

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT				1. Contract ID Code Firm Fixed Price	Page 1 Of 60		
2. Amendment/Modification No. 0001		3. Effective Date 2022OCT05		4. Requisition/Purchase Req No. SEE SCHEDULE		5. Project No. (If applicable)	
6. Issued By ACC-DTA DARNELL DUNSON 6501 E. 11 MILE RD. DETROIT ARSENAL, MI 48397-5000 EMAIL: DARNELL.N.DUNSON.CIV@ARMY.MIL		Code W56HZV		7. Administered By (If other than Item 6) Code			
8. Name And Address Of Contractor (No., Street, City, County, State and Zip Code)				<input checked="" type="checkbox"/>		9A. Amendment Of Solicitation No. W56HZV-22-R-0033	
						9B. Dated (See Item 11) 2022AUG16	
				<input type="checkbox"/>		10A. Modification Of Contract/Order No.	
						10B. Dated (See Item 13)	
Code		Facility Code					
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS							
<input checked="" type="checkbox"/> The above numbered solicitation is amended as set forth in item 14. The hour and date specified for receipt of Offers <input checked="" type="checkbox"/> is extended, <input type="checkbox"/> is not extended. 2022OCT31 Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing items 8 and 15, and returning <u>2</u> signed copies of the amendments: (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.							
12. Accounting And Appropriation Data (If required)							
13. THIS ITEM ONLY APPLIES TO MODIFICATIONS OF CONTRACTS/ORDERS It Modifies The Contract/Order No. As Described In Item 14.							
<input type="checkbox"/> A. This Change Order is Issued Pursuant To: The Changes Set Forth In Item 14 Are Made In The Contract/Order No. In Item 10A.							
<input type="checkbox"/> B. The Above Numbered Contract/Order Is Modified To Reflect The Administrative Changes (such as changes in paying office, appropriation data, etc.) Set Forth In Item 14, Pursuant To The Authority of FAR 43.103(b).							
<input type="checkbox"/> C. This Supplemental Agreement Is Entered Into Pursuant To Authority Of:							
<input type="checkbox"/> D. Other (Specify type of modification and authority)							
E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input type="checkbox"/> is required to sign this document and return _____ copies to the Issuing Office.							
14. Description Of Amendment/Modification (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) SEE SECOND PAGE FOR DESCRIPTION							
Except as provided herein, all terms and conditions of the document referenced in item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.							
15A. Name And Title Of Signer (Type or print)				16A. Name And Title Of Contracting Officer (Type or print)			
15B. Contractor/Offendor (Signature of person authorized to sign)		15C. Date Signed		16B. United States Of America By _____ /SIGNED/ (Signature of Contracting Officer)		16C. Date Signed	
NSN 7540-01-152-8070 PREVIOUS EDITIONS UNUSABLE				30-105-02		STANDARD FORM 30 (REV. 10-83) Prescribed by GSA FAR (48 CFR) 53.243	

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Name of Offeror or Contractor:

SECTION A - SUPPLEMENTAL INFORMATION

Buyer Name: DARNELL DUNSON
 Buyer Office Symbol/Telephone Number: CCTA-HTA-B/(586)282-5345
 Type of Contract 1: Firm Fixed Price
 Kind of Contract: Other

*** End of Narrative A0000 ***

1. The purpose of Amendment 0001 to solicitation W56HZV-22-R-0033 is to extend the proposal due date and revise Sections A,B,C,D,E,F,G,H,J,and L.
2. The proposal due date has been changed from 15 Oct 2022 to 31 Oct 2022.
3. Section A is revised as follows:
 - a) 1.

From:

- RECAP HEMTT OY01: 270 EA
- RECAP HEMTT OY02: 342 EA
- RECAP HEMTT OY03: 317 EA
- RECAP HEMTT OY04: 317 EA
- RECAP HEMTT OY05: 317 EA
- NEW HEMTT OY01: 56 EA
- NEW HEMTT OY02: 106 EA
- NEW HEMTT OY03: 110 EA
- NEW HEMTT OY04: 14 EA
- NEW HEMTT OY05: 8 EA
- RECAP PLS OY01: 15 EA
- RECAP PLS OY02: 15 EA
- RECAP PLS OY03: 15 EA
- RECAP PLS OY04: 15 EA
- RECAP PLS OY05: 15 EA
- New PLS OY01: 86 EA
- New PLS OY02: 127 EA
- New PLS OY03: 209 EA
- New PLS OY04: 185 EA
- New PLS OY05: 185 EA
- New PLS Trailer OY01: 75 EA
- New PLS Trailer OY02: 75 EA
- New PLS Trailer OY03: 55 EA
- New PLS Trailer OY04: 55 EA
- New PLS Trailer OY05: 40 EA

To:

NEW HEMTT	OY01	OY02	OY03	OY04	OY05
M978A4 TANKER	60	60	60	60	60
M984A4 WRECKER	50	50	50	50	50
M985A4 GMT	5	5	5	5	5
M985A4 CARGO	30	30	30	30	30
M983A4 LET	56	106	110	14	8
M1977A4 CBT	40	112	87	87	87

RECAP HEMTT	OY01	OY02	OY03	OY04	OY05
M978A4 TANKER	10	10	10	10	10
M984A4 WRECKER	5	5	5	5	5
M985A4 CARGO	10	10	10	10	10

NEW HET	OY01	OY02	OY03	OY04	OY05
M1070 A1	60	60	60	60	60

NEW PLS	OY01	OY02	OY03	OY04	OY05
M1075A1	4	4	4	2	2

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RECAP PLS	OY01	OY02	OY03	OY04	OY05
M1075A1	15	15	15	15	15
NEW PLS-T	OY01	OY02	OY03	OY04	OY05
M1076A0	50	50	40	40	30
M1076A1	25	25	15	15	10

b) 2.

From:The Government is also soliciting for Kits and Optional Equipment. For NEW and RECAP HEMTTs, NEW and RECAP PLS, New PLS Trailers, PLS Trailer - CTE, Kits and Optional Equipment, the Government request that the proposal reflects prices for the lot size pricing below:

1-30
31-90
91-180
181-300
301-600
600+

To: The Government is also soliciting for Kits and Optional Equipment. For NEW and RECAP HEMTTs, NEW and RECAP PLS, New HET, New PLS Trailers, PLS Trailer - CTE, Kits and Optional Equipment, the Government request that the proposal reflects prices for the lot size pricing below:

1-5 EA
6-15 EA
16-30 EA
31-50 EA
51-100 EA
101+ EA

4. Section B is revised as follows:

a) Narrative A001

From: THE FIRST THREE DIGITS SIGNIFY THE ITEM AND THE FOURTH (LAST) DIGIT SIGNIFIES THE APPLICABLE CONTRACT YEAR, i.e., CLIN 0011 IS FOR THE FIRST ITEM - FIRST ORDERING YEAR, CLIN 0012 IS FOR THE FIRST ITEM - SECOND ORDERING YEAR, CLIN 0013 IS FOR THE FIRST ITEM - THIRD ORDERING YEAR, ETC.

To: THE FIRST DIGIT SIGNIFIES THE APPLICABLE CONTRACT YEAR AND THE LAST THREE DIGITS SIGNIFIES THE ITEM, i.e., CLIN 1011 IS FOR THE FIRST ORDERING YEAR- FIRST ITEM, CLIN 2011 IS FOR THE SECOND ORDERING YEAR- FIRST ITEM, CLIN 3011 IS FOR THE THIRD ORDERING YEAR- FIRST ITEM, ETC.

b) CDRLs A011- Management Plan and A036 Sustainment Functional Cost-Hour Report (DD Form 1921-5) has been deleted and marked RESERVED.

5. Section C is revised as follows:

a)Service contract reporting narrative is deleted.

From: Service Contract Reporting

Service contractor reporting of information is required in the SCR section in the System for Award Management (SAM) by 31 October, when a contract or task order has a total estimated value, including options, that exceeds \$3 million; and is for services in the following service acquisition portfolio groups:

1) logistics management services,
2) equipment related services,
3) knowledge-based services, or
4) electronics and communications services.

