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**LETTER OF INTEREST
LETTRE D'INTÉRÊT**

Comments - Commentaires

PW-BL-326-27752

Title - Sujet Light Utility Vehicle (LUV)	
Solicitation No. - N° de l'invitation W8476-206313/C	Date 2021-05-06
Client Reference No. - N° de référence du client W8476-206313	GETS Ref. No. - N° de réf. de SEAG PW-\$BLC-003-28215
File No. - N° de dossier 003blc.W8476-206313	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM Eastern Daylight Saving Time EDT on - le 2021-06-11 Heure Avancée de l'Est HAE	
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Da Costa, Jason	Buyer Id - Id de l'acheteur 003blc
Telephone No. - N° de téléphone (613) 863-2719 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: Specified Herein Précisé dans les présentes	

Instructions: See Herein

Instructions: Voir aux présentes

Vendor/Firm Name and Address

**Raison sociale et adresse du
fournisseur/de l'entrepreneur**

Issuing Office - Bureau de distribution

Light Armoured Vehicles Specialists Variants and Light
Utility Vehicle Projects (LAV SVE & LUV)
Portage III 9C2 - 11, rue Laurier
Gatineau
Gatineau
K1A 0S5

Delivery Required - Livraison exigée See Herein – Voir ci-inclus	Delivery Offered - Livraison proposée
Vendor/Firm Name and Address Raison sociale et adresse du fournisseur/de l'entrepreneur Telephone No. - N° de téléphone Facsimile No. - N° de télécopieur	
Name and title of person authorized to sign on behalf of Vendor/Firm (type or print) Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie) Signature Date	

Request for Information related to
A procurement process for a Light Utility Vehicle (LUV) fleet
For
The Department of National Defence (DND)

Subject:

This Request for Information (RFI) #1 – Round 2, is raised to provide some updates to industry with regard to the Light Utility Vehicle (LUV) requirement and seek additional input from industry.

Purpose of this Second Round of Engagement:

In order for the project to establish the optimal procurement/sustainment strategies, supplementary information from industry is needed. The following questions are complementary to the first round of engagement conducted in Spring-Summer 2020, to ensure the current analysis leading to a Request for Proposal (RFP) remains relevant to industry's capabilities.

Note: At this stage, there are no answer(s) that would exclude a company from the subsequent procurement phases, the intent of the questions is to obtain planning considerations to sustain the equipment for its life cycle.

Requirement:

The Canadian Armed Forces (CAF) requires a protected, lightweight multi-role and highly mobile ground vehicle in order to conduct multiple battlefield roles and tasks across the spectrum of conflict. This includes, Combat roles, Command Support roles, Combat Service Support roles, Individual Training and Training support tasks.

The current Light Utility Vehicle Wheeled (LUVW) fleet is comprised of a Standard Military Pattern (SMP) Geländewagen (G-Wagon) and Militarized Commercial Off-The-Shelf (MilCOTS) Silverado truck. This fleet has been in service since 2003, has reached its end-of-useful life and has operational limitations, safety deficiencies, and no longer meets Canada's Strong, Secure, Engaged (SSE) Defence Policy and Canadian Armed Forces (CAF) objectives.

Background Information:

Industry has been engaged in a consultative process as the first step in this procurement process. The consultation process included the following two activities:

- A Request for Information (RFI) W8476-206313/A, issued on May 4th, 2020 and closed on July 15th, 2020. The RFI document can be consulted on the following web page: https://buyandsell.gc.ca/cds/public/2020/05/01/869ac04462c869ac8dfa8c0aaf8c2006/A.BES.PROD.PW__BL.B326.E27752.EBSU000.PDF,

- An Industry Day session that was held on 26 May 2020. Please use the following web link for a copy of the Industry Day presentation deck:
https://buyandsell.gc.ca/cds/public/2020/07/02/e1bfec32537bb590c5d6d16224320144/ABES.PROD.PW_BL.B326.E27752.EBSU003.PDF;

Other RFI #1 – Round 2, terms and conditions:

Sections A3, A4, A5, and A6 of the original LUV RFI are included by reference in this document and will apply to this second round of engagement.

