Driver & Vehicle Standards Agency

Call Off Competition for Component Testing Services Under Framework Ref K280021593

WP180 Emissions Testing Programme 2025-26

Contract Reference: K280022801

Schedule 2 - Common Specification

Driver & Vehicle Standards Agency
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1. Introduction

The Driver and 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 K280022810) ("Framework Agreement").

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

The requirement has been split into the following 2 (two) lots that will be met by 2 (two) discrete call-off contracts.

Lot	Section Reference No.	Outline Description	Number of Vehicles
1	WP180-M1/N1	Emission Testing Car/light vans Petrol, Diesel or Hydrogen and NOVC Hybrids, including 4x4	24
2	WP180-M1/N1	Light Duty PHEV	6

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

This Specification details the requirements that are common across all lots detailed above. The specific requirements for each lot are detailed in separate specification documents that are labelled in accordance with the reference numbers detailed above.

DVSA's requirements for each lot are the combination of this specification (schedule 2) and the specific requirements set out in each specification for each individual lot.

A glossary of acronyms is provided at Annex 1.

2. Procurement Timetable

The anticipated procurement timetable is as follows:

Description	**Date**
Invitation to further competition issued	16 May 2025
Deadline for receipt of clarifications	22 May 2025 at 11am
Target date for responses to clarifications	28 May 2025 at 11am
Deadline for receipt of Tenders (**Tender Deadline**)	6 June 2025 at 11am
Evaluation of Tenders	9 – 13 June 2025
Notification of contract award decision	16 June 2025
10-day standstill period	17 – 26 June 2025
Confirm contract award	27 June 2025

3. Background to the Requirement

Road traffic has a measurable impact on the environment and regulations exist to ensure that this impact is managed in a balanced way that reflects the technology level. In particular the quantities of certain pollutants emitted from the vehicle exhaust are controlled and measures are in place to improve vehicle efficiency with the goal of making carbon savings through reduced $C0_2$ and NO_x emission.

DVSA wishes to test a range of vehicles that are representative of the petrol, diesel, PHEV and Hydrogen 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. They are also intended to establish whether emission control strategies are being used to disguise the real emission performance by causing a particular control response when the vehicle is under test.

This Specification details a laboratory and regulatory emissions test programme that will contribute to the evidence base that the DVSA's Marker Surveillance Unit (MSU) is developing. Emissions of regulated pollutants will be measured using regulatory procedures in laboratories equipped to conduct regulatory standard emissions testing and Portable Emission Measuring Systems (PEMS) will be used to record certain pollutant levels in parallel to those measured by the laboratory equipment.

4. Testing Programme

The laboratory facilities and test procedures provided under the Framework Agreement shall, unless otherwise stated, meet the technical requirements for type approval with tests being conducted under conditions that would satisfy type approval requirements.

Vehicle preparation, laboratory requirements and test/assessment processes shall follow the requirements and direction provided by GB 715/2007, UN R83.08, R154.03, R168.0 & 715/2007/EC as amended (Euro 6) for light duty vehicles.

All vehicle testing is to be conducted at facilities within the mainland Great Britain (GB).

5. Vehicle Selection and Provision.

The vehicles in this programme will be:

i. Petrol, diesel, hydrogen fuelled passenger cars and light Vans with engines certified as meeting Euro 6 requirements to include Non Off Vehicle Charging Hybrids and 4x4's.
ii. Plug In Hybrid Electric Vehicles.

All vehicles will be provided to the laboratory by the DVSA.

The exact split will be decided once the program is awarded and underway dependent on the availability of suitable vehicles.

6. Vehicle Preparation and Management

Vehicles assessed in this Programme will, as necessarily, be taken from service. Vehicles are required to be checked on receipt of delivery by the suppler for any damage and any displayed faults (including operation of stop start systems). DVSA must be notified of any issues within 24 hours of delivery, where possible photographs should be taken of any damage and evidence (such as diagnostic reports) should be provided of any faults identified. A record of fuel level on delivery must be recorded.

The Supplier is required to inspect each vehicle to ensure that, as far as it is practicable, the vehicle is free from defects and is suitable to test as specified in each individual vehicle test request (including exhaust leak test). The laboratory shall conduct an OBD scan of the vehicle prior to commencing any work. A record of this inspection and OBD scan as well as any defects noted will be produced for each vehicle and supplied to DVSA including CAL ID and CVN. If defects are present the laboratory shall contact the DVSA before proceeding with work.

