



PEO-M DCS Multi-terrain Maintenance Trolley Q&A Telecon Transcript
29 October 2024

1. **Submission portal requires checking: I can confirm the submission provided is unclassified and non-proprietary information. Please remove "and non-proprietary"**
Our desirement is to have a non-proprietary design, however; through separate email, you can explain to us why yours would be proprietary and we can consider an alternate.
2. **What is the anticipated Authorized Acquisition Objective (AAO) for the selected system? How many total quantities?** The number that we have envisioned is three units.
3. **#21. Is a draped soft cover (tarp) acceptable, or does the cover need to be held away from touching the DCS, or does the cover need to be a rigid enclosure?** None of these conditions. All we're looking for is obfuscation. We just want to be able to move it around base and not see that there's a DCS aboard. There's no requirement for it not to touch the DCS, but it is worth noting that there are sensitive components up there that won't be able to support any heavy significant weight resting on.
4. **#25. What volume of fluids need to be retained?** We have a requirement of approximately five gallons of material on our DCS Transporter.
5. **#26. Is the requirement for the trolley to be transported in the C-5 / C-17 fully loaded?** We are not transporting the DCS on the trolley on a C5 or C17. The fully loaded trolley needs to be able to be transported on a C5 or C17, but not with a DCS aboard.
6. **#26. Are the antennas and periscope removable so the DCS can fit in aircraft?** The antenna, the periscope system, our mast system, is assumed to be retracted for all purposes. There are a couple of relatively sensitive antennas that are mounted on the aft end of DCS. The assumption is they could be transported if you needed to have them removed.
7. **#27. Does the DCS require a self-propelled feature? Or, is a self-propelled as a feature "optional"** We made that as an option. It can be used with a prime mover, a mover at the contractor's discretion or self-propelled as an objective requirement.
8. **#29. What is the nominal weight of the DCS1?** 69000 lbs for DCS max dry weight plus a margin of +15%.
9. **#39. Based on other requirements this trolley is not DOT roadworthy. Is the trolley expected to be DOT trailer licensed?** No, we will be using this on bases or government controlled facilities.
10. **Please confirm max weight of the submersible?** 69000 lbs for DCS max dry weight plus a margin of +15%.
11. **What is the structural material used for the current dolly?** OEM product is mild steel (S355 EN 10025-1:2004 steel as main structural members
12. **Is the current dolly manufacturer open to provide a test frame for upfit.** I would not assume that the OEM would be providing any direct input for this activity. Contractor responsibility
13. **Please elaborate on the 300% capacity side load requirement.** What we want to make sure is that if 3x load is applied to the vertical members during transport that the system will not drop the DCS. Our goal is that with a 3x sideload the DCS will not be damaged,





and it will not damage the trolley. If a vendor were to provide us analysis showing that 300% could be excessive and that it is required to support less than 300% that would be acceptable. (See modification to Req. 29)