Industry Engagement Follow-on Activities

See Annex D of Request for Information (RFI) W8476-206313/A,
https://buyandsell.gc.ca/cds/public/2020/05/01/869ac04462c869ac8dfa0aaf8c2006/ABES.PROD.PW_BL.B326.E27752.EBSU000.PDF,

One-on-One Industry Meetings

If required, Canada may meet with Industry participants individually to listen to their concerns, recommendations and solutions. Canada would analyze and summarize industry's input for further use during the definition of requirements phase or to identify topics that still need to be discussed at other consultation sessions.

Submission of Responses

Canada requests that responses be emailed to the following generic email address:
TPSGC.PADGAMDVUL-APDMPBLUV.PWGSC@tpsgc-pwgsc.gc.ca according to the following timeline:

The responses to the list of questions to Industry, are requested by 11 June 2021.

Contents of this RFI

This RFI document includes the following annexes:

- (a) Annex A – Technical Requirement Changes
- (b) Annex B – Army Outlook 2021 – LUV Update
- (c) Annex C – Questions to industry

Enquiries

Because this is not a bid solicitation, Canada will not necessarily respond to enquiries in writing or by circulating answers to all potential suppliers. However, respondents with questions regarding this RFI may direct their enquiries to:

Public Services and Procurement Canada
Acquisitions Program
Land and Aerospace Equipment Procurement and Support Sector

Sollicitation No. - N° de l'invitation
W8476-206313/C

Amd. No. - N° de la modif.

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W8476-206313

File No. - N° du dossier
327bl W8476-206313

CCC No./N° CCC - FMS No./N° VME

Armoured Vehicles Projects Directorate
Place du Portage, Phase III, 9C2
11 Laurier Street
Gatineau, Québec, K1A 0S5

Attention: Jason Da Costa, Contracting Authority
Telephone: 613-863-2719
E-mail address: TPSGC.PADGAMDVUL-APDMPBLUV.PWGSC@tpsgc-pwgsc.gc.ca

Annexes

See herein at the back of the document for a copy of the following annexes:

- Annex A – Technical Requirement Changes
- Annex B – Army Outlook 2021 – LUV Update
- Annex C – Questions to industry

Annex A – Technical Requirement Changes

1. PROJECT OVERVIEW

1.1 Scope

The Light Utility Vehicle (LUV) project is a capability replacement that is intended to be a greater than one-for-one replacement of the existing capability. The project is expected to deliver the following:

a. Light multi-role vehicles:

Approximately up to 2000-2400 vehicles, including military and commercial vehicles. Commercial vehicles may be acquired through a separate procurement tool. The military vehicles will have up to four (4) of the following variants:

- (1) Command and Recce (C&R) Vehicle;
- (2) Utility Vehicle;
- (3) Military Police (MP) Vehicle; and
- (4) Cable-Laying Vehicle.

b. Ancillary equipment:

- (1) Military Police (MP)/ Signals equipment (see appendices A2 & A3);
- (2) Armour protection; and
- (3) Light Utility trailers.

c. Integrated Logistics Support (ILS).

With the initial acquisition of the LUV capabilities, Canada intends to procure an ILS package which could include Initial Cadre Training, electronic technical publications, initial provisioning of spare parts (quantity to be determined) and Special Tools and Test Equipment (STTE) if required. ILS requirements will be determined based on industry feedback and analysis by Government stakeholders.

d. In-Service Support solution (ISS).

In addition to the deliverables above, the LUV project will establish an ISS solution for the sustainment of the fleet(s) through its life cycle. ISS requirements are being developed through the Sustainment Business Case Analysis (SBCA) process and the support concept will be determined after industry feedback and analysis from Government stakeholders.

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CCC No./N° CCC - FMS No./N° VME

Annex B – Army Outlook 2021

LUV Update

(see attachment)

Light Utility Vehicle Project (LUV)

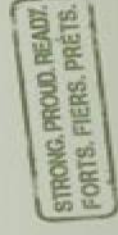
CADSI Army Outlook 2021

Maj D.W. Gottfried
DLR 6-1, PD LUV Project

Mr F Camus
DSVPM 9, PM LUV Project



All images are representative only



Project Scope

- » LUV is a capability replacement project that is expected to deliver 2000 – 2400 light vehicles of the following variety:
 - » Light multi-role vehicles with up to 4 variants:
 - » Command and Recce (C&R) Vehicle
 - » Light Utility Vehicle
 - » Military Police
 - » Cable Layer
 - » Ancillary equipment:
 - » Military Police (MP)/ Signals equipment
 - » Armour protection
 - » Light Utility Trailers
- » In-service support solution, including initial provisioning

