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**Bid Receiving - PWGSC / Réception des
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Place du Portage, Phase III
Core 0B2 / Noyau 0B2
11 Laurier St. / 11, rue Laurier
Gatineau
Quebec
K1A 0S5

**REQUEST FOR PROPOSAL
DEMANDE DE PROPOSITION**

**Proposal To: Public Works and Government
Services Canada**

We hereby offer to sell to Her Majesty the Queen in right of Canada, in accordance with the terms and conditions set out herein, referred to herein or attached hereto, the goods, services, and construction listed herein and on any attached sheets at the price(s) set out therefor.

**Proposition aux: Travaux Publics et Services
Gouvernementaux Canada**

Nous offrons par la présente de vendre à Sa Majesté la Reine du chef du Canada, aux conditions énoncées ou incluses par référence dans la présente et aux annexes ci-jointes, les biens, services et construction énumérés ici sur toute feuille ci-annexée, au(x) prix indiqué(s).

Comments - Commentaires

W8476-206313
PW-\$BLC-003-28215

| | |
|---|--|
| Title - Sujet Light Utility Vehicle (LUV) | |
| Solicitation No. - N° de l'invitation W8476-206313/E | Date 2022-05-18 |
| Client Reference No. - N° de référence du client W8476-206313 | |
| GETS Reference No. - N° de référence de SEAG PW-\$BLC-003-28678 | |
| 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 2022-06-23 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 3, is raised to provide updates in regard to the Light Utility Vehicle (LUV) requirement and seek additional input from Industry.

Purpose of this Third Round of Engagement:

The purpose of this engagement is to refresh the cost estimate, in today's dollars, for the required capability. An updated and adequate sustainment and acquisition cost estimate is essential for the project to move forward in the procurement process. The following questions are complementary to the first and second round of engagement conducted respectively in the Spring of 2020 and Summer of 2021.

Note: At this stage, there are no answer(s) that would exclude a company from the procurement, 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. A subset of the fleet will be expected to either accept add-on-armor or be an armoured vehicle. 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) Mercedes, Geländewagen (G-Wagon) and Militarized Commercial Off-The-Shelf (MilCOTS) Chevrolet 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 three activities:

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- 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/2020/05/01/869ac04462c869ac8dfa0aaf8c2006/ABES.PROD.PW__BL.B326.E27752.EBSU000.PDF,
 - A Request for Information (RFI) W8476-206313/C, issued on May 7th, 2021, and closed on June 11th, 2021. The RFI document can be consulted on the following web page: <https://buyandsell.gc.ca/procurement-data/tender-notice/PW-BLC-003-28215>,
 - A Letter of Interest (LOI) W8476-206313/D, issued on Sept 3rd, 2021, and closed on Sept 20th, 2021. The LOI document can be consulted on the following web page: <https://buyandsell.gc.ca/procurement-data/tender-notice/PW-BLC-003-28325>, and
 - 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 3 terms and conditions:

Sections A3, A4, A5, A6 and A9 of the original LUV RFI are included by reference in this document and will apply to this third 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 23 June 2022.

Contents of this RFI

This RFI document includes the following annexes:

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

Amd. No. - N° de la modif.

Buyer ID - Id de l'acheteur
327bl

Client Ref. No. - N° de réf. du client
W8476-206313

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

CCC NoNo. / CCC - FMS No. /N° VME

- (a) Annex A – Requirement Changes
- (b) Annex B – 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
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

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Annexes

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

- Annex A –Requirement Changes
- Annex B – Questions to industry

Annex A – Requirement Changes

1. PROJECT OVERVIEW

1.1 Scope

The Light Utility Vehicle (LUV) project is a capability replacement project to replace the in-service Mercedes G-Wagon and Chevrolet Silverado MilCOTs fleets. The project is expected to deliver approximately up to 2300 vehicles of the following variety:

a. Light multi-role vehicles with up to 5 variants:

- (1) Command and Recce (C&R) Vehicle;
- (2) Utility Vehicle;
- (3) Military Police (MP) Vehicle;
- (4) Cable-Laying Vehicle; and
- (5) Commercial Off The Shelf (COTS).

