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**SOLICITATION AMENDMENT  
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<b>Title - Sujet</b> Letter of Interest for TPS Project Tactical Power System	
<b>Solicitation No. - N° de l'invitation</b> W8476-206276/C	<b>Amendment No. - N° modif.</b> 004
<b>Client Reference No. - N° de référence du client</b> W8476-206276	<b>Date</b> 2023-01-26
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$QF-125-28799	
<b>File No. - N° de dossier</b> 125qf.W8476-206276	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> Eastern Daylight Saving Time EDT <b>on - le 2023-06-30</b> Heure Avancée de l'Est HAE	
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**TACTICAL POWER SYSTEM (TPS)  
Letter of Interest (LOI)  
W8476-206276/C Amendment 004**

**This Letter of Interest (LOI) Amendment 004 is raised to answer questions received from Industry:**

**Question one through 12 were responded to in 2020/2021. New questions start at question 13.**

Q/A #	QUESTION / ANSWER
<b>Q13-E</b>	<p>Ref to RVM 1.3.3.1, The electrical power system must achieve maximum productivity with minimum waste or expense. The efficiency must be improved by 20% from the existing system. How is it measured (e.g. lt/kWh) and what is the efficiency of the existing system?</p>
<b>A13-E</b>	<p>Exact details will be included in Appendix B,C, Third party verification plan, test procedure TPS-VER-TP-04; Generator Efficiency for 100 Person Bivouac Load Profile and Reliability Test. (Not released yet)</p> <p>In the aforementioned test protocol we are going to measure the fuel consumption based on the provided load profile at the baseline and using the micro-grid configuration as proposed by the bidders. The 20% improvement in the efficiency is the saving in the fuel consumption using the micro-grid configuration from the baseline test. The 20% is a mandatory requirement.</p>
<b>Q14-E</b>	<p>Ref to RVM 1.3.3.2, The electrical power system must achieve maximum productivity with minimum waste or expense. The efficiency must be improved by 30% from the existing system. How is it measured (e.g. lt/kWh) and what is the efficiency of the existing system?</p>
<b>A14-E</b>	<p>Exact details will be included in Appendix BC, Third party verification plan, test procedure TPS-VER-TP-04; Generator Efficiency for 100 Person Bivouac Load Profile and Reliability Test. (not released yet)</p> <p>In the aforementioned test protocol we are going to measure the fuel consumption based on the provided load profile at the baseline and using the micro-grid configuration as proposed by the bidders. The 30% improvement in the efficiency is the saving in the fuel consumption using the micro-grid configuration from the baseline test. The 30% is a desirable requirement</p>
<b>Q15-E</b>	<p>Reference to RVM 1.19.1.20: Mercury, asbestos and polychlorinated (PCBs) must not be incorporated into the design, operation and maintenance of the TPS. Is Lead allowed?</p>
<b>A15-E</b>	<p>The acceptable amount of Lead in the TPS should be within the acceptable levels of lead as per IEC/TC 111 standard for electrical and electronic products.</p>

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**Q16-E** Reference to RVM 1.22.3.1, The TPS must be unpacked/packed, assembled/disassembled, set connected/disconnected, started, and operated, without damage and meet all performance requirements (during and after exposure), in all environments associated with climatic categories C0 Mild Cold, C1 Intermediate Cold, C2 Cold, and C3 Severe Cold, in accordance with NATO STANAG 4370- Allied Environmental Conditions Testing Publications (AETCP) 230 Ed 1, Leaflet 2311/1. "Started and operated" in conflict with 1.22.3.6. Please confirm that "within 20 mins" applies for 1.22.3.1.

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**A16-E** There is no conflict between the RVM 1.22.3.1 and 1.22.3.6. The requirement 1.22.3.1 is the general requirement for the TPS to operate in all environmental conditions specified, and the requirement 1.22.3.6 is specific for operating at -51°C temperature.as per the Mil-Std+810, Method 502.5 Low Temperature, Procedure II (Operation).

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**Q17-E** Reference to RVM 2.2.5: Except for 2 KW to 3.5 KW Generators, the engine speed controller (Governor) must be electronic governor, dual setting at 1800 and 1500 rpm to provide alternating current of 60 and 50 Hz;  
Duplicate requirement (see 2.2.6). Please clarify if it is mandatory or desirable?

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**A17-E** Correct, RVM Article 2.2.6 will be amended to read "All TPS Generators including 2 KW to 3.5 KW Generators, the engine speed controller (Governor) should be electronic governor, dual setting at 1800 and 1500 rpm to provide alternating current of 60 and 50 Hz;"  
RVM 2.2.6 is a desirable requirement.