TO:

b) C.4 title

From: Palletized Load System Trailer Recapitalization

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To: PLS Trailer CTE Install

c) C.20 title

From: Recapitalization Heavy Expanded Mobility Tactical Truck A4, Palletized Load System A1, Heavy Equipment Transporter A1

To: PLST RECAP

d) C.1.1.1 Statement of Work

From: Contract Data Requirements List (CDRLs). The contractor shall prepare and deliver CDRLs as set forth in Exhibit A. Engineering Change Proposals (ECPs, CDRLs A004 and A022) and Requests for Deviation (RFDs, A005) shall be delivered using the Product Data Management System PDMLink (C.9.8). All other CDRL submissions shall be delivered via email to the addressees set forth in Block 14 of each CDRL. Note: submissions with a file size greater than 10 MB (excluding ECPs and RFDs) or those containing sensitive information shall be delivered via the Department of Defense (DoD) Secure Access File Exchange (SAFE) website at: <https://safe.apps.mil>. DoD SAFE is an enterprise-wide service for a secure transfer of large files including those containing Controlled Unclassified Information (CUI).

To: Contract Data Requirements List (CDRLs). The contractor shall prepare and deliver CDRLs as set forth in Exhibit A. Engineering Change Proposals (ECPs, CDRLs A004 and A022) and Requests for Deviation (RFDs, A005) shall be delivered using the Product Data Management System PDMLink (C.9.8). All other CDRL submissions shall be delivered via DoD Safe to the addressees set forth in Block 14 of each CDRL. Note: submissions with a file size greater than 10 MB (excluding ECPs and RFDs) or those containing sensitive information shall be delivered via the Department of Defense (DoD) Secure Access File Exchange (SAFE) website at: <https://safe.apps.mil>. DoD SAFE is an enterprise-wide service for a secure transfer of large files including those containing Controlled Unclassified Information (CUI).

e) C.2.4. M983A0/A2 Let to M983A4 added to vehicle list.

f) C.2.4.1 (v)- Wheel assemblies is removed from the mandatory replacement list.

g) C.4.3 Surplus/Excess

From:Components/ Material removed and deemed no longer usable shall be disposed of utilizing the contractors standard scrap disposition procedures. Shall be pelleted and monthly request disposition instruction

To: Components/ Material removed and deemed no longer usable shall be disposed of utilizing the contractors standard scrap disposition procedures.

h)C.5.1.1 HEMTTA4

From:

- a.Arctic Kit, (all except the M978A4), P/N 3662485, and install (Black)
- b.Arctic Kit, M978A4, P/N 3697955, and install (Black)
- c.Push Kit for C-kit armor, P/N 3930647 (per delivery order)
- d.Self-Recovery Winch Kit, P/N 3998793, and install (per delivery Order)
- e.HEMTTA4 BII Kits IAW of ATPD 2304D
- f.Steering Gear upgrade for REMAN C-kit Vehicles, P/N 3927608 (Black)
- g.Reserved
- h.GMT Crane Special Tools and Test Equipment (STTE) Kit, P/N 4659225
- i.Enhanced Container Handling Unit (NSN 3950-20-003-8785)

To:

- a.Arctic Kit, (all except the M978A4), P/N 95SK247, and install (Black)
- b.Arctic Kit, M978A4, P/N 95SK248, and install (Black)
- c.Push Kit for C-kit armor, P/N 3930647 (per delivery order)
- d.Self-Recovery Winch Kit, P/N 3998793, and install (per delivery Order)
- e.HEMTTA4 BII Kits IAW of ATPD 2304D
- f.Steering Gear upgrade for REMAN C-kit Vehicles, P/N 3927608 (Black)
- g.Gunner Platform Kit, P/N 3784255
- h.Enhanced Container Handling Unit (NSN 3950-20-003-8785)

i) C.5.1.2 PLSA1

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From:

- a.Arctic Kit, P/N 3784255, and install (Black)
- b.Spring Kit for B-Kit Armor, P/N 3841293 (Black)
- c.Push kit of C-kit armor, P/N 3927609 (Black)
- d.Universal Power Interface Kit (UPIK), P/N 4255215, and install (Black)
- e.PLSA1 BII Kits IAW of ATPD 2304D
- f.Enhanced Container Handling Unit (NSN 3950-20-003-8784)

To:

- a.Arctic Kit, P/N 4235443, and install (Black)
- b.Spring Kit for B-Kit Armor, P/N 3841293 (Black)
- c.Push kit of C-kit armor, P/N 3927609 (Black)
- d.Universal Power Interface Kit (UPIK), P/N 4255215, and install (Black)
- e.Universal Power Interface Kit (UPIK) Retrofit PN 4262138
- f.PLSA1 BII Kits IAW of ATPD 2304D
- g.Enhanced Container Handling Unit (NSN 3950-20-003-8784)

j) C.5.1.4 HET A1

From:

- a.BII Kits IAW ATPD 2152G
- b.Arctic Kit, P/N 3815131, and install (Black)

To:

- a.BII Kits IAW ATPD 2152G
- b.Arctic Kit, P/N 4874233, and install (Black)

k) C.5.2.2.1 has been deleted and marked reserved.

From: Arctic Kit, Engine P/N 955SK247 (for models other than M978 Refueler); Arctic Kit, Engine P/N 955SK248 (for M978 Refuelers); or Arctic Kit P/N 4135443 (PLSA1) including coolant heater, controls, wiring, plumbing, filters for fluid change, block heater, new batteries and battery box; or Kit P/N 3825231 (HET A1).

To: Reserved

l) C.6.3 Stencil, Final Paint, and Line of Sight Painting

From: Stencil, Final Paint, and Line of Sight Painting. All vehicle/trailer final paint colors shall be determined by the DO. All painting shall be performed IAW MIL-DTL-53072 (Chemical Agent Resistant Coating System Application Procedures and Quality Control Inspection) using only those cleaning, pretreatment, primer and topcoat specifications contained therein except that A-A-52474 can be substituted for MIL-P-53084 (Primer, Cathodic Electrodeposition, Chemical Agent Resistant). Regardless of the number of layers of topcoat, the total dry film thickness (from substrate to outer layer) shall not exceed 13 mils. Exposed fasteners, fittings, and hoses may be optionally painted per the delivery order color or left unpainted if they utilize black or low luster coatings. The contractor shall apply non- slip deck covering compound on areas upon which operating personnel are required to work. Vehicles may be painted using the "line of sight method." When using this method, the original color may remain in areas which are not visible during normal operation of the vehicle. Areas concealed to the line of sight during the normal overspray process (such as inside the engine hood, door jams, and interior of storage boxes) may remain the original color. All provisions related to painting shall still be followed.

To: Stencil, Final Paint, and Line of Sight Painting. All vehicle/trailer final paint colors shall be determined by the DO. All painting shall be performed IAW MIL-DTL-53072 (Chemical Agent Resistant Coating System Application Procedures and Quality Control Inspection) using only those cleaning, pretreatment, primer and topcoat specifications contained therein except that A-A-52474 can be substituted for MIL-P-53084 (Primer, Cathodic Electrodeposition, Chemical Agent Resistant). Regardless of the number of layers of topcoat, the total dry film thickness (from substrate to outer layer) shall not exceed thickness recommendations as outlined in MIL-DTL-53072. Exposed fasteners, fittings, and hoses may be optionally painted per the delivery order color or left unpainted if they utilize black or low luster coatings. The contractor shall apply non- slip deck covering compound on areas upon which operating personnel are required to work. Vehicles may be painted using the "line of sight method. When using this method, the contractor will produce a vehicle that appears a complete color from a distance of 15 feet in a standing position without magnification or use of a flashlight. Inspections begin and remain at the 15-foot distance. They do not start at less than, and end at 15 feet. Inspections occur at 15 feet from ground level and up (i.e., not with the vehicle on an elevated plane or crawling under the vehicle). Areas concealed to the line of sight during the normal overspray process (such as inside the engine hood, door jams, and interior of storage boxes) may remain the original color. All provisions related to painting shall still be followed.

m)C.8.2 Program Reviews

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From:Semiannual Quarterly

To: Quarterly

n) C.9.3 Configuration Changes

From: Configuration Changes. Changes to the Product Configuration Baseline for end items and supplemental kits (C.5) shall only be incorporated IAW the following requirement. The contractor shall propose changes to the established configuration baseline via the submission of Engineering Change Proposals (ECPs) and Value Engineering Proposals IAW CDRL A004 or Requests for Deviation (RFDs) IAW CDRL A005. The contractor shall implement configuration control methods and procedures that maintain the integrity and history of the established baseline. Government approval of ECPs following acceptance of the Product Configuration Baseline (which are established through the BOMs outlined in C.1.3 and C.1.4) shall not be construed as relieving the contractor from its responsibility to furnish all items in conformance with contract requirements, including full responsibility for failure in operation of equipment, which resulted from change previously approved by the Government.