The variants identified at points 1, 2, and 3 above will be expected to either accept add-on-armor or be an armoured vehicle. The cable laying vehicle variants will not likely be deployed on expeditionary operations, as such, will not be required to be armoured. To save cost and to minimize the Integrated Logistic Support (ILS) footprint, the CAF is seeking, if possible, a common chassis for all the militarized variants at points 1, 2, 3, and 4 above. The intent is to procure variants with a high communality of parts.

The COTS vehicles, at point 5 above, will have no militarization, however, the CAF would like to minimize the emissions for this vehicle fleet by procuring a "green" solution, subject to industry solutions availability and affordability. This does not necessarily mean hybrid or electric vehicle. As such, information on price, availability and vehicle specifications for green solutions is also being solicited through this RFI.

b. Ancillary Equipment

- (1) MP/Signals ancillary equipment;
- (2) Light Armour Protection (if not integrated with vehicle);
- (3) Light Utility Trailers, and
- (4) Cable Layer Adapter Kit (if not integrated with vehicle)

1.2 Vehicle delivery schedule

The delivery schedule has not been determined; however, Canada is expecting the delivery of all military and COTS vehicles be completed in three (3) to four (4) years, beginning one (1) to two (2) years after contract award. Given the lower complexity of COTS fleet, there is a possibility that a portion or all of the COTS fleet be delivered up to two (2) years after the start of the Definition.

2. SYSTEM OPERATIONAL REQUIREMENTS

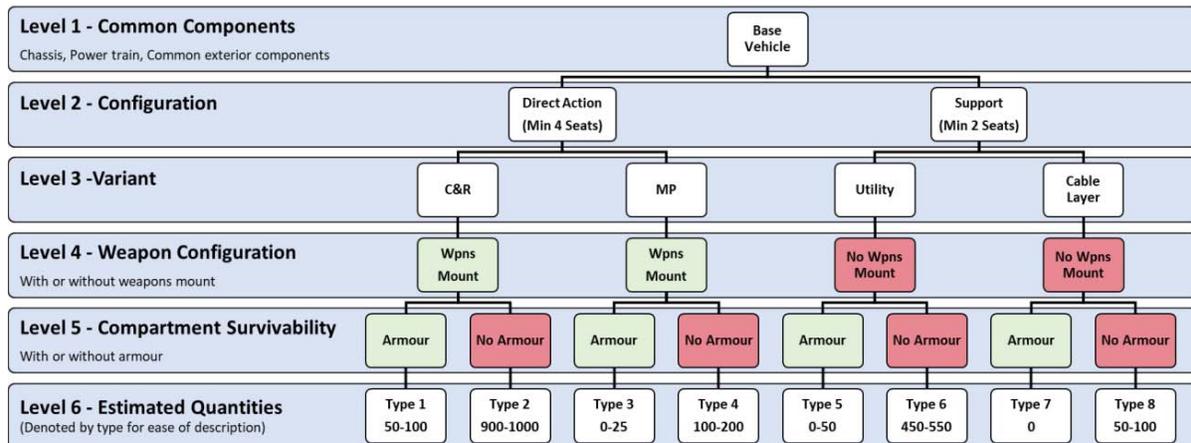
2.1 Estimated Quantities of Platforms

The initial vehicle requirement estimate is based on user requirements working groups and are subject to change. The current estimate for quantities of platforms required:

- Total vehicles required 1900 to 2300.
- a. Military vehicles: 1500 to 1850;
 - b. COTS: 400 to 450;
 - c. Trailers: 300 to 500.

The following chart breaks down the variants, configurations and estimated quantities of armoured versus non-armoured vehicles that Canada is requesting. As per level 6 in the chart below, each vehicle will be described and referred to as a “type” in this document. Companies whose vehicles are fully armoured in design are not excluded and the numbers presented below represent the minimum number of vehicles to be armoured. The chart below does **not** include the 400-450 of COTS vehicles being sought.

2.1.1 LUV Militarized Vehicle Configurations and Variants with Estimated Quantities



Total Estimated Militarized Vehicles: 1500 -1850 all variants.