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**Q18-E** Reference to RVM requirement 4.3.5: The Battery Power Pack must withstand 2500 charge/discharge cycles.  
Please define the Depth-of-Discharge (DoD) this number corresponds to.

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**A18-E** The Depth-of-Discharge (DoD) is equal to 100% (Fully Charged) minus the minimum State-of-Charge (SoC) which is the minimum recoverable charge level before the battery enters into shut-down mode or becomes non-serviceable.

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**Q19-E** Reference to RVM 4.5; DC to AC Inverter System

What is the envisioned power output required from the Inverter System (continuous and peak for XX mins) considering that ESU (L) is to be combined with Gen D (15kW) & Gen E (30kW) units?

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**A19-E** We did not specify the size and power output of the ESU, Small and Large, or for the Inverter system since the design and size selection of the ESU is the contractor's responsibility when designing the TPS micro-grid system to meet the RVM mandatory requirement 1.3.3.1 with respect to the system efficiency. However, the intent from the ESU is to harness any excess energy from the grid to be used for load leveling and to support the grid during synchronization of another generator needed to be added to the grid.

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**Q20-E** Is the objective of TPS to use COTS, MOTS, and proven technology or a unique Government design (UGD) to meet all mandatory requirements listed in the RFI?

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**A20-E** The TPS Project will acquire COTS, MOTS, and proven technology to meet all mandatory requirements listed in the RVM.

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**Q21-E** What is the desired power output for the DC/AC Small and Large inverters?

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**A21-E** Please refer to RVM Section 4.5.

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**Q22-E** What is the maximum power output from the ESU?

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**A22-E** The ESU maximum power output will be selected by the contractor to meet the RVM Section 1.33 for efficiency.

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**Q23-E** What is the desired energy storage of the ESU?

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**A23-E** The desired energy storage of the ESU will be selected by the contractor to meet the RVM Section 1.33 for efficiency.

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**Q24-E** Is there to be a hybrid for each of the generator size categories? (Note: hybrid equivalent omitted from the list below for brevity sake)

- a. 2-3.5 KW
- b. 4 to 6 KW
- c. 12 to 18 KW
- d. 25 to 35 KW
- e. 50 to 70 KW

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**A24-E** Hybrid systems will be required for all sizes except for the 2-3.5 KW generator size.

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**Q25-E** What are the size requirements for the small and large ESU?

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**A25-E** We did not specify the size and power output of the ESU, Small and Large, since the design and size selection of the ESU is the contractor's responsibility when designing the TPS micro-grid system to meet the RVM mandatory requirement 1.3.3.1 with respect to the system efficiency. However, the intent from the ESU is to harness any excess energy from the grid to be used for load leveling and to support the grid during synchronization of another generator needed to be added to the grid.

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**Q26-E** Does DND want a single stackable ESU system that starts at 2 KW and scales to 70 KW or do they want separate but similar systems for the different size generators?

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**A26-E** The battery power pack must be scalable. While we anticipate a separate ESU(S) system, the capacity of the battery bank must increase by adding additional power packs to meet the ESU (L) storage and output requirement for the associated generators above 4-6 KW range.

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<b>Q27-E</b>	What are the loads estimated for each ESU /power manager?
<b>A27-E</b>	The loads connected to the micro-grid which consist of USE, Generators and power management units must meet the con-ops requirement as per the LOI, Annex A

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<b>Q28-E</b>	Does DND desire lighter smaller modules vs larger modules (1-2 man portable vs 4-6 man portable)?
<b>A28-E</b>	Please refer to RVM Article 1.5.4, The TPS must be deployed by max of 6 soldiers of any MOC with only 1 of the 6 persons trained on the TPS.

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<b>Q29-E</b>	Why is there a requirement for foldable legs on the Power Distribution boxes as this reduces the ruggedness of the units and causes issues with stacking? Foldable legs are much more susceptible to damage during transportation, shock and vibration.
<b>A29-E</b>	Agreed - The desirable requirement for the Power distribution boxes to have foldable legs will be removed.

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<b>Q30-E</b>	In the LOI published in 2020, there are two sources of quantities and capacity: a. In amendment 6 (ABES.PROD.PW__QF.B121.E27522 .EBSU006) of the 2020 LOI, Table 1: TPS – Generator and Energy Storage. b. In amendment 1 (ABES.PROD.PW__QF.B121.E27522 .EBSU001) Section 1 - Requirement Which source should we use as an indication of quantity and capacity, knowing that these are preliminary numbers and should only be used as a reference?
<b>A30-E</b>	The quantities listed in the previous LOI should not be used as they have been refined during the last two years. It is intended to publish revised quantities in a request for pricing information.

