

1.Q. Is this sampling to be done exclusively in a “portal” or should it also be portable?

1.A. A drive-through portal would be a possible configuration, but is not mandatory. Portable solutions are highly desirable.

2.Q. Do you want the occupants of the vehicle to be aware they are being tested or should it be done covertly?

2.A. Occupants should be aware of the screening process.

3.Q. Should the device work when a car is motionless (i.e.: parked in a portal) or, if moving, at what vehicle speed should it work? If motionless, will the engine be on or off?

3.A. Ideally, the proposed system would reliably screen vehicles in motion. However, rapid screening of stationary vehicles is acceptable for this solicitation.

4.Q. Will there be one vehicle or a line of vehicles passing through a portal or a point that need to be tested?

4.A. Higher throughput systems are highly desirable. However, a single vehicle per screening event is the currently requirement for this solicitation.

5.Q. How much time is allowed for each vehicle to be tested and for a result?

5.A. High throughput systems are highly desirable. However, a specific requirement for screening time has not been established.

6.Q. How close can we get the testing mechanism to the vehicle?

6.A. The proposed system must provide the user with assurance that subject vehicle will not be touched.

7.Q. What vehicle types should this work on: private cars, 18-wheel trucks, delivery vans, 5-ton trucks, bus, motor-home, service vehicles (ambulance, fire truck), repair vehicles (cherry picker, tow truck), construction vehicles (cement mixer, tractor) and any attachment they might be hauling (flat bed, front loader, crane, boat). If the motor is running during testing, we assume the testing should work no matter what fuel the vehicle uses (gas, diesel, electric, hybrid).

7.A. This solicitation does not require a specific vehicle class for screening. Any of the above vehicles could be used for feasibility demonstration.

8.Q. If used with a portal, what is the maximum height and width of the portal? Would this be a permanent fixture in a semi-enclosed location, such as a border or parking garage with its own a power source? Would the ideal configuration be that vehicles would drive through a short “tunnel” and be screened as they pass through? Would there be a size constraint?

8.A. Constraints on system dimensions have yet been established. Ideally, the system would be portable or potentially integrated into existing infrastructure.

9.Q. Is this testing envisioned to work outdoors as well as a portal? If so, what are the temperature ranges anticipated? What are the parameter for use in snow, rain and wind?

9.A. It is anticipated that such a system will function primarily outdoors. Environmental operational requirements have not been established. Ultimately, the systems should be weatherproof for extended outdoor operation.

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