2.1.2 Minimum Armour Requirement:

- a) Armoured: 50 – 175 Vehicles
- b) Non-Armoured: 1450– 1675 Vehicles

2.2 Vehicle Requirements

The requirements in this document will pertain to the militarized portion of the fleet only. Commercial pattern vehicles will conform to Transport Canada regulations and adhere to Canadian automotive standards. Further detail for the COTS fleet will be forthcoming at a later date.

2.2.1 Change in Protection Level

The level of protection for the armoured vehicle has changed from K1 to K2. The blast rating has not changed and remains at M1.

2.2.2 Mobility

Must have the following elements of Improved Medium Mobility as defined in UK Defence Standards 23-6.

a) Speed:

The speed requirement for operational and tactical mobility is based on situations allowing the choice of level hard packed or prepared driving surfaces. The LUV crew must be capable and navigate the vehicle of the following speed performance levels:

- i) Maintain a cruising speed of at least 100 km/h on level, hard surfaced paved; attain a maximum speed of at least 110 km/h on level, hard surfaced paved roads;
- ii) Maintain a minimum cross-country speed of at least 5 km /h.

b) Range:

The following are requirements for a fully laden vehicle travelling over paved roads without refueling:

- i) Essential: 500 km; and
- ii) Desirable: 600 km.

c) Acceleration:

A vehicle loaded to maximum Gross Vehicle Weight Ratio (GVWR), traveling over a flat, paved road:

- i) Must accelerate from 0 to 80 km/hr. in 40 seconds; and
- ii) It is desirable in 20 seconds.

d) Turning Capability:

Must have a minimum turning diameter no greater than 13 m (curb to curb) with a desirable turning circle no greater than of 9 m (curb to curb).

e) Ground Clearance:

- i) Must be minimum 250mm;
- ii) It is desirable for 300mm.

2.2.3 Braking (Fully laden vehicle)

Braking system must be power assisted with an anti-lock braking system (ABS).

a) Service Brakes:

The vehicle service brake system must stop, hold, and control the fully laden vehicle when ascending and descending 60% grades, and further meet the service brake system performance required by the applicable Canadian Standards.

b) Parking Brake:

The parking brake must hold the vehicle at GVWR without trailer, on a 60% grade facing up or down the grade.

2.2.4 Lane Change Speed

- a) Must be capable of making a NATO lane change IAW AVTP 03-160W at speed up to 65 km/h;
- b) It is desirable at a speed up to 85 km/h.

2.2.5 Angles

a) Angle of departure:

- i) Must be at least 30 degrees;
- ii) It is desirable to be at least 40 degrees.

b) Angle of approach:

- i) Must be at least 35 degrees;
- ii) It is desirable to be at least 45 degrees.

c) Break over Angle:

- i) Must have a maximum break over angle 30 Degrees.

2.2.6 Soft Terrain Trafficability

- a) The LUV at GVWR must be able to maneuver in soft soil such as mud, sand without external assistance.

2.2.7 Snow

- a) Must be capable of traversing through snow up to 400mm deep while driving cross country without preparation.
- b) Must accept and be equipped with traction aids for movement through snow or on icy road conditions.

- c) The traction aids for snow and icy road conditions must be capable of being installed at GVWR with armour installed without any modifications to the vehicle.
- d) The traction aids must be installed with on board tools in maximum one (1) hour.

2.2.8 Gradients

- a) Must be able to ascend up to 60% longitudinal grades on a dry, hard paved surface free from loose material without any loss of mobility or stability including engine stalling, leaking, slipping, overheating, upsetting or hesitation, from a complete stop with the vehicle at GVWR.
- b) Must be capable of stopping and holding motionless on a 30% slope with either the service brake, parking brake, or both holding the vehicle for not less than 30 minutes without slippage and continuing the ascent or descent of the slope without any loss of mobility or stability including engine stalling, leaking, slipping, overheating, upsetting or hesitation with the vehicle at GVWR.
- c) Must be capable of traversing, in both forward and reverse, a 30% side slope without any loss of mobility or stability including engine stalling, leaking, slipping, overheating, upsetting, or hesitation with the vehicle at GVWR.

