
Date: 12 Dec 2018

Clarification Note – Q&A Batch 4

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 - Section 1 - Height Adjust driver seat – As this is non-standard on the original base vehicle of choice that suits the majority of the OSCE requirement, an after-market seat height adjust add-on would need to be fitted. This will adversely influence the amount of headroom overall when the seat is in its lowest position and therefore impact on a 183cm driver. Is this requirement essential as there are clear benefits to the Customer in terms of headroom if removed.

Answer 1 : The height adjustable driver's seat is NOT a mandatory (essential) requirement, therefore, it shall be removed from the list.

Question 2 - Section 6 – Can the Authority confirm that our understanding is correct that the following items are to be protected against the threats detailed in para 3, and as best as practically possible (e.g. through the use of fender armour).

- Fuel lines
- Fuse box
- Engine Management system
- Power train control module
- Vital controllers
- Under hood components

Answer 2: Yes, these items (as specified under para 6) shall be protected.

Question 3 - Section 17 - Running boards on the rear of the vehicle – Can the authority please clarify what is required on the rear of the vehicle as the OEM Toyota has a bumper with plastic tread surface as standard.

Answer 3: A standard plastic tread surface on the rear bumper is sufficient, only the running boards to the sides of the vehicle shall be fitted with non-slip metal running boards.

Question 4 - Section 18 b – Can the requirement for document pass through of the window be reduced to a minimum of 100mm to ensure it still allows adequate room for documents to pass through but also enables to maintain the OEM door lock and latch assembly in its

standard position and as such the benefit of cost and reduced complexity for spares / support in the future?

Answer: Yes, although 180 mm has been stated, the minimum of 100 mm is acceptable.

Question 5 - Can the Authority confirm that it is expecting fully armoured rear doors in the bumper to bumper armoured configuration, and not a secondary internal door?

Answer: The secondary internal door is also acceptable in this configuration – bumper to bumper. However, it must be possible to open both rear doors from inside in case of emergency.

Question 6 - Can Authority confirm that any ballistic and blast design modifications to the product offered in this proposal from that originally tested should have reports confirming that they have been independently verified and accepted by a recognised ballistic and blast test Authority? For example if a Contractor was offering swing out rear doors but had live fire tested lift up rear doors, then due to the major design change would an independent report be required for this ballistic and blast design modification?

Answer: Yes, the vehicle shall be tested if any major design change has been done.

Question 7 - Is there a requirement for emergency egress from the rear of the vehicle in full bumper to bumper armoured configuration – i.e. to be able to open the rear doors from inside the vehicle?

Answer: Yes, it must be possible to open the rear door from inside in case of emergency.