are the elements that shall be considered as curb weight versus payload capacity? 1. Does the curb weight include weight of add-on level 3 ballistic protection? Or is it part of the payload? 2. Does the curb weight include weight of the ballistic protection for the gunner (at the hatch)? Or is it part of the payload?	The 1000 kg refers only to the minimum payload. The payload does not include the weight of add-on level 3 ballistic protection, the weight of the ballistic protection for the gunner (at the hatch) nor the standard accessories and tools identified in Annex D to the SOW. All these shall be considered as curb weight.
9	14	1000 kg of minimum load capacity must be added to the payload value resulting from Annex B or is only an indication of weight to be taken into account for the dimensioning of the rear compartment?	Minimum payload must be 1000 kg [14] and include items on Annex B of the SOW.
10	16	Does all terrain conditions include sandy ground?	Yes. It includes sandy ground.
11	21	Could a Euro 5 base Engine without SRC (Urea post treatment) be accepted? To fit with bad quality fuels	It can be accepted.

12	21	Does this requirement mean that EURO III engine fulfill the requirements of the RFP? According to Req. [80], "Current legislation relating to exhaust gas emissions, noise and the recycling of materials must be respected", which seems to be contradictory with Euro III requirement.	Yes.
13	21	Is it possible to have detailed indications on quick engine heating? Could it be acceptable a Euro III vehicle for use in country and a higher output vehicle for use in area of operations?	Preheating the air and inject the fuel into the prechamber at a high pressure or using the swirl chamber method. The mixture burns rapidly as a result of the shape and size of prechamber, reducing the ignition delay. Also using the coolant preheating system by water heater unit. Regarding Euro III question see answers to requirement [21] questions.
14	23	Is possible to present a power/weight ratio of minimum 24 hp/Ton?	No. It is not.
15	28	Is manufacturer allowed to go up to 11,5tons to fit with Add-ON protection, payload and equipment requirements?	Requirement [28] for operational reasons, a maximum of 9 tons should be considered curb weight plus level 3 add-ons. Curb Weight refers to all vehicle configurations with all necessary consumables for its operation, without crew and payload.
16	28	Is there any operational requirement which makes the weight cannot be higher than 9 Tons? Is this 9-ton-requirement applicable to every configuration, including the Ambulance type, (bearing in mind the bigger size and that the level of protection remains the same)? Would it be possible to raise up the GVW up to 9.5 tonnes? If, by any reason, the Authority raised up the max admissible GVW, would the ratio CV/Ton remain the same?	Requirement [28] for operational reasons, a maximum of 9 tons should be considered curb weight plus level 3 add-ons. Curb Weight refers to all vehicle configurations with all necessary consumables for its operation, without crew and payload.
17	28	Is absolutely mandatory or can be pushed to 10,4T?	Requirement [28] for operational reasons, a maximum of 9 tons should be considered curb weight plus level 3 add-ons. Curb Weight refers to all vehicle configurations with all necessary consumables for its operation, without crew and payload.
18	28	Is a vehicle allow a gross weight of more than 9 Tons?	Requirement [28] for operational reasons, a maximum of 9 tons should be considered curb weight plus level 3 add-ons. Curb Weight refers to all vehicle configurations with all necessary consumables for its operation, without crew and payload.
19	28&54	During the Bidder's Conference the Customer explains the operational reasons for this weight requirement, i.e. aircraft payload capacity. So, during air transport the vehicle overall weight cannot be above 9 tons. However, our understanding is that during air transport some elements must be removed: The crew shall not be transported inside the vehicle. · Due to the height aircraft limitation, the turret ("possibility of removal in air transport" according to requirement [66]) must be removed. · Specifically, in the ambulance variant, according to req [215], the type I ambulance cell must be removed for air transport. Bearing in mind all above, we understand that the GVW limitation could be increased as per the weight of those elements.	Requirement [28] for operational reasons, a maximum of 9 tons should be considered curb weight plus level 3 add-ons. Curb Weight refers to all vehicle configurations with all necessary consumables for its operation, without crew and payload.
20	31	Is possible to increase the turning circle to 17 metres?	No. It is not.
21	32	Only one tank possible?	No. There should be two independent fuel tanks, according to requirement No. [33]. This does not include the external tanks (e.g. Jerri cans)
22	33	Are these independents fuel tanks considered supplementary fuel tanks? Or can be used both in order to achieve (adding the capacities from both tanks) the range of 600 km or further, required by [32]?	No. They are not considered as supplementary. They must be installed in the vehicle chassis, both connected to the engine, but not connected between each other. Together, both tanks need to ensure minimum range of 600 km, or more.