It should be noted where possible when the last Regen was completed, the current soot level and if necessary, carry out a Regen and 60 min stabilisation drive prior to testing commencement. If the lab is unable to do any of these actions, then they must inform DVSA as soon as possible during the vehicle preparation phase so that other options to check the Soot levels and carry out the Regen can be explored/implemented prior to testing.

A record of each tyre make, model and condition including location fitted on every vehicle shall also be taken.

An engine oil sample is to be obtained and stored from each vehicle along with initial Fuel and Reagent samples.

The vehicles under test are hired to or owned by DVSA and must be returned, undamaged 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. 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.

All vehicles whilst on site are required to be kept in a roadworthy driveable condition with batteries kept charged as necessary and tyre pressures checked and maintained.

Vehicles for testing will require to be stored on site prior to and for the duration of testing of which costs should be included in the main schedule of costs. It is anticipated that approximately half the number of vehicles for each program may be on site at any time.

There will also be a requirement in some cases to store vehicles for a period after testing is completed whilst any additional testing and investigations with the manufacturer are concluded. It is anticipated that up to approximately 30% of the total number of vehicles for each program may require to be stored for this purpose. Please supply full details of the storage facilities and services that are available for the extended storage, any costs for this can be included in the pricing schedule in table 2 additional costs.

7. PEMS Installation

The requirement for PEMS testing will be set out in the specifications for each individual lot.

Supply costs for additional hire per day for PEMS equipment for additional or repeat testing that may be required should be included in the pricing schedule in table 2 (additional costs).

8. Fuel

The use of reference fuel for testing as specified in the Regulation shall apply. Please include pricing for fuel change and the cost of reference fuel.

If further supply of reference fuel is required during testing, then the cost for this and any time required to add this to the vehicle can be included in the pricing schedule in table 2 (additional costs).

Vehicles that use a reagent, the quality of the reagent used shall be checked by the laboratory before the test and should be drained and refilled with fresh reagent (AdBlue) if it doesn't meet the requirements or topped up, as necessary. Please include pricing for both the checking and replacement of the reagent if necessary.

Samples of the original fuel and reagent to be taken and held until satisfactory testing is completed or DVSA have confirmed that they can be disposed of after investigations are completed.

9. Insurance and Driver licences

The supplier is to ensure they have valid insurance for driving the supplied vehicles on the road and all drivers to have the relevant full licence for the category of vehicle that is being driven for the testing.

10. Site Visits

Witnessing, DVSA may choose to observe testing, vehicle preparation or any other works which are completed. Testing may also be observed by Manufactures or third parties however notice will be provided if this is to occur.

If further work is required for a vehicle to be completed, DVSA may make arrangements for manufacturers or third parties to attend the site. Any arrangement of this will be with agreement of all parties.

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

11. Delivery of Results

The immediate results for the emissions during the cold start Type 1 test shall be assessed and confirmed by the laboratory prior to any further testing taking place.

Agreement to be given from DVSA after each type of testing is completed and initial results checked before the next test is commenced.

A validated test report in conjunction with the test data files should be provided to DVSA within 1 working day of test completion. If tests are aborted or delayed this should be reported to DVSA within 1 working day. Preliminary results shall also be provided as soon as possible post-test to allow for review of results in between tests in case it is necessary for test repeats to be authorised as soon as possible.

CO2 and fuel consumption values shall be provided with the validated results. A completed test report must be submitted to DVSA via secure file transfer within one day following the test.

The Suppliers shall provide calibration certificates of equipment used for each test (to accompany the standard data pack).

12. Flexibility

The successful bidders are expected to be flexible and work closely with DVSA's MSU as there is likely to be a need for additional testing of vehicles found to be non-compliant. In the event that a vehicle fails the initial cold type 1 laboratory test, a further two type 1 cold laboratory tests will be required to be undertaken.

13. Additional Testing

In some cases, there may also be a requirement to carry out additional tests or test similar vehicles of the same model and type. These extra tests would be in addition to the original number of vehicles and tests required and the timetable will be agreed between DVSA and the supplier.

Please supply detail how you can facilitate any additional testing with reasonable notice and how this will be managed in potentially short timescales within your tender response.

