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**LETTER OF INTEREST**  
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K1A 0S5

<b>Title - Sujet</b> LTV - RFI Light Tactical Vehicle - Request for Information	
<b>Solicitation No. - N° de l'invitation</b> W8476-246786/A	<b>Date</b> 2023-11-17
<b>Client Reference No. - N° de référence du client</b> W8476-246786	<b>GETS Ref. No. - N° de réf. de SEAG</b> PW-\$\$BL-319-29215
<b>File No. - N° de dossier</b> 319bl.W8476-246786	<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 Standard Time EST <b>on - le 2023-12-15</b> Heure Normale du l'Est HNE	
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<b>Address Enquiries to: - Adresser toutes questions à:</b> Charbonneau-Fortin, Annie	<b>Buyer Id - Id de l'acheteur</b> 319bl
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<b>Name and title of person authorized to sign on behalf of Vendor/Firm</b> (type or print) <b>Nom et titre de la personne autorisée à signer au nom du fournisseur/</b> <b>de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

**Page 1 will be generated in canadabuy**

# Light Tactical Vehicle

## Request for Information

### W8476-246786/A

The Contracting Authority, who is identified on the first page, is Canada's representative for all questions and comments about this document.	
RFI Closing Date and Time	Closing date: The closing date is on the first page.
Email Address for submitting questions and responses.	<a href="mailto:TPSGC.PAVTL-APLTV.PWGSC@tpsgc-pwgsc.gc.ca">TPSGC.PAVTL-APLTV.PWGSC@tpsgc-pwgsc.gc.ca</a>

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## Record of Changes

Serial	Description	Date Published
1.	Light Tactical Vehicle – Request for Information	17 November 2023

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# Light Tactical Vehicle

## 1. Background

- 1.1 In support of Canada's contribution to NATO Advanced Force Projection (aFP) in Latvia, as part of Operation REASSURANCE, Canada will procure Tactical Mobility Platform vehicles (TMPs) to equip a deployed Light Forces (LF) Battle Group (BG) starting Fall 2024. This accelerated procurement is named Light Tactical Vehicle (LTV).
- 1.2 The LTV will follow an accelerated procurement process to acquire up to a total of 108 TMP vehicles and 10 light trailers. Delivery timeline will be considered a high priority to meet the NATO commitments with Initial Operating Capability (IOC) in Fall 2024. The LTV procurement is independent from the Light Forces Enhancement (LFE) project, which will also procure TMPs at a later date.

## 2. Purpose and Nature of the Request for Information

- 2.1 Canada is seeking Industry's feedback regarding the LTV procurement. The intent of this RFI is to understand industry's capacity for a fast delivery of TMPs to meet the IOC timeline, and to gain awareness of any gaps between the available solutions(s) and the Preliminary Operational LTV requirements.
- 2.2 The objectives of this RFI are:
- (a) To assess if the delivery time constraints can be met;
  - (b) To assess the product and performance specifications of the available solutions based on time constraints;
  - (c) To develop a shared understanding with Industry about the LTV requirement;
  - (d) To provide information to Industry and seek their feedback on LTV operational and sustainment requirements, delivery capacity, delivery timelines and costing; and
  - (e) To allow interested suppliers to express their ideas, ask questions, and voice their concerns.
- 2.3 The following schedule is provided for industry's consideration when responding to the RFI. It is for information purposes only and does not represent a commitment by Canada.

	Events	Timeline
a)	RFI Responses requested date:	See the RFI cover page
b)	Possible other engagement sessions with Industry may include One-on-One sessions, Working Groups sessions and/or Industry Day(s)	TBD
c)	LTV Bid Solicitation	February 2024
d)	LTV Contract Award	May 2024
e)	LTV Initial Operating Capability (IOC)	August 2024
f)	LTV Full Operating Capability (FOC)	Fall 2025

Table 1 - Estimated Schedule

## **Light Tactical Vehicle (LTV) – Request for Information (RFI)**

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- 2.4 As part of a review in support of the Adaptive Dispersed Operations concept, the Canadian LF need new light tactical personnel and cargo carrying capabilities. These capabilities will move soldiers and equipment across complex terrain which currently can only be reached on foot. It will lighten CAF soldiers' on-person combat burden by carrying additional equipment and supplies and will cover a larger area of operation through increased speed, range, and duration. This powerful, lightweight solution is expected to operate in domestic and expeditionary deployments, up to and including high threat environments.
- 2.5 For the purpose of this RFI:
- (a) "TMP" refers to both TMP-Personnel and TMP-Cargo;
  - (b) TMP-Personnel. A fleet of tactical mobility vehicles designed to rapidly move Light Forces' operators equipped with personal protective equipment, personal weapons and combat supplies in complex terrain;
  - (c) TMP-Cargo. A fleet of cargo-carrying vehicles designed to move large volumes of cargo in support of operations in complex terrain; and
  - (d) "TMP fleet" refers to TMP with light trailer.
- 2.6 The LTV requirements for TMP-Personnel and TMP-Cargo can be met with a single vehicle that can be easily reconfigured or with two TMP variants sharing the same base chassis and powertrain.
- 2.7 The TMP vehicle will be able to carry two (2) to four (4) CAF soldiers in the cargo variant, four (4) to nine (9) soldiers in the personnel variant, their weapons and effects, and combat supplies to sustain them for 72 hours on operation. The light trailer will be used to carry any other loads as required. The Project also plans to acquire Integrated Logistics Support (ILS) elements to operate and maintain the fleet.
- 2.8 The LTV procurement process is expected to deliver:
- (a) Up to 108 vehicles;
  - (b) Ten (10) light trailers to augment cargo capacity; and
  - (c) Integrated Logistics Support (ILS): with the initial acquisition of the TMP vehicle and light trailers, Canada intends to procure an ILS package which could include Initial Cadre Training (ICT), electronic technical publications, initial provisioning of spare parts and Special Tools and Test Equipment (STTE) as required.
- 2.9 Initial Operating Capability (IOC) will be reached when 28 TMPs are delivered to Canada, Initial Cadre Training (ICT) is delivered to the first LF BG and sufficient ILS to support the initial LF BG.
- 2.10 Full Operating Capability (FOC) will be reached when all TMPs, light trailers and ILS have been delivered.
- 2.11 This RFI is neither a call for tender nor a Request for Proposal (RFP). No agreement or contract will be entered into based on this RFI. The issuance of this RFI is not to be considered in any way a commitment by the GC, nor as authority to potential Respondents to undertake any work that could be charged to Canada. This RFI is not to be considered as a commitment to issue a subsequent solicitation or award a contract for the work described herein.

