

Call Off Competition for Component Testing Services Under Framework Ref K280021593

Contract Title: WP181 Aftermarket Component Emissions Testing Programme 2025-26

Contract Reference: K280022803

Light Duty Vehicle

Schedule 2 - 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 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 discrete call-off contract.

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| **Reference No.** | **Outline Description** | **Number of Tests** |
| WP181 - M1 | Aftermarket Component Testing | Each of the 4 vehicles tested as provided with original fitted aftertreatments.  A further 16 components being tested with a maximum of up to 3 tests per component.  In addition, there will be EUDC tests (De-greening of components after fitment). |

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 WP181 Aftermarket Component Emissions Testing Programme 2025-26 for Light Duty Vehicles.

A glossary of acronyms is provided at Annex 1.

1. **Procurement Timetable**

The anticipated procurement timetable is as follows:

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| **Description** | **Date** |
| Invitation to further competition issued | 15 July 2025 |
| Deadline for receipt of clarifications | 18 July 2025 at 11:00am |
| Target date for responses to clarifications | 22 July 2025 at 16:00pm |
| Deadline for receipt of Tenders (**Tender Deadline**) | 28 July 2025 at 11:00am |
| Evaluation of Tenders | 29 July-05 Aug 2025 |
| Notification of contract award decision | 06 Aug 2025 |
| 10-day standstill period | 07 - 18 August 2025 |
| Confirm contract award | 19 August 2025 |

1. **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 C02 and NOx emission.

DVSA wishes to test a range of replacement aftermarket pollution control devices upon vehicles that are representative of the petrol and diesel fleet currently in use on the roads of Great Britain. These tests are intended to ensure that the aftermarket exhaust aftertreatment components meet the standards they were approved to.

This Specification details a laboratory and regulatory emissions test programme that will contribute to the evidence base that the DVSA’s Market Surveillance Unit (MSU) is developing. Emissions of regulated pollutants will be measured using regulatory procedures in laboratories equipped to conduct regulatory standard emissions testing.

1. **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 715/2007/EC as amended (Euro 5), as amended by 459/2012/EC (Euro 6) and compliance against UN R103 for replacement pollution control devices.

Where testing is to be conducted outside of the UK, this should be outlined in the Bidders proposal. The Bidder must include all costs as part of their bid, including any shipping costs for transporting the vehicles and components to the Non-UK test facility and return to the UK.

1. **Vehicle & Components Selection and Provision.**

All components in this programme will be manufacturers and aftermarket Catalytic Converters or Diesel Particulate Filters or combinations of the two (Euro 5 and Euro 6 vehicles). All vehicles and aftermarket components will be provided to the laboratory by the DVSA.

1. **Vehicle Preparation and Management**

DVSA will provide the donor vehicles and a number of aftermarket components which need to be tested. It is expected that the laboratory will replace the components to be tested including any resetting of engine management functions (e.g. Diesel Particulate Filter (DPF) soot load).

Before emission testing commences the supplier will need to conduct checks on the vehicle. Each vehicle will be required to complete:

* A vehicle safety check to ensure the vehicle is free from defect.
* A vehicle diagnostic scan to capture any current or historic Diagnostic Trouble Codes (DTCs). Any current codes should be notified and discussed with DVSA before proceeding with work and reset / rectified as required.
* An assessment and record of the current DPF soot loading or distance since last successful DPF regeneration. It may be necessary to perform a manual DPF regeneration on the vehicle, DVSA will advise of the requirement based upon the information provided on soot loading.
* 12V battery preconditioning and charging, details to be provided in the test request.

When a new DPF is fitted to a vehicle the soot mass and distance since last successful regen must be reset, when a DPF is removed the soot mass must be recorded for future test reference.

Once the vehicles have been assessed and found to be satisfactory, a series of baseline emissions tests with an OEM produced TWC, DOC, DPF or Combined DOC/DPF will be completed to ensure vehicles are performing correctly, and to ensure reference data is available for comparison.

The vehicles under test must be returned undamaged to DVSA 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 DVSA. Laboratories must have confirmation in writing from DVSA that a vehicle can be released before it is handed back to DVSA or other responsible person.

An audit trail of the components will need to be maintained linking it to the test result.

1. **Laboratory Testing Requirement**

Vehicles will be subject to a single cold Type I test.

Testing shall be undertaken as follows:

Coastdown and Roadload matching

* + 1. The vehicle shall undergo a coastdown and roadload match in accordance with coastdown times / dyno terms provided in the test request. Any requirements for enabling dyno / test modes will be provided in the test request. Standard Conditioning Procedure.

The vehicle shall be conditioned in accordance with the procedures set out the Regulation (For SI port injection 1UDC + 2xEUDC, for GDI and diesel 3xEUDC) prior to commencing emission measurement.

* + 1. Type I (cold start) NEDC cold

This test shall follow the Type I test procedures defined in the Regulation.

CVS and post cat modal data logged, OBD port on the vehicle should not be connected during this test.

At the end of this test the component emission results shall be reviewed to determine whether the vehicle is performing satisfactorily, i.e., without obvious defect or deficiency. If the results exceed the Type Approval limit 2 further cold NEDCs with preconditioning are to be conducted. Should the data suggest that such a defect or deficiency exists the laboratory shall consult with DVSA and VCA before continuing with the programme. Dynamometer coastdowns should be checked post-test and comply with the tolerance in the Regulation.

