

TARDEC BAA W56HZV-05-R-BAA1, TOPIC #27
 Question and Answer Summary
 Added by Amendment 0068 on 29 February 2012
 Revised by Amendment 0070 on 09 March 2012

TOPIC OR BAA REFERENCE	QUESTION	ANSWER
Topic #27, General, Contracting Opportunities Error Message	Why did I receive an error message stating, "There are no active solicitations matching your search criteria," appears when searching Contracting Opportunities in the ASFI Bid Response System (BRS)?	As outlined in the BAA Topic #27 Announcement, we are only currently in the informal talks timeframe until 08 March 2012. The solicitation does not open for proposal submission until 09 March 2012 through 09 April 2012. This link will remain inactive until 08 March 2012, as we are not accepting proposals at this time. It's just entered now as a place holder of what's to come after informal talks close.
Topic #27, General, Proposal Submission Instructions	We're not familiar with proposal submissions through ASFI. Can you please provide guidance?	There are multiple user guides available at https://acquisition.army.mil/asfi/ under Acquisition Tool Set, including the ASFI Vendor BRS System User Guide that contains information concerning submission of bids via ASFI BRS.
Topic #27, General, Contract Type	What is the expected contract type?	W56HZV-05-R-BAA1, Part VII.a(12) states, "The offeror must identify the type of contractual instrument they consider appropriate for performing the proposed effort. However, selection of instrument type is a Contracting Officer/Grants Officer's determination. The Government reserves the right to make the final decision regarding the most appropriate instrument type for each project during the Government's evaluation of proposals that are selected for award. The Government may conduct negotiations with an offeror regarding alternative instrument types, or embody the recommended instrument type in the form of a contract or agreement forwarded to the offeror for review and signature, if no negotiations are conducted with said offeror."

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Topic #27, General, Contract Award	Will the contract be directly funded, or will the contract be executed through a prime contractor?	The contract resulting from BAA Topic #27 will be awarded directly to the offeror that is selected at the conclusion of evaluations. In terms of subcontracts, all subcontractor's funding will flow through the prime contractor selected for award.
Topic #27, General, Subcontracts	Are teams (a prime and a sub) permitted to submit a proposal together pending it meets the full technical solution?	A prime offeror may submit a proposal that incorporates the use of a subcontractor(s), as long as the proposal meets the full technical solution.
Topic #27, General, Proposal Format	Are there guidelines or requirements for the format of the proposals?	<p>Yes, the synopsis posted to the FedBizOpps website for this topic provides the following links for more information, including:</p> <p>"2) BAA Solicitation W56HZV-05-R-BAA1 containing proposal submission instructions, evaluation criteria, and general terms and conditions can be accessed by copying and pasting the following URL: http://contracting.tacom.army.mil/baa/05RBAA1/BAA_W56HZV-05-R-BAA1_Amendment0061_FINAL.pdf</p> <p>3) Cost proposal instructions can be accessed by copying and pasting the following URL, and selecting "View Cost Proposal Instructions": http://contracting.tacom.army.mil/baa/05RBAA1/05RBAA1.htm"</p> <p>These two links should provide you with all of the guidelines/requirements concerning format of BAA proposal submissions.</p>

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<p>Topic #27, General, ITAR Implications</p>	<p>Will ITAR restrictions/controls be imposed on this effort?</p>	<p>ITAR restrictions will be imposed and controls will apply on the contract effort resulting from BAA Topic 27. The combat engine falls under Category VII - Tanks and Military Vehicles of the U.S. Munitions List:</p> <p>"(f) Engines specifically designed or modified for vehicles in paragraphs (a), (b) or (e) of this category.</p> <p>(a) Military type armed or armored vehicles, military railway trains, and vehicles specifically designed or modified to accommodate mountings for arms or other specialized military equipment or fitted with such items.</p> <p>(b) Military tanks, combat engineer vehicles, bridge launching vehicles, half-tracks and gun carriers.</p> <p>(e) Amphibious vehicles."</p> <p>As ITAR restrictions/controls will apply, no export of controlled matter (i.e. tech data) may occur in the performance of the resulting effort.</p>

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<p>Topic #27, General, ITAR Implications</p>	<p>Are bidders allowed to use non-US citizens as part of their workforce if selected for contract award?</p>	<p>ITAR restrictions/controls will apply to the performance of this effort; therefore, no export of controlled matter (i.e. tech data) may occur to unauthorized foreign nationals.</p> <p>In terms of a non-US citizen, or foreign national, performing on this contract outside of the US, the contractor would need to have an approved Export License (one time export of controlled matter) or an approved Technical Assistance Agreement (multiple/on-going exports of controlled matter) in place prior to exporting controlled matter to the foreign national.</p> <p>In terms of a non-US citizen, or foreign national, performing on this contract in the US, as long as the non-US citizen is a permanent resident alien, or in other words is a green card holder, ITAR restrictions/controls would not apply.</p> <p>So ultimately foreign nationals can perform on this ITAR restricted/controlled effort as long as the proper approval (Export License/Technical Assistance Agreement) is in place prior to the export of controlled matter. And in the case of permanent resident aliens, ITAR restrictions/controls do not apply.</p>
<p>Topic #27, Program Description, Performance Parameters</p>	<p>Does TARDEC intend that the language, "compression ignition, reciprocating piston engines" stated under performance parameters limit the compliant offers to diesel piston engines only?</p>	<p>Yes, BAA Topic #27 is limited to diesel piston engines only as reflected by this performance parameter.</p>
<p>Topic #27, Program Description, Performance Parameters</p>	<p>Would a rotary engine be considered for this topic?</p>	<p>We are only considering compression ignition, reciprocating piston engines as reflected by the performance parameter in the Topic Announcement.</p>
<p>Topic #27, Program Description, Performance Parameters</p>	<p>Is "modular" a cylinder or collection of similar cylinders organized to form engines of near linear increasing output? If a single</p>	<p>Modular implies that an individual module can be attached to another individual module and produce a high power engine. This individual module must be in the 200 to 300 BHP range.</p>

