ARMY APPLICATIONS LABORATORY

| PREDICTIVE SUSTAINMENT: REAL-TIME DATA |

FREQUENTLY ASKED QUESTIONS

	QUESTION	ANSWER
1	The solicitation references MILTAK 5.1 integration as a "should" rather than a "shall." Can you characterize how heavily that will be weighted in evaluation, and whether a clear integration roadmap is sufficient at the white paper stage?	Send your data in a format for Army integration. Consider it MOSA standard. We are looking for the flexibility and modularity
2	The performance objectives require solutions to collect data from "one or more" data types. Is a solution that covers maintenance faults and fuel levels on fielded platforms competitive for award, or does the Government expect coverage of water and munitions data as well?	The solution should comply with all requirements in the solicitation. You may propose a solution that you believe to be viable. The more data listed in the solicitation you are able to obtain from vehicles, the better
3	The Special Topic directs white paper submission via email rather than the AAL portal. Can you confirm the expected format — is there a page limit, required section structure, and are supporting attachments such as technical specifications or pitch decks acceptable?	Yes, email is the correct submission platform. Please see the solicitation for white paper preparation details, which references the AAL BAA.
4	Are there any water or fuel sensors that exist on the target platforms?	Besides information that can be gathered from the ECU via CAN bus, no other sensors are available for vendor usage. Vendors must be prepared to integrate standalone sensors to accomplish the topic's objectives.
5	Can you clarify that AAL is primarily aimed at sensor technologies rather than software solutions for data aggregation and predictive capabilities	That is correct. The predictive sustainment special topic is aimed at sensor technologies that can actually collect the data from the respective source. There is software involved with the actual data collection and transmission, but the sensors are the main innovation.
6	Are you expecting C2 systems on the vehicles?	The C2 systems will be on separate ground control systems. This solicitation is asking for the data to be transmitted from the vehicle to those ground stations/end points.
7	Will the webinar slides be available online?	Slides and Webinar Recording are available on the topic landing page on the AAL website.
8	Are the white paper guidelines laid out in the original BAA for portal submission also to be applied to this email submission?	Yes, the sections are the same, as outlined in the AAL BAA Section D.2.c, Whitepaper Preparation
9	Do those character limits also apply for an email response?	Character limit does apply. Sections that have character limits are defined in the BAA.

10	Is there an overall size limit to the white paper submission by email?	Overall file size limit is 25MB
11	Are there any other format requirements for an email submission?	No other format requirements, other than what's already in the BAA.
12	Original BAA requests limited use of color for proposals, does that also apply to white paper submissions?	For the white paper submission, the limited use of color still applies. For additional attachments (i.e. pictures, diagrams), there is no restriction.
13	Is the M978's integrated fuel tank level available on the bus?	Respondents should assume the vehicle's own fuel tank level is available on the CAN bus (J1939) for modern A4 variants.
14	Are commodities carried as loads (fuel/water on PLS flatracks or HIPPO racks, water on the M149 trailer) expected to be vendor-sensed?	Yes. Modular payloads (like HIPPO racks) and towed assets (like the M149 water trailer) do not typically pass data through to the prime mover's data bus. Vendors must propose solutions to independently sense and transmit these commodity levels.
15	For ammunition quantities, does the Army intend solutions to leverage existing automated identification (e.g., RFID) on ammunition/materiel, or is quantity expected to be measured by the vendor's solution?	This solicitation is open to both approaches. Vendors should detail how their solution can provide granular, real-time ammunition quantities.
16	Are platform Interface Control Documents (ICDs), data dictionaries, or J1939/J1708 parameter lists available to awardees? Is any of that available now to inform white-paper scoping?	Detailed platform ICDs and J1939 parameter data dictionaries contain Controlled Unclassified Information (CUI) and will not be provided during the open phase.
17	What physical access point(s) exist for the data bus on these platforms (e.g., a standardized diagnostic connector and pinout), given the vendor is responsible for providing the physical/logical interface?	Access is typically provided via the standard in-cab 9-pin diagnostic connector (J1939) or the standard military diagnostic port. Vendors are responsible for providing the logical interface and necessary cabling to connect to these standard ports.
18	Across the listed variants, which use SAE J1939 (CAN) versus J1708/J1587?	The division between SAE J1939 versus J1708/J1587 is primarily determined by the vehicle's modernization generation (A2/A3 model vs a newer A4 model). The CAN bus details are Open Source and available for vendors to research.
19	For the 10 units to be fielded by Nov 6, 2026, are those expected to be installed across multiple vehicle types or concentrated on one type? Is there a required or expected reporting interval for the autonomous reports?	The reporting interval should be configurable. A minimum interval requirement has not been explicitly defined in the solicitation. The 10 units are expected to be fielded for the particular system(s) the vendor submitted their response on.
20	Which variants of CAN are vehicles/equipment using example CAN-FD etc…?	The primary data architecture across modern tactical wheeled fleets (FMTV, HEMTT, PLS) is SAE J1939 (Standard CAN 2.0B). CAN-FD is generally not native to these legacy platforms. Older variants may utilize J1708/J1587.
21	Is the required interface to the vehicle data system strictly CAN, or can secondary sensors use wireless links inside or around the vehicle?	Secondary sensors may utilize wireless links (e.g., BLE, Wi-Fi, mesh) within or around the vehicle, provided the vendor clearly outlines the cybersecurity, encryption, and