23	37	Is rigid axle accepted? Indeed requirement for "independent suspension on the four wheel" is likely to be considered by some manufacturers as a strong limit to open competition by excluding one technology for another without being justified. (as an example, in parallel: no wheel size (technology solution) is requested but a step's height (objective) to be crossed/ no torque is requested but a specific slope percentage etc..... giving latitude to propose technical answers..)	No, it's not acceptable. The independent 4-wheel suspension has been tested by Portuguese military forces in Afghanistan for 10 years and has yielded more positive results than with rigid-axle vehicles, and is therefore a better solution for operating theatres with much poorer routes And in which sometimes some speed of progression is required.

24	44	Please clarify your requirement in relation to fording depth?	Requirements [44] and [45] are mandatory. [44] - Fording depth 0.75 m (without preparation) [45] - Fording depth 1.5 m (with preparation)
25	45	Possible to limit fording to 1 metre?	Requirements [44] and [45] are mandatory. [44] - Fording depth 0.75 m (without preparation) [45] - Fording depth 1.5 m (with preparation)
26	45	There is no standard reference in Req [45]. So, we don't know the deep fording performance (working profile) required for meeting this requirement. Further information would be appreciated. Since the vehicle must meet Req [44], min fording depth of 0.75m (w/o preparation), does the Req [45] means that there should be a preparation kit to upgrade its fording ability? Otherwise, would Req [45] may be met without any kit, and just with a vehicle built up with 1.5m fording ability w/o preparation? That would mean that the vehicle would be delivered with such performance (1.5m deep fording ability) with no need of preparation later on. If preparation is needed, who would be in charge of that preparation (kit installation)? User or OEM representative? If Req [45] must be met by means of a kit, is the weight of such kit included in the curb weight? Or is it part of the payload?	No standard is defined and it is not necessary to have it. If the vehicle, in its basic configuration, already comes with devices that allowed such performance "deep fording", then we do not need the additional kit for such capability. In case of necessity of a kit for the deep fording, then, such device must be available to the crew to be installed by them in an easy way (tools must be provided if necessary).
27	45	As per original requirement, deep ability should be up to 1.5 m (with preparation) as mandatory. As per provided answer to the request for clarification dated on 16.05.2017, the minimum requirement is 1 m, and 1.5 m seems not to be mandatory, but preferable. Is it right? Has the original requirement been changed?	Requirements [44] and [45] are mandatory. [44] - Fording depth 0.75 m (without preparation) [45] - Fording depth 1.5 m (with preparation)
28	45	As per original requirement, deep fording ability should be up to 1.5 m (with preparation) as mandatory. As per NSPA answer to the request for clarification dated on 16.05.2017, the minimum requirement is 1 m, and 1.5 m seems not to be mandatory, but preferable. How shall the bidder quote this preferable requirement? With the other desirable requirements? If yes, shall we understand that this requirement (1.5 deep fording), is included in the desirable requirements for each kind of vehicle? Rising up to 1.5 meters deep fording is a "Financial evaluation item" or not?	Requirements [44] and [45] are mandatory. [44] - Fording depth 0.75 m (without preparation) [45] - Fording depth 1.5 m (with preparation)
29	45	Please clarify your requirement in relation to fording depth?	Requirements [44] and [45] are mandatory. [44] - Fording depth 0.75 m (without preparation) [45] - Fording depth 1.5 m (with preparation)
30	45	According to clarifications provided dated on 16.05.2017, and as mentioned during Bidder's conference, it seems that some clarifications may be considered contradictory with the original requirements at RFP: 1.5 m Deep fording (w/preparation) seems now to be "preferable" vs. mandatory.	Requirements [44] and [45] are mandatory. [44] - Fording depth 0.75 m (without preparation) [45] - Fording depth 1.5 m (with preparation)
31	47	Is it possible to specify "in motion"?	The term "in motion" means while the vehicle is moving.
32	51	Could it be possible to provide a winch with a cable with a minimum useful length of 25m? If is used an additional pulley to achieve the pulling capacity, which shall be the length of the cable?	No. It is not possible. Cable length must be 30 m.
33	52	According to NSPA answer to above mentioned request for clarification ("All winch with maximum weight capability of the heavier configuration vehicle"), it seems that some configurations may be "heavier" than others. So, we understand that the winch must have the same pulling capacity than the heaviest vehicle.	The winch must have the same pulling capacity than the heaviest vehicle.