LUV Mission Profiles

- » This vehicle fleet will be utilized pan-CAF across the spectrum of conflict, domestically and internationally. It will conduct a multitude of tasks that includes:
 - » Combat: Combat roles envisage the vehicle being used predominately cross-country conducting tactical movement with a higher risk of direct engagement with opposition forces.
 - » Command Support: Tasks for this fleet would include, but not limited to, rovers for sub-units commanders, command and control vehicles for unit and sub-unit commanders and Liaison Officer Vehicles. This role also includes the MP variants.
 - » Combat Service Support (CSS): CSS is the support provided to combat forces, primarily in the fields of administration and logistics. These roles still envisage the vehicle being able to drive cross-country, however, there will be less tactical movement conducted and most manoeuvre will occur on tracks or pathways.
 - » Training and Administrative: The LUV fleet will provide the first step in completing all driver training with the basic driver wheeled course and as such will require the same mobility as above. Administrative tasks require the unit to support a field unit while on training in Canada. These roles do not envisage the vehicle leaving Canada and the vehicle will have limited to no cross-country driving requirement.

HLMRS

Survivability	A portion of the fleet* must have the ability to protect the crew compartment with a minimum of level 1 for both kinetic and blast threats according to STANAG 4569 Protection Levels for Occupants of Armoured Vehicles.
Lethality	A portion of the fleet* must have the ability to mount an in-service weapons system, to target and engage specified threats, on the roof of the crew capsule up to a .50 Cal MG and the C16 40mm Automatic Grenade Launcher.
Physical Capacity	A portion of the fleet* will be a four (4)-seat platform accommodating personal kit and mission specific equipment to a minimum physical capacity of 800 kg.
	A portion of the fleet* will be a two (2)-seat platform accommodating personal kit and mission specific equipment to a minimum physical capacity of 2000 kg.
	The ability of towing a trailer with a minimum payload capacity of 1000kg to transport cargo. Hitches must conform to STANAG 4101 Towing Attachments.
Mobility	The ability to operate at Gross Vehicle Weight Ratio (GVWR) in a wide range of geographical regions, while traversing diverse terrain. This includes, but not limited to manoeuvre on highways, austere roads and tracks, off-road and cross-country.
Interoperability	The ability to achieve at least 450 km range on hard level surfaced roads at GVWR without refueling.
	The ability to be able to operate on NATO common fuel (F-34) and regular commercial diesel.
Electrical Architecture	The capability must be currently in service (or an upgraded version in development) by a NATO or ABCANZ country that employs the same mission profile as Canada.
	Must be able to integrate multiple electronic sub-systems as described in STANAG 4754 NATO Generic Vehicle Architecture.
	Must be able to export power and charge existing equipment (radios) while allowing for the integration of future electronic sub-systems (e.g. mini-UAVs, BMS).
Durability and Sustainment	LUV must have the ability to conduct operations 24/7 for extended periods of time without degradation of personnel and mission critical equipment. It must be employable in climatic conditions where the CAF will operate.

Operational Requirement

- » Vehicle Configurations – The vehicle fleet will have 2 basic configurations: A Weapons Mounted Platform and a Combat Support Platform.

- » Weapons Mounted Platform – C&R and MP



Command and Recce



Military Police

Mission Profile. LUV is expected to be used an average of 8,000 km per year per vehicle.

This usage is expected to take place 60% on publicly maintained roads 20% on gravel roads and 20 % over cross country terrain.

