Questions and Answers:

Q1: Under survivability, it lists an AFES system. If there is going to be a side-saddle fuel tank, will there be a requirement for fuel tank fire suppression as well under survivability?
A1: Yes, if used, external fuel tanks should have some sort of fire suppression system. The system does not need to be active and can be passive, like fire suppression blankets.

Q2: Is there a page count limitation to the Technical Proposal?
A2: No

Q3: Is there a limitation on the number of attachments to the Technical Proposal?
A3: No

Q4: Will ONR lend M&S software to our local university for working out and perfecting the designs and let it be operated by them if I get a Work Statement and Commitment from them? What about supplying a dedicated line to the simulator? (at ONR expense)
A4: No

Q5: What are the possibilities of also getting to use ONR or DOD Lab M&S software for other AF D2P2 SBIRs and or an Army D2P2 SBIR?
A5: ONR will not provide M&S Software.

Q6: Are we looking at a complete new NGMTT from ground up/clean slate hybrid introductory vehicle or are we thinking more about changing a basic FMTV into a hybrid and more efficient mostly electric version?
A6: The focus is on a new ground up platform design.

Q7: How far is ONR willing to go toward autonomous or remote operations such as a frequently unmanned cab?
A7: We are interested in optionally manned or leader-follower technologies and capabilities.

Q8: In addition to ford capability requirements, is there any presumption of swim or amphibious tasks for the vehicle in the future?
A8: There is no desire for a swimming or amphibious platform.

Q9: The Special Program Announcement for this effort does not mention a NAICS code with a size restriction. Can a Large Non-Traditional Defense Contractor able to propose to this effort?
A9: Yes.

Q10: We would like to request a 30 day extension for responding to the Next Generation – Medium Tactical Vehicle (NG-MTT) BAA proposal.
A10: No, ONR will not extend the proposal due date.