To: Configuration Changes. Changes to the Product Configuration Baseline for end items and supplemental kits (C.5) shall only be incorporated IAW the following requirement. The contractor shall propose changes to the established configuration baseline via the submission of Engineering Change Proposals (ECPs) and Value Engineering Proposals IAW CDRL A004 or Requests for Deviation (RFDs) IAW CDRL A005. The contractor shall implement configuration control methods and procedures that maintain the integrity and history of the established baseline. Government approval of ECPs following acceptance of the Product Configuration Baseline (which are established through the BOMs outlined in Attachment 0010 shall not be construed as relieving the contractor from its responsibility to furnish all items in conformance with contract requirements, including full responsibility for failure in operation of equipment, which resulted from change previously approved by the Government.

o) C.9.4 ECP Definitions

From: Class II ECP: Class II Engineering Change Proposals that have no effect on any of the parameters listed in the above Class I ECP definition. Changes that entail incidental part number revisions to the Interactive Electronic Technical Manual (IETM) or provisioning database may be delivered as Class II ECPs but must contain the following statement: Due to minimal log impact, this ECP is proposed as a class II change. When required, Oshkosh shall supply the required provisioning and IETM changes for Class II ECPs at no additional cost to the Government.

To: Class II Engineering Change Proposals that have no effect on any of the parameters listed in the above Class I ECP definition. Changes that entail incidental part number revisions to the Interactive Electronic Technical Manual (IETM) or provisioning database may be delivered as Class II ECPs but must contain the following statement: Due to minimal log impact, this ECP is proposed as a class II change. When required, Oshkosh shall supply the required provisioning and IETM impacts for Class II ECPs at no additional cost to the Government.

p) C.9.4.1

From: Engineering Drawings, Product Drawings, and Records. For Class I ECPs, all relevant product engineering and design data shall be prepared and delivered to the Government as described in MIL-STD-31000B and IAW CDRL A022 (Product Drawings/Models and Associated Lists) and Attachment 0003 (TDP Option Selection Worksheet). Engineering drawings and associated lists shall, at a minimum provide, the necessary design, engineering, manufacturing, and quality assurance information sufficient to procure or manufacture an item that duplicates the physical and performance characteristics of the original prototype, without additional design engineering effort or recourse to the original design activity.

To: Technical Data Deliverables and Level of Detail in same. For Class I ECPs, all technical data relevant to any part of the ECP process shall be delivered to the Government. The technical data shall be primarily delivered in the form of drawings, though if requested by the contractor and approved by the Government, an alternative format for the technical data shall be used; the Government retains the right of final approval or disapproval of the request for alternative format. The level of detail in that technical data shall be IAW CDRL A031 (DI-SESS-81000D). The TDP Option Selection Worksheet referenced in DI-SESS-81000D for drawing delivery is Attachment 0007. Technical data shall be prepared to provide accurate descriptions of design and engineering. The Government's rights in the Technical Data delivered under this contract shall be as prescribed in DFARS, including DFARS 252.227-7013, -7014, and -7015.

q)C.9.4.2.1.1

From: The contractor shall deliver supporting documentation IAW C.9.4.2.1 as part of the ECP deliverable and shall fully describe the technical changes and logistics impacts, as well as cost impacts to include the delivery of a formal proposal. The format and content for the technical data required, is as follows:

To: The contractor shall deliver supporting documentation IAW C.9.4.2.1 as part of the ECP deliverable and shall fully describe the technical changes and logistics impacts. The format and content for the technical data required, is as follows

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r)C.9.4.2.1.1 (b)

From: Logistics supportability analysis shall address all IPS/Logistics elements and clearly define the effect that the change shall have on the existing support system. Each ECP shall include mark-ups or draft change pages to the existing TM/IETM, NMWR, tools, Special tools, LSAR 036, and Training documentation that are affected by the change.

To: The contractor shall address all IPS/Logistics elements and clearly define the effect that the change shall have on the existing support system. Each ECP shall include mark-ups or draft change pages to the authenticated TM/IETM, NMWR, tools, Special tools, LSAR 036, and Training documentation that are affected by the change.

s) C.9.4.3

From: Assertion of Restrictions for ECPs (ECP, ECP-NOR, VECp). Throughout the life of the contract, for each ECP with each ECP package submission, contractor must deliver a complete Assertion of Restrictions IAW DFARS 252.227-7017, 7013, 7014, 7015, and 7028. The contractor shall not deliver or otherwise provide to the Government any technical data or computer software with restrictive markings (or otherwise subject to restrictions on access, use, modification, reproduction, release, performance, display, or disclosure) unless the technical data or computer software has been identified in the Assertion of Restrictions. Assertion of Restrictions shall note both commercial and non-commercial items.

To: Assertion of Restrictions for class I ECPs (ECP, ECP-NOR, VECp). Throughout the life of the contract, for each ECP with each ECP package submission, contractor must deliver a complete Assertion of Restrictions IAW DFARS 252.227-7017, 7013, 7014, 7015, and 7028. The contractor shall not deliver or otherwise provide to the Government any technical data or computer software with restrictive markings (or otherwise subject to restrictions on access, use, modification, reproduction, release, performance, display, or disclosure) unless the technical data or computer software has been identified in the Assertion of Restrictions. Assertion of Restrictions shall note both commercial and non-commercial items.

t) C.12.5

From: Item Unique Identification (IUID). The contractor shall apply IUID to those items specified in Section F-1. IUID application shall be as specified in the DFARS 252.211-7003, the latest versions of MIL-STD 130 (Identification Marking of U.S. Military Property) and the DoD Guide to Uniquely Identifying Items. Packaging of items bearing IUID shall be marked as specified in the latest version of MIL-STD 129 (Military Marking for Shipment and Storage). To access these publications, refer to: <http://dodprocurementtoolbox.com/site-pages/unique-id-tools>

To: Item Unique Identification (IUID). The contractor shall apply IUID to those items specified in Section F-13. IUID application shall be as specified in the DFARS 252.211-7003, the latest versions of MIL-STD 130 (Identification Marking of U.S. Military Property) and the DoD Guide to Uniquely Identifying Items. Packaging of items bearing IUID shall be marked as specified in the latest version of MIL-STD 129 (Military Marking for Shipment and Storage). To access these publications, refer to: <http://dodprocurementtoolbox.com/site-pages/unique-id-tools>

u) C.12.5.3.8

From: IUID Marking Quality Assurance. The contractor shall ensure all IUID data plates and markings meet the latest version of MIL- STD 130 (Identification Marking of U.S. Military Property). The contractors Quality Assurance/Control Technician shall inspect and visually verify that all required elements meet the latest version of MIL-STD 130 (Identification Marking of U.S. Military Property) prior to acceptance by the Government. The contractors facility Quality Assurance activity is responsible for ensuring that the Contractors quality assurance program is in compliance with ISO 9001:2000.

To: IUID Marking Quality Assurance. The contractor shall ensure all IUID data plates and markings meet the latest version of MIL- STD 130 (Identification Marking of U.S. Military Property). The contractors Quality Assurance/Control Technician shall inspect and visually verify that all required elements meet the latest version of MIL-STD 130 (Identification Marking of U.S. Military Property) prior to acceptance by the Government. The contractors facility Quality Assurance activity is responsible for ensuring that the Contractors quality assurance program is in compliance with latest version of ISO 9001:2015.

v) C.15

From: Reserved

To: C.15 ECHU Kit Storage. Storage of ECHU prior to installation on Government provided HEMTT M1120 and PLS M1075. The contractor shall store ECHUs in locations secure and free from the effects of theft and vandalism damage. The contractor shall be responsible for any damage that is a result of contractor handling or storage of ECHUs. The contractor shall notify the Government of any pre-existing damage to the ECHU upon receipt.