		electronic warfare (EW) resilience of the wireless protocol in their white paper.
22	What is the expected distance between the vehicle and the relay node or communications gateway in a wireless configuration?	Vendors can anticipate for up to 75KM distance between the vehicle and the communications gateway.
23	What are the required sample rates?	The system must allow for configurable sample rates to manage network bandwidth. A required minimum sample rate was not explicitly defined.
24	Will vendor solutions be permitted to interface directly with existing tactical radio hardware via approved bridging/cabling, and will documentation for those interfaces be provided?	Yes, solutions may interface with existing tactical radios (e.g., via standard Ethernet/IP data ports). Specific cabling documentation and radio interface protocols will be provided post-award.
25	Do existing networks have adequate capacity to transmit data from vehicle to command center?	Respondents must assume a degraded, low-bandwidth tactical network environment. Solutions should optimize data packets and utilize edge processing to minimize transmission size.
26	What is the expected size, weight, and power envelope?	Solutions must be ruggedized, occupy minimal cabin footprint, and be lightweight enough for rapid installation by Soldiers. They must operate strictly on standard military vehicle DC power (12V-24V).
27	Should the system operate when the vehicle is powered off?	No, the system must operate on the standard 24V DC power from the vehicle. When the vehicle is off, the solution will not receive power. Vendor solution is not expected to provide its own power source.
28	Can the Government clarify whether a common data architecture, interoperability framework, or integration standard exists that participating vendors will be expected to align with to ensure data consistency and interoperability across multiple vendor solutions?	Such an architecture is out of scope for this effort. Vendor solutions will not be expected to be coordinated or orchestrated with other vendor/sensor solutions. We are primarily interested in the sensor technologies and the transmission of such data to a C2 endpoint.
29	Can the Government clarify whether there is a target or minimum Technology Readiness Level (TRL) expected for this effort, or whether maturity will be assessed primarily against the ability to deliver, integrate, and operationally field capability by 06 November 2026?	Maturity will be assessed primarily against the ability to deliver, integrate, and operationally field at least ten units by 06 NOV 2026.
30	Regarding the network and comms must it be compatible with all three or at least one? SATCOM, Radio, and or Ethernet?	The solution does not have to be compatible with all three. What is required is that the solution can gather all of the sensor data from the various sensors and then transmit that collected data from the vehicle to the C2 endpoint from a distance.
31	Regarding Ethernet, how is Ethernet defined in this context for example Hardware interface /RJ45 cat 6 cable or protocols that run on Ethernet such as HTTP/UDP/FTP? Would like to better understand how Ethernet is required or just listed as an option.	Ethernet is just a listed option for on-board sensor communications. It's up to the vendor to decide how their solution collects information and how that information is sent to the C2 endpoint.

32	Regarding ammunition, must the solution specify the type of ammo or will just the amount suffice? If ammo type must be included in the transmitted data, what identifiers are available for ammo type?	The solution does not have to specify ammo type, that is up to the vendor and the capabilities of the technology they are submitting.
33	Is the long-term use intended for a quick Soldier field install or garrison/depo install prior to deployment?	There are no set requirements for long-term use, but a quick soldier field install would allow for rapid adjustments. It's up to the vendor to decide what benefits their technology is capable of.