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<b>Q31-E</b>	RVM section 3.6.8.2 Interior/dry Termination Box, which must have at least three 120V duplex receptacles (NEMA 5-15 or 5-20), including GFCI protection plus at least two USB and two USB-C charging ports. Can you explain this requirement? What are the USB charging ports to be used for? It might be preferable to have a USB multi-port charging terminal connected to the interior/dry termination box but located away from the termination box to avoid constant access to the termination box?
<b>A31-E</b>	The RVM Section 4.5.3 requirement for the interior/dry termination box has been removed.

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**Q32-E** RVM Section 4.5.2: The input voltage of the DC/AC inverter system must be 28 VDC.  
Can you explain why the input of the DC/AC inverter system must be 28 VDC? The power to the inverter is provided by the battery bank, which typically uses 6 VDC, 12 VDC, or 24 VDC. Unless you intend to tap into the inverter input connection for a specific 28 VDC appliance, the voltage between the battery bank and the inverter is not relevant. What is relevant is the battery charger input voltage and the inverter output voltage as these voltages affect the generator output voltage and the inverter output voltage. As long as these two voltages comply with the mandatory requirements, there is no need for a specific voltage for the input of the DC/AC inverter.

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**A32-E** RVM Section 4.5.7 will be amended to read "The ESU(S) shall include a 120V port rated at 20 A".

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**Q33-E** RVM Section 4.5.3: The inverter must have at least two USB Type A and two USB Type C charging ports.  
Can you explain this requirement? Since the inverter will be located next to the battery bank in a secured container, no-one other than the maintenance crew will have physical access to the inverter system.

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**A33-E** The RVM section 4.5.3 requirement for the interior/dry termination box has been removed.

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**Q34-E** 1.3.2 - What are the current fleet levels for Visual, Noise and Heat Specifications?

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**A34-E** The current fleet from Tactical Quiet Generators (TQG) meets the MIL-Std-633 in terms of Visual, Noise and thermal signature including Electromagnetic Signature and was tested to MIL-Std-705. Our current TQG fleet are CARC painted to reduce the Visual signature. The COTS Generators do not meet the aforementioned standards but meet the industrial and CSA Standards for generating equipment.

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**Q35-E** 1.3.3.1. and 1.3.3.2 - What is the efficiency level of the existing system? Is it different based on generator/energy storage size?

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**A35-E** The efficiency level of the existing system is less than 36%. Currently the CAF has no energy storage capability to harness the excess energy produced by the generators. Trials using Energy Storage System with renewable shows improvement in the efficiency by 20%. The goal is to have 30% Improvement in the efficiency using Energy Storage Units to meet the DEES target.

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**Q36-E** 1.3.5 - What are the specific compatibility requirements?

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**A36-E** The specific compatibility requirement for the generators with the NATO allied is the dual voltage and dual frequency output. The generator must be able to produce 120/208 VAC three phase, 60Hz and 240/416 VAC, 50Hz, and for the single phase generators 120/240VAC 50/60Hz. And for the Power distribution, the connectors shall meet IEC -60309 standard for the pin and sleeve connectors.