C.15.1 The contractor shall provide ECHU storage sufficient to hold up to 150 ECHUs onsite prior to installation. The Government will

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Name of Offeror or Contractor:

start shipping ECHUs to the contractor after contract modification.

C.15.2 The contractor shall maintain an excel spreadsheet of all ECHUs received and installed for tracking purposes IAW CDRL A029.

w) C.19

From: HEMTTA4/PLSA1/HETA1/PLSTA0/PLSTA1 New Production. The contractor shall produce and deliver new production vehicles with optional kits as defined in ATPDs 2304D and 2152G and deliver them in accordance with the schedule(s) set forth in Section F and delivery orders.

To: HEMTTA4/PLSA1/HETA1 New Production. The contractor shall produce and deliver new production vehicles with optional kits as defined in Attachment 0010 and deliver them in accordance with the schedule(s) set forth in Section F and delivery orders.

x)C.22.3

From: The contractor shall repair, at no additional cost to the Government, GFP prior to, during, and following verification and logistics demonstration events if the GFP is damaged or made non-Fully Mission Capable by the contractor. The contractor shall perform an inspection of damaged or defective GFP and deliver an inspection report and for required repairs IAW CDRL A038.

To: The contractor shall perform an inspection of damaged or defective GFP and deliver an inspection report and for required repairs IAW CDRL A038.

6. Section D is revised as follows:

a)D.2.2 Fuel Tank Servicing

From: The vehicle fuel tank(s) shall be serviced with a minimum of 40 gallons of diesel fuel prior to shipment of vehicles from the manufacturing facility (reference F.1.3)

To: The vehicle fuel tank(s) shall be serviced with a minimum of 40 gallons of diesel fuel prior to shipment of vehicles from the manufacturing facility (reference F.1.3), this does not include M978 bulk tank.

b) D.3 Vehicle Storage over 45 days after DD250

From: The contractor shall ship vehicles within 21 days of receipt of shipping instructions. If the contractor cannot ship within the 21 days, the contractor must notify the PCO. If vehicles are shipped beyond 21 days of receipt, the contractor shall bear the cost of additional storage required. All vehicles and trailers stored by the contractor awaiting shipment more than 45 days after DD250 shall be subjected to the following storage procedures. All of the procedures listed below shall be performed in accordance with the applicable vehicle Technical Manual (TM).

To: The contractor shall ship vehicles within 30 days (CONUS) and 120 days (OCONUS) of receipt of shipping instructions. If the contractor cannot ship within the 30 days and 120 days, the contractor must notify the PCO. If vehicles are shipped beyond 30 days and 120 days of receipt, the contractor shall bear the cost of additional storage required. All vehicles and trailers stored by the contractor awaiting shipment more than 45 days after DD250 shall be subjected to the following storage procedures. All of the procedures listed below shall be performed in accordance with the applicable vehicle Technical Manual (TM).

c) D.3.3 Quarterly Procedures

From: Remove rust, corrosion scrape any flaked and peeling paint and repaint surfaces as required.

To: Remove stage 2 and above rust, corrosion scrape any flaked and peeling paint and repaint surfaces as required.

7. Section E is revised as follows:

a)E.1.1 Quality Program Requirements

From: . The contractor shall develop, implement, and maintain a quality system acceptable to the Government for all supplies and services to be provided under this contract. The quality system shall meet the requirements of ISO 9001:2015. The quality manual shall follow the guidelines of ISO 9004:2018 as specified in FAR Part 46, DFARS Part 246, and FAR Clause 52.246-11. The Government reserves the right to inspect, accept, and reject products, supplies and services, and to disapprove the contractors quality system if it fails to meet contract requirements. The quality manual shall be updated for this contract and provided IAW CDRL A010.

To: The contractor shall develop, implement, and maintain a quality system acceptable to the Government for all supplies and services to be provided under this contract. The quality system shall meet the requirements of ISO 9001:2015. The quality system shall follow the

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guidelines of ISO 9004:2018 as specified in FAR Part 46, DFARS Part 246, and FAR Clause 52.246-11. The Government reserves the right to inspect, accept, and reject products, supplies and services, and to disapprove the contractors quality system if it fails to meet contract requirements. The quality manual shall be updated for this contract and provided IAW CDRL A010.

b)E.1.2.2

From: Quality Planning. The Contractor and Subcontractors shall establish Quality Plans that define the steps to assure that the product meets the Government's requirements, needs and expectations. The Quality Plan shall use a multi- disciplinary approach for decision-making. The Contractor and Subcontractor shall employ APQP in accordance with the current revision of the "APQP Manual" published by the AIAG in the composition of the quality plans.

To: Reserved

c) E.1.2.3.2.1

From: The contractor shall achieve Level 2 PPAP for manufactured parts developed to production design prior to assembly of the first production lot.

To: The contractor shall achieve Level 2 PPAP for manufactured parts developed under this contract made to production design prior to assembly of the first production lot.

d) E.1.2.4 Subcontractors Quality Assurance

From: The contractor shall have a subcontractor quality assurance program that requires subcontractor performing under this contract to be compliant to ASME/ISO/ASQ Q9001:2015, at a minimum. The contractors subcontractor quality assurance program shall ensure each subcontractor has a documented quality system that includes development, implementation, and maintenance of control plans for all FHTV products. The contractors subcontractor quality assurance program shall require each subcontractor to certify its configuration, location, or process to manufacture or assemble supplies for all FHTV products. The subcontractor shall deliver an updated certification prior to any change in the conditions specified above. The contractors subcontractor quality assurance plan shall be delivered IAW CDRL A011. The contractor shall redeliver the plan when any change is made to the subcontractors configuration, location, or process to manufacture or assemble supplies for all FHTV products.

To: The contractor shall have a subcontractor quality assurance program that requires subcontractor performing under this contract to be compliant to ASME/ISO/ASQ Q9001:2015, at a minimum, as validated through the contractors supplier quality audit process. The contractors subcontractor quality assurance program shall ensure each subcontractor has a documented quality system. The contractors subcontractor quality assurance program shall require each subcontractor to certify its configuration, location, or process to manufacture or assemble supplies for all FHTV products. The subcontractor shall deliver an updated certification prior to any change in the conditions specified above.

f) E.1.2.11.2 Quality Meetings

From: The contractor shall conduct quality meetings once every two weeks to review quality metrics and address quality process information and improvement. These meetings shall be conducted via teleconference; timing will be determined jointly between the contractor and the Government. The contractor shall deliver an agenda and read ahead package prior to each meeting IAW CDRLs A018 and A019 respectively. The contractor shall deliver meeting minutes following each meeting IAW A002.

To: The contractor shall conduct quality meetings once every two weeks to review quality metrics and address quality process information and improvement. These meetings shall be conducted via teleconference; timing will be determined jointly between the contractor and the Government. The contractor shall deliver an agenda and read ahead package prior to each meeting IAW CDRLs A018 and A019 respectively.

g) E.1.3.1 Design and Process Failure Modes and Effects Analysis (DFMEA and PFMEA)

From: The contractor and its subcontractors shall conduct PFMEAs on all critical items and major subsystems. The contractor and its subcontractors shall conduct DFMEAs on any new critical items and major subsystems identified in ECPs. The contractor and its subcontractors shall use the current edition of the "AIAG FMEA Manual" for the requirements needed to design, implement, and maintain the system, process, and documentation of DFMEAs and PFMEAs.

To: The contractor shall conduct PFMEAs on all critical items and major subsystems. The contractor shall conduct DFMEAs on any new critical items and major subsystems identified in ECPs. The contractor shall use the current edition of the "AIAG FMEA Manual" for the requirements needed to design, implement, and maintain the system, process, and documentation of DFMEAs and PFMEAs.

h) E.1.3.2

From: The contractor and subcontractors shall identify the critical, special, or major characteristics of the product or process from the Technical Data. The contractor shall ensure incorporation of these characteristics into the DFMEAs and PFMEAs. The contractor and

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subcontractors shall control and mitigate potential failure modes and their effects. The contractor shall record recommended actions, responsibility, target completion dates, actions taken, and effective date for the DFMEA and PFMEA to ensure compliance to the requirements of this contract. The contractor shall ensure that the DFMEA and PFMEA reflect the current drawing revision levels at all times. Risk Priority Number (RPN) is the product of the rankings for severity multiplied by occurrence multiplied by detection. The contractor and subcontractor shall use the tables in the AIAG FMEA Manual for ranking severity, occurrence, and detection unless or until tables are developed by the contractor that are approved by the PdM HTV Product Assurance Team. The contractor shall develop a process of continual improvement using FMEA, severity, severity multiplied by occurrence, and RPN reduction. Top lists and goals shall guide the contractor, rather than setting thresholds. The contractor and subcontractors shall reduce severity, severity multiplied by occurrence, and RPNs using quality methods and metrics.