34	52	In which winding configuration?	All winches must have the maximum weight capability of the heaviest configuration vehicle. Can be used with an additional pulley.
35	53	STANAG 4062 refers to Slings and Tie-Down facilities for lifting and tying down military equipment for movement by land and sea. Stanag 4062 has no requirement regarding Towing attachments. It doesn't apply to towing or towing hook. Could you please be so kind of clarifying which are the requirements of this point? We understand that only Stanag 4101 applies to towing facilities.	Consider STANAG 4019 instead of STANAG 4062. STANAG 4101 still applies.
36	54	Is the tyre pressure for transport right? According to our experience the tyre pressure for transport is lower than this because of transport requirements.	The tyre pressure refers to the edge between what is considered a "soft tyre" and an "hard tyre" meaning that an "hard tyre" has limitations to its transport because of possible damages to the plane floor. A "hard tyre" (pressure above 100 psi) needs to be provided for the vehicle transport.
37	54	Is the formula OK? With a vehicle weight of 17.500 lbs (approx.. 8.000 kilos) the result is: $Nc = [78.4 * 17500] / 10000$ $Nc = 1372$ This means that, as per requirement 2.e.30 (j), the number of vehicle tie down points shall be 457.	There is a typing error in the formula. The correct formula is $Nc = [8(G) \times \text{Vehicle Weight (lbs)}] / 10000$ For 17.500 lbs vehicle weight the correct calculation is: $Nc = (8 * 17500) / 10000$ (just multiply by 8 without using G number) $Nc = 14$

38	57	<p>Is it possible to limit roof and transparent to level 2 in order to respect the Gross Vehicle Weight defined by 2.b.21?</p> <p>Is it possible to limit non transparent to level 3 with 7.62 mm x 54R B32 API?</p> <p>As not precised, we understand there is no engine armor protection for bonnet, wings and grid?</p>	<p>The upper protection and the glasses must have a ballistic protection at level 3.</p> <p>It's not possible to limit non transparent to ballistic protection at level 3 with 7.62 mm x 54R B32 API.</p> <p>According to [58] requirement, the vehicle without "add on" must have ballistic protection of level 1 according STANAG 4569 Ed 01, for all mechanic and electric components.</p>
39	57	<p>In the NSPA answer clarification the wording "for all mechanic and electric components" is new at the protection requirements. The original requirement refers to STANAG 4569 Ed.01, which guarantees the protection to the occupants at the crew compartment. Does such clarification refer only to the "mechanic and electric components" inside the crew compartment?</p>	<p>It refers only to the mechanic and electric components installed inside the crew compartment.</p>
40	57	<p>Is it possible to have a level 1 add-on kit and another level 3?</p> <p>Is it possible transparent be level 3 non-removable?</p>	<p>This answer is no to both questions.</p>
41	57	<p>Shall be delivered the vehicle to the End User with the level 3 ballistic protection add-ons fitted and installed in the vehicle? Or shall the level 3 ballistic protection add-ons be packaged (e.g. in a box) and delivered along with the vehicle?</p>	<p>The level 3 ballistic protection add-ons must be package in boxes with all the instructions (storage conditions, installation drawings, parts list and necessary tools for installation). Verification of the conformity of such solution/installation on the first vehicle of each configuration will be undertaken.</p>
42	57	<p>How should the add-on ballistic protection be delivered? Is this as a kit or already installed on the vehicle when delivered?</p>	<p>The level 3 ballistic protection add-ons must be package in boxes with all the instructions (storage conditions, installation drawings, parts list and necessary tools for installation). Verification of the conformity of such solution/installation on the first vehicle of each configuration will be undertaken.</p>
43	57	<p>There is a contradiction in relation to the STANAG within Requirement [57]. Please explain?</p>	<p>We do not believe that there is a contradiction in the case you outline.</p>
44	57	<p>How should the add-on ballistic protection be delivered? Is this as a kit or already installed on the vehicle when delivered?</p>	<p>The level 3 ballistic protection add-ons must be package in boxes with all the instructions (storage conditions, installation drawings, parts list and necessary tools for installation). Verification of the conformity of such solution/installation on the first vehicle of each configuration will be undertaken.</p>
45	57	<p>According to clarifications provided dated on 16.05.2017, and as mentioned during Bidder's conference, it seems that some clarifications may be considered contradictory with the original requirements at RFP:</p> <p>We think that there is also a contradiction about item [57] (STANAG 4569 only refers to crew protection, so protecting mechanical and electrical components is a "new" requirement), but this issue was answered during Bidder's Conference.</p> <p>If any contradiction between the RFP and the Clarifications, what will remain as valid? Clarification or original requirements?</p>	<p>Requirements are updated with the "clarifications" provided afterwards that supersede the original documentation issue in the RFP dated 24th April 2017.</p>