- » Combat Support Platform – Utility and Cable Layer



Utility



Cable Layer

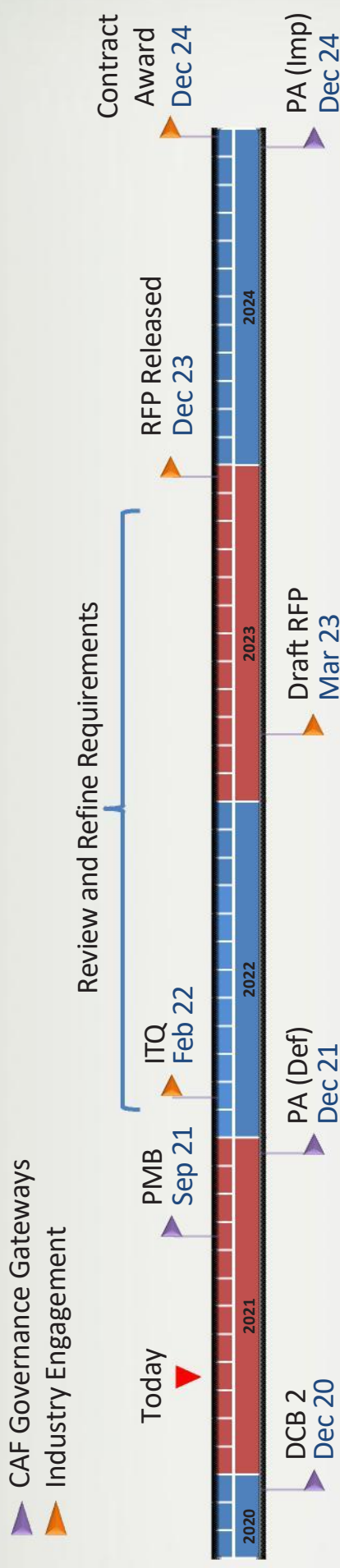
Operational Requirement

- » The project will procure 2 fleets of vehicles: One militarized and one commercial.
- » Militarized Fleet:
 - » Common chassis for all variants;
 - » Improved Medium Mobility: Elements based on UK DEFSTAN 23-6;
 - » Must have a 24v electrical system (communication equipment);
 - » Minimum M1 and K1 protection based on STANAG 4569 , would prefer M2A and K2; and
 - » Must support up to a .50 Cal MG or C16 40 mm AGL.
- » Commercial Fleet:
 - » Must have 4x4 drive.
 - » Must run on commercial diesel.

Project Management – Industry Consultation

- Intent to Qualify (ITQ): The purpose of the ITQ is to qualify a list of potential suppliers in order to facilitate and focus the subsequent engagement to only the qualified companies.
- RFI 12. The purpose of RFI 12 is to discuss the draft RFP. This RFI will be published after the ITQ.

LUV Project Timeline



Initial Operational Capability – FY 2025/26
 Full Operational Capability – FY 2028/29
 Close out - 2029

RFI – Light Utility Vehicle (W8476-206313) (Released May 2020)
<https://buyandsell.gc.ca/procurement-data/tender-notice/PW-BL-326-27845>

Annex C - Questions to Industry

Main Categories of questions:

- 1. Technical Requirements
- 2. Sustainment Requirements
- 3. Costing Details/Questions

#	Category	Reference (Where in RFI Response document)	Question to Industry	Industry Response
1.0 Technical Requirements				
1.1	Project Overview		<p>The Utility Vehicle and Cable Laying Vehicle variants could be based on smaller vehicle chassis to save cost. Considering an intent to procure variants with high commonality of parts:</p> <p>1.1.1 Are you able to provide a smaller chassis for the mentioned variants respecting the high commonality of parts?</p> <p>1.1.2 Is this vehicle already produced?</p>	
1.2	General		<p>Canada intends to field the total amount of the vehicles in an estimated period of three (3) years, as such:</p> <p>1.2.1 Do you have the capacity to meet that production rate?</p>	

#	Category	Reference (Where in RFI Response document)	Question to Industry	Industry Response
			1.2.2 If not, what is your maximal production rate?	
2.0 Sustainability Requirements				
2.1	Canada is interested in contracting In-Service Support (ISS) services to manage the Light Utility Vehicle (LUV) fleet for an estimated life expectancy of twenty (20) years. Noting that the sustainability tasks will be a shared enterprise with DND's internal logistic system - do you have the capability of delivering vehicle ISS, such as:			
2.1.1	Project Overview		<u>Program Management support:</u> (a) Being the main point of contact to Canada's Project Management Office/Equipment Management Team and to support contract, financial, performance and quality management and coordination of all the activities associated with the delivery of the Contractor's services?	
2.1.2	Project Overview		<u>System Engineering support:</u> (a) Providing Baseline Configuration Management services recording configuration status, management of changes and obsolescence of the repair parts?	