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- 2.12 Respondents are encouraged to identify, in the information they share with Canada, any information that is deemed proprietary or confidential. Canada will handle the responses in accordance with the [Access to Information Act](#). Canada will not disclose proprietary or commercially sensitive information concerning Respondents or third parties, except and only to the extent required by law. For more information, please see <https://laws-lois.justice.gc.ca/eng/acts/a-1/>.
- 2.13 Participation in this RFI is encouraged but is not mandatory. There will be no short-listing of potential suppliers for the purposes of undertaking any future work as a result of this RFI. Similarly, participation in this RFI is not a condition or prerequisite for the participation in any potential subsequent solicitation.
- 2.14 This RFI is the first step to engage with Industry. Canada may seek additional industry feedback throughout the different phases leading to the potential bid solicitation. Industry is invited to review the RFI package and to provide responses as per the instructions in section 6 below.
- 2.15 Respondents will not be reimbursed for any cost incurred by participating in this RFI. Responses to this RFI will not be returned to Respondents.
- 2.16 Representatives from DND, PSPC, and Innovation, Science and Economic Development (ISED) Canada will review the responses from industry. These responses may be shared with an independent consultant or other GC resources that Canada considers necessary to review any response. Responses will not be evaluated; however, Canada may use information received from Industry to develop or modify the technical requirement specifications document or other aspects of the procurement approach.

### **3. Legislation, Trade Agreements, and Government Policies**

- 3.1 The following is indicative of some of the legislation and government policies that could impact any follow-on solicitation(s):
- (a) Canadian Free Trade Agreement (CFTA) may apply.
  - (b) International trade agreements do not apply.
  - (c) Defence Production Act will apply.
  - (d) Treasury Board Policy on Government Security will apply.
  - (e) Controlled Goods Program (CGP) will apply.
  - (f) Federal Contractors Program for Employment Equity (FCP-EE) may apply.
  - (g) A National Security Exception (NSE) will apply for this procurement under the existing Op REASSURANCE NSE.
  - (h) Defence Procurement Strategy will apply.
  - (i) Gender-Based Analysis Plus (GBA+) may apply.

*The above is not an exhaustive list.*

### **4. Response Preparation Instructions**

- 4.1 To facilitate the review of responses to this RFI, Respondents are encouraged to follow the response guide provided below and to provide requested information if available. As

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well, Respondents may include any additional information they believe to be relevant to this procurement.

### **4.2 Response guide and content:**

- (a) Executive Summary: Respondents are requested to indicate in their response if they are an Original Equipment Manufacturer (OEM) of a TMP type of vehicle, to provide a description of their solution(s) and their experience with the delivery and/or sustainment of such a capability.
- (b) Respondents are encouraged to provide any information they consider valuable in their responses, for example links to brochures, relevant pictures and videos highlighting specifications, capabilities and features. Respondents are requested to provide feedback on the following Annexes:
  - 1. Annex A – Additional Information;
  - 2. Annex B – Preliminary Operational Requirements;
  - 3. Annex C – Additional Questions to Industry; and
  - 4. Annex D – Costing Questions.
- (c) A point of contact for the Respondent should be included in the package.

## **5. Enquiries and Submission of Responses**

- 5.1 All inquiries and other communications related to this RFI, and associated Industry Engagement activities must be directed exclusively to the PSPC Contracting Authority. Since this is not a bid solicitation, Canada will not necessarily respond to all enquiries.

Patrick Scalabrini  
Procurement Manager  
Public Services and Procurement Canada

**IMPORTANT:** Responses are to be emailed to the Contracting Authority at:  
[TSPGC.PAVTL-APLTV.PWGSC@tpsgc-pwgsc.gc.ca](mailto:TSPGC.PAVTL-APLTV.PWGSC@tpsgc-pwgsc.gc.ca)

- 5.2 Changes to this RFI may occur and will be advertised on [CanadaBuys](https://www.canadabuys.ca). Canada requests Respondents to visit [CanadaBuys](https://www.canadabuys.ca) regularly to check for any amendments or updates.
- 5.3 Responses to this RFI are to be submitted to the attention of the PSPC Contracting Authority identified above, ideally on or before the time and date indicated on the cover page of the RFI document. As this is an RFI, Canada may consider responses or additional information provided after the RFI closing date and time.

