

**IRAQI ARMED FORCES BATTALION SETS
QUESTIONS AND ANSWERS AFTER PRE-PROPOSAL CONFERENCE
22 APRIL 2004 - PUBLIC**

1. Question. Short Description of the existing radios in points C.4.1, C4.2, C4.3 and C4.4 states, that the existing IAF radios operates in a frequency range of 403-470 MHz which is correct, while the Operational Requirements in those points states, that the radios must be "narrowband operating in the 410-430 MHz bandwidth". Which requirement is valid?

Answer: The minimum requirement is 410-430 MHz. It is acceptable for the proposed radio to be capable of operating beyond this bandwidth.

2. Question. Point C-4.3 - Radio repeater

Assuming, that the requested frequency range for a repeater is 403-470 MHz, what should be the frequency range of an antenna duplexer, which is required in every repeater solution?

Answer: The minimum requirement is 410-430 MHz.

3. Question. Does the "multi-channel radio with keypad" requirement in C 4.1 and C.4.2. means, that the mentioned keypad must be:

- a. full (DTMF) 0-9 keypad or
- b. shorter, navigational keys only keypad with LCD Display like existing GP680/GM660 radios have ?

Answer: The type of keypad is not specified. Either full numerical, or navigational keys only, are acceptable.

4. Question. Does the statement published on webpage :

"Any change made through this third amendment to the solicitation takes precedence over and supercedes any previous solicitation language and any answers to questions posted to the web site" means, that ALL answers previously given are not valid anymore, if they are not incorporated in final SOW from 20th of APR ?

Answer: If amendment 0003 changes a previous answer or changes previous solicitation language, the amendment takes precedence over previous answers or language. It is possible, however, that some answers to questions do not result in changes in solicitation language and therefore still apply.

5. Question. Answer to question 4 (questions to Final solicitation 17APR) and Power Source section on C.4.1 states, that vehicle adapters are NOT necessary, as well as in Power Source section of C.4.1.

In SOW point C.4.1- Power Source section is also mentioned, that the HANDHELD radio must be able to be powered from 24V power receptacles (what in case of HANDHELD radio can only be done by using the VEHICLE ADAPTOR).Powering the handheld radio directly from 24VDC IS NOT POSSIBLE without installing the

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appropriate Vehicle Adapter in a vehicle. Mentioned vehicle adapter is a 12VDC apparatus (by Motorola), so in case of having the 12VDC installation in a medium wheeled vehicle, what for the 24V power receptacle as a source of powering the radio is ? Are you sustaining the necessity of 12V radios to be powered from 24V outlet in 12VDC installation equipped vehicles? Does it make any sense ? Contractor, which would like to be fully compliant with this requirement should (assuming, that 12V installation medium vehicles are proposed):

- install the 12/24V DC/DC converter to assure requirements from point C 2.1.r
- Install the 24/12V DC/DC converter to assure proper voltage to the radio
- Install the radio

Are you still sure, that it is your requirement ?

Answer: It is the prime contractor's responsibility to integrate the radios into the vehicles (C.1.5). The 24 volt outlet is required to be in the vehicles. If a 12 volt radio is provided, it may be powered by a 12 volt vehicle outlet, if this is the prime contractor's desire.

6. Question. All existing IAF radios as well as any other existing on the market radios are also 12VDC powered (in case of GP680 even from 7,2 VDC battery), so in reference to point C 2.1.r which states, that the 24V outlet is PRIMARY necessary for powering the radio equipment (which is 12VDC), where is the mistake ? Other words, is it your real requirement, that the 12VDC radio must be powered in a 12V DC vehicle's installation from 24VDC power outlet ? What is the reason of such complicated solution? Much easier is to allow powering the radios from 12VDC power source, where it is possible.

The same mismatch is stated in point C4.2 - Long range radio is also 12VDC powered.

Answer: It is the prime contractor's responsibility to integrate the radios into the vehicles (C.1.5). The 24 volt outlet is required to be in the vehicles. If a 12 volt radio is provided, it may be powered by a 12 volt vehicle outlet, if this is the prime contractor's desire.