46	59	<p>Which spall liner performance?</p>	<p>It can be in polyaramid fabric or ballistic nylon bonded together with at least one reinforcing layer of martensite sheet steel interposed between the woven fabric layers. The intent is to minimize the effects of the impact of the bullet by dissipating the projectile's force, fragmentizing the projectile and trapping the fragments in the spall liner's interior. The purpose is to minimize the effects of the impact of projectile/mines/IED fragments inside the vehicle.</p>
47	65	<p>According to above requirement (41) [65]-[68] the hatch must be fitted with the gunner ballistic protection. However, as per Req (1), the hatch can be installed with the possibility of installing ballistic protection for the gunner (turret). Shall the turret be a "possibility" (can be) or must it be fitted to the hatch?</p>	<p>The vehicle must be provided with a turret with a ballistic protection. This turret should be fitted to the hatch ring.</p>
48	72	<p>Shall the regulator affect to all lights inside the vehicle, including flexible arm map reading lamp? Or shall it affect only to the dashboard lights?</p>	<p>It refers to all lights but the dashboard must be independent to the other lights.</p>
49	74	<p>CARC paint considers the Hull and the flatbed of the vehicle only?</p>	<p>Yes. It is only hull and flatbed.</p>
50	74	<p>Will the colour of the vehicle be single or puzzle (camouflage) paint?</p> <p>According to the text we understand that the paint must be with Infra-Red Reflective Properties.</p> <p>Shall this paint have CARC properties or must allow the application of a top coat with CARC characteristics?</p> <p>Vehicle paint, must be in accordance with Def-Stan 80-215 (Paint, Finishing, Temporary Colour, Alkali Removable, Non-Aerospace Use) OR must allow the subsequent application and removability of a paint (top coat) with such characteristics?</p>	<p>The colour of the vehicle will be a single colour.</p> <p>It must have a top coat with CARC characteristics and have the subsequent application and removability of a paint (top coat) with such characteristics.</p>
51	75	<p>This vehicle can not operate in hot areas due to the size and weight added by the high level of protection. Such a means works in quiet situations.</p> <p>In the light of this, would it be possible to reduce the request for ballistic protection of the rear compartment only?</p>	<p>No. It is not.</p>
52	76	<p>Is Level 2a required just for the front?</p>	<p>It is required for the following elements: front and cell.</p>
53	80	<p>Has reduction of handling been considered?</p> <p>Could it be acceptable to reduce the dimensions of the cell, ensuring a mission-appropriate operation?</p>	<p>It was considered but dimension reductions are not acceptable.</p>

54	105	Is it acceptable 5 (five) points seatbelts?	No. It is not.
55	131	What is the difference between Req [131] and Req [20]?	By Req [131] it is mandatory to have a table defined by Req [114] an Req [115] without specifying the location inside the vehicle. By Req [20] it is only requested to have stands or fixing points for a table defined by Req [114] and Req [115] specifying that them should be located in the vehicle's commander position.
56	150	Is there any packaging/storing requirement regarding the missile? Need to know the size of the missile cases, in order to design the vehicle's layout. Shall the bidder design the missile's rack or just to provide the space required for its storage? Other than the storage places for the missiles (6 u.), should not the vehicle be fitted with storing facilities for the rest of missile launcher components (i.e. missile mount, thermal imager, weapon...)?	The layout will be discussed during Design Review.
57	161	Will 2 seats capacity be enough to meet this requirement?	No. It must have 3 seats as per requirement [161].
58	233	During the study were the issues of bulk and anti-mining protection considered? Is it possible to replace the requirement of rotating seats with a suitable set of markers? ONLY 9 UNITS.	Yes, these issues were considered. No. It is not possible to replace the requirement of rotating seats with a suitable set of markers.
59	233	Please explain why there is a requirement for the seats to move in accordance with Requirement [233]?	This is because it is an operational requirement for a Special Operational Forces (SOF) Vehicle.
60	233	What is the operational reason for this requirement? In a close concept cabin (since req [58] applies to this configuration) there is no possibility for the seats to be rotated because, while rotating, the crew member would hit the vehicle's cabin walls or doors, specially the rear seat's crew member.	In specific SOF missions there will be a need to take out the doors and rotating seats are needed.