## **6. Clarification of Responses**

- 6.1 Canada may, at its discretion, contact any of the Respondents at any time to clarify any aspect of a response.

## **7. Security**

- 7.1 There will be security requirements associated with the LTV procurement. As security screening may be a lengthy process, respondents should start as soon as the security level becomes available. To learn how to obtain security screening for your organization,



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please copy and paste the following link in a browser: <https://www.canada.ca/en/public-services-procurement/services/industrial-security.html>

### **8. High Level Mandatory Requirements**

- 8.1 The Base TMP Vehicle is defined as the vehicle components including the chassis and powertrain. TMP-Personnel and TMP-Cargo variants must share the same Base TMP Vehicle components. Maximizing commonality of parts will reduce the amount of training, STTE and spare parts requirements.
- 8.2 High Level Mandatory Requirements (HLMRs) represents the desired high-level capability requirements of the LTV procurement. Canada acknowledges, however, that the accelerated LTV procurement schedule may not allow for a solution that will meet all of the desired LTV HLMRs. We request that Respondents provide clear feedback on whether their solution meets each of the following HLMRs:

Serial	HLMR	Description	Comment
HLMR 1	Payload	The TMP vehicle must carry two (2) to four (4) CAF soldiers in the cargo variant, four (4) to nine (9) soldiers in the personnel variant, their weapons and effects, and combat supplies for 72 hours of self-sufficient operation. Payload must be no less than 1000 kg for one (1) TMP and no less than 250 kg for one (1) light trailer to account for indicative weight of soldiers and equipment.	
HLMR 2	Mobility	<u>TMP fleet must:</u> a) have the ability to drive at speeds that allow the light forces to keep pace with manoeuvre elements; b) have the ability to operate in non-complex and complex terrain where light forces normally operate on foot including mountains, forests, jungles, plains, summer season tundra, snow and desert; c) have the ability to self-recover from obstacles and tow another platform of at least equal mass; and, d) have the ability to operate in the summer Arctic in accordance with environmental regulations.	LTV will initially be used in the Eastern European theatre.
HLMR 3	Transportability	<u>TMP fleet must:</u> a) be transportable by current CAF strategic rail, sea and airlift, including helicopters; b) be sling-loadable and fit inside the interior of current CAF RCAF assets for airmobile operations; c) be parachute droppable using current RCAF assets; and d) be reconfigurable, as needed, for air transportation by the vehicle operators using only common tools carried on the vehicle.	

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<b>Serial</b>	<b>HLMR</b>	<b>Description</b>	<b>Comment</b>
HLMR 4	Lethality	TMP must have the ability to operate in the presence of offensive fire through countermeasures such as mounted small arms (minimum 5.56mm machine gun, maximum ATGM system).	Seeking industry feedback on availability of this capability within the LTV schedule.
HLMR 5	Sustainment	Crews and qualified technicians must be able to complete first (1 <sup>st</sup> ) and second (2 <sup>nd</sup> ) line maintenance repairs with applicable STTE and Technical Data Package (TDP). TMP fleet will be operational for a minimum of 15 years.	
HLMR 6	Availability	The proposed TMP must be currently in service by NATO and/or Canadian ally nation's military or police force with minimum modifications and with sufficient quantities to equip three Light Forces battle groups and associated Reserve units.	Focused on 1x LF BG in Latvia.

Table 2 - High Level Mandatory Requirements (HLMRs)

## **Annex A – Additional Information**

### **1. Employment Concept of LTV Fleet**

- 1.1 The TMP fleet will be used in support of a wide range of operations including: emergency and natural disaster response; humanitarian assistance; peace support operations; and support to other government departments, international aid organizations, and local governments during international emergency response.
- 1.2 The main user groups of the TMP fleet will be light infantry, combat engineers, and artillery. The unique characteristic of this fleet is to deploy via airmobile operations since this fleet will mainly operate in isolated situations where support is very limited due to terrain accessibility. As a result, the TMP fleet needs to be self-sufficient and must have maximum flexibility and versatility to adapt to different mission sets and scenarios. Likely scenarios include re-prioritize TMP-Cargo from cargo role to casualty evacuation role in moment notice, and to provide self-recovery capabilities when needed.
- 1.3 The TMP fleet will be relied upon for continuous operations with minimum breakdown, damage, and maintenance, while subjected to rough handling by soldiers who are battle fatigued, stressed, and under fire. The mission profile predicts an annual usage between 13,000 km and 16,000 km per vehicle and per trailer, with the TMP fleet driven off-road 70% of the time.
- 1.4 Terrain. The TMP fleet is expected to operate in virtually all terrain types, including desert, mountainous, wooded, savannah, and sub-arctic, and summer arctic. This includes operating on paved and unpaved roads, severe washboard surfaces, vehicle tracks and severe cross-country. Severe cross-country conditions include, but are not limited to extreme slopes, rocky ground, ploughed fields, trails, jungles, cut lines, sand, mud, snow, ice, and shallow rivers or streams.
- 1.5 Environmental conditions. The TMP fleet must be capable to start, drive and operate in extreme climatic conditions, such as temperature range from -40 degrees Celsius to +49 degrees Celsius, and humidity range from 0 to 100%.
- 1.6 Elevation. The TMP fleet is expected to operate in various atmospheric conditions, from sea level to high-altitude found in mountainous regions with lower air pressure and density.
- 1.7 Future Growth. The TMP should have growth potential to accommodate future technological and system capability improvements in numerous areas such as: maneuver, firepower / weapon systems, protection / survivability, human systems, communications / sensors and green energy solutions.

