

Q #	<u>Document Name</u>	<u>DOORS ID/DOC Para #</u>	<u>Question/Comment</u>	<u>Response</u>
1	Draft JLTV PD FoV V2.9A	PDFOV-2909	The statistical confidence level is required to implement the AMSAA PM2 projection model (SOW requirement). What is the desired confidence level of demonstrating the EMD requirement of 5,550 MMBHMF during IOTE/LRIP testing? Also, with the expansion of kits on these vehicles, does this MMBHMF number represent the reliability of only the base vehicle? (Where the addition of mission essential kits will result in a lower system level MMBHMF value)	80% statistical confidence level is to be used. MMBHMF also includes the addition of kits but does not include Government Furnished Equipment (GFE) unless the integration of the GFE was the root cause of the hardware mission failure.
2	Draft JLTV PD FoV V2.9A	Annex K	What does the TOCNET Intercom have to do with AFATDS?	The AFATDS Fire Direction Center utilizes the Command Post Platform (CPP). The CPP uses the TOCNET intercom.
3	Draft JLTV PD FoV V2.9A	PDFOV-7802:	Will there be a JLTV vehicle configuration with solely an EMCU Kit with ADU's and without a CSDU Kit?	No. Also refer to Final RFP, Section C.5.11.2, many requirements have been moved to Future C4I SystemsGrowth.
4	Draft JLTV PD FoV V2.9A	PDFOV-8593 PDFOV-7764 PDFOV-7767 PDFOV-7811 PDFOV-7812 PDFOV-8596	Of the GFE software packages (FBCB2 JCR, FBCB2 JBC-P, AFATDS, OSRVT, WIN-T SNE, WIN-T POP, CPOFF, C2PC/JTCW) which will have operating systems provided GFE and which will require contractor furnished operating systems?	PDFOV-7811, PDFOV-7812, and PDFOV-8596 were removed in PD 3.0. Also refer to Final RFP, Section C.5.11.2, many requirements have been moved to Future C4I SystemsGrowth. The detailed operating system information for GFE software will be included in the application ICDs. For planning purposes, operating systems will include Windows and Linux, IAW PDFOV-7748 and PDFOV-7757.
5	Draft JLTV PD FoV V2.9A	PDFOV-3439	Requirement states: The JLTV shall be equipped with an Electronic Stability Control (ESC) system that conforms to FMVSS 126 with modified performance parameters, regardless of the weight of the vehicle. Verification Method: Testing shall be conducted IAW DOT-TP-126 to verify compliance with Section 3 requirement where the Slowly Increasing Steer (SIS) maneuver executed at 30 mph, and the calculated Sine with Dwell (SwD) maneuver maximum steer angle is 130% of the 0.5g 30mph SIS value, with a SwD maneuver frequency of 0.5 Hz and a dwell time of 1 s. To successfully pass this requirement, the vehicle must pass all performance requirements of FMVSS 126, Section 5.2 (vehicle responsiveness and stability requirements). Question: What increments should the SwD test be performed? The angle normally increments by 50% for each test run up to 650% of SIS.	Please refer to the RFP Purchase Description V.3.0, Annex S

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6	Draft JLTV PD FoV V2.9A	PDFOV-8848	Does this requirement have a threshold requirement associated to it? What tier does it carry?	There is no threshold requirement for installation. Please refer to final RFP Purchase Description for Tier Value.
