Driver & Vehicle Standards Agency

Call Off Competition for Component Testing Services Under Framework Ref K280021593

Contract Title: WP186.1 ADAS Programme

Vehicle AEBS Testing 2025-26

Contract Reference: K280022802

Schedule 2 - Specification

Driver & Vehicle Standards Agency
Berkeley House
Croydon Street
Bristol
BS5 0DA

1. Introduction

The Driver & Vehicle Standards Agency (DVSA), an executive agency of the Department for Transport (DfT), invites proposals for the following requirement that will be met by further competition under the established Framework Agreement for Component Testing Services (ref K280021593) ("Framework Agreement").

The resulting call-off contract will be subject to the terms of the Framework Agreement.

The requirement will be met by a call-off contract.

Reference No.	**Outline Description**	**Number of Tests**
WP186.1	AEBS testing of M1 Vehicles AEBS testing of N3 Goods Vehicles (Articulated Unit)	3 Vehicles 2 Vehicles

There is no guarantee on the number of tests provided, these are estimated numbers only.

This Specification document details the requirements for the provision of WP186.1 ADAS Programme.

2. Procurement Timetable

The anticipated procurement timetable is as follows:

Description	**Date**
Invitation to further competition issued	2 July 2025
Deadline for receipt of clarifications	7 July 2025 at 11:00am
Target date for responses to clarifications	8 July 2025 at 16:00pm
Deadline for receipt of Tenders (Tender Deadline)	**11 July 2025 at 11:00am**
Evaluation of Tenders	14 - 17 July 2025
Notification of contract award decision	18 July 2025
10-day standstill period	19 – 28 July 2025
Confirm contract award	29 July 2025

3. Background to the Requirement

Road traffic has a measurable impact on safety and the environment and regulations exist to ensure that this impact is managed in a balanced way that reflects the technology level. In particular, the implementation and operation of Advanced Emergency Braking Systems to assist the driver in increasing the safe use of the vehicle.

DVSA wishes to test a range of M1 and N3 category vehicles that are representative of the vehicle fleet currently in use on the roads of Great Britain.

These tests are intended to ensure that vehicles meet the standards they were approved to. The test laboratory will also be required to have the facility to provide a load simulation as per the approval requirements.

4. Testing Program

M1 Vehicles

Vehicle preparation and testing process shall follow the requirements and direction provided by UN/ECE Regulation 152, Sections 6.4, 6.5, 6.6, 6.8 and 6.9.

N3 Vehicles

Vehicle preparation and testing process shall follow the requirements and direction provided by UN/ECE Regulation 131, Sections 6.4, 6.5, 6.6, 6.7, 6.8

Testing will include the necessity to add and test the vehicle under loaded conditions.

The program is expected to deliver the testing of three M1 vehicles and two N3 vehicles, and with additional follow up testing which may be required. The selected vehicles will have either camera, radar-based or a combination of both systems. The vehicles may have an AEB foundation system from a different supplier to the Original Equipment Manufacturer.

Suppliers should allow for a further test of each vehicle in their tendered Maximum Price.

All testing is required to be carried out within Great Britain. However, in the interests of timely completion of the program, some testing outside of Great Britain will be considered on a case-by-case basis providing this does not incur additional costs to the program i.e. transportation etc.

5. Vehicle Selection and Provision

Vehicles in this program will be:

- M1, N3 vehicles (note, load simulation may be required).
- selected vehicles to be less than three years old and will include one M1 full electric vehicle.

The vehicles will be provided by DVSA once the contract has been awarded.

6. Vehicle Preparation and Management

Vehicles under test in this Program will be as necessary, taken from service. The Supplier is required to perform a series of inspections to ensure that, as far as it is practicable, the vehicle is free from

defect or associated system warnings. The laboratory shall conduct an OBD scan of the vehicle prior to commencing any work.

If defects are present the laboratory must contact the DVSA before proceeding with work.