### **2. Scope**

- 2.1 Canada would like to determine what solutions exist to meet the technical requirements, delivery capacity and schedule for the LTV procurement. With the initial acquisition of the TMP vehicle and light trailers, Canada intends to procure an ILS package which could include but not limited to ICT, electronic technical publications, initial provisioning of spare parts and STTE as required.

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### **3. Integrated Logistics Support**

- 3.1 With the initial acquisition of the TMP fleet's capabilities, Canada intends to procure an ILS package to operate and sustain the TMP fleet beginning at first delivery and ending at FOC.
- 3.2 Initial Cadre Training. ICTs will be focused towards LF Battalions as part of their road to high readiness cycle prior to deployment to Latvia. For the first ICTs, Canada will consider options to conduct bilingual ICTs ahead of delivery schedule in May 2024 in CFB Valcartier, and will assess the possibility of utilizing contractor owned vehicles to support the ICTs. Follow-on ICTs will be scheduled as required.
- 3.3 Publications. It is expected that the OEM will provide electronic technical publications and updates that conform to the S-1000D standard for manuals, technical drawings, parts lists and Commercial part numbering listing (as procured by OEM). It is expected that all material will be bilingual (French and English).
- 3.4 Special Tools and Test Equipment (STTE). The OEM must identify and provide all STTE required to service, diagnose and repair the fleet.
- 3.5 Engineering. As and when required, the TMP fleet may require engineering activities such as Technical Investigations and Engineering Services (TIES).
- 3.6 Field Service Representatives (FSR) Concept. Until FOC, as and when required, FSRs could be employed in the EU and across Canada at major Canadian Forces Bases for training (operator and maintainer) and maintenance support.

### **4. Spare Parts**

- 4.1 Initial Provisioning. The OEM must recommend an initial scaling of spare components and sub-systems, in sufficient quantities, in order to support a determined availability of the fleet.
- 4.2 Scaling of Spares. An initial fleet-wide scaling will be established through a combined effort with the PMO and OEM. The flexibility to continuously modify this scaling throughout the life of the fleet is essential, based on usage data recorded.
- 4.3 Technical Data Package (TDP). Canada must have sufficient Intellectual Property (IP) and TDP (up to a minimum level 2) access to ensure it is able to sustain the fleet throughout its life.

### **5. Industrial and Technological Benefits Policy/ Value Proposition**

#### **5.1 Application of the Industrial and Technological Benefits (ITB) Policy**

- 5.1.1 The Industrial and Technological Benefits (ITB) Policy is expected to apply to the Light Tactical Vehicle (LTV) procurement process. Engagement with Industry through this RFI will help determine the application of the ITB Policy and how Canada could leverage opportunities for economic benefits.

#### **5.2 The ITB Policy including Value Proposition**

- 5.2.1 The ITB Policy is an investment attraction tool and companies awarded defence procurement contracts are required to undertake business activities in Canada equal to the value of the contract. The ITB Policy encourages companies to establish or grow

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their presence in Canada, strengthen Canada's supply chains, and develop Canadian industrial capabilities.

- 5.2.2 The goal of the ITB Policy is to support the long-term sustainability and growth of Canada's defence sector, including small and medium-sized enterprises in all regions of the country, to enhance innovation through Research and Development (R&D) in Canada, to support skills development and training, and to increase the export potential of Canadian-based firms. The ITB Policy includes the Value Proposition (VP), which requires bidders to compete on the basis of the economic benefits to Canada associated with its bid. Winning bidders are selected on the basis of price, technical merit and their VP. VP commitments made by the winning bidder become contractual obligations in the ensuing contract.

- 5.2.3 For more information about the ITB Policy, please visit [www.canada.ca/itb](http://www.canada.ca/itb).

### **5.3 Key Industrial Capabilities:**

- 5.3.1 To leverage the procurement, Canada will look to use the ITB Policy to motivate defence contractors to invest in [Key Industrial Capabilities](#) (KICs). KICs align with Canada's defence policy, [Strong, Secure, Engaged](#), and the [Innovation and Skills Plan](#) by supporting the development of skills and fostering innovation in Canada's defence sector. The KICs represent areas of emerging technology with the potential for rapid growth and significant opportunities, established capabilities where Canada is globally competitive, and areas where domestic capacity is essential to national security.
- 5.3.2 Based on initial analysis of the LTV, this procurement encompasses the KICs of **Armour and Ground Vehicle Solutions** where Canada has world leading capabilities, as well as **Clean Technology**, where Canada sees potential for rapid growth and significant opportunities for the emerging technologies. Canada will be seeking to motivate high value economic opportunities and partnerships in these KICs to support the growth of Canada's defence sector, as well as enhance supply chain participation, research and development, and skills development and training for Canadian industry.
- 5.3.3 For definitions of the relevant KICs for this project, please visit [Key Industrial Capabilities](#).