2.2.9 Fording Capability

- a) The LUV fording capabilities must comply with STANAG 2805.
 - i) Must be able to ford a hard bottom water obstacle to a depth of 600mm, without preparation.
 - ii) It is desirable that the vehicle, with preparation, be able to ford a hard bottom water obstacle to a depth greater than 1000mm.
- b) Must contain floor drains and plugs, of a rust resistant material, at low points in the vehicle, such that the vehicle interior can be drained.

2.2.10 Vertical Step

- a) Must be able to climb a hard vertical step of 0.3m in forward and reverse directions, at low speed with the vehicle at GVWR;
- b) It is desirable to 0.5m.

2.2.11 Survivability

- a) A subset of the fleet must be capable of carrying Armour Protection that will protect the vehicle occupants from the effects of small arms fire and artillery and mortar fragments.

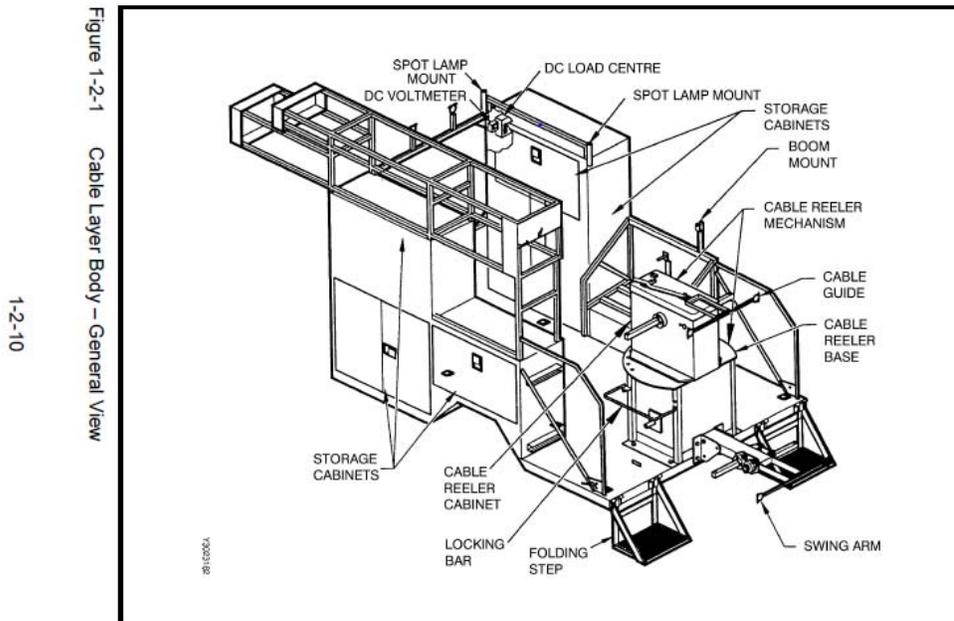
- b) Must protect the vehicle occupants from hand grenades, artillery submunitions and small anti-personnel explosive devices detonated anywhere under the vehicle. The LUV must meet or exceed level M1 IAW STANAG 4569 and AEP 55 Volume II.
- c) Must protect the vehicle occupants from kinetic threats from small arms fire. The LUV must meet protection level K2 IAW STANAG 4569 and AEP 55 Volume I.
- d) If any part of the armour protection is modular and of the add-on-armour type, the following requirements apply:
 - i) Must be capable of being installed on the vehicle by two (2) soldiers within a maximum eight (8) hour period;
 - ii) Must be able to be removed from the vehicle by two (2) soldiers within a maximum eight (8) hour period;
 - iii) Must allow access through the roof of the crew compartment to the weapon station;
 - iv) Must be able to allow the operation of any of the vehicles ancillary Systems, for example a winch; and
 - v) Must not impede the gunner's range of movement to engage aerial and ground targets, up to and including the .50 Cal Machine Gun (MG).

2.2.12 Carrying Capacity/Payload

- a) Combat variant must have a minimum capacity of 800 kg for crew, kit & equipment.
- b) Support variant must have a minimum capacity of 2000 kg for crew, kit & equipment and vehicle cargo.