#	Category	Reference (Where in RFI Response document)	Question to Industry	Industry Response
			<p>(b) Providing Technical investigation, responsiveness to safety concern and any additional work request?</p> <p>(d) Providing Software support to ensure relevance of Special Tooling and Test Equipment (diagnostic tool) and other if applicable?</p>	
2.1.3	Project Overview		<p><u>Technical Publication support:</u></p> <p>(a) Providing and maintaining an updated bilingual Interactive Electronic Technical Manual (IETM) in international specification S1000D for the LUV variants?</p> <p>(b) Providing and maintaining third party components (e.g. engine, transmission, suspension system, etc.) with an adequate level of details to enable Canadian Armed Forces technicians to be in a position to diagnose technical issues and make repairs?</p>	
2.1.4	Project Overview		<p><u>Material support:</u></p> <p>(a) Providing a procurement mechanism to guarantee</p>	

#	Category	Reference (Where in RFI Response document)	Question to Industry	Industry Response
			<p>availability of spare parts for the fleet life expectancy of twenty (20) years?</p> <p>(b) Delivery of spare repair parts either from industry to DND depots (Montreal and Edmonton) or directly to the bases across Canada and on deployed operations?</p> <p>(c) Supporting the codification and cataloguing of supply items and assets within Canadian Armed Forces (CAF) systems of record, within the NATO codification system?</p>	
2.1.5	Project Overview		<p><u>Maintenance support:</u></p> <p>(a) Providing Repair and Overhaul (R&O) services of Light Utility Vehicles valued components (example: engine, transmission, axles, weapon turret, etc.)?</p> <p>(b) Does this task involve licensing?</p> <p>(c) If yes, do you have the licenses or intend to obtain the licenses?</p>	

#	Category	Reference (Where in RFI Response document)	Question to Industry	Industry Response
2.2	For the LUV sustainment strategy, the following approaches are being explored to obtain the In-Service Support services of the above question 2.1:			
	Option 1.	Obtaining all the ISS contracted services from the selected contractor who acquired The acquisition contract award. This would be done with one Request for Proposal including the acquisition and sustainment contract.		
	Option 2.	Obtaining only partial ISS contracted services from the selected contractor who acquired the acquisition contract. This would be done with two Requests for Proposal, one including the acquisition and partial sustainment contract and another for the remaining ISS services.		
	Option 3.	Competing the ISS contracted services after the acquisition contract is awarded. This would be done with two Requests for Proposal, one for the acquisition contract and one for the ISS contract.		
2.2.1	In-Service Support		What is your recommended approach to deliver the ISS services to Canada?	
2.2.2	In-Service Support		If you are recommending Option 2 - partial ISS contracted services, define your proposed ISS strategy in regards to what components you would provide and what would be provided third party?	
2.3	The LUV fleet is expected to be in service for at least twenty (20) years, will your proposed solution:			

#	Category	Reference (Where in RFI Response document)	Question to Industry	Industry Response
2.3.1	Fleet Expectancy		Have an estimated life expectancy of 20 years?	
2.3.2	Fleet Expectancy		Require a planned fleet mid-life upgrade?	
2.3.3	Fleet Expectancy		If yes, what are the scope of the tasks involved?	
2.4	Assuming your company owns the majority proprietary information for your proposed solution, can you specify the following:			
2.4.1	Proprietary Information		Which vehicle component(s) or function(s) are dependent of other companies with regards to proprietary information?	
2.4.2	Proprietary Information		Do you intend to make arrangement with other company(s) to be in a position to provide the LUV vehicle ISS services?	
3.0 Costing Details/Questions				
3.1	Canada is still missing financial details from industry to help with key planning decisions. To help the project management direction, Canada invites industry to provide input by answering the following costing annex questions - for both the acquisition and In-service support (as applicable):			

#	Category	Reference (Where in RFI Response document)	Question to Industry	Industry Response
		<ul style="list-style-type: none">If you have already provided the financial information in response to the original RFI and at this time can provide additional details, updates or validations to your previous input, we ask that you please complete the following costing questions.		