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# Annex B – Preliminary Operational Requirements

## 1. Scope

- 1.1 In order for Canada to understand what solutions are available to meet the delivery time constraints of the LTV procurement, Respondents are requested to confirm their earliest IOC and FOC dates in their Annex B response and to submit information about their solution by using the following table. Under the “Compliant?” column, Respondents are to indicate if their solution currently meets the requirement, either yes or no.
- 1.2 The Preliminary Operational Requirements (PORs) included in this RFI will allow Respondents to inform Canada on which requirements can be met with their solution..
- 1.3 Under the “Comment” column, Respondents are requested to provide further compliance or non-compliance details for Canada’s consideration. If the requirement cannot be met, Respondent should indicate the specifications or performance of their proposed solution. Canada may consider industry’s feedback in support of new or alternative requirements..
- 1.4 Assume that all capabilities described are performed at Gross Vehicle Weight (GVW) unless otherwise stated.

Serial	Description	Compliant?	Comment
<b>Standard Vehicle Specifications And Features</b>			
1.	The proposed TMP must be currently in service by NATO and/or Canadian ally nation’s military or police force.		
2.	TMP-Personnel and TMP-Cargo variants must share the same base chassis and powertrain.		
3.	TMP’s overall length must not be greater than 6 m.		
4.	TMP’s overall width must not be greater than 2 m.		
5.	TMP’s overall height must not be greater than 1.9 m.		
6.	TMP’s curb weight must be no greater than 2300 kg.		
7.	TMP’s payload capacity must be no less than 1000 kg		
8.	TMP must have both a shatterproof front full windshield equipped with an electric wiper system, and a shatterproof front half windshield.		
9.	TMP windshields must have an outer surface treated for scratch resistance.		
10.	TMP must have an open cabin architecture with roll cages to protect the occupants.		
11.	The open cabin TMP must be provided with a removable cabin cover that will provide basic wind, rain and dust protection to the occupants.		
12.	The removable cabin cover must be resistant to and protect occupants from the residual heat of ejected ammunition casings.		
13.	The TMP must have a forced air heating system to warm occupants when the cabin cover is attached.		
14.	All TMP’s wheel and tire assemblies, including the spare tire, must be identical with run-flat capability. Each TMP must include one (1) spare tire that is easily accessible.		
15.	TMP must have skid plate protection under the powertrain.		
16.	TMP must meet or exceed the Canada Motor Vehicle Safety Standards (CMVSS) by Transport Canada.		

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Serial	Description	Compliant?	Comment
<b>Air Transportability</b>			
	Transportability: TMP and light trailer must be designed for and meet the requirement to be securely transportable, individually or as a group in any of these situations:		
17.	The TMP must be air transportable, while fully loaded and with trailer, within a CC-130 or CC-177.		
18.	The TMP must be air-droppable, while fully loaded and with trailer, from a CC-130 or CC-177.		
19.	The TMP must be transportable, while loaded and with trailer, as both an internal and sling load for a CH-147 Chinook. The internal maximum dimensions for a RCAF CH-147F including the ballistic protection system is height 73 in, width: 80 in, weight: max wheel load 2,500 lbs.		
<b>Mobility</b> ( <i>Light trailer specifications can be found in the Light Trailer section of this table</i> )			
20.	TMP must maintain a cruising speed of at least 80 km/h on level, gravel road while towing a light trailer.		
21.	TMP must have a maximum speed of at least 90 km/h.		
22.	TMP must maintain a minimum reverse speed of 20 km/h on level, hard surfaced roads.		
23.	TMP must maintain a forward speed of five (5) km/h on a level, gravel road while towing a light trailer.		
24.	TMP must have an autonomous operational range of at least 450 km.		
25.	TMP must have a maximum wall-to-wall turning diameter of 13 m.		
26.	TMP must cross a minimum gap of 0.4 m.		
27.	TMP must climb over a hard vertical obstacle/step of 0.3 m in forward and reverse directions.		
28.	TMP must have an approach angle of at least 60 degrees.		
29.	TMP must have a departure angle of at least 40 degrees.		
30.	TMP must ford a hard bottom water obstacle to a depth of 0.6 m without modification or preparation.		
31.	TMP must be fully operational while remaining stationary in water at a depth of 0.6 m for up to 10 minutes without modification or preparation.		
32.	TMP must have a proper system to drain the vehicle after submersion to fording depth of 0.6 m.		
33.	TMP must have an off-road ground clearance of at least 0.25 m between hard, flat ground and the lowest protrusion of the vehicle chassis (including underbelly protection system).		
34.	In order to have acceptable cross-country mobility, the clearance between hard, flat ground and the lowest protrusion along the underbelly of the vehicle must be at least 0.5 m.		
35.	TMP must allow manual selection between 4x2 and 4x4.		
36.	TMP must allow manual selection between open differentials for on-road driving, and locked differentials for off-road driving.		
37.	TMP must have a manually activated/deactivated Vehicle Stability Control.		
38.	TMP must have a manually activated traction control system		