To: The contractor shall identify the critical, special, or major characteristics of the product or process from the Technical Data. The contractor shall ensure incorporation of these characteristics into the DFMEAs and PFMEAs. The contractor shall control and mitigate potential failure modes and their effects. The contractor shall record recommended actions, responsibility, target completion dates, actions taken, and effective date for the DFMEA and PFMEA to ensure compliance to the requirements of this contract. The contractor shall ensure that the DFMEA and PFMEA reflect the current drawing revision levels at all times. Risk Priority Number (RPN) is the product of the rankings for severity multiplied by occurrence multiplied by detection. The contractor shall use the tables in the AIAG FMEA Manual for ranking severity, occurrence, and detection unless or until tables are developed by the contractor that are approved by the PdM HTV Product Assurance Team. The contractor shall develop a process of continual improvement using FMEA, severity, severity multiplied by occurrence, and RPN reduction. Top lists and goals shall guide the contractor, rather than setting thresholds. The contractor shall reduce severity, severity multiplied by occurrence, and RPNs using quality methods and metrics.

i) E.1.3.3

From: The contractor and subcontractors shall update DFMEAs, PFMEAs, and related documents to reflect lessons learned, updated reliability predictions, corrective actions and summarize the updates at each QQR meeting. Additionally, the contractor shall make DFMEAs, PFMEAs, and related documents from the contractor and its subcontractors available for Government review at its facility in Oshkosh, WI within seven business days of request by the Government.

To: The contractor shall update DFMEAs, PFMEAs, and related documents to reflect lessons learned, updated reliability predictions, corrective actions and summarize the updates at each QQR meeting. Additionally, the contractor shall make DFMEAs, PFMEAs, and related documents from the contractor and its subcontractors available for Government review at its facility in Oshkosh, WI within seven business days of request by the Government.

j) E.1.4 Control Plan (CP) has changed.

From: The contractor shall develop and maintain CPs IAW the current edition of the "AIAG Advanced Product Quality Planning Manual." The CPs shall detail execution of production contract requirements. Critical Safety Items (CSI) and special, or key characteristics, whether identified by the Government or the contractor, shall be used in the development of CPs. The CPs shall also include specific response plans when undesirable measurements result. The "Methods" section and the subsection "Evaluation Measurement Technique" shall employ statistical process control or process behavior charts to show when the process is in statistical control and is statistical capable. The response plans, in conjunction with the inspection and test frequency, shall ensure that zero suspect material leaves the contractors facility in the event of an undesirable measurement. The CPs shall be living documents and shall always reflect the current processes. Control plans shall be controlled documents and retained for the life of the contract. The contractor shall make the CPs available for Government review at its Oshkosh, WI facility within five business days of request.

To: The contractor shall develop and maintain CPs IAW the current edition of the "AIAG Advanced Product Quality Planning Manual." The CPs shall detail execution of production contract requirements. Critical Safety Items (CSI) and special, or key characteristics, whether identified by the Government or the contractor, shall be used in the development of CPs. The CPs shall also include specific response plans when undesirable measurements result. The "Methods" section and the subsection "Evaluation Measurement Technique" shall employ process control or process behavior charts to show when the process is in control and is l capable. The response plans, in conjunction with the inspection and test frequency, shall ensure that zero suspect material leaves the contractors facility in the event of an undesirable measurement. The CPs shall be living documents and shall always reflect the current processes. Control plans shall be controlled documents and retained for the life of the contract. The contractor shall make the CPs available for Government review at its Oshkosh, WI facility within five business days of request.

k) E.2.1.3

From: In the event that a critical or major non-conformance is found, the Government inspection and acceptance shall cease, and the vehicle lot will be returned to the contractor. The contractor shall implement its corrective action plan to investigate and correct each vehicle in the lot and prevent any additional non-conformances in production. All records of actions taken to correct non-conformances shall be recorded and presented at management reviews. Once all corrections have been made, the Contractor shall offer the lot for acceptance.

To: In the event that a critical or major non-conformance is found, the Government inspection and acceptance shall cease, and the vehicle sub-lot will be returned to the contractor. The contractor shall implement its corrective action plan to investigate and correct each vehicle in the lot and prevent any additional non-conformances in production. All records of actions taken to correct non-

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conformances shall be recorded and presented at management reviews. Once all corrections have been made, the Contractor shall offer the lot for acceptance.

1) E.2.2

From: Storage and Maintenance Documentation and Deficiency (non-conformance or discrepancy hereinafter) Tracking Database. The contractor shall develop and maintain a deficiency tracking database for tracking and documenting vehicle storage, deficiencies and repair activities from the date the DD250 is signed until the vehicle is shipped. Database reports shall detail vehicle storage maintenance procedure dates, odometer and hour meter readings on each date, Deficiency Description (if any), repair status by Vehicle serial number, Manufacture Date, Corrective Action (C/A) and C/A Date and shall be delivered for Government review IAW CDRL A015.

To: Storage and Maintenance Documentation and Deficiency (non-conformance or discrepancy hereinafter) Tracking Database. The contractor shall develop and maintain a deficiency tracking database(s) for tracking and documenting vehicle storage, deficiencies and repair activities from the date the DD250 is signed until the vehicle is shipped. Database reports shall detail vehicle storage maintenance procedure dates, odometer and hour meter readings on each date, Deficiency Description (if any), repair status by Vehicle serial number, Manufacture Date, Corrective Action (C/A) and C/A Date and shall be delivered for Government review IAW CDRL A015.

m) E.3 Product Quality Deficiency Reports (PQDR)

From: The contractor shall investigate and deliver failure analysis and corrective action for all PQDRs generated by the Government against supplies produced under this contract and provided through the Army Action Officer. When the contractor deems a causal part is suspect, and there is a desire to analyze the part, the contractor shall deliver a replacement and obtain the nonconforming parts as exhibit(s). Following replacement, the nonconforming part becomes the contractors property. The contractor shall package and send the nonconforming part(s) back to the contractors facility for analysis at no additional cost to the Government. The contractor shall complete corrective action investigation, implement preventative action and provide a report on the findings and actions taken IAW CDRL A034. Upon PQDR closure, the contractor shall make updated control plans, PFMEAs, FIR(s) and applicable training records available review within 3 business days of request by Government at the contractors Oshkosh, WI facility.

The contractor shall provide a report of the investigation IAW CDRL A016, which includes, at a minimum: problem identification, root cause, immediate/short term action, corrective action implementation plan for permanent solution, corrective action, and verification of effectiveness. All corrective actions taken by the contractor shall be at no additional cost to the Government. Final approval of PQDR close-out resides with the Government. The contractor shall repair or deliver replacement parts in accordance with warranty terms and conditions for all components determined to be deficient attributable to workmanship/product nonconformance. Corrective actions requiring configuration changes shall follow the configuration requirements as specified in C.9.

To: The contractor shall investigate and deliver failure analysis and corrective action for all PQDRs generated by the Government against supplies produced under this contract as directed by the Government. When the contractor deems a causal part is suspect, and there is a desire to analyze the part, the contractor shall deliver a replacement and obtain the nonconforming parts as exhibit(s). Following replacement, the nonconforming part becomes the contractors property. The contractor shall package and send the nonconforming part(s) back to the contractors facility for analysis at no additional cost to the Government. The contractor shall complete corrective action investigation, implement preventative action. Upon PQDR closure, the contractor shall provide any updated control plans, PFMEAs, FIR(s) and applicable training records available for review within 3 business days of request by Government at the contractors Oshkosh, WI facility.