2.3 Cable Laying Adaptor Kit (CLAK)

- a) The cable-reel mechanism typically is comprised of a cable reel cabinet, a base, and a swing arm assembly. Minimally the reel shaft on one side of the cable reel cabinet is capable of powered pick-up and laying out of cable. The device allows for the manual or powered pick-up and laying out of cable, using all standard cable reels.
- b) Canada is willing to further explore different options other than mounting the CLAK on the back of a vehicle, i.e., trailer mounted.
- c) Below is a tech drawing of the in-service CLAK that is mounted on the Light Support Vehicle Wheeled (LSVW) for reference.



d) The CLAK has the following requirements:

- i) Must have a Pivotal Assembly that is able to rotate, lock and accommodate 360-degree directional layout or take up of tactical communications cables;
- ii) The Cable Reel must be able to operate a minimal of 4 x reels at one time;
- iii) Must have retractable/fold away reel axles x 2;
- iv) Must have a Permanent reel axles x 2 (1 x axle to be motorized);
- v) Reel axles may be of two different sizes but must be Interchangeable and accept a 7 inch or 17-inch-wide reel with minimal weight of 28.5 kg;
- vi) Reel Assembly placement must not obstruct center of platform, preferred placement on Passenger side rear of platform for ease of visibility by vehicle driver; or storage to side and movement to center for utilizing;
- vii) Must have 2 x Removable guide arms for mounting on front vehicle bumper, to guide cable install or pickup. Bar must be square to prevent twisting and have a large open loop eye of minimum 2 inches;
- viii) Must have Minimum of 4 x manual handles for use on reel axles for manual cable recovery. Handles must be equivalent and interchangeable with NSN 3895-00-356-3937;

-
- ix) Must be capable for storage of 10 x tactical cable reels of the largest dimensions (reel dimensions, seven (7) inch x 19 ¼ inch);
 - x) Drum Storage must allow for minimum of 4 x 17-inch width drums at one time;
 - xi) Must have waterproof lockable storage system compartments (w LED lights both white and blackout) on both sides with outside hinges;
 - xii) Must be a Minimum 2 x compartment 33-inch-wide x 42-inch-high x 24 inch deep, ideally located in forward end of service platform. Minimum of 3 adjustable height shelves per compartment rated for 100lbs each;
 - xiii) Must be a Minimum 2 x compartment 46-inch-wide x 22-inch-high x 24 inch deep, ideally located over rear tire wells. Minimum of 1 adjustable height shelves per compartment rated for 100lbs each;
 - xiv) Must be a Minimum 1 x compartment 24-inch-wide x 42-inch-high x 24 inch deep on rear driver side of vehicle. Minimum of 3 adjustable height shelves per compartment rated for 100lbs each;
 - xv) Must be a Lockable storage system for construction poles and must be within decking of service platform with access from rear of vehicle compartment for a minimum of the following items 32 x line construction poles (96 inches in length and 1,5 inch in diameter), 1 x crock stick (84-inch overall length x 1.25-inch shaft x 6.125-inch hook one en, 1 x boom assembly IAW Checklists S23372AA and S23372AB;
 - xvi) Must have a Ladder storage compartment to accommodate typical commercial 28ft extension ladder; and
 - xvii) Must have Exterior service platform LED lights providing white and red-light coverage to perform duties such as cable repair on service platform to provide 360-degree coverage of vehicle including on service deck;

2.4 Trailer

- a) Must be a ruggedized trailer, that has the same ground clearance width and track, and follow over the same highway and cross-country terrain by the LUV;
- b) Must be able to secure general military cargo to a minimum of 1000kg;
- c) Must be able to accommodate a removable covered superstructure of the same height as the LUV;
- d) Must have a folding tail gate;
- e) Wheels must be compatible with the LUV;

- f) Must have an independent braking system to secure the trailer while parked;
- g) When independently parked on level ground must not be able to tip; and
- h) Electrical system and lights must be compatible to the LUV.