7	Draft JLTV PD FoV V2.9A	3.4.1.15	<p>PDFOV-3439 requires JLTV to have ESC that "conforms to FMVSS 126 with modified performance parameters."</p> <p>Questions:</p> <ol style="list-style-type: none"> 1. What parameters are expected to change and will the changes result in more or less stringent parameters? 2. Can the government to clarify desired truck configuration for certifying FMVSS 126 conformance? Specifically, <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Will the ESC be expected to meet FMVSS 126 with and without armor, ammo, GFE, and other typical added weight? <input checked="" type="checkbox"/> Will ESC be expected to meet FMVSS 126 in all possible CTIS modes (tire pressures)? 3. Please confirm that Will FMVSS 126 conformance testing and test reports need not to be completed by an impartial third party? 4. Will formal test reports that prove compliance need to be included in the truck's technical data package? 	Please refer to the RFP Purchase Description V.3.0, Annex S
8	Draft JLTV PD FoV V2.9A	3.4.1.3	<p>Draft JLTV PD FoV V2.0 PD994 stated "The JLTV angle of approach shall not be less than 60 degrees without winch. Protrusion of the tow eyes into the angle of approach plane is permitted."</p> <p>Draft JLTV PD FoV V2.3 and 2.5 PDFOV-994 both stated "The JLTV angle of approach shall not be less than 60 degrees without winch." But PDFOV-996 stated "The JLTV angle of approach shall not be less than 45 degrees with winch. Protrusion of the tow eyes into the angle of approach plane is permitted." So it was assumed that since the tow eyes could protrude into the 45 degree approach plane they could also protrude into the 60 degree approach plane.</p> <p>Draft JLTV PD FoV V2.9A PDFOV-994 still states "The JLTV angle of approach shall not be less than 60 degrees without winch." Draft JLTV PD FoV V2.6 PDFOV-996 now only states "The JLTV angle of approach shall not be less than 45 degrees with winch." The statement of "Protrusion of the tow eyes into the angle of approach plane is permitted" was removed in V2.6.</p> <p>Additionally Draft PD FoV V2.9A PDFOV-998 states" The JLTV at GVW shall possess an angle of departure no less than 45 degrees. This angle cannot be intruded on by any part of the JLTV."</p> <p>Question: What parts of the truck can protrude through the 60</p>	Angle cannot be intruded on by any part of the JLTV.

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9	Draft JLTV PD FoV V2.9A	3.4.1.5.1	<p>Statement: The Current JLTV 2.9A specification reads: The JLTV shall be equipped with air brake quick connect couplers (gladhands) at the front and rear of the vehicle that meet the requirements of SAE J318 and ISO 4009.</p> <p>In previous versions of the PD up through 2.6 this requirement read: Air brake glad hand couplers with cover assemblies and cover securing chains shall be provided at the front (if truck complies with FMVSS 121) and rear of the truck per SAE J849 to interface with pintle/lunette towed trailers.</p> <p>In 2.7 and 2.8 it was changed to: The JLTV which utilizes air brakes to operate the trailer and/or towed like-vehicle brakes shall be equipped with air brake quick connect couplers (gladhands) at the front and rear of the prime mover and at the front of the trailer that meet the requirements of SAE J318.</p> <p>Question: Having gladhands on the front of the vehicle would not be useful for towing a hydraulically braked JLTV and could possibly cause confusion to the vehicle operator. We recommend deleting the requirement for front gladhands on vehicles that use Hydraulic brakes.</p>	The contractor needs to provide the ability to activate the brake system on a towed vehicle so that they can meet the braking requirements.
10	Draft JLTV PD FoV V2.9A	Annex H	Draft Annex H to the JLTV Purchase Description was restructured in the Version 2.8 Release on 19 September 2011 to remove all the Operational Mode Summary/Mission Profile (OMS/MP) descriptive material except for only a description and breakdown of the JLTV Operational Terrain. Our RAM Modeling and Analyses and associated EMD Test Planning have been based on the OMS/MP descriptions and mission breakdowns as they existed in the Annex H - Version 2.7, released on 11 April 2011. We have assumed that the mission profiles and mode summaries contained in that Version 2.7 release of Annex H are still accurate and appropriate to support RAM Modeling and EMD Test Planning. Is this consistent with the Government's intent?	Annex K has been updated in Ver. 3.0 to include only the Terrain Values and the MOUT Discrete Descriptions. These are the same values as in Ver. 2.7, so modeling and test planning based on these values is not affected in the update from Ver. 2.7 to 3.0. However, there is information in Ver. 2.7 that is no longer valid such as the Annual Mileage (since reduced), so that version should no longer be referenced.
11	Draft JLTV PD FoV V2.9A	Annex H	Why was Annex H , OMSMP removed and replaced with new Annex H , Operatinal Terrain	OMS/MP contained some extraneous information that was not necessary for RFP. Relevant information from OMS/MP has been pulled into SOW, PD, or Annex H (Terrain Profiles and MOUT Terrain Description).