61	237	Such Req [237] replaces Req [57]. However, Req [57] applies to this configuration according to Req (176) [231].	Requirement [237] replaces requirement [57].
62	241	Please can you explain Requirement [241] in more detail?	The purpose is to decrease the height of the vehicle when it is being transported inside an aircraft and to be quickly placed in its position to mount the weapon in order to be ready for tactical operation.
63	241-242-245	As mentioned during Bidder's Conference, more information and clarifications about these requirements will be appreciated. Our understanding is that the ring replaces the HATCH mentioned at req. (6) and its location is clearly requested to be behind the driver's seat. So, the E1 configuration's ring must be behind the driver's seat, although the rest of the configurations may have a roof hatch at the roof at any position. Furthermore, the hard top must be removable, as well as the cover, but separated from this. Is all above correct? Is there any reason to use the word "RING" instead of "HATCH"? Would be acceptable that the ring would be positioned at any place behind the front seats, i.e. at the center of rear seats?	The reason was to distinguish from an open top vehicle. The ring can be positioned at any place behind the front seats, i.e. at the center of the rear seats.
64	261	Does "manufacturer" refers to vehicle OEM? What is the difference between "reference" and "code"? What should be the validity of the unit prices disclosed? Yearly unit price?	In this context, the manufacturer refers to vehicle OEM. Reference is the same as part number (PN). Code means producers cage code. We need to see the yearly unit price on the List of Items, which should be valid for the duration of the Contract.
65	262	What does mean "plan" (red letters above)? Does it refer to the maintenance scheduled plan for warranty period and 10 year period? Shall we quote the cost of such plan?	The producer should provide an initial spare parts list based on its experience and on the vehicle historical failures, in a way that we can do/plan the maintenance activities at operators Level I (inspections, cleaning, refueling, etc.) and Maintenance Company Level II (LRU replacement and small repairs). That should cover the warranty period and other period according our profile of use stated in requirement [262]. Bidders should quote the costs for such plans which include the maintenance costs associated with the 3 years warranty and the maintenance costs associated up to 10 years of usage.
66	262	Is there any standard applicable to the maintenance levels? If not, could you please provide us with further details of what is the scope of each level of maintenance? Are the "scheduled maintenance tasks" included in Level I (O) or Level II (F)?	See Note 2 of requirement number [262].
67	Annex B to SOW - 2 (a)	We understand that, further to their personal weaponry (automatic rifle and pistol), each crew member may carry additional weaponry as is stated above. Therefore two additional weapons to be chosen from below options: Option 1: 1 84 mm recoilless Carl Gustaf rifle or 60 mm mortar or 1 5.56 mm LMG (MG-4) Option 2: 1 7.62 mm LMG (MG5) or 1 40 mm GL (LG6) or 1 M4 Benelli tactical shotgun, either 4HK416 or 2HK417 Is our understanding correct? If yes, must this weaponry be reflected in the vehicle layout to demonstrate the capacity and the specific areas to transport all items included at Req [4]?	One 5.56 mm LMG (MG-4) or 7.62 mm LMG (MG5) or HMG 12,7mm or 40 mm AGL (MK19) as principal weapon of the vehicle. Additional must have the following versions: Option one: place to transport one 84 mm recoilless Carl Gustaf, 1 M4 Benelli tactical shotgun, either 5HK416 or 5HK417. Option Two: place to transport one 60 mm mortar, 1 M4 Benelli tactical shotgun, either 5HK416 or 5HK417. Option Tree: place to transport one 40 mm GL (LG6), 1 M4 Benelli tactical shotgun, either 5HK416 or 5HK417.
68	Annex D to SOW - (g)	What should be the size of the material provided by the Portuguese Army?	The dimensions are: Length 350 mm, Width 430 mm, Height 160 mm
69	Annex D to SOW - (i)	What should be the lifting capacity of this tool? Should it be able to lift Front or Rear axle?	The capacity shall be the Gross Vehicle Weight.
70	Bidder Instructions – Para 4	After the Contract has been awarded, when are the first deliveries expected to be made?	Bidders are expected to provide a Project Plan to support all 167 vehicles are delivered and accepted by 31st Dec 2020. You are therefore expected to identify when you believe the first deliveries can be made within your Project Plan.
71	Bidders Instructions - Para 4	When the first deliveries for the vehicles are expected in 2018?	Bidders are expected to provide a Project Plan to support all 167 vehicles are delivered and accepted by 31st Dec 2020. You are therefore expected to identify when you believe the first deliveries can be made within your Project Plan.