2.5 COTS High Level Mandatory Requirements (HLMR)

- a) The following are the HLMR's for the COTS vehicle:

| High Level Mandatory Requirements (Commercial Fleet) | | |
|---|-------------------|---|
| 1 | Physical Capacity | The ability to transport a minimum of 4 personnel with space provided in the crew cab for personal kit, weapons, and individual communication equipment. Have a minimum payload capacity of 750 kg to transport cargo. |
| 2 | Mobility | The ability to operate at GVWR in a narrow range of terrain types. This is limited to manoeuver on highways, gravel roads and unprepared tracks. |

Annex B - Questions to Industry

| # | Category | Question to Industry | Industry Response |
|--|--|--|-------------------|
| 1.0 Delivery Requirements | | | |
| 1.1 | Availability | 1.1.1 Do you offer both Military and COTS fleets | |
| 1.2 | Production Rate | 1.2.1 How many COTS vehicles would you be able to delivery up to two (2) two years after the start of Definition? | |
| | | 1.2.2 Are you able to meet Canada's intent to deliver all military vehicles within 3-4 years, starting 1-2 years after contract award? If not, how much time would you need? | |
| 2.0 Military LUV Technical Requirements | | | |
| 2.1 | Lethality | 2.1.1 Ability to mount a Weapon System? (Y/N)? | |
| | | 2.1.2 What type of weapon system (RWS/.50 cal/ MG)? | |
| 2.2 | Survivability (Please provide the details if specifications differ between configurations, variants) | 2.2.1 Is the proposed solution with Intergraded Armour or, is it an add-on Armour solution? | |
| | | 2.2.2 What is the blast Level protection? | |
| | | 2.2.3 What is the Kinetic Level protection? | |
| 2.3 | Vehicle Specifications (Please provide the details if specifications differ between configurations, variants) | 2.3.1 What is the GVWR? (kg) | |
| | | 2.3.2 What is the weight without payload? | |
| | | 2.3.4 What is the payload capacity (kg)? a. Direct action variant (armoured and unarmoured) b. Support variant (armoured and unarmoured)? | |

| # | Category | Question to Industry | Industry Response |
|---|----------|---|-------------------|
| | | | |
| | | 2.3.5 What is the width limit (m)? | |
| | | 2.3.6 What Is the cab maximum height (m)? | |
| | | 2.3.7 What is the length (m)? | |
| | | 2.3.8 What is the Mean Max Pressure (MMP) in kPa, at GVWR? | |
| | | 2.3.9 What is the Gross Power to Weight Ratio kW/tonne, at GVWR? | |
| | | 2.3.10 What is the Ground Clearance at GVWR? | |
| | | 2.3.11 What is the Turning Diameter (curb to curb)? | |
| | | 2.3.12 What is the fording depth (m) at maximum GVWR? a. Unprepared? b. Prepared? | |
| | | 2.3.13 What are the clearance angles (degrees) at GVWR? a. Approach b. Departure c. Break over angle | |
| | | 2.3.14 What is the towing capacity at GVWR (kg)? | |

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, in today's dollars, 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 Annex A.

Table 1: Acquisition

| Reference: Annex A - Requirements | | | |
|---|--|--|-----------------------------------|
| Acquisition Costs | | | |
| 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: | | | |
| 1.0 | Vehicles: | | |
| | <u>Military Vehicles</u> | | |
| 1.1 | <u>Instructions:</u> <ul style="list-style-type: none"> For integrated armour: Provide cost of the vehicle with built-in armour. If add-on armour is required, provide cost of base vehicle (unarmoured) and cost of armour at 2.1 | | |
| 1.1.1 | Type 1 - Command and Recce (C&R) Armoured | a. 50 b. 100 c. Economy of scale | |
| 1.1.2 | Type 2 - C&R Not Armoured | a. 900 b. 1000 c. Economy of scale | |
| 1.1.3 | Type 3 - MP Armoured | a. 25 b. Economy of scale | |
| 1.1.4 | Type 4 - MP Not Armoured | a. 100 b. 200 c. Economy of scale | |
| 1.1.5 | Type 5 - Utility Armoured | a. 50 b. Economy of scale | |
| 1.1.6 | Type 6 - Utility Not Armoured | a. 450 | |