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12	Draft JLTV PD FoV V2.9A	PDFOV-8782 3.5.3.7 Shelter Transport	Annex K lists multiple shelters that must be fitted to the JLTV-UTL and JLTV-T. 1. Two sizes of the S-788 shelter are available; they use different attachment points. Does JLTV need to accommodate both? (There does not appear to be a standard mounting kit for the shorter shelter.) 2. Research on the generic "CPP Shelter" listed in Annex K seems to indicate that it is shorter than the typical S-788, S-832, and S-842 shelters. Are there multiple variants of the CPP shelter? Is there a P/N or NSN for the CPP shelter(s) of interest? Interface dimensions are needed. 3. Annex K lists the "S-787 Shelter." Research has not yielded such a shelter. Is there an NSN for this shelter? Technical data and interface data needed. 4. Annex K lists "SECM Shelter." Does this refer to a specific SECM shelter or all variants? Is there a P/N or NSN for the specific shelter(s) of interest? Is there a standard mounting kit(s) for the SECM shelter(s)? (Research shows that there are multiple variants or different sizes.) 5. Annex K lists "S-250 Shelter" as a stand-alone line item. The only data found to date is for the S-250G shelter (which is listed	1) Yes. The JLTV PD allows an interface kit to mount the shelters. 2) The GFI will be provided for included systems per Attachment 36. 3) comment noted. The GFI will be provided for included systems per Attachment 36. 4)The GFI will be provided for included systems per Attachment 36. 5)there is a unique configurations and the GFI will be provided for included systems per Attachment 36.
13	Draft JLTV PD FoV V2.9A	PDFOV-2875, (multiple)	If DSDU were to be kitted, a replacement instrument panel would have to be included to take on all the switches and instrumentation otherwise lost.	Comment noted
14	Draft JLTV PD FoV V2.9A	(multiple)	If the DSDU were to be kitted, cautions, warnings, and alerts, along with the need to sound audible alarms, would need to be relocated. If the intercom were also kitted, a speaker would have to be fitted to permit audible alarms in the passenger compartment	Comment noted
15	Draft JLTV PD FoV V2.9A	PDFOV-2586	The capability to manage power is assigned to the DSDU and "cannot be kitted."	Refer to the final RFP Purchase Description for amended PD reference. The capability cannot be kitted. If a DSDU is not included, another means must be provided to accomplish this capability.
16	Draft JLTV PD FoV V2.9A	PDFOV-7717	Requirement stating HMS must be present on the DSDU and "cannot be kitted."	Refer to the final RFP Purchase Description for amended PD reference. The capability cannot be kitted. If a DSDU is not included, another means must be provided to accomplish this capability
17	Draft JLTV PD FoV V2.9A	PDFOV-8829	One-hour installation of DSDU kit is mutually exclusive with instrument cluster integration, unless docking station approach is taken.	The design choice to meet this requirement is the vendor's.

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18	Draft JLTV PD FoV V2.9A	PDFOV-2573	Requirement states power management must be controlled by DSDU, and "cannot be kitted."	Refer to the final RFP Purchase Description for amended PD reference. The capability cannot be kitted. If a DSDU is not included, another means must be provided to accomplish this capability
19	Draft JLTV PD FoV V2.9A	PDFOV-8599 thru PDFOV-8604	Back-up camera requires DSDU to be displayed	PD 3.0 has been updated to clarify the requirements for the backup camera
20	Draft JLTV PD FoV V2.9A	PDFOV-8607	Other than PDFOV-8607 and PDFOV-8640, no information has been provided regarding the scheduled overhaul period every 6 years/66,000 miles, which will have a significant impact on RAM. What is the scope of the overhaul period and its associated ground rules that will impact reliability, maintainability and availability?	PDFOV-8607 was removed in PD v3.0. War Time annual OP Tempo is 6k/year per the JLTV OMS/MP. Until reliability, maintainability and availability have been established, the scope of the overhaul cannot be determined.