7. Question. Does the compatibility of offered equipment with Long and Short range radios and base stations should be in their CONVENTIONAL (not trunked) mode, according to answer to the question no 124 on pre-proposal conference, or it should be FULLY compatible with existing GP680 radio, working in both CONVENTIONAL and TRUNKED modes?.

Different model of Motorola CONVENTIONAL radio (e.g. GP360 or GM360) will be fully compatible with GP680 and GM660 radio, but in CONVENTIONAL mode only. Please clarify, if the requested radios will be working (now or in the future) in MPT1327 TRUNKING system, or not ?

**IRAQI ARMED FORCES BATTALION SETS
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22 APRIL 2004 - PUBLIC**

Answer: There is no requirement for TRUNKED mode for this solicitation.

8. Question. I would like to clarify one more thing related to Repeater station (C4.3), which also has a requirement for having the Transcript board installed.

Please be informed, that from technical point of view this requirement is unnecessary, causing only the raise of cost of repeater, because in a repeater operation, the scrambled audio signal from one radio to another is going through the repeater without the necessity to have the scrambler installed in a repeater itself. The repeater is a device, which is transparent for the scrambled audio signal going through it, so installing the scrambler boards inside the repeater radios (2) does not make any sense.

Answer: The transcript 460 chip is not required to be installed in the radio repeaters (C.4.3).

9. Question. Point C.4.3 Radio repeater

Please clarify, if the existing IAF repeater, build as per your information on two GM360 radios, meets the mentioned MIL-STD as WHOLE device, or those MILs are related only to the GM360 radios? Please be informed, that Motorola does not manufacture the repeater solution, based on mentioned radios, so the existing IAF solution MUST BE custom-made by a previous supplier (AIR Radio Co., as per our information) and IS NOT FULLY MIL-STD compliant. If you have been told, that this custom-made solution IS MIL-STD compliant, probably made a mistake. We would like to offer identical solution, based on GM360 Radios, but the MIL-STD will apply to the GM360 radios only. Is it acceptable ?

Answer: All radios provided must comply with the MIL-Standards as specified in the solicitation.

10. Question. Point C4.2. Long range radio

This radio, as already has been clarified many times, is a VEHICLE MOUNTED, 12VDC device. Although it has physical possibility to be supplied from AC/DC Power supply, why you are expecting to equip this MOBILE radio with AC Power supply as a Support Equipment, as listed in C.4.2 ?

If this is your real requirement, please confirm, that you are expecting that the AC power supply should be delivered with EVERY mobile radio.

Answer: If an adapter is needed to power the proposed radio from an AC power supply, the adapter shall be included with each radio. This is what is meant by AC power supply listed under Support Equipment (C.4.2).

**IRAQI ARMED FORCES BATTALION SETS
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22 APRIL 2004 - PUBLIC**

11. Question. Spare parts kits to C 4 section

C.4.1 - As a spare parts kit additional antennas are listed. How many should be supplied with the radios?

C.4.2.- The radio generally does not have any spare parts necessary to be equipped with. There is no routine maintenance on this kind of radio, and in the case of failure radio must return to the service center. What do you mean by "spare parts kit" in the case of GM660 (or compatible) radio?

Answer: One year of service parts are required for each radio. The spare parts that are typically supplied with the proposed radios must be included with each radio.

12. Question. Point C.4.6 Power source.

Please clarify, if you are expecting that the battery pack shall be delivered with the radios? If yes, please state the necessary operation time on battery. Please bear in mind, that this radio has 125W output power, therefore the battery used to powering this radio shall have at least 160 Ah capacity (size and weight as vehicle's battery in a very big truck) due to high current consumption (27A) while transmitting.

Answer: No battery packs are required to be shipped with the Mobile HF Radio (C.4.6). The requirement is for the radio to be capable of being powered by a battery pack.