| Reference: Annex A - Requirements | | | |
|--|---|---|---|
| Acquisition Costs | | | |
| 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) |
| | | b. 550 c. Economy of scale | |
| 1.1.7 | Type 8 - Cable Layer Not Armoured | a. 50 b. 100 c. Economy of scale | |
| 1.2 | <u>COTS vehicles</u> | | |
| 1.2.1 | Gasoline | a. 400 b. 450 c. Economy of scale | |
| 1.2.2 | Diesel | a. 400 b. 450 c. Economy of scale | |
| 1.2.3 | Gasoline hybrid | a. 400 b. 450 c. Economy of scale | |
| 1.2.4 | Plug-in - Gasoline hybrid | a. 400 b. 450 c. Economy of scale | |
| 2.0 | Ancillary Equipment | | |
| 2.1 | Armour Protection (if not integrated) (i.e. Add-on armour) | a. 50 b. 175 c. Economy of scale | |
| 2.2 | Light Utility Trailers | a. 300 b. 500 c. Economy of scale | |
| 2.3 | CLAK (if not integrated) | a. 50 b. 100 c. Economy of scale | |
| 3.0 | Ongoing Program Management Cost that captures 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 | | |

| Reference: Annex A - Requirements | | | |
|--|---|--------------------------------------|---|
| Acquisition Costs | | | |
| 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) |
| 3.9 | Risk Register | | |
| Integrated Logistics Support (ILS) Services | | | |
| 4.0 | Equipment Management | | |
| 4.1 | Equipment Management Plan | | |
| 5.0 | 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 | |
| 6.0 | Fielding Support | | |
| 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 | |
| 7.0 | 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 | | |
| 8.0 | 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) | | |

| Reference: Annex A - Requirements | | | |
|--|--|--------------------------------------|---|
| Acquisition Costs | | | |
| 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) |
| 9.0 | Material Management | | |
| 9.1 | Integrated Logistic Support (ILS) Plan | | |
| 9.2 | Logistic Support Analysis Report (LSAR) | | |
| 9.3 | LSAR Database | | |
| 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 | | |
| 10.0 | Electronic Information Environment (EIE) | | |
| 10.1 | Electronic Information Plan | | |
| 11.0 | Maintenance | | |
| 11.1 | Preventive and Corrective Maintenance Program | | |
| 12.0 | 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 | | |
| 13.0 | Software | | |
| 13.1 | Licensing/Renewal | | |
| 13.2 | Integration or ongoing support costs (as required) | | |
| 14.0 | Configuration Management | | |
| 14.1 | Conduct First Article Inspection | | |
| 14.2 | Conduct Pre-Delivery Inspection | | |
| 14.3 | Conduct Functional Configuration Audit | | |

| Reference: Annex A - Requirements | | | |
|--|--|--------------------------------------|---|
| Acquisition Costs | | | |
| 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) |
| 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 | | |
| 15.0 | Obsolescence Management | | |
| 15.1 | High risk Components/Sub-systems | | |
| 15.2 | Obsolescence management Issues Reports (as required) | | |
| 16.0 | Special Tool and Test Equipment (STTE) | | |
| 16.1 | Major STTE requirement /STTE Package | | |
| 17.0 | Initial Provisioning | | |
| 17.1 | Initial spare parts and two (2) years of annual replenishment spares | | |
| 17.2 | Perform Spare Parts management | | |
| 18.0 | Intellectual Property | | |
| 18.1 | Licence to IP rights specified | | |
| 19.0 | Cyber Assurance | | |
| 19.1 | Cyber Assurance Program | | |

Table 2: In Service Support:

| Reference: Annex A - Requirements | | |
|---|---|---|
| In Service Support Costs: | | |
| 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: | Firm Unit Price: (0 = No Cost) |
| 1.0 | 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) | |

| Reference: Annex A - Requirements | | |
|---|---|--|
| In Service Support Costs: | | |
| 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. | | |
| 1.3 | 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 | |
| 1.7.1 | Spare Parts Replenishment (Consumables and Non-repairable parts) | |
| 2.0 | 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 | |
| 3.0 | Licence to IP rights | |
| 3.1 | Annual fees or | |
| 3.2 | Royalties' payment | |