As directed by the Government, the contractor shall deliver a report of the investigation IAW CDRL A016, which includes, at a minimum: problem identification, root cause, immediate/short term action, corrective action implementation plan for permanent solution, corrective action, and verification of effectiveness. All corrective actions taken by the contractor shall be at no additional cost to the Government. Final approval of PQDR close-out resides with the Government. The contractor shall repair or deliver replacement parts in accordance with warranty terms and conditions for all components determined to be deficient attributable to workmanship/product nonconformance. Corrective actions requiring configuration changes shall follow the configuration requirements as specified in C.9.

n) E.4.1 Welding Requirements

From: Except for armor, all welding processes and inputs required in the manufacture and assembly of vehicles, kits and subcomponents under this contract shall meet the requirements of American Welding Society or Canadian Welding Bureau specifications and standards applicable to use of these items. All armor welding shall meet the specifications and standards of the Armored Vehicle Code 12479550 for steel and 12472301 for aluminum. All procedures, certifications and qualifications shall be available for Government review at the contractors facility within three business days of request.

To: All welding processes and inputs required in the manufacture and assembly of vehicles, kits and subcomponents under this contract shall meet the requirements of American Welding Society or Canadian Welding Bureau specifications and standards applicable to use of these items. All procedures, certifications and qualifications shall be available for Government review at the contractors facility within three business days of request.

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Section F

F.1.2 BII for Divisible Loads has changed.

From: BII kits for PLSAIs, PLSSs, M984A4s, M985A4 GMTs, M1120A4 with ECHU, and M1070AIs shall ship separately from the vehicle. The Shipping Instructions Request (SIR) for divisible load BII kits shall be delivered to DCMA within one business day of the associated vehicle SIR being requested.

To: BII kits for PLS M984A4s, M985A4 GMTs, M1120A4 with ECHU, and M1070AIs shall ship separately from the vehicle. The Shipping Instructions Request (SIR) for divisible load BII kits shall be delivered to DCMA within one business day of the associated vehicle SIR being requested.

8. Section H has revised as follows:

a) H.1.1.1 Vehicle/Trailer

From: A vehicle/trailer, as identified in paragraph C.2.4, includes the entire end item including all parts, all BII and items/components/kits required to be delivered with it.

To: A vehicle/trailer, as identified in Attachment 0010, includes the entire end item including all parts, all BII and items/components/kits required to be delivered with it.

b) H.1.1.4 Systemic Defect

From: - Equipment Improvement Recommendations

- Product Quality Deficiency Reports (reference E.3)
- PQDR/Warranty Claim Data Base (reference E.3.1)
- Predicted Failure Rates from the LMI Data (reference C.12.2.1.1)
- In-Process Critical/Major Defects/Failures (reference E.2.1.3)

To: - Equipment Improvement Recommendations

- Product Quality Deficiency Reports (reference E.3)
- PQDR/Warranty Claim Data Base (reference E.3.1)
- In-Process Critical/Major Defects/Failures (reference E.2.1.3)

c) H.1.5.1

From: The Government may elect to perform corrective actions/repairs for warranted components. The contractor shall ship replacement parts for Government corrective actions within fourteen calendar days of notification. CONUS requirements shall be shipped to the repair location, including Alaska and Hawaii). OCONUS requirements will be shipped to a Government provided APO or CONUS Port of Embarkation. The contractor is not responsible for any damages occurring during transportation after receipt of components at the repair location, APO or CONUS Port of Embarkation.

To: The Government may elect to perform corrective actions/repairs for warranted components. The contractor shall ship replacement parts for Government corrective actions within fourteen calendar days of notification of parts receipt. CONUS requirements shall be shipped to the repair location, including Alaska and Hawaii). OCONUS requirements will be shipped to a Government provided APO or CONUS Port of Embarkation. The contractor is not responsible for any damages occurring during transportation after receipt of components at the repair location, APO or CONUS Port of Embarkation.

d) H.2.1.1

From: For informational purposes only, the estimated quantity of XXXX vehicles in the solicitation is not a representation to the contractor of what the Government may order.

To: For informational purposes only, the estimated quantity of 2,248 vehicles in the solicitation is not a representation to the contractor of what the Government may order.

e) H.3.5 Resource Distribution Table (RDT)

From: The contractor shall prepare and deliver CDRL A035, the Resource Distribution Table (RDT) to identify the value of work assigned to the contractor and its subcontractors IAW Attachment 0009 - RDT and Attachment 0008 - CSDR Plan.

To: The contractor shall complete the RDT, provided as Attachment 0009 (RDT), and deliver it to the Government IAW CDRL A035 (RDT).

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f) H.3.5.1

From: The contractor shall develop and maintain the data item in accordance with Attachment 0009, MIL-STD-881D, Attachment 0008 - CSDR Plan, the CSDR Manual (DoD 5000.04-M-1). The CSDR Manual is available from the CADE website at <http://cade.osd.mil/> . Prepare and deliver the Resource Distribution Table (RDT) IAW Attachment 0009 - RDT, Attachment 0008 - CSDR Plan, and Data Item Description DI-FNCL-81565C.

To: H.3.5.1 The contractor shall develop and maintain the data item in accordance with MIL-STD-881D, Attachment 0008 - CSDR Plan, and the CSDR Manual (DoD 5000.04-M-1). The CSDR Manual is available from the CADE website at <http://cade.osd.mil/> .

9. Direct questions regarding this RFP to the US Army Contracting Command - Detroit Arsenal POCs: Naleya Scott, telephone: (586)282-6219,electronic mail: naleya.k.scott.mil@army.mil. Darnell Dunson, telephone: (586)282-5345, electronic mail: darnell.n.dunson.civ@army.mil.

10. All other terms and conditions remain in full force and effect.

*** END OF NARRATIVE A0002 ***

Name of Offeror or Contractor:

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
	<p>SECTION B - SUPPLIES OR SERVICES AND PRICES/COSTS</p> <p>CONTRACTOR IS REQUESTED TO PREPARE PROPOSAL FOR ITEMS LISTED IN SECTION C OF THE SOW. CLINS WILL BE ESTABLISHED AS DELIVERY ORDERS ARE AWARDED FOR THE VARIOUS ITEMS.</p> <p>THE CONTRACT CLIN STRUCTURE WILL BE FINALIZED UPON THE ISSUANCE OF EACH DELIVERY ORDER. THE PRICES UTILIZED FOR EACH ORDER YEAR WILL BE TAKEN FROM THE NEGOTIATED PRICE LIST THAT WILL BE INCORPORATED AT TIME OF CONTRACT AWARD.</p> <p>IN THE FOUR DIGIT ITEM NUMBERS (CLINS), THE NUMBERING SYSTEM THAT IS USED IS AS FOLLOWS:</p> <p>THE FIRST DIGIT SIGNIFIES THE APPLICABLE CONTRACT YEAR AND THE LAST THREE DIGITS SIGNIFIES THE ITEM, i.e., CLIN 1011 IS FOR THE FIRST ORDERING YEAR- FIRST ITEM, CLIN 2011 IS FOR THE SECOND ORDERING YEAR- FIRST ITEM, CLIN 3011 IS FOR THE THIRD ORDERING YEAR- FIRST ITEM, ETC.</p> <p>THE FOLLOWING DEFINITIONS APPLY TO THE ENTIRE SOLICITATION AND RESULTING CONTRACT:</p> <p><u>FIRST ORDERING YEAR</u> OF THE CONTRACT IS THE DATE OF AWARD PLUS 364 DAYS.</p> <p><u>SECOND ORDERING YEAR</u> OF THE CONTRACT IS 365 DAYS THROUGH 729 DAYS AFTER CONTRACT AWARD.</p> <p><u>THIRD ORDERING YEAR</u> OF THE CONTRACT IS 730 DAYS THROUGH 1,094 DAYS AFTER CONTRACT AWARD.</p> <p><u>FOURTH ORDERING YEAR</u> OF THE CONTRACT IS 1,095 DAYS THROUGH 1,459 DAYS AFTER CONTRACT AWARD.</p> <p><u>FIFTH ORDERING YEAR</u> OF THE CONTRACT IS 1,460 DAYS THROUGH 1,824 DAYS AFTER CONTRACT AWARD.</p> <p>NOTE: THE PRICE APPLICABLE TO AN INDIVIDUAL ORDER IS THE PRICE FOR THE ORDERING YEAR IN WHICH THE ITEM IS AWARDED.</p> <p>(End of narrative A001)</p>				
9999	<u>DATA REQUIREMENTS</u>				
A011	<u>RESERVED</u>			\$ _____	\$ _____
	COMMODITY NAME: DATA REQUIREMENTS				