21	Draft JLTV PD FoV V2.9A	PDFOV-1988	Does this mean that the CSDU & EMCU have to be accredited separately instead of as a system?	Yes
22	Draft JLTV PD FoV V2.9A	PDFOV-2784	Why is Co-site rated a low priority yet PDFOV-1786 (T1) dictates that radio communication must work ? Not doing co-site would make that high risk.	That is correct, however to the final RFP Section A Executive Summary and PD 3.0 for tiering guidance.
23	Draft JLTV PD FoV V2.9A	PDFOV-7678, PDFOV-8742, PDFOV-1984	These requirements contradict: How can you expect to meet certification and a cross domain access solution, yet not rate red/black separation as Tier 1-2?	In PD 3.0 PDFOV-7678 was removed. PDFOV-1984 is a Tier 1 requirement.
24	Draft JLTV PD FoV V2.9A	PDFOV-7792	With respect to the EMCU was it your intention to specify that for the EMCU we have to use an OpenVPX backplane architecture or can we look other server technologies that industry has to offer?	The intent is to use an OpenVPX backplane architecture. However, refer to Final RFP, Section C.5.11.2. These requirements have been moved to Future C4I SystemsGrowth.
25	Draft Purchase Description 2.9A & Draft REP (October 201)	Annex K	With regards to the JTRS HMS Radio Kit how come it says it will only use the SINCGARS waveform and not SRW also?	Refer to RFP, Attachments 36 and 37
26	Draft Purchase Description 2.9A & Draft RFP (October 201)	Annex K	Annex K states that we are going to get a JTRS HMS Radio yet Attachments 36 & 37 state we are only getting a JTRS GMR. Should these attachments reflect that we are getting a JTRS HMS Radio?	Updated in attachment 37
27	Draft JLTV PD FoV V2.9A	PDFOV-7331	The JLTV front and rear tow eyes shall conform to STANAG 4478. TD phase used STANAG 4019 to specify tow eye performance. STANAG 4478 introduces a tow eye vertical force not found in STANAG 4019. Is the STANAG 4478 applicable?	Yes.

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28	Draft JLTV PD FoV V2.9A	3.4.5.8.22.3 Hardware and Interfaces	<p>PDFOV-7818: The EMCU shall provide IEEE 802.3 compliant Gigabit Ethernet interfaces.</p> <p>EMCU interface requirements for USB, Serial, and Audio have been eliminated in PD 2.9A leaving only Gigabit Ethernet. Does this mean the only interface to the EMCU will be Gigabit Ethernet?</p>	Yes. However refer to Final RFP, Section C.5.11.2. These requirements have been moved to Future C4I SystemsGrowth.
29	Draft JLTV PD FoV V2.9A	3.4.5.8.22 EMCU Kit	<p>PDFOV-7790: The EMCU provides a centralized computer asset for any specialized vehicle applications that need a significant amount of processing and expandability which cannot be met using Smart Display(s) alone. The computing platform when combined with ADU provides rear seat occupants battle command workstations and additional processing to the CSDU and ASDU.</p> <p>What is the maximum number of ADU's that the EMCU must support concurrently?</p>	Maximum of 2 (each with its own independent video feed from the EMCU to support the EMCU concurrently) as per PD Annex K. However refer to Final RFP, Section C.5.11.2. These requirements have been moved to Future C4I SystemsGrowth.
30	Draft JLTV PD FoV V2.9A	PDFOV-1003, PDFOV-3439	Is it the customer's intent to have basic, foundation brake function (FMVSS 105 and 121, i.e., PDFOV-1003, tier 5) as a lower tier ranking (less important) than advanced, electronic braking (FMVSS 126, i.e., PDFOV-3439, tier 4)?	Please refer to the final RFP Purchase Description and Section A Narrative for guidance and definition on tiering.
31	Draft JLTV PD FoV V2.9A	PDFOV-8811	In Attachment 37, HGC2 is configured consistent with an SP variant and not a HGC variant. Should HGC2 be considered an SP?	The final RFP doesn't require an SP configuration.