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Topic #27, Program Description, Performance Parameters	cylinder, is it in the 200 to 300 HP range? What is “scalable?” Is this bore-stroke related or the organization of cylinder groups?	Scalable means that the given module’s dimensions could be modified somewhat to modify performance of a given module. Engine geometry changes such as bore-stroke ratio and cylinder organization are two ways to address scalability.
Topic #27, Program Description, Performance Parameters	What is the minimum and maximum HP for the range of modules?	The individual module must be in the 200 to 300 BHP range.
Topic #27, Program Description, Performance Parameters	What is the maximum output speed to the drive train?	This solicitation is for an Army ground combat vehicle application and thus bidders must consider drive train issues associated with their selected concept in their proposal. The maximum output speed to the drive train is dependent upon the solution that the interested parties propose; however, the output speed should remain within practical limits for an Army ground combat vehicle. We are not targeting a particular Army ground combat vehicle for the engine developed under this topic; therefore, specific constraints for this topic are not available.
Topic #27, Program Description, Performance Parameters	What are the length, width, and height limitations for the engine volume?	This solicitation is for an Army ground combat vehicle application and thus bidders must consider packaging limits and any powertrain issues associated with their selected concept in their proposal. The length, width, and height limitations for the engine volume are dependent upon the solution that the interested parties propose; however, the length, width, and height for the engine volume should remain within practical limits for an Army ground combat vehicle. Volume should be constrained to combat vehicle type applications.
Topic #27, Program Description, Performance Parameters	Is there a weight requirement?	The Government is not targeting a particular Army ground combat vehicle for the engine developed under this topic; therefore, specific weight constraints for this topic are not available.

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Topic #27, Program Description, Performance Parameters	What accessories are expected to be included in the engine? More specifically for purposes of the proposal, which accessories shall be accounted for in BSFC measurements and calculations?	Our expectation is to receive a prototype engine module at the end of the project that we will readily be able to attach to one of our dynamometers and further evaluate in our facility. This will include at a minimum, the coolant and oil pumps, fuel injection system, the air system, and possibly a starting aid. The fuel consumption target in the solicitation is based on a crankshaft torque measurement including losses to all engine accessories minus the cooling fan.
Topic #27, Program Description, Performance Parameters	Is there a torque curve requirement?	No, but the engine module is targeted at Army ground combat vehicle application and thus bidders must consider packaging limits and any powertrain issues associated with a concept in their proposal.
Topic #27, Program Description, Performance Parameters	Is there a torque backup requirement? Is there an engine speed range requirement?	No, there are no torque backup or engine speed range requirements, but this solicitation is for an Army ground combat vehicle application and thus bidders must consider packaging limits and any powertrain issues associated with a concept in their proposal. Today's combat vehicles include mechanical propulsion systems.
Topic #27, Program Description, Performance Parameters	Is there a package restriction?	This solicitation is for an Army ground combat vehicle application and thus bidders must consider packaging limits and any powertrain issues associated with a concept in their proposal.
Topic #27, Objective, "Further Development"	The phrase, "further development" in the Objective section can be construed to mean that the solicitation targets a continuation of work already underway. Since we are not currently working on such a topic, then we would not qualify for continuing development. How should this phrase be interpreted?	The phrase, "further development" is meant to be inclusive of existing or emerging reciprocating piston diesel engine design and development efforts while discouraging non-reciprocating piston "clean sheet" startup efforts which have little or no chance of meeting the required program delivery dates and funding levels. If there is an existing or emerging diesel engine design which offerors wish to use in their proposal, then they are free to do so.

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<p>Topic #27, Funding, Government Fiscal Year</p>	<p>The BAA states that this project period of performance will be 36 months, covering FY12 – FY14. How do the FY12, FY13, and FY14 funds listed in the Topic Announcement track to the period of performance and the corresponding Government Fiscal Years (FY)?</p>	<p>The BAA Topic 27 period of performance is anticipated to run 36 months, so 29 June 2012 - 28 June 2015.</p> <p>In terms of funding, the reason it is broken down the way that it is in the announcement is due to the fact that the FY13 and FY14 funding appropriations have not been decided upon, and will not be decided upon until FY13 and FY14. Therefore, the only funding that is currently secure at this time is the \$1,523,000 that was approved under the FY12 Appropriations Bill.</p> <p>In addition, the break out of funding by FY only reflects when the funding would be available, not necessarily when the corresponding work would need to be completed, hence the statement, "Funds which are not expended in a given FY are available in the subsequent years of the project, subject to fund type restrictions." The fund type to be used for this effort is RDT&E which is available for obligation for up to two years from the date the funds are appropriated.</p> <p>So the \$1,523,000 can flow beyond 30 Sep 2012 (end of FY12); however, the FY13 funding of \$1,743,000, if the total value of funding is appropriated, wouldn't be available for inclusion on the contract until the FY13 Appropriations Bill is passed. The same would go for the FY14 funding of \$1,633,000 as well.</p>