
Date: 6 Dec 2018

Clarification Note – Q&A Batch 1

Invitation to Bid No. ITB/SEC/25/2018

Supply and Delivery of Armoured Vehicles

The Organization for Security and Co-operation in Europe has received a request for clarification from potential bidders.

In accordance with Article 17 of the ITB Documents the OSCE would like to provide the following clarification:

Question 1: In section 4 it is specified that the vehicle blast protection shall adhere to the parameters as set out in: a.ERV 2010 Special Protected Vehicles – Explosion

Side. The side shall be designed so as to withstand the blast force emanating from a 15Kg High Explosive charge (or similar equivalent full charge) detonated at a distance of 2 m to B pillar and 1m above ground. It is assumed that protection will be against the blast force and not against any shrapnel that may have been packed into the charge.

In the testing guidelines in ERV 2010 Special Protected Vehicles it is not specific that testing be performed at 2m, the criteria are between 2m - 4m. When our vehicle was tested it was tested at 3m. Can you please confirm this is accepted?

Answer 1: For the blast protection testing the OSCE makes a reference to the ERV 2010 standard. However, the OSCE requirement is that the testing is performed with the 15 kg TNT charge, or similar equivalent explosive charge, detonated at the distance of 3 meters or less from the B pillar and at the height of 1 meter. The testing at the shorter distance (i.e. 2 meters) will be assessed more favourably.

Question 2: The ERV2010 side blast requirement is 12.5kg of PETN detonated 4m away from the side of the vehicle. Please confirm that this is acceptable for the offered vehicles?

Answer 2: For the blast protection testing the OSCE makes a reference to the ERV 2010 standard. However, the OSCE requirement is that the testing is performed with the 15 kg TNT charge, or similar equivalent explosive charge, detonated at the distance of 3 meters or less from the B pillar and at the height of 1 meter. The testing at the shorter distance (i.e. 2 meters) will be assessed more favourably.

The testing of 12.5 kg of PETN detonated at the distance of 4 m is not acceptable.

Question 3: Since the fuel tanks will be protected against ballistic and blast threats is the self-sealing coating necessary as that would require removal and sending of the tanks for coating to an external supplier?

Answer 3:

Yes, the self-sealing coating is a mandatory requirement.

Question 4: Could you please confirm that, if production doesn't either then elaborate more on it.

Answer 4: This is linked to the question 3 and the bidder should provide as pre answer 3.

Question 5: Please note, we have already registered our company with OSCE before, While we have to registered again or the previous registration is applicable?

Answer 5: Kindly include the completed Vendor Registration Form in respective bid.

Question 6: In the document referenced 2. Technical Specifications Toyota LC200 Armoured-final.doc of ITB-25-2018 Point 22 Mandatory Certifications- 'Mobility Certification' it states: "Mobility Certification: The vehicle shall be TUV (Technischer Überwachungsverein – Technical Inspection Association) or equivalent certified as being road worthy - approved for use on European roads."

The vehicle we intend to submit to ITB-25-2018 has undergone some of the most vigorous testing available today which includes Millbrook Road Worthiness Assessment and Testing. We were testing against the PAS 301 standard and Milbrooks additional standards, not all elements of PAS 301 were completed due to the testing facility and environment as the testing was performed in the non-European roads. Is Millbrook Road Worthiness Assessment and Testing accepted for "Mobility Certification"?

Answer 6: Yes, the fully completed Millbrook Road Worthiness Assessment and Testing is acceptable for Mobility Certification.

Question 7: Bidder currently holds ISO 9001:2008 certificate. Will it be acceptable or it has to be transit it to ISO 9001:2015?

Answer 7: The ISO 9001:2008 certification is not acceptable, bidders shall be ISO 9001:2015 certified or confirmation from relevant authority that receipt of ISO 9001:2015 is in its way.

Question 8: As stated the vehicle shall be capable of being maintained by local authorized, or suitably qualified, base vehicle mechanics – Question this requirement eludes to the requirement of a maintenance manual however the Maintenance Manual is not explicitly called for in the document list – can the authority confirm a maintenance manual is required?

Answer 8: Yes, a maintenance manual will be required (also to be used by our contracted workshops).

Question 9: Mandatory Warranty Requirements

“d. Minimum 5 year warranty on all modifications to the OEM base vehicle” – We assume that this warranty requirement is not related to the automotive upgrades required e.g Brakes / Suspension / Wheels & tyres? Can the authority confirm this assumption is correct.

Answer 9: This warranty requirement is related to the up-armouring of the vehicle and the subsequent other modifications that are a direct consequence of the up-armouring, but exclude ‘consumables’ such as brake pads, shock absorbers, tires, etc.

Question 10: What types of activities will be required from regional after-sale service providers?

Answer 10: After-sales service providers would provide warranty services, regular services and repairs, updates in vehicle and maintenance documentation (including spare parts).

Question 11: There is no spares pack / spares pricing / tooling required in the ITT pack – Can the authority confirm this is correct.

Answer 11: Yes, this is correct. However, it would be very useful to have such a list.