32	Draft JLTV PD FoV V2.9A	3.4.5.8.22.4 Growth and Expansion	<p>PDFOV-7825: Each EMCU processor(s) shall not exceed 50% maximum sustained utilization (typical running configuration - Core Services and one Primary Application) per application (when an application is allocated multiple blades) or blade (when a blade is allocated to one or multiple applications).</p> <p>Please clarify which CSDU Primary Applications, EMCU Primary Applications and instances of CSDU Core Services are required to run concurrently and on the EMCU?</p>	See PDFOV-7802, 7811, 7812, 8596 in v2.9A. Also refer to Final RFP, Section C.5.11.2. These requirements have been moved to Future C4I SystemsGrowth.

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33	Draft JLTV PD FoV V2.9A	PDFOV-6989	The way this requirement is written would imply a contradiction. A system cannot obtain 20cfm ventilation when set to 100% recirculation. Would a better wording be...The JLTV ventilation system shall have the capability to adjust the origin of air flow from 100% fresh air to nearly 100% recirculated air. While the sysetm is set to 100% fresh air, compliance to MIL-STD-1472F section 5.12.6.2 shall be obtained.	The requirement has been amended. Please refer to the final RFP PD Version 3.0.
34	Draft JLTV PD FoV V2.9A	PDFOV-7616 PDFOV-1238	Both standards, MIL-STD-1332 and MEP-STD-001, call out single phase voltage for 10kW or less. Is the 208VAC 3-phase for export power greater than 10kW?	Refer to the final RFP Purchase Description. The final release of the RFP clarifies the intent. PDFOV-7616 was modified and PDFOV-9205 was added.
35	Draft JLTV PD FoV V2.9A	PDFOV-2346	Annex K states that shall be able to integrate BFT 1, BFT 2, or MT-2012 (MTS) but is not required to accept more than one of them concurrently. Attachment 37 states that UTL1 loadout indicates a MT-2012, BFT 2, and PIED. Are these either or?	Comment noted. Refer to the RFP, Attachment 37
36	Draft JLTV PD FoV V2.9A	PDFOV-3484	section a(i) - Cooling requirement for 0.6 TE point has been removed. Question: In the Validation Section, it states this will be validated using Full Load and 0.6TE load conditions. 0.6 TE was removed from the requirement section, so this needs clarification if the 0.6TE load condition is truly removed.	The RFP Purchase Description V.3.0 has clarified this requirement by putting the 0.6TE load condition back in.
37	Draft JLTV PD FoV V2.9A	3.5.2.5	Requirement states: Gross Vehicle Weight (GVW) is defined as CW plus B-kit armor (Protection Level 2).... In section 1.1 on page #3 GVW is defined using Level 1 Protection. Question: What level of protection is to be included in GVW?	Protection Level 2. This been updated and corrected in the final RFP Purchase Description V.3.0
38	Draft JLTV PD FoV V2.9A	PDFOV-1415	Requirement states: The POL fires in the engine compartment shall be detected and extinguished prior to a fire induced operational mission failure, but in no case will exceed (10) seconds from ignition. Verification method: Testing shall be conducted IAW TOP 10-3-001 (under development) to verify compliance with Section 3 requirements. Question: What is the exact definition of a "fire induced operational mission failure"? When will TOP 10-3-001 be completed and available for testing verification?	The RFP Purchase Description V.3.0 updated Section 4 and removed reference to TOP 10-3-001 (under development)

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39	Draft JLTV PD FoV V2.9A	PDFOV-3439	<p>Verification Method: Testing shall be conducted IAW DOT-TP-126 to verify compliance with Section 3 requirement where the Slowly Increasing Steer (SIS) maneuver executed at 30 mph, and the calculated Sine with Dwell (SwD) maneuver maximum steer angle is 130% of the 0.5g 30mph SIS value, with a SwD maneuver frequency of 0.5 Hz and a dwell time of 1 s. To successfully pass this requirement, the vehicle must pass all performance requirements of FMVSS 126, Section 5.2 (vehicle responsiveness and stability requirements).</p> <p>Question: "Slowly Increasing Steer (SIS) maneuver executed at 30 mph"</p> <p>Will all tests (including Sine with Dwell) be executed at 30 mph instead of 50 mph?</p>	Please refer to the RFP Purchase Description V.3.0, Annex S