14. Timetable and contract period

The required timetable for completion of testing and delivery of results for each lot 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.

Section Reference No.	**Deliver By**
WP180-M1/N1 - LOT 1	November 2025
WP180-M1/N1 light duty xEV – LOT 2	November 2025

Should you bid for multiple lots, you must confirm you are able to adhere to all timetables submitted in the event you are awarded all the lots you have tendered for.

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 June 2025.

15. Monitoring and reporting of progress

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

The successful bidder will provide DVSA with and keep regularly updated a plan for the proposed testing for all vehicles on each individual program.

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

The agenda for these monthly progress meetings 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 of each lot with an accompanying breakdown that details how that maximum price is derived. Individual test costs should not exceed those provided as part of your tender for the Framework Agreement. There is also a retest provision included in the pricing schedule (Schedule 4) for each lot. There is no guarantee for this additional retest provision and will only apply should the Authority request additional testing.

In calculating the tendered Maximum Price for each lot, bidders must include a provision for:

i. The entire requirement as outlined in this Specification (schedule 2) and the Specification for each relevant lot

ii. For WP180 lots 1 and 2 , up to 30% of the vehicles to be retested if required

iii. Vehicle pre checks

iv. Vehicle emission system leak test and condition check

v. Fuel change and supply of sufficient reference fuel

vi. Reagent check and replacement if necessary

vii. Check soot levels and carry out regeneration of DPF if necessary, prior to commencement of testing

viii. Dynamometer load setting

ix. Oil, Reagent, and fuel samples (including storage)

x. A full set of valid tests for each vehicle

xi. PEMs validation/correlation as required during WLTC

xii. RDE to be processed in accordance with the applicable regulation level (as specified in the individual vehicle test request)

xiii. Additional testing as referred to in the specification for each individual lot

The Maximum Price should not include any costs that may be incurred for additional work required should the DVSA request these services, they should be listed in table 2 of the pricing schedule (Schedule 4).

The additional costs you should consider are listed below:

i. Hourly rate for Workshop/technicians/engineers (if different amounts please list separately) for additional support on vehicles outside the testing remit

ii. Cost for any additional DPF soot level check and Regen that is required during the testing process of each vehicle

iii. Costs to support manufacturer investigations at your site (a DVSA representative will be present to facilitate this) such as equipment/workshop hire or staff support costs

iv. Costs for additional reference fuel/gas, if necessary, per litre and time for dispensing to vehicle if required

v. Costs to transport/drive a vehicle to and from a manufacturer approved dealer or other agent if required (per hour)

vi. Cost to install a VCA supplied/lab hired PEMS kit

vii. Cost for correlation of additional PEMS kit

viii. Daily Hire charge for additional PEMS kit (outside normal initial test requirements)

ix. Cost to transport Vehicle to and from Vehicle Certification Agency, Midlands Centre, Watling Street, Nuneaton, Warwickshire, CV10 0UA

x. Cost to transport/deliver Vehicle to and from DVSA Weedon GVTS, Cavalry Hil, Weedon BEC, NN74PP

The supplier should also include any other additional costs they foresee.

Any additional work activity that may be incurred during testing should be included 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 for 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.

17. Tender Requirements

Bidders must provide separately for each Lot they are tendering:

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) that meets the requirement of paragraph 15 above.

18. Evaluation

Evaluation will be based on the criteria detailed below that will determine the most economically advantageous tender. The same method will be applied individually to each lot.

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

Primary Criteria	Weighting	Tender Submission Artefact
Qualification	Pass/Fail	Confirmation that the Supplier can test in 4WD mode and Hydrogen
Technical Factor	40%	Capability, extended storage and additional testing
Price Factor	60%	Pricing Schedule

Qualification Evaluation

For lots 1 and 2 there will be a mandatory qualification question which is scored as pass/fail. Bidders must confirm that they can test in 4WD mode. If a bidder is unable or unwilling to answer "Yes", their submission will be deemed non-compliant and shall be rejected.

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.

Annex 1

Glossary of Acronyms

DVSA	Driver and Vehicle Standards Agency
ECU	Engine Control Unit
EGR	Exhaust Gas Re-circulation
OBD	On-Board Diagnostic
PEMS	Portable Emission Measuring Systems
RDE	Real Driving Emissions
VCA	Vehicle Certification Agency
MSU	Market Surveillance Unit