72	Bidder Instructions - Para 5	Please define what is meant by "prototype vehicles" as defined in the accordance with the Bidder Instructions Para 5?	The requirement is for baseline vehicles (Configuration A) shall have been tested in an operational environment that are proven and already in service in other NATO armies. This is defined in the Statement of Work (Introduction).
73	Bidder Instructions – Para 18	Will Purchase Orders be issued throughout the year or at the beginning of the year?	This is defined in the Bidder Instructions (Paragraph 18). Each Tranche (defined by year) will be ordered at the beginning of each year and the actual ordering therefore shall be by individual call-off Purchase Orders.

74	Bidders Instructions - Para 23	Does this mean that the country could be changed, and instead of Portugal could be other country? Or does this mean that could be changed the exact delivery location in Portugal?	The delivery location is not expected to change. The delivery location should therefore be DGME in Portugal. However the unit name changed to UAGME (Unidade de Apoio Geral de Material do Exército) it has the same exact location as DGME - Estrada do Infantado, 2890-403 Benavente / Portugal. It is anticipated that in the event the delivery location does change, it will remain within Portugal, and not be in another country.
75	Bidder Instructions - Para 27	What is the earliest deadline on which the bidders should deliver the vehicles for tests/trials (if have to) after bids opening?	6-8 weeks after the bids are opened but this may be subject to change.
76	Bidder Instructions – Annex A (Part A) – Tab 4 (Project Plan)	Should a bidder include a deadline for Purchase Order issuance in its Project Plan?	The actual ordering shall be by individual call-off Purchase Orders at the beginning of the year. You are not required to put a deadline on NSPA to do this in your Project Plan.
77	Bidder Instructions – Annex A (Part A) – Tab 4 (Project Plan)	Within the Instructions for the Technical Proposal under Tab 4 (Project Plan), please explain the purpose of the Design Reviews, given that the requirement is for vehicles already in service in NATO armies?	The Design Reviews will be used to check, for example, that the ergonomic requirements of the vehicles have been met.
78	Bidder Instructions – Annex A (Part A) – Tab 4 (Project Plan)	Should a bidder include a deadline for Purchase Order issuance in its Project Plan?	The actual ordering shall be by individual call-off Purchase Orders at the beginning of the year. You are not required to put a deadline on NSPA to do this in your Project Plan.
79	Bidders Instructions - Annex A - Tab 11 (Configuration Management)	Our understanding is that bidders shall submit the configuration management system. With "all relevant data and documentation related with configuration management", do you refer to any other information further to that one included in the configuration management system?	No.
80	N/A	When a clarification answer is published, does it replace the original requirement, as published under the RFP document set dated 24th April 2017?	Yes.

Pending Questions & Answers

No.	Requirement No. [XX] or Reference	Clarification Question	Clarification Answer
1	84	Are there any EMC performance requirements for only the vehicle? Only the vehicles means that no CIS are considered for the purpose of this question?	Still to be answered.
2	253	According to Req [253], the Reg [57] does not apply to this configuration E2. Either Req [57] is not mentioned at Req [255]. Req [13] is double mentioned as not applicable at Req [255]. But [11] is not mentioned neither at Req [253] nor [255]. Req [114] and [115] are applicable (as per Req [253]), but are not applicable, as per Req [255]. Req [83] is applicable, so storage places for four metal magazines for ammunition for 12.7 mm HMG, 40 mm AGL must be provided. However, Req [118] and [120] are not mentioned neither as applicable nor as not applicable. Question: Clarification to above contradictions would be highly appreciated. Req [251] is double mentioned at Req [254], but there is no mention Req [252].	Still to be answered.
3	Bidder Instructions - Para 6	Does "final acceptance" at clause no. 6 refer to the "factory acceptance" which draft should be submitted as per TAB 6? Does "final acceptance" at clause no. 6 will be conducted prior to awarding decision (among bidders) or prior to the first delivery by the contractor (after being awarded) in accordance with TAB 6?	Still to be answered.
4	Bidders Instructions - Annex A	The original certificates, or certified test results, issued by a third party (e.g. an official laboratory) shall be translated into English language? Any other language may be acceptable?	Still to be answered.
5	SOW - Table 14 (Warranty)	Is it possible to clarify the operational model for warranty repairs?	Still to be answered.
6	N/A	The ambulance version: is the module is an existing box already in service or is a system to develop?	Still to be answered.
7	N/A	What is the cycle life duration of the vehicle?	Still to be answered.