The vehicles under test may also be hired to the DVSA and must be securely stored and when returned, undamaged to their owners at the conclusion of their tests.

Damage occurring to the vehicles during the time that they are at the laboratory will be the responsibility of the laboratory and the laboratory will be liable for any related charge from the hire company.

Laboratories must have confirmation in writing from DVSA that a vehicle can be released before it is handed back to the hire company or other responsible person.

7. Load Simulation

The vehicle weight needed for testing will be confirmed with the laboratory once the contract has been let.

8. Required Function Tests M1

6.4	Warning and activation test with a stationary vehicle target
6.5	Warning and activation test with a moving vehicle target
6.6	Warning and activation test with a pedestrian target
6.8	Failure detection test
6.9	Deactivation test

Required Function Tests N3

6.4	Warning and activation test with a stationary target
6.5	Warning and activation test with a moving target
6.6	Failure detection test
6.7	Deactivation test
6.8	False reaction test

Before the commencement of each test, DVSA will provide a detailed ‘test request’ which will include relevant data/information and specific instruction for that test.

N.B. Suppliers Maximum Price should not include any costs that may be incurred for additional equipment. Suppliers should instead include these in tables 3 and 4 of the pricing schedule (Schedule 4) and will only apply should DVSA request these services.

9. Testing Requirement

Data to be recorded during test:

- speed
- distance to target
- lateral offset
- occurrence of warnings also to include accurate timings of when activated (optical, audible haptic)
- time to collision of brake activation
- front and rear brake pressure
- Lux measurement

Tests to be carried out at a load condition to be agreed before testing.

Tests to be witnessed, which may also include the manufacturer of the vehicle.

Tests to be captured by video or similar from inside the vehicle of the road ahead also allowing a view of warnings provided on driver's information panel.

As part of this AEBS compliance program, DVSA's Market Surveillance Unit may wish to carry out further investigation into vehicles which show non-compliant test results.

The test may involve gaining further information from the vehicle at the time of testing.
Other information which could be requested might include:

1. Copying of ECU software so that mapping can be identified,
2. CAN systems showing traces of sensors, trigger systems and readings while tests are being completed.

N.B. Suppliers Maximum Price should not include any costs that may be incurred for the services detailed in this section. Suppliers should list these in tables 3 and 4of the pricing schedule (Schedule 4).

10. Site Visits

Witnessing of tests will not necessarily be required, but notice will be provided if this is to occur.

The Supplier shall make arrangements upon DVSA's request to review or inspect equipment, facility set-up and procedures at any point throughout the program.

11. Completion of Test

For a regulatory test to be considered as valid, all stages of the test must be completed in full. Any part of the regulatory test not completed i.e., vehicle fault, then this will be considered as an invalid test and therefore not completed.

12. Delivery of results

The results for each valid test shall be assessed and confirmed by the supplier prior to any further testing taking place.

Validated results including video of the tests shall be provided to DVSA no later than 1 day following the test.

A completed test report must be submitted to DVSA. The content of the report will be agreed with the supplier at the time of awarding the contract.

The Supplier shall provide calibration certificates for equipment used for each test (accompanying the standard data pack).

13. Flexibility

The successful bidder is expected to be flexible and work closely with the MSU as there may be a requirement for additional testing. These extra tests would be in addition to the original number of tests required and the timetable and cost will be agreed between DVSA and the supplier. Additional costs will be agreed as part of the tender and included in the pricing schedule.

14. Delivery timetable and contract period

The required timetable for completion of testing and delivery of results is set out below. Where proposals demonstrate that the work package can be delivered more quickly, higher scores may be applied in accordance with the Evaluation Criteria.

Reference No.	**Deliver By**
WP 186.1	31 March 2026

Although the services need to be delivered by the dates set out above, the contract period will be until 30 June 2026 to allow for any additional testing that may be required under this contract. The contract is expected to commence in July 2025.

15. Monitoring and reporting of progress

The successful supplier will provide a weekly written progress report and engage in a regular catch-up meeting with the DVSA Project Engineer to resolve any operational issues which may arise.