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Serial	Description	Compliant?	Comment
39.	TMP must have a manually activated/deactivated Anti-lock Brake System.		
40.	TMP must ascend and descend smoothly, up to 60 percent longitudinal grades on a dry, hard paved surface free from loose material in a controlled manner at a minimum of 3 km/h while towing a light trailer.		
<b>Cold Weather</b>			
41.	TMP must start, unaided, when the engine temperature is equal to or above -19 degrees C.		
42.	TMP must start at -40 degrees C when preheated for 30 minutes or less.		
<b>Towing and Recovery</b>			
43.	TMP must have a minimum towing capacity of 1.5 times the TMP's GVW.		
44.	The TMP must be fitted with a self-recovery winch mounted at the front of the vehicle.		
45.	The TMP self-recovery winch must have a load capability equal to or greater than 1.5x GVW of the TMP		
46.	The TMP must not incorporate open tow hooks.		
47.	TMP must be directly towed, using fitted tow hook, on paved roads at 50 km/h for 100 km without disconnecting any driveline components.		
48.	TMP's trailer hitch tongue weight rating must be equal or greater than 105 kg.		
49.	TMP must be capable of being suspended towed from the front and rear.		
50.	TMP must tow any TMP or vehicle of equal mass while both vehicles are at GVW for 10 km on hard, gravel road.		
51.	TMP must be equipped with trailer hitch and a swivel type, towing pintle assembly, at the rear of the vehicle capable of accepting a towing eye in accordance with STANAG 4101 – Towing Attachments.		
52.	TMP's electrical connection to the trailer must be in accordance with STANAG 4007 – Electrical Connectors Between Prime Movers, Trailers and Towed Artillery.		
<b>Military Requirements</b>			
<b>Electrical</b>			
53.	The electrical system must operate in accordance with STANAG 2601 – Standardization of Electrical Systems in Tactical Land Vehicles and MIL STD 1275 - Department of Defense Interface Standard Characteristics 28 Volt DC Electrical Systems in Military Vehicles.		
54.	TMP must provide the capability of both North American standard 110 VAC (at 60Hz) and European standard of 240 VAC (at 50Hz) power outlet(s) within the crew compartment.		
<b>Light Trailer</b>			
55.	Light trailer's overall length must not be greater than 3 m.		
56.	Light trailer's overall width must not be greater than 2 m.		
57.	Light trailer's overall height must not be greater than 1.3 m.		



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Serial	Description	Compliant?	Comment
58.	Light trailer's cargo area minimum length must be no less than 1.8 m.		
59.	Light trailer's cargo area minimum width must be no less than 1 m.		
60.	Light trailer's cargo area minimum depth must be no less than 0.4 m.		
61.	The TMP trailer must have a GVW no greater than 750 kg.		
62.	The TMP trailer must be capable of carrying a payload of at least 250 kg.		
63.	The TMP trailer must have the same track width of the TMP.		
64.	The TMP trailer must be no wider than the TMP.		
65.	The TMP trailer must at least have the same ground clearance of the TMP.		
66.	The TMP trailer must use the identical tires and wheel assemblies as the TMP.		
67.	The TMP trailer must carry a spare tire identical to the tires used on the trailer.		
68.	The TMP trailer must be fully road legal in North America and EU.		
69.	The TMP trailer must be equipped with a NATO standard lunette and safety chains.		
70.	The TMP trailer must have a manually activated parking brake.		
71.	The TMP trailer must be equipped with at least 2 jacks to permit levelling when not connected to a prime mover and to assist in changing a tire.		
72.	The TMP trailer must have solid sidewalls that are removable.		
73.	The TMP trailer must have a removeable tailgate.		
74.	The TMP trailer tailgate must be capable of being locked in at least the upright and horizontal positions during travel.		
75.	The TMP trailer must be capable of carrying cargo on a standard North American wooden pallet up to 48x48".		
76.	A wooden pallet must be able to be loaded on the TMP trailer with a forklift or a crane with a fork attachment.		
77.	The TMP trailer must be equipped with blackout lighting.		
78.	The TMP trailer must incorporate lifting points and tie down points for air transportability including: internal to an aircraft, sling load, and parachute air drop.		

Table 3 – Preliminary Operational Requirements (POR)

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# **Annex C – Additional Questions to Industry**

## **1. Scope**

- 1.1 The questions to Industry are aimed at engaging Industry early to generate information and promote discussion which will allow Canada to further develop and refine the LTV requirements. Respondents are encouraged to provide any information they consider valuable in their responses or that may be applicable to the procurement..
- 1.2 Respondents are requested to answer all questions in detail and indicate references, such as test reports, to show how the vehicle(s) and trailer meet the stated requirements. Where possible, Respondents are requested to provide reference material to support claims.

## **2. Acquisition**

Serial	Description	Yes/No, comments
<b>LTV Delivery Schedule</b>		
1.	IOC. Comment on the capacity and schedule to deliver 28 TMPs to FOB Plant by August 2024.	
2.	IOC. Pricing and availability to conduct operator ICT in CFB Valcartier in May 2024 to a minimum of 30 candidates. Please provide details on the course format, availability in French and English, schedule and local resources required.	
3.	IOC. Pricing and availability to conduct maintainer ICT in CFB Valcartier in May 2024 to a minimum of 6 candidates. Please provide details on the course format, availability in French and English, schedule and local resources required.	
4.	If TMP deliveries are not before ICTs in May 2024, please comment on the pricing and availability of contractor owned vehicles to support the ICTs.	
5.	FOC. Provide a proposed delivery schedule of all TMPs in Personnel variant, Cargo variant and ILS no later than Fall 2025.	
6.	Provide a proposed delivery schedule of all 10 light trailers.	
<b>Fielding with NATO or Allied Nations</b>		
7.	Please comment on timelines of previous contracts and quantities fielded.	