14. **How many proven dollies are being sought over how long of a period.** We are looking for the white papers to tell us what you think the reasonable period of performance is for this event. Three is the number that we anticipate procuring; the number could be slightly larger than that depending on our longer-term deployment.
15. **What is the current launch method of the submersible from land to water outside of sling load/crane?** There are two primary methods: a sling load and a lifting rod lifting bar. The DCS is launched using an MTL with an H beam that hangs below. From there, there are soft slings that connect to the H beam. They also have the option of a regular crane method.
16. **Regarding requirement 32, is the means to "automatically level itself within 5 deg over uneven terrain", intended to be active or passive?** Active or passive, we will turn to the industry to say what is feasible within the constraints of the rest of the requirement. It would be desirable to have it automatic from an operator standpoint.
17. **Regarding requirement 20, are tire changes permissible without violating the "no single point failure" rule?** The intent of our no single point failure rule was to say if you had a blown tire, things weren't going to fall apart. The primary goal would be that you're not going to jeopardize either the trolley or the DCS with that tire failure. A change is permissible as long as it's safe for the operators. If you get a flat tire, the failure of that tire is not going to endanger the vehicle on the trolley, and we would then offload the vehicle from the trolley to conduct any repairs necessary to the trolley.
18. **Regarding comment 20, is there a maximum threshold for time or tools used to recover from a failure that is acceptable?** (See note added to Req. 20)
19. **Requirement 30 - What are acceptable levels of exhaust for indoor transportation?** We would assume it would be in an open hangar type arrangement; I don't think we're going to be using it inside of a closed building per se. I'm going to keep the pin and hand the grenade back to industry: let us know based on your method if you meet OSHA standards or if this poses a problem.
20. **Requirement 40 - With the current trolley dimensionally requiring a wide load permit, is this a threshold requirement?** It does not require a wide load permit.
21. **Requirement 42 - Is this meant to be pulled by a prime mover on public roads? Or is a turn signal system needed?** It is not going to be transported on public roads, it will be transported on military bases. I would assume there is no need for a turn signal system.
22. **Requirement 43 - Weight capacity of the SOO?** I do not have a specific ship of opportunity, so I will answer that we would not put it on a vessel that could not take that much weight.
23. **What is the anticipated delivery timeline?** We don't have an immediate statement for a need deadline. Contractor to provide expected delivery time and schedule. Expect that 14 to 18 months would be an objective.
24. **Wet or dry weight?** Weight provided is dry weight. 69000 lbs for DCS max dry weight plus a margin of +15%.





- 25. Is the side load 300% of the total weight or just the DCS?** Just the DCS. The intent we identified side loads, it can't crumple on side loads of 3x. (See Req 29 Comment
- 26. What is the differentiation of "shalls" and "wills"? Is it threshold/objective?** "Shalls" and "wills" are identical in this. There is no differentiation, just bad authorship.
- 27. Is the intention to keep the DCS level relative the horizontal or the ground. As in going up an incline** It is relative to horizontal.
- 28. Will existing trolley drawings be available?** No, we've given you as much information relative to the drawings as the existing maintenance trolley the government has rights to.
- 29. Please clarify aircraft transport. Is the trolley being transported without payload? Or is it intended the trolley provided the means for aircraft transport?** Yes, it's the trolley itself and whatever native equipment you, the contractor has. For example, if you've got the trolley plus 500lbs of tie downs, then that has to include the 500lbs tie down, but it does not include the DCS or any of its equipment. The only transport requirement we have for the trolley is that it goes on an airplane by itself. We can move it from place to place by itself.
- 30. Are the maintenance access requirements required at all times or only while stationery?** I would assume only while stationary. We don't need to be able to get into things while it's moving.
- 31. Will the loading procedures be updated in the requirements? Is it desirable to be loaded while the trolley is submerged?** We did put in the requirements that ideal that as an objective requirement was that we could use the maintenance trolley as a roll on is as a ramp launch device.
- 32. Can we confirm the 64,000 or 67,000 does not include the 15% additional capacity requirement (or an additional 9,600 lbs to 10,050 lbs?)** 69000 lbs for DCS max dry weight plus a margin of +15%.
- 33. Is this solely a white paper, or is the offeror's response a downselect paper?** The process is that the white paper will give us an ID. We will down select to some number of potential vendors after the white paper phase the most promising solutions and we will ask for a more detailed RFP out of that process. This is just the first phase so we can refine our requirements, understand industry's capabilities, and interests are in supporting this activity.
- 34. Will the future RFP be an open competition? Or only for those down selected** It will only be for those selected. We will cull the field a bit out after the white paper phase.
- 35. Can you describe the potential side load CGS or black box drawings?** See Requirements comment added to Req. 10
- 36. What is the acceptable format/portal for sharing video of existing off the shelf tech to meet specifications?** A video can be uploaded on the submission platform, Submittable along with your White Paper. The video is optional.
- 37. Top speed for trolley?** We allow the contractor to derive it from the requirements that are established for the length of the mode or for the loads and for the length of the operational requirement. We did not establish a top speed nor a minimum speed.