Name of Offeror or Contractor:

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
A036	<u>Packaging and Marking</u>				
	<u>Inspection and Acceptance</u> INSPECTION: Destination ACCEPTANCE: Destination				
	<u>RESERVED</u>			\$ _____	\$ _____
	COMMODITY NAME: DATA REQUIREMENTS				
	<u>Packaging and Marking</u> <u>Inspection and Acceptance</u> INSPECTION: Destination ACCEPTANCE: Destination				

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SECTION C - DESCRIPTION/SPECIFICATIONS/WORK STATEMENT

CS6334

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C. TECHNICAL DATA PACKAGE INFORMATION

The following Xd item applies to this solicitation:

- [x] 1. There is no Technical Data Package (TDP) included with this solicitation.
- [] 2. The TDP for this solicitation resides within the System for Award Management (SAM) (<https://SAM.gov>) associated with this solicitation number:)

-1-

To access the data through SAM:

- a. Log on to the SAM web site: <https://SAM.gov> .
- b. Search for the solicitation number.
- c. Click on the attachment you would like to view.
- d. If the attachment is restricted, request access to the document.

(1) TDPs that have an Export Control Warning Notice are subject to the Arms Export Control Act (Title 22, U.S.C., Sec 2751, et.seq.) or the Export Administration Act of 1979, as amended, Title 50, U.S.C, App. 2401 et. seq..

(2) Further dissemination must be in accordance with provisions of DoD Directive 5230.25. This also applies to distribution of the TDP to all SUBCONTRACTORS at every level.

(3) To obtain these TDPs, contractors must have a current DD 2345, Militarily Critical Technical Data Agreement on file with Defense Logistics Information Service (DLIS). To obtain certification, go to <https://public.logisticsinformationservice.dla.mil/jcp/search.aspx>

(4) Upon completion of the purposes for which Government Technical Data has been provided, the Contractor is required to destroy all documents, including all reproductions, duplications, or copies thereof as may have been further distributed by the Contractor. Destruction of this technical data shall be accomplished by: shredding, pulping, burning, or melting any physical copies of the TDP and/or deletion or removal of downloaded TDP files from computer drives and electronic devices, and any copies of those files.

e. If technical data is otherwise restricted, select Request Explicit Access. This will generate an email to the Contract Specialist and Contracting Officer at Army Contract Command - Warren (DTA) with all the information needed to grant contractor access to restricted documents. SAM will automatically generate an email stating when the requesting contractor has permission to view or download TDP items.

f. If multiple individuals in the contractors organization need access to the Technical Data Package (TDP) for a solicitation and an explicit access request is required, each individual MUST submit an explicit access request to be granted approval to view the TDP. Those same individuals MUST be registered in SAM. Any individuals no longer with the company should be deleted. Questions related to registration in SAM should be directed to <https://www.sam.gov/> The SAM helpdesk phone number is (866) 606-8220. Vendors are responsible for placing correct information in SAM.

g. It is strongly suggested that contractors submit the explicit access request and provide the buyer with the completed Use and Non-Disclosure Agreement at the same time if the solicitation requires both to gain access to view the TDP.

CS6600

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C. TRUSTED ASSOCIATE SPONSORSHIP SYSTEM (TASS) PROGRAM

- (a) The contract company is responsible for providing the appropriate documentation to the government to process applications for

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Common Access Cards (CAC) for every contractor employee who deploys with the military force, OR who has a need to access any government computer network in accordance with FAR 52.204-9, Personal Identity Verification of Contractor Personnel.

(b) The contractor is responsible for managing requests for new, renew and reverification of CACs in sufficient time to ensure that all contractor employees have them when needed to perform work under this contract. The norm is at least ten calendar days advance notice Trusted Agent* (TA), unless there are extenuating circumstances approved by the Contracting Officers Representative (COR) or Contracting Officer. *The COR will be the TA for this contract.

(c) It is recommended that a Corporate Facility Security Officer (FSO) or other facility appointed personnel be established to serve as the firms single point of contact for CAC Application packages processing to G-2 and Government Trusted Agent (TA). If a FSO is not established, each contractor employee requiring a CAC card will be required to manage their own applications.

(d) CAC applications must be processed through the DoD Trusted Associate Sponsorship System (TASS). The contractors FSO or appointed personnel or contractor employee shall submit CAC requests via secure means such as DoD SAFE, encrypted email, password protected documents etc. to the COR. The COR will provide the request package to the command G-2 to be processed. The command G-2 will provide the AHRC TASS Form1, version 1.2 to the TA once CAC Application is approved. The list of required documents to complete the request package for an INITIAL CAC:

G-2 Contractor PSI_Worksheet_Nov2018

OF 306

Copy of birth certificate or passport or naturalization certificate (if foreign born)

AHRC TASS Form 1, version 1.2

(e) The government TA will establish a TASS application account for each CAC request and will provide each contractor employee a USER ID and Password to the contractor via secure means such as DoD SAFE, encrypted email, password protected documents etc. to the FSO or appointed personnel or contractor. The contractor employee shall access the TASS site, Applicant Login and complete the CAC application (entering/editing contractor information as applicable) at <https://tass-pki.dmdc.osd.mil/tass/>.

(f) The contractor employee will Submit completed applications in TASS. TASS will inform via email to the TA the application has been Submitted.

(g) The TA will process the request, TASS will automatically inform the contractors applicant via email of one of the following:

- Approved*. Upon approval, the information is transferred to the Defense Enrollment Eligibility Reporting System (DEERS) database and an email notification is sent to the contractor with instructions on obtaining their CAC. The contractor proceeds to a Real-Time Automated Personnel Identification System (RAPIDS) station (<https://www.dmdc.osd.mil/rsl/> provides RAPIDS locations).
- Rejected*. Government in separate correspondence will provide reason(s) for rejection.
- Returned. Additional information, or correction to the application, required by the contractor employee.

*The contractor will maintain records of all approved and rejected applications.

(h) At the RAPIDS station, the RAPIDS Verification Officer will verify the contractor by SSN, and two forms of identification, one of which must be a picture ID. The Verification Officer will capture primary and alternate fingerprints and picture, and updates to DEERS and will then issue a CAC.

CACs require reverification every 180 days. The TA and contract employee will be notified via TASS generated email when the reverification date is approaching. The contract FSO will provide the electronically signed AHRC TASS Form 2.1 to the TA. The TA will re-verify the employee in TASS.

(i) Issued CACs shall be for a period of performance not longer than three (3) years or the individuals contract end date (inclusive of any options) whichever is earlier. Prior to the three (3) year expiration, TASS will notify both the contractor and the TA of the expiration date. The FSO or appointed personnel will submit to the TA TASS Form 1, version 1.2 indicating REISSUE on the form.

(j) The contractor shall return CACs to the DEERS office upon return from deployment, when issued a new CAC, or when employment is terminated. A receipt for each card must be obtained and provided to the TA/COR. The FSO or other appointed personnel shall provide the electronically signed AHRC TASS Form 2.1 to the TA. The TA will revoke the contractors CAC in TASS.

(k) A CAC cannot be issued without evidence that a T-1 investigation has at least been initiated by the Government, G-2. Per DODI

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5200.46 Section 3.d: A CAC may be issued on an interim basis based on a favorable National Agency Check OR a Federal Bureau of Investigation (FBI) National Criminal History Check (fingerprint check) adjudicated by appropriate approved automated procedures or by a trained security or human resource (HR) specialist, and successful submission to the investigative service provider (ISP) of a NACI or a personnel security investigation (PSI) equal to or greater in scope than a NACI. Once the fingerprints are done and the applicant has submitted the T1 (or other applicable investigation) in PSIP, a CAC can and should be issued to applicant on an interim basis to prevent delay of work and excess cost to the government as a result. If the employee does not have a valid background investigation, the government will initiate the T1. Once the TI investigation is open in Defense Information Security System (DISS), (between 3-4 weeks) an interim CAC eligibility is either granted or denied and an email will go out to the Supervisor, FSO, Sponsor, the COR, TASM and TA advising eligibility.