13. Question. Please clarify, what kind of radios will be installed in what vehicles? According to point C.2.1.r, in a Medium Wheeled vehicles all kind of radios can be installed, while point C 2.2.(o) states, that in Heavy Wheeled vehicles only radios listed in C.4.1 and C.4.2. will be mounted. Please confirm, that any of HF Mobile radios will be mounted in Heavy wheeled vehicles. Please provide a list (summary) of installation of all mobile (C 4.2 and C4.6) radios in respective kind of vehicle. This is important from pricing point of view, because the installation in Heavy wheeled vehicle is more expensive than in Medium wheeled.

Answer: Integration of the radios into the vehicles is the prime contractor's responsibility, subject to the requirements as stated in the statement of work.

14. We are also participate on it with our Heavy Wheeled Vehicle, see par. C.2.2 of Statement of Work, and in item (o.) we are asked to provide radio mounts and electrical connection in the cab compatible with radios specified in C.4.1 and C.4.2 (Short Range Radio and Long Range Radio). Unfortunately we do not have any experience with those radio types.

**IRAQI ARMED FORCES BATTALION SETS
QUESTIONS AND ANSWERS AFTER PRE-PROPOSAL CONFERENCE
22 APRIL 2004 - PUBLIC**

Will you please send us some basic data of the mentioned radios enabling us to prepare our cab for the installation? We suppose to receive:

1. Drawings with main integration dimensions and weights.
2. Drawings of radio holders.
3. Type of sockets/connectors and their power (12V or 24V).
4. Max. power consumption to design power converter, fuses, etc.
5. Siting of the radios in the cab (in front of driver or codriver).
6. Other essential radio-integration instructions.

We would like to know also if you provide antenna/ antenna connections, and if you connect other truck devices (horn, lights, speedometer, etc.).

Answer: It is the prime contractor's responsibility to integrate the radios into the vehicles (C.1.5), subject to the requirements as stated in the statement of work.

15. Question. The most recent mod to W56HZV-04-R-0692 in the training paragraph (3.8) states that the "train the Trainer" classes will be held at the 4 sites and then refers you to the FOB location in Appendix F. The only FOB location shown there is Kirkush. Will all four FOB locations be shown in the next mod?

Answer: The four destinations are listed in Section F of the solicitation. This change was made in Amendment 0002 and can be found on page 63 of the amendment. The latest "reprint" version of the solicitation contains any and all changes, and can be found on our website. Please read the document carefully.

16. Question. In what order will the Battalion sets and Brigade sets need to be delivered to the various sites (this is necessary for the development of the training scenario and will impact costs)?

Answer: As addressed in a previous question, training is not required to be concurrent. Although the exact order of delivery to each of the locations has not been finalized; for evaluation purposes, training should be priced as a consecutive effort.

17. Question. We understand that another company is presently supplying Barrett 950s with Transcript SC20-455 encryption board in Iraq. Is the Government going to amend the solicitation to accept the Transcript SC 20-455 as Level 3 encryption to meet the encryption requirement?

Answer: No. The Transcript SC 20-455 is considered a model number for the Barrett 950 to meet the Transcript 460 requirement. Transcript 460 represents a series of chips each with unique model numbers depending upon the model number and manufacturer of the radio.

**IRAQI ARMED FORCES BATTALION SETS
QUESTIONS AND ANSWERS AFTER PRE-PROPOSAL CONFERENCE
22 APRIL 2004 - PUBLIC**

18. Question. Could you kindly respond if it acceptable for bidders to express an exception to the Berry Amendment for a deliverable in the proposal (to keep the delivery dates) or will this disqualify the bidder.

Answer: Offerors are responsible for compliance with all applicable statutory and regulatory restrictions and offerors are encouraged to take advantage of all available exemptions, exceptions and exclusions, but offerors must make an informed decision themselves and they do so at their own risk. The government can not be responsible for offerors' interpretations of the applicable regulations. However, we will continue to do our best to offer explanations and clarifications to insure that offerors fully and completely understand solicitation requirements.