Initial Acquisition

The purpose of the Light Utility Vehicle (LUV) costing annex is to request indicative costing information from suppliers in order to allow Canada to prepare its documents for the Project Approval process. Respondents are asked to provide indicative or rough order of magnitude (ROM) pricing for as many questions and activities as possible in this annex. If a specific cost element is not provided for any reason (e.g. it is included in the price for another item), please provide an explanation in your response.

Please provide a breakdown, to the lowest level possible, of the cost of the LUV solution your firm suggests that would enable Canada to meet all of the requirements laid out in RFI #1 Annex A.

Table 1: Acquisition

Reference: RFI #1 Annex A - Requirements			
Acquisition			
Any economy of scale for a certain quantity procured? If so, please provide additional information.			
Item	Requirements	Quantity (if applicable)	Firm Unit Price 0 = No Cost
Vehicles and Ancillary Equipment			
1	Light Multi-Role Vehicles with up to 4 variants:		
1.1	Command and Recce (C&R) Vehicle		
1.2	Utility Vehicle		
1.3	Military Police (MP) Vehicle		
1.4	Cable-Laying Vehicle		

Reference: RFI #1 Annex A - Requirements			
Acquisition			
Any economy of scale for a certain quantity procured? If so, please provide additional information.			
Item	Requirements	Quantity (if applicable)	Firm Unit Price 0 = No Cost
2	Ancillary Equipment		
2.1	Military Police (MPV)/Signals Equipment		
2.2	Armour Protection		
2.3	Light Utility Trailers		
3	Ongoing Program Management Cost that capture the costs for Core Activities and Reports is as follows; but not limited to:		
3.1	Project Master Plan		
3.2	Project Master Schedule		
3.3	Project Meeting Agenda and Minutes		
3.4	Kick-off Meeting		
3.5	Progress Review Meetings		
3.6	Action Item Register		
3.7	Data Management Plan		
3.8	Risk Management Plan		
3.9	Risk Register		
Integrated Logistics Support (ILS) Services			
4	Equipment Management		
4.1	Equipment Management Plan		
5	Technical Investigation and Engineering Services (TIES)		
5.1	Technician	Hourly Rate	
5.2	Engineer	Hourly Rate	
Provide any other related labour categories along with the costing information			
		Hourly Rate	
		Hourly Rate	
	(Please add rows as required)	Hourly Rate	
6	Fielding Support		

Reference: RFI #1 Annex A - Requirements			
Acquisition			
Any economy of scale for a certain quantity procured? If so, please provide additional information.			
Item	Requirements	Quantity (if applicable)	Firm Unit Price 0 = No Cost
6.1	Fielding Service Representative (FSR) – Maintenance	Hourly Rate	
6.2	Fielding Service Representative (FSR) - Training	Hourly Rate	
6.3	Fielding Service representative (FSR) - Repair and Overhaul	Hourly Rate	
7	Systems Engineering		
7.1	Acceptance Plan		
7.2	Environmental, Health, and Safety Plan		
7.3	Equipment Breakdown structure		
7.4	Quality Assurance Plan		
7.5	Quality Control Inspection Reports		
7.6	System Requirements Review		
7.7	Preliminary Design Review		
7.8	Critical Design Review		
7.9	Production Readiness Review		
7.10	Systems Engineering Plan		
7.11	Systems Security Engineering Plan		
7.12	Technical Review Meetings		
8	Contracted Training Services		
8.1	Training Development Working Group		
8.2	Initial Cadre Training (ICT) – Operator Training (English and French)		
8.3	Initial Cadre Training (ICT) – Technician Training (English and French)		
8.4	ICT Courseware - Operator and Technician Training (English and French)		
9	Material Management		
9.1	Integrated Logistic Support (ILS) Plan		
9.2	Logistic Support Analysis Report (LSAR)		
9.3	LSAR Database		