## **3. Technical**

Serial	Description	Yes/No, comments
<b>Human Factors</b>		
1.	It is understood that the majority of military vehicles are designed for the 5 <sup>th</sup> to 95 <sup>th</sup> percentile male. Please comment on the design changes required, if any, to accommodate a 5 <sup>th</sup> percentile female IAW with the 2012 CFAS. <a href="https://cradpdf.drdc-rddc.gc.ca/PDFS/unc328/p803174_A1b.pdf">https://cradpdf.drdc-rddc.gc.ca/PDFS/unc328/p803174_A1b.pdf</a>	
2.	Please comment on the ability and schedule to implement design changes to accommodate a 5 <sup>th</sup> percentile female.	

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Serial	Description	Yes/No, comments
<b>Weapons Integration</b>		
3.	Please comment on the availability of wire cutters to protect a standing gunner.	
A standing gunner within both TMP variants must have the ability to operate as a minimum the in-service pintle-mounted weapons. Please comment on the availability of roof and door mounted weapons mounting solutions for the following weapons based on the LTV schedule:		
4.	C9 Light Machine Gun, commonly known as the FN Minimi	
5.	C6 General Purpose Machine Gun, commonly known as the FN MAG	
A standing gunner within both TMP variants must have the ability to operate as a minimum the in-service pintle-mounted weapons. Please comment on the availability of roof mounted weapons mounting solutions for the following weapons based on the LTV schedule:		
6.	C16 Close Area Suppression Weapon (CASW), commonly known as the Heckler & Koch Grenade Machine Gun	
7.	M2 Browning Heavy Machine Gun	
8.	Tube-Launched, Optically Tracked, Wireless-Guided (TOW) Improved Target Acquisition System (ITAS) Anti-Tank Guided Missile (ATGM)	
9.	Please comment on the space claim required to integrate each of the pintle-mounted weapons (C6, C9, 50 cal, C16, ATGM)	
10.	Please comment on the stowage provisions for at least 2 ATGM missiles.	
<b>Air Transportability</b>		
11.	Please comment on certifications already granted with Canadian or equivalent aircraft listed in the PORs. If available, please provide a copy of the certification.	
<b>Survivability</b>		
12.	Please comment on options available to add underbelly blast protection from hand grenades and anti-personnel mines as defined by STANAG 4569 Edition 4 and AEP 55 Volume 2 Edition D or other standards.	
13.	Please comment on options available for add overhead fragmentation protection from small artillery and mortar threats.	
14.	Please comment on options available to add roadside fragmentation protection.	
15.	Please comment on options available to add ballistic and fragmentation protection to the engine compartment.	
16.	Please comment on options available to add self-sealing capability to the integral fuel tank and fuel lines.	
<b>Interoperability</b>		
17.	It is expected that LTV will be immediately deployed to Task Force Latvia. It is desirable that the vehicle will be able to drive on EU nation roads without requesting host nation exemptions. Please comment on compliance with EU road worthiness standards.	
18.	Please comment on electrical generation capacity when parked (hotel loads) and configuration of outlets available.	
19.	Please comment on the availability of power management systems that can automatically disconnect hotel loads from the automotive batteries in order to reserve sufficient power to restart the engine.	

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Serial	Description	Yes/No, comments
20.	Please detail any systems that have a “limp-home” mode and if there is the option of an emergency override.	
21.	Configuration of towing and tie down points. Confirm they are solid eye and not hook style.	
22.	Comment on availability on weather protective covers for long-term outdoor storage.	
23.	Comment on availability of winter add-on packages.	
24.	Please comment on expected fuel range degradation when towing the proposed light trailer.	

### 4. LTV ITB/VP Industry Engagement Questions

Serial	Description	Yes/No, comments
<b>Defence Sector</b>		
	The ITB Policy seeks to promote economic development and long-term sustainment of Canadian businesses engaged in the manufacturing and delivery of products and services used in government defence and security applications.	
1.	Based on the high-level requirements put forward by the Department of National Defence, describe what Direct Work activities your company would foresee undertaking in Canada for the production and sustainment of the LTV?	
2.	What opportunities and constraints are there to performing this work in Canada?	
3.	What are the high value areas or KICs in which Canadian capabilities could be used to support the LTV?	
<b>Supplier Development</b>		
	The ITB Policy seeks to improve the competitiveness of Canadian industry by encouraging Canadian industrial participation and the scaling up of Canadian companies, including small and medium-sized businesses (SMB).	
4.	The ITB Policy requires that at least 15 percent of the contractor's ITB obligation (equal to the value of the contract) be represented by work with Canadian SMB with fewer than 250 employees. To what extent can you commit to an SMB requirement of over 15 percent in order to nurture the development of Canadian SMB within the defence sector (includes both direct work on this procurement and work in other business areas)?	
5.	As result of the LTV procurement, please indicate what new supply chain opportunities could be made available to Canadian suppliers. Please include in your response information on: <ul style="list-style-type: none"> <li>a. What activities should be perceived as providing the highest value to Canada.</li> <li>b. Which opportunities could be specifically targeted at Canadian SMBs.</li> <li>c. Supplier development opportunities that could be performed in the KICs identified above.</li> </ul>	
<b>Skills Development and Training</b>		