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<b>Q37-E</b>	1.5.1.1. and 1.5.1.2 - Confirm that the hand loading is applicable to the smaller generator sizes only.
<b>A37-E</b>	Article 1.5.1.1 & 1.5.1.2 are applicable for all TPS subsystems including the generators. Please refer to Article 1.5.5 in the RVM that indicates that any TPS equipment weighting more than 130Kg must be permanently mounted on dedicated Trailer or Skid.
<b>Q38-E</b>	1.5.3 / 1.19.1.2 - What are the restrictions placed on personnel wearing PPE and/or IECS?
<b>A38-E</b>	The restrictions imposed on personnel wearing PPE and/or IECS is the hand and finger dexterity due to gloves and Arctic mittens, restricted vision due to CBRN face mask, and restricted body movement due to Arctic Clothing.
<b>Q39-E</b>	Requirements for 1.5.4, 1.5.7 and 1.5.8 indicates 6 personnel, 1.5.6 indicated 4 personnel and 1.5.9 indicate 8 personnel for deployment. What are the personnel requirements based on (Generator Size, HQSS Size/Configuration etc.)?
<b>A39-E</b>	The maximum number of required to deploy TPS indicated under articles 1.5.4, 1.5.7 and 1.5.8 are correct. These numbers are proportional to the Bivouac size from HQSS configuration as per HQSS typical layout drawing (126500).
<b>Q40-E</b>	1.6.3. - Confirm this applies to the small generators only? What are the specifications of the "standard military cargo trailer"?
<b>A40-E</b>	The requirement 1.6.3 is pertinent to all TPS equipment with weight equal or less than 130Kg including generators. Please refer to Article 1.10.4.1, 1.10.4.2, 1.10.4.3 & 5.1.5 for the specification of Cargo Trucks/trailers.
<b>Q41-E</b>	1.7.1 - Confirm Hard Cover Requirement is specific to the micro grid controller and STTE.
<b>A41-E</b>	Confirmed, Hard Cover Requirement is specific to the micro grid controller and STTE.
<b>Q42-E</b>	1.9.1 -What is the specification for a standard military cargo trailer?
<b>A42-E</b>	Please refer to Article 5.1.5 for the specification of Cargo trailer.
<b>Q43-E</b>	1.10.1 - What are the setup and tear down times of the CF sub-units?
<b>A43-E</b>	The deployment (setup) and Withdrawal (Tear down & Recovery) timing for CF Sub-units are specified under Article 1.5 and 1.6 of the RVM
<b>Q44-E</b>	1.10.2.2 - Are the cargo containers provided as GFE or are they part of TPS? If not, what are the specific capabilities of the MHE?
<b>A44-E</b>	No GFE equipment will be provided in the TPS Project. Article 1.10 define the Transportation requirement, Cargo Container is one method in transporting the TPS equipment. Please refer to the Annex A – SOW, Article 5.5.2.6.6, The contractor shall design Stowage and plan for each of the 16 Configuration/Complex Types as per CDRL-DID/TPS-ACQ-SE-11.

<b>Q45-E</b>	1.10.2.3 - If the cargo containers are GFE, what tie down or lock down capabilities exist?
<b>A45-E</b>	No tie down or lock down capabilities exist in the current fleet of the Cargo Containers. Please refer to the answer to question 44 above.
<b>Q46-E</b>	1.10.4.1 - What are the specific requirements placed on the TPS components for each vehicle type, etc.? Are there specific acceleration profiles or turning radius/speeds for each vehicle type?
<b>A46-E</b>	Please refer to Article 1.22.13 pertaining to the shock and vibration specific requirement for TPS and the specified test methods as per the Mil-Std-810.
<b>Q47-E</b>	1.10.4.2 - What are the specific requirements placed on the TPS components for each vehicle type, etc.? Are there specific acceleration profiles or turning radius/speeds for each vehicle type?
<b>A47-E</b>	Please refer to Article 1.22.13 pertaining to the shock and vibration specific requirement for the TPS system and the specified test methods as per the Mil-Std-810
<b>Q48-E</b>	1.10.5.1 - What are the specific requirements placed on the TPS components from being mounted on the flatbed, etc.? Are there specific acceleration profiles or turning radius/speeds?
<b>A48-E</b>	Please refer to Article 1.22.13 pertaining to the shock and vibration specific requirement for the TPS system and the specified test methods as per the Mil-Std-810
<b>Q49-E</b>	1.10.6.1 - Are there certain transportation requirements that apply to the TPS components based on the expected sea conditions and expected vessel type?
<b>A49-E</b>	TPS equipment (including any protective cover in accordance with section <b>Error! Reference source not found.</b> ) when stowed in the ISO containers in accordance with section 1.10.2 must be sea transportable on vessels without damage to the TPS (during and after exposure), and without any equipment degradation and fully serviceable after transportation. The TPS equipment shall withstand all the shock and vibration subjected by the carrier. Please refer to Mil-Std-810. The land transportation is more stringent than the sea transportation, qualifying the equipment on stringent requirement will waive the requirement for Sea Transportation.
<b>Q50-E</b>	1.10.7.1 - What are the specific requirements placed on the TPS components for each aircraft type etc.? Are there specific acceleration profiles or turning radius/speeds for each aircraft type? Are there requirements on shock/vibe based on the landing characteristics of the aircraft?
<b>A50-E</b>	The shock and vibration is the specific requirement for the TPS components. Please refer to Mil-Std-810. The land transportation is more stringent than the air transportation, qualifying the equipment on stringent requirement will waive the requirement for Air Transportation.

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**Q53-E** 1.10.7.4.1 - Confirm this is for reference (Informational) purposes and not a mandatory requirement.

**A53-E** Correct, RVM requirement 1.10.7.4.1 is for information purposes only.

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**Q54-E** 1.11.1 - Confirm the ISS SOW will be provided and timeline for distribution.

**A54-E** A draft version of the ISS SOW will be released in the near future that will outline the requested details.

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**Q-55E** 1.11.4 - What are the setup and tear down times of the CF sub-units?