Reference: RFI #1 Annex A - Requirements				
Acquisition				
Any economy of scale for a certain quantity procured? If so, please provide additional information.				
Item	Requirements	Quantity (if applicable)	Firm Unit Price 0 = No Cost	
9.4	Material Identification System			
9.5	Provisioning Documentation			
9.6	Initial Provisioning Conference			
9.7	Initial Provisioning Guidance Conference			
9.8	ILS Management Plan			
9.9	Initial Defence Resource Management Information System (DRMIS) Data Load			
9.10	Initial Delivery of ILS Goods			
9.11	Controlled Goods List			
9.12	Disposal Instructions			
10	Electronic Information Environment (EIE)			
10.1	Electronic Information Plan			
11	Maintenance			
11.1	Preventive and Corrective Maintenance Program			
12	Technical Data Package			
12.1	Technical Publication Package - Operation Manual (English and French)			
12.2	Technical Publication Package - Technical Manual (English and French)			
12.3	Technical Data Package - Drawings			
12.4	Preventative & Corrective Maintenance Manual (English and French)			
12.5	Interactive Electronic Technical Publications (IETP) and Updates			
12.6	Parts List based on LSA built into an Electronic Maintenance Manual			
12.7	Commercial Part Numbering Listing			
13	Software			
13.1	Licensing/Renewal			

Reference: RFI #1 Annex A - Requirements			
Acquisition			
Any economy of scale for a certain quantity procured? If so, please provide additional information.			
Item	Requirements	Quantity (if applicable)	Firm Unit Price 0 = No Cost
13.2	Integration or ongoing support costs (as required)		
14	Configuration Management		
14.1	Conduct First Article Inspection		
14.2	Conduct Pre-Delivery Inspection		
14.3	Conduct Functional Configuration Audit		
14.4	Conduct Physical Configuration Audit		
14.5	Configuration Baseline		
14.6	Configuration Item List		
14.7	Configuration Management Plan		
14.8	Configuration Control System		
14.9	Configuration Status Accounting		
14.10	Change Control Process		
14.11	Engineering Change Control		
14.12	Technical Data Package (TDP) Changes		
15	Obsolescence Management		
15.1	High risk Components/Sub-systems		
15.2	Obsolescence management Issues Reports (as required)		
16	Special Tool and Test Equipment (STTE)		
16.1	Major STTE requirement /STTE Package		
17	Initial Provisioning		
17.1	Initial spare parts and two (2) years of annual replenishment spares		
17.2	Perform Spare Parts management		
18	Intellectual Property		
18.1	Licence to IP rights specified		
19	Cyber Assurance		

Reference: RFI #1 Annex A - Requirements			
Acquisition			
Any economy of scale for a certain quantity procured? If so, please provide additional information.			
Item	Requirements	Quantity (if applicable)	Firm Unit Price 0 = No Cost
19.1	Cyber Assurance Program		

Table 2: In Service Support

Reference: Annex A - Requirements	
In Service Support	
Provide an annual rough cost breakdown based on the following aspects related to sustainment of the vehicles after the project closeout (vehicles in service).	
For costing purposes, please assume that a Performance Based Contract will be used. Provide the cost for each of the items under as a minimum, and add items as required.	
Item	Sustainment Requirement
1	Integrated Logistic Support (ILS) Services
1.1	Engineering (per year), such as but not limited to:
1.1.1	Engineering Change Proposal (ECP) management (Modification)
1.2	Configuration Management (CM)
1.3	Obsolescence Management (OM)
1.4	Field Service Representative (FSR)
1.4.1	Training
1.4.2	Ongoing technician/operator training, annual cyclic training for new technician/operators, potential regional FSRs (estimated amount per FSR/year)
1.5	Technical publication management
1.5.1	Sustainment (upgrade and review)
1.6	Repair and Overhaul (R&O) – Forecasted annual costs
1.6.1	Sub-Systems or component repair
1.7	Spare Parts

Reference: Annex A - Requirements	
In Service Support	
Provide an annual rough cost breakdown based on the following aspects related to sustainment of the vehicles after the project closeout (vehicles in service).	
For costing purposes, please assume that a Performance Based Contract will be used. Provide the cost for each of the items under as a minimum, and add items as required.	
1.7.1	Spare Parts Replenishment (Consumables and Non-repairable parts)
2.	Contractor support within Equipment Management Team (EMT) (Embedded FSR representing the contractor) annual cost estimate for activities such as but not limited to:
2.1	Technical support
2.2	Engineering support
2.3	Supply management support
3	Licence to IP rights
3.1	Annual fees or
3.2	Royalties payment