The successful bidder will hold monthly progress and performance meetings with DVSA's Contract Manager where any contractual performance will be discussed.

The successful bidder will be monitored against:

- Agreed plan of delivery.
- Quality of test completed against the criterion of the regulation.
- Quality of reporting.

The agenda will include the following as standard:

- Agreement of minutes from previous meeting.
- Monitoring of actions.

- Progress and performance against work plans.
- Performance against agreed costings.

Meetings will take place via Microsoft Teams. However, there may be scope for on-site delivery or face-to-face at an agreed location.

16. Costs & Payment

Bidders must tender a **Maximum** Price for the delivery with an accompanying breakdown that details how that Maximum Price is derived.

In calculating the tendered Maximum Price suppliers must include a provision for:

i. The entire requirement for the Specifications in the document
ii. Vehicle pre checks
iii. Fuel
iv. Vehicle preconditioning and load simulation
v. A full set of valid tests for each stage of the requirement

The Maximum Price should not include any costs that may be incurred for additional work activity Suppliers should list these in table 2 of the pricing schedule (Schedule 4). These charges will not be used to evaluate the bid but will be considered for the total contract value when awarding the contract. There is no guarantee for this additional work and will only apply should the Authority request these services.

The Services shall be paid monthly in arrears on a "time charge" basis for actual time and materials expended in provision of the service. The invoice shall be accompanied by a statement that details the activity to be charged for in that month. Payment will be made by BACS no later than 30 days of receipt of a valid invoice.

17. Tender Requirements

Bidders must provide:

i. A completed Form of Tender (Schedule 1)
ii. A response to DVSA's Technical factors (Schedule 3)
iii. A Completed Pricing Schedule (Schedule 4)

18. Evaluation

Evaluation will be based on the criteria detailed below that will determine the most economically advantageous tender and delivery plan.

The delivery timetable is expected to contain how the work will be carried out by month and proposed completion of all stages of testing.

Suppliers will be evaluated using the following weightings to obtain the optimal balance of quality and cost:

Primary Criterion	Weighting	Tender Submission Item
Technical Factor	40%	A response is required for each technical factor – please see Schedule 3 for further details
Price Factor	60%	Pricing Schedule

Technical Evaluation

Schedule 3 outlines the technical factors for this requirement and the evaluation methodology including the scoring matrix.

Price Evaluation

The Percentage Scoring Methodology will be used to evaluate the completed Pricing Schedule (schedule 4) submitted for this requirement.

The Tenderer with the lowest price shall be awarded the Maximum Score Available. The remaining Tenderers shall be awarded a percentage of the Maximum Score Available equal to their price, relative to the lowest price submitted.

The calculation used is the following:

$$\frac{\text{Lowest Price Tendered}}{\text{Tender price}} \times \text{Maximum Score Available}$$

Example Calculation:

Potential Supplier	Potential Supplier A	Potential Supplier B	Potential Supplier C
Price Submitted	£1,000	£2,000	£2,500
Score Calculation (Lowest scoring bidder / your bid) x 100	£1,000 / £1,000 x 100	£1,000 / £2,000 x 100	£1,000 / £2,500 x 100
Score Awarded	100%	50%	40%

Weighted Score Calculation (Score Awarded x Price Weighting)	100 x 0.6	50 x 0.6	40 x 0.6
Weighted Price Score	60%	30%	24%

The Authority will interrogate the breakdown that each bidder's Maximum Price and reserves the right to modify the Maximum Price used in this calculation to ensure a consistent like-for-like comparison between tenders.

Overall Score

The Technical Factor score and the Pricing Factor score will be combined to identify the bidder who has the highest overall score and thus who has submitted the most economically advantageous tender.

The bidder with the highest overall score, where the bid is deemed compliant, will be awarded the contract.

All bidders will be notified of the outcome.

All communication will be conducted via the Jaggaer e-sourcing system, including notification of the outcome.