40	Draft JLTV PD FoV V2.9A	PDFOV-3439	<p>Verification Method: Testing shall be conducted IAW DOT-TP-126 to verify compliance with Section 3 requirement where the Slowly Increasing Steer (SIS) maneuver executed at 30 mph, and the calculated Sine with Dwell (SwD) maneuver maximum steer angle is 130% of the 0.5g 30mph SIS value, with a SwD maneuver frequency of 0.5 Hz and a dwell time of 1 s. To successfully pass this requirement, the vehicle must pass all performance requirements of FMVSS 126, Section 5.2 (vehicle responsiveness and stability requirements).</p> <p>Question: "Calculated Sine with Dwell maneuver max steering angle is 130% of the 0.5g 30mph SIS value"</p> <p>SIS maneuver normally determines the steering angle at 0.3g. Is 0.5g the correct condition for JLTV?</p>	Please refer to the RFP Purchase Description V.3.0, Annex S
41	Draft JLTV PD FoV V2.9A	3.5.4.1- Payload	<p>Requirement states: The JLTV-T shall be capable of transporting a payload of 5,100 lbs (2313 kg).</p> <p>Question: For sizing purposes, two JMJC containers are defined. Each of these containers can weigh up to 3000 lbs. Based on this rating should the payload requirement be upgraded to 6,000 lbs?</p>	PD 3.0 updated the objective to 6,000 lbs
42	Draft JLTV PD FoV V2.9A	3.5.4.9 - Cargo Bed	<p>Requirement states: The JLTV-T shall be capable of securing cargo to the chassis, which includes a tactical quiet 10 kW generator sets with dimensions: 62 in (157 cm) x 32 in (81 cm) x 37 in (93 cm) (L x W x H).</p> <p>Question: In early version of the PD, there was desire to haul two 10KW TQG's, but the requirement has since been removed. Will this be added back as an objective requirement?</p>	There is no requirement to haul two generators at this time.

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43	Draft JLTV PD FoV V2.9A	PDFOV-8735	How will ride height adjustments be verified using only the DSDU, now that the DSDU is a kitable option per PDFOV-7691?	Refer to the final RFP Purchase Description for amended PD reference. The PD requires the capability to select the ride height to be provided in the vehicle if the DSDU is a kit and is not installed.
44	Draft JLTV PD FoV V2.9A	PDFOV-3439	<p>Verification Method: Testing shall be conducted IAW DOT-TP-126 to verify compliance with Section 3 requirement where the Slowly Increasing Steer (SIS) maneuver executed at 30 mph, and the calculated Sine with Dwell (SwD) maneuver maximum steer angle is 130% of the 0.5g 30mph SIS value, with a SwD maneuver frequency of 0.5 Hz and a dwell time of 1 s. To successfully pass this requirement, the vehicle must pass all performance requirements of FMVSS 126, Section 5.2 (vehicle responsiveness and stability requirements).</p> <p>Question: If the max SwD steering angle will be 130% of SIS steering angle, what is the new starting point (normally 150% of SIS, but that already exceeds the new defined max of 130%)?</p>	Please refer to the RFP Purchase Description V.3.0, Annex S
45	Draft JLTV PD FoV V2.9A	PDFOV-3439	<p>Verification Method: Testing shall be conducted IAW DOT-TP-126 to verify compliance with Section 3 requirement where the Slowly Increasing Steer (SIS) maneuver executed at 30 mph, and the calculated Sine with Dwell (SwD) maneuver maximum steer angle is 130% of the 0.5g 30mph SIS value, with a SwD maneuver frequency of 0.5 Hz and a dwell time of 1 s. To successfully pass this requirement, the vehicle must pass all performance requirements of FMVSS 126, Section 5.2 (vehicle responsiveness and stability requirements).</p> <p>Question: "Dwell time of 1 sec" This is 0.5 sec longer than typical but the pass/fail looks at later displacement 1.07 sec after BOS – this has not been extended accordingly. Will 0.5 sec be added to this measurement time?</p>	Please refer to the RFP Purchase Description V.3.0, Annex S