**A55-E** See A43-E for guidance related to set time and teardown times.

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**Q56-E** 1.11.5- What is the vision of endurance testing? Recommend utilizing Analysis as this would be more appropriate/cost-effective.

**A56-E** Analysis will be acceptable.

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**Q57-E** 1.14.1/16.3 - What is the vision of endurance testing? Recommend utilizing Analysis as this would be more appropriate/cost-effective.

**A57-E** See A56-E

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**Q58-E** 1.19.1.3 - Confirm that the relevant sections of MIL-STD-1472G are those in sections 4 and 5 that deal with safety and health hazards that are specific to TPS operation.  
Are there specific sections of interest given COTS solutions (e.g., section 5.7 "Warnings, hazards, and safety") vs the referencing the entire standard?

**A58-E** The applicable references from Section 4 & 5 of the MIL-Std-1472 as follows:

- Section 4.1 – Objectives;
  - Section 4.4 – Human Engineering Design;
  - Section 4.5 - Fail-Safe Design;
  - Section 4.6 – Simplicity of the design;
  - Section 4.7- Interaction;
  - Section 4.8 - Safety;
  - Section 4.9 – Ruggedness;
  - Section 4.10 – NBC Survivability;
  - Section 4.11 - EMP Harding;
  - Section 4.12 – Automation,
  - Section 5.1 – Control/Display integration;
  - Section 5.2 – Visual Display;
  - Section 5.3 – Audio display;
  - Section 5.4 – Controls;
  - Section 5.5 – labeling
  - Section 5.8 – Environmental
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- Section 5.9 – Design for maintenance;
  - Section 5.10 – Design for remote handling;
  - Section 5.11 – Small systems and equipment;
  - Section 5.12 – Operational and maintenance ground
  - Section 5.13 – Hazard and Safety;
  - Section 5.14- User Computer Interface; and
  - Section 5.15- Visual Display Terminals.
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**Q59-E** 1.19.1.7 - Confirm MIL-STD-882E probability thresholds will be utilized as a default vice industry/civilian thresholds.

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**A59-E** Confirmed, the probability thresholds will be utilized as a default vice Industry/Civilian thresholds. As per the MIL-Std-882E, The aggregate probability of occurrence of the individual events/hazards that might create a specific mishap resulting from personnel error, environmental conditions, design inadequacies, procedural deficiencies or the system/subsystem or component failure or malfunction.

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**Q60-E** 1.19.1.8 - Confirm CSA/NEMA connections are also acceptable.

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**A60-E** RVM Article 1.19.1.8 The TPS connector must incorporate a fail-safe design to prevent inadvertent human error while connecting the equipment together. Means the connectors must be designed with Key and size of the connector to prevent human error while connecting the equipment together. Regarding the CSA or NEMA equivalent for the enclosure IP levels are also acceptable.

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**Q61-E** 1.19.1.14 - What is a “head hazard”? Needs rephrasing to indicate type/context of hazard. (e.g., cause head injuries to personnel).

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**A61-E** Head Hazard means head injuries to personnel.

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**Q62-E** 3.2.2 - Please provide details on the W5 connector.

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**A62-E** W5 connector is 60 A connector 4P 5W, IEC connector 560C9W from one end and 560P9W on the other end.

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**Q63-E** 3.3.3 - Please provide details on the requirements for the CPDS.

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**A63-E** The compatibility with the CPDS requirement is the Connector. The connectors in the CPDS equipment are Pin and Sleeve Connectors to IEC 60309 Standard

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**Q64-E** 3.8.5 - Assume this refers to availability of the PMM hardware and that the MTTR assumes that spare parts are readily available.

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**A64-E** Correct, the PMM Availability of 0.999 is for the PMM Hardware and assuming the availability of spare parts to reduce the MTTR. However, the required MTBF for the PMM shall not be less than 50,000 Hrs.

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**Q65-E** 4.3.6 - What is the RTU?

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**A65-E** RTU is a remote terminal unit.

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**Q66-E** 5.1.5.4 - What are the requirements of a LVM-L payload?

**A66-E** The anticipated payload of the LVM-L is expected to be a minimum of 2500 kgs.

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**Q67-E** 5.1.5.6 - What are the requirements of the LVM-L spare tires?

**A67-E** Given that the selection of the LVM-L is still pending, the spare tire requirements are not currently available.

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**Q68-E** 5.1.5.11 - What are the component part numbers of the LVM-L trailer?

**A68-E** Given that the selection of the LVM-L is still pending, the related trailer details are not currently available.

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