



NATO SUPPORT AND PROCUREMENT AGENCY
AGENCE OTAN DE SOUTIEN ET D'ACQUISITION



PROCUREMENT DIVISION
DIVISION DES ACHATS

Date: 16 May 2017

Subject: NSPA RFP DWI17001 – 4 x 4 Light Armoured Vehicles (VTLB)
Questions and Answers – Issue 3

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- Technical Question and Answers are marked in **Green**
- Commercial Questions and Answers are marked in **Blue**



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No.	Technical Specification Reference	Requirement No.	Question	Answer
1.	2.b.2	[2]	Is it possible to have only driver seat adjustable? And 5th seat with ergonomic limitation?	Front seats adjustable is mandatory. The other seats, minimum requirements: <ul style="list-style-type: none">• Seat padding removable with quick-fit, to allow the backrest to be folded back.• Seat padding horizontal adjust is mandatory (MIL-STD-1472F/5.12.2.3).
2.	2.b.9	[13]	Is it possible to have a hardtop without ballistic protection?	It's possible to have a hardtop, but with level 1 ballistic protection.
3.	2.c.17a	[21]	Could a Euro 5 base Engine without SRC (Urea post treatment) be accepted? To fit with bad quality fuels	It can be accepted.
4.	2.d.21	[28]	Is manufacturer allowed to go up to 11,5tons to fit with Add-ON protection, payload and equipment requirements?	No. In coherence with operational requirements, 9 Tons must be maintained.
5.	2.d.22.d	[32]	Only one tank possible?	The priority is for 2 independent deposits, according to requirement No. [33]. Not including the external deposits (e.g. Jerry Cans)



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6.	2.d.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..)	It is 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.
7.	2.d.25.g	[45]	Possible to limit fording to 1metre?	Yes, as a minimum requirement, but preferable to 1.5 m.
8.	2.d.28.d	[52]	In which winding configuration?	All winch with maximum weight capability of the heavier configuration vehicle. Can be used an additional pulley.
9.	2.f.33	[57]	<ul style="list-style-type: none"> Is it possible to limit roof and transparent to level 2 in order to respect the Gross Vehicle Weight defined by 2.b.21? Is it possible to limit non transparent to level 3 with 7.62 mm x 54R B32 API? As not precised, we understand there is no engine armour protection for bonnet, wings and grid? 	<ul style="list-style-type: none"> No, it's not possible. The upper protection and the glasses must be level 3. It's not possible to limit non transparent to level 3 with 7.62 mm x 54R B32 API, but this is a limitation. 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.



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10.	2.f.35	[59]	Which spall liner performance?	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.
11.	2.g.47	[74]	CARC paint considers the Hull and the flatbed of the vehicle only?	Yes, only hull and flatbed.