Note: When a new catalyst and or DPF is fitted the vehicle should complete component degreening as per UN ECE Regulation R103 (12 of extra urban cycles). The component degreening should include a test log with time and vehicle speed measurement but without emission measurement.

* It has previously been identified that during coastdown verification checks vehicles have not always remained within tolerance, therefore special attention should be paid to ensure compliance. Coastdown Match and verification readings are required.

Vehicle OBD readings Pre and Post NEDC are required for each component showing any current DTCs and (for diesel only) current DPF soot loading or distance since last successful DPF regeneration.

1. **Emission measurement**

* As applicable for Euro 5 and Euro 6

The gaseous pollutants shall be measured both in a regulatory manner (dilute CVS) and also by sampling the post aftertreatment raw exhaust on a second-by-second basis. Both PM and PN measurements are required for all gasoline and diesel vehicles.

**9. Fuel**

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

If fitted, vehicles that use a reagent, the quality of the reagent used shall be checked by the laboratory before 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 replacement of the reagent if necessary.

**10. Site Visits**

Witnessing by DVSA or VCA will not necessarily be required, but either body may on occasion seek to attend the tests. Notice will be provided if this is to occur.

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

1. **Delivery of Results**

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

Validated results, including those for any raw tests requested by the DVSA, shall be provided to DVSA no later than one day following the test.

A completed test report must be submitted to DVSA within one day following the test. Containing the Overall Results, Phase 1 Data, Phase 2 Data, Trace and Modal Data.

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

1. **Flexibility**

The successful bidder is expected to be flexible and work closely with DVSA’s MSU as there is likely to be a need for additional testing of aftermarket Catalytic Converters and Diesel Particulate Filters found to be non-compliant. In the event that a component fails the initial test, a further two tests will be required to be undertaken, followed by a re-baseline test of the new OEM component. In some cases, there may also be a requirement to test additional, identical components of the same make and type. 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.

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| **WP181 Test Program** | | |
| **NEDC Test** | **Degreen** | **If Component Fails** |
| 1 **Baseline OEM** | Yes |  |
| 2 Aftermarket Component 1 | Yes | Up to 2 further NEDC Tests - No degreen Followed by Baseline OEM\* |
| 3 Aftermarket Component 2 | Yes |
| 4 Aftermarket Component 3 | Yes |
| 5 **Baseline OEM** | No |  |
| **Please Note** There are 3 aftermarket components for each Petrol and Diesel vehicle.  \*Not required if further 2 NEDC tests are satisfactory | | |
|  |

1. **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.

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| **Reference No.** | **Deliver By** |
| WP181 M1 | 31 December 2025 |

Although the services need to be delivered by 31 December 2025 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.

1. **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 hold monthly progress and performance meetings with DVSA’s Contract Manager where any contractual performance will be discussed.

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

All meetings will either take place face to face, through Microsoft Teams or conference calls as appropriate.

1. **Costs & Payment**

Bidders must tender a **Maximum** Price for the delivery 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 100% retest provision included in the pricing schedule (Schedule 4). There is no guarantee for this 100% retest provision and will only apply should the Authority request additional testing.

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

1. The entire requirement for the specifications in the document
2. Vehicle pre checks
3. Fuel and reagent change and reference fuel
4. Fitting of pollution control device
5. Degreening of new pollution control device
6. Dynamometer load setting
7. Vehicle preconditioning
8. A full set of valid tests for each component (Type I NEDC cold start) including required coastdown.
9. If testing is to be conducted outside of the UK the Bidder must include all costs in the pricing schedule such as shipping costs for transporting the vehicles and components to the Non-UK test facility and return to the UK.

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. Payment will be made by BACS no later than 30 days of receipt of a valid invoice.

1. **Tender Requirements**

Bidders must provide:

1. A completed Form of Tender (Schedule 1)
2. A response to DVSA’s Technical factors (Schedule 3)
3. A Completed Pricing Schedule (Schedule 4) that meets the requirement of paragraph 15 above.
4. **Evaluation**

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

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

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| **Primary Criteria** | **Weighting** | **Tender Submission Artefact** |
| Technical Factors | 40% | A response is required for each technical factor – please see Schedule 3 for further details |
| Price Factor | 60% | A completed pricing schedule (Schedule 4) |

**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:

Lowest Price Tendered x Maximum Score Available

Tender price

Example Calculation:

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| --- | --- | --- | --- |
| **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 0.4 | 50 x 0.4 | 40 x 0.4 |
| **Weighted Price Score** | 40% | 20% | 16% |

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**

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| DOC | Diesel Oxidation Catalysts |
| DFT | Department for Transport |
| DPF | Diesel Particulate Filter |
| DVSA | Driver and Vehicle Standards Agency |
| ECU | Engine Control Unit |
| EGR | Exhaust Gas Re-circulation |
| OBD | On-Board Diagnostic |
| OEM | Original Equipment Manufacturer |
| TWC | Three Way Catalyst |
| VCA | Vehicle Certification Agency |