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Serial	Description	Yes/No, comments
	The ITB Policy fosters the development and sustainment of a diverse, talented, and innovative Canadian workforce through access to training, education, opportunities and programs.	
6.	What Skills Development and Training activities does your company currently provide? How do these activities support skills development and training in the KICs of Armour, Clean Technology, and Ground Vehicle Solutions?	
7.	What types of Skills Development and Training investments would produce the maximum benefit for Canadians (defence or commercial sector)? Examples: a. Work integrated learning programs (e.g., co-operative education; work placements); b. Apprenticeship programs; c. A new or existing skills development program at or through a post-secondary institution; d. Support for security certifications (e.g.: Top Secret, ITAR) or cybersecurity compliance certifications for Canadian companies, especially small and medium-sized businesses.	
8.	What Skills Development and Training opportunities are available in the KICs identified above?	
<b>Research and Development (R&amp;D):</b>		
	The ITB Policy promotes scientific investigation that explores the development of new goods and services, new inputs into production, new methods of producing goods and services, or new ways of operating and managing organizations.	
9.	Please describe your company's priority areas for R&D investment? As part of your answer, please identify to what extent these priority areas align with the KICs identified above?	
10.	Is there potential to develop research partnerships with Canadian post-secondary institutions, publicly-funded research institutions or Canadian companies (such as consortia or centres of excellence)? If so, what research areas might your company pursue? If not, what other research or development partnerships could be formed to support technology development in the KICs identified above?	
11.	Is there potential to invest in research and development partnerships with Canadian SMBs and start-up companies, including funding for late-stage R&D and commercialization of innovative products or services?	
12.	What should the minimum R&D requirement be (as a percentage of anticipated bid price) in order to motivate bidders to invest in high-value innovation within Canada? Please identify to what extent R&D investments could be performed in the KICs identified above.	
<b>Exports</b>		
13.	Please describe any other high value export opportunities from Canada, whether commercial or defence sector, which could be leveraged as a result of this procurement.	
14.	What role could the LTV play in positioning your company and its Canadian supply-chain for long-term growth?	

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Serial	Description	Yes/No, comments
<b>Other Questions</b>		
15.	Are there ITB VP requirements that could impact the delivery schedule for this procurement?	
16.	Are there other relevant KICs which align with the work to be conducted for the LTV procurement process? If yes, please indicate which KICs should be considered and why. As part of your response, please describe how the proposed KICs would enhance the opportunities that could be leveraged through the Value Proposition for Canadian industry.	
17.	Comparatively to price and technical merit, Value Proposition typically has a weight of 10 to 15% of the overall bid evaluation. What is your view on the weighting of the Value Proposition for the LTV?	
18.	Within the Value Proposition, what are your recommended minimum percentages of weighting for each of the Value Proposition pillars (i.e. Direct Work, Supplier Development, Skills and Training, R&D, and Exports)?	

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# Annex D - Costing Questions

## 1. Scope

- 1.1 The purpose of the TMP fleet costing annex is to request substantive costing information. If a specific cost element cannot be provided, or is included in the price of another item, please provide an explanation in your response.
- 1.2 Respondents are encouraged to provide any additional costing information that they feel may be of value to Canada.
- 1.3 For the purpose of this annex only, Respondents are to assume a total quantity of 108 TMPs and 10 light trailers.

## 2. Acquisition

Serial	Acquisition – Costing Questions	Firm Unit Price 0 = No Cost
<b>Acquisition</b>		
<b>Equipment</b> For each variant, provide the unit cost reflective of all PORs described in Annex B. The quantities are as follows: 72x Personnel, 36x Cargo and 10x light trailers		
1.	Tactical Mobility Platform – Personnel	
2.	Tactical Mobility Platform – Cargo	
3.	Tactical Mobility Platform - Single TMP that can be configured between both Personnel and Cargo roles	
4.	Light Trailers	
5.	Project Management	
6.	Systems Engineering	
7.	ILS Plan	
<b>Integrated Logistics Support (ILS) Services</b>		
<b>Technical Investigation and Engineering Services (TIES)</b>		
8.	Technician (Hourly Rate)	
9.	Engineer (Hourly Rate)	
<b>Field Service Representative</b>		
10.	Canada FSR – Maintenance (Hourly Rate)	
11.	Canada FSR – Training (Hourly Rate)	
12.	EU FSR – Maintenance (Hourly Rate)	
13.	EU FSR – Training (Hourly Rate)	
<b>Contracted Training Services</b>		
14.	ICT – Operator Training (English and French)	
15.	ICT – Technician Training (English and French)	
16.	ICT Courseware – Operator and Technician Training (English and French)	
<b>Material Management</b>		
17.	Provisioning Documentation	
18.	Initial Provisioning Conference	

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19.	Controlled Goods List (if applicable)	
<b>TDP.</b> Provide pricing for both languages when applicable, up to Level 2 at a minimum.		
20.	Technical Publication Package - Operators Manual (English and French)	
21.	Technical Publication Package - Technical Manual (English and French)	
22.	Technical Data Package - Drawings	
23.	Preventative & Corrective Maintenance Manual (English and French)	
24.	Parts List	
<b>Special Tool and Test Equipment (STTE)</b>		
25.	STTE requirements	