(1) Details and training on TASS will be provided by the government. Further details to obtain a CAC, contact 866-738-3222 or Army.cacpki.helpdesk@mail.mil.

CS7151

C.___ USE OF CLASS I and CLASS II OZONE DEPLETING SUBSTANCES

(a) Definitions.

(1) Class I and Class II Ozone-Depleting Substances (CIODS) refers to the class of substances identified in Section 602(a) of the Clean Air Act, (42 U.S.C. 7671a(a)), complete list provided at: <https://www.govinfo.gov/content/pkg/USCODE-2013-title42/html/USCODE-2013-title42-chap85-subchapVI-sec7671a.htm>

(2) Directly requires the use of CIODS means that the Government's specification or technical data package, at any tier, explicitly requires the use of any Class I Ozone-Depleting Substance (CIODS) in performance of the contract.

(3) Indirectly requires the use of CIODS means that the Government's specification or technical data package, while not explicitly requiring the use of any CIODS, does require a feature that the contractor can meet or produce only by the use of CIODS.

(b) Per Section 326 of Public Law 102-484, the Army cannot award any contract that directly or indirectly requires the use of CIODS without the approval of the Senior Acquisition Official, per current Army Policy the approval authority is the Army Acquisition Executive. Thus, no CIODS shall be used in meeting the requirements of this contract. If the use of CIODS is required in the performance of this contract, please notify the Contracting Officer immediately in writing.

(c) No Class II Ozone Depleting Substances shall be required in the performance of this contract without government approval. If the use of Class II ODS is required in the performance of this contract, please notify the Contracting Officer immediately in writing.

CS7523

C.___ OPSEC TRAINING REQUIREMENT

Per AR 530-1, Operations Security, new contractor employees must complete Level I OPSEC training within 30 calendar days of reporting

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for duty. All contractor employees must complete annual OPSEC awareness training. OPSEC awareness training is available at: <https://securityawareness.usalearning.gov/opsec/index.htm> . Within 10 days of completing the training, the Contractor shall provide certificates/proof of completion to the Contracting Officers Representative (COR), if assigned to the contract, or the Procuring Contracting Officer (PCO).

CS7899

SECTION C DESCRIPTION/SPECIFICATIONS/WORK STATEMENT

- C.1 General
- C.2 Extended Service Program (Recapitalization)
- C.3 Palletized Load System Trailer A0/A1 New Production
- C.4 Palletized Load System Trailer Container Transfer Enhancement (CTE) Install
- C.5 Kits and Optional Equipment
- C.6 Paint/Rustproofing
- C.7 RESERVED
- C.8 Meetings/Conferences/Reviews
- C.9 Configuration Management Requirements
- C.10 System Safety
- C.11 Environmental Quality
- C.12 Integrated Product Support/Logistics
- C.13 RESERVED
- C.14 RESERVED
- C.15 ECHU Kit Storage
- C.16 Crane Recertification
- C.17 RESERVED
- C.18 Government-furnished ECHU
- C.19 New Production Heavy Expanded Mobility Tactical Truck A4, Palletized Load System A1, Heavy Equipment Transporter A1
- C.20 Palletized Load System Trailer RECAP
- C.21 RESERVED
- C.22 Government Furnished Property (GFP)
- C.23 Additional Security Requirements

C.1 General

C.1.1 Statement of Work. The contractor, acting independently and not as an agent of the Government, and within the schedule and the contract constraints set forth herein, shall provide the necessary supplies and services which meet all the requirements set forth in this contract. All days identified in this contract are calendar days unless otherwise specified. The following systems comprise the Family of Heavy Tactical Vehicles (FHTV) include the Heavy Expanded Mobility Tactical Truck (HEMTT) A4; the Palletized Load System (PLS) A1; the Heavy Equipment Transporter (HET) A1; the PLS Trailer (PLST) A0/A1. The vehicles and kits delivered under this contract shall conform to the requirements of the U.S. Army Tank-Automotive and Armaments Command Detailed Purchase Descriptions (ATPDs) 2304D (Attachment 0001) or 2152G (Attachment 0002).

C.1.1.1 Contract Data Requirements List (CDRLs). The contractor shall prepare and deliver CDRLs as set forth in Exhibit A. Engineering Change Proposals (ECPs, CDRLs A004 and A022) and Requests for Deviation (RFDs, A005) shall be delivered using the Product Data Management System PDMLink (C.9.8). All other CDRL submissions shall be delivered via DoD Safe to the addressees set forth in Block 14 of each CDRL. Note: submissions with a file size greater than 10 MB (excluding ECPs and RFDs) or those containing sensitive information shall be delivered via the Department of Defense (DoD) Secure Access File Exchange (SAFE) website at: <https://safe.apps.mil> . DoD SAFE is an enterprise-wide service for a secure transfer of large files including those containing Controlled Unclassified Information (CUI).

C.1.2 PLSA1, HEMTTA4, PLSTA0/A1, HETA1 Baseline Configuration and Vehicle Build. HEMTT, PLS, and PLST system configuration (incl. optional hardware/kits) shall be in accordance with ATPD 2304D (Attachment 0001). HET configuration shall be in accordance with ATPD 2152G (Attachment 0002).

C.1.2.1 In the event of a conflict between the ATPD and other configuration documents (Bills of Material (BOMs) and ECPs), the ATPD takes precedence. Any and all changes made to the configuration baseline/Production BOM on vehicles under this contract shall be accomplished through the configuration change process described in paragraphs C.9.4 and C.9.5.

C.2 Extended Service Program (ESP) / RECAP

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C.2.1 The ESP, also referred to as RECAP, is intended to extend the economic useful life of older vehicles and trailers through remanufacture and the insertion of new parts and technology. The Government will furnish carcasses for the contractor to remanufacture, on a one-to-one basis, to the most current configuration baseline and the performance requirements of ATPDs 2304D and 2152G. The contractor shall remanufacture the provided carcasses as specified herein. At the Governments direction, Government furnished RECAP vehicles may be remanufactured into the current production model, or into a different production model.

C.2.2 Carcass Vehicle/Trailer Receipt. Upon the receipt of the vehicle/trailer by the contractor, the vehicle/trailer chassis and mounted equipment shall be identified by model number and serial number and be inspected jointly by the Government Quality Assurance Representative (QAR) and the contractor. The contractor shall then store the vehicle/trailer in a secure location until it is scheduled for RECAP. All missing, damaged, destroyed, or non-standard components shall be noted and recorded. A detailed "Receiving and Inspection" report, in the contractor's format and verified by a Government QAR, shall remain on file with the contractor and be made available upon Government request for a period of up to three (3) years after the contract period of performance. The Government shall pay no additional cost for parts found to be missing or un-rebuildable on vehicles determined to be acceptable for remanufacture.

C.2.2.1 Carcass Vehicle/Trailer Rejection. Determination of carcass rejection shall be made as a joint effort between the contractor and Government QAR. Government and contractor personnel shall inspect the carcass within 15 days of receipt and determine whether the carcass is acceptable or unacceptable/rejected. If a carcass is deemed unacceptable, the Government will provide an additional carcass. The Government will provide the contractor with disposition instructions for the unacceptable carcass within 15 days of the carcass being deemed unacceptable.

C.2.2.2 Parts Harvest. The contractor shall harvest the parts identified below from vehicles being inducted into RECAP when required by delivery order. The contractor shall package and prepare the harvested parts for shipment via Government Bill of Lading (GBL). Packaging shall include draining, capping, and crating.

- HEMTT A2 Engine, DDEC IV, NIIN 01-500-0668
- HEMTT A2 Transmission, 4500, NIIN 01-548-0929
- PLS A0 Engine, DDEC II/IV, NIIN 01-457-4835
- PLS A0 Engine, DDEC IV, NIIN 01-576-5292
- PLS A0 Transmission, 4500, NIIN 01-540-4212
- PLS A0 Steering Gear, Master, NIIN 01-350-7707
- PLS A0 Steering Gear, Slave, NIIN 01-344-5883
- PLS A0 Steering Gear, Rear, NIIN 01-344-5884
- Transmission Control Unit, Cclt755, NIIN 01-366-5641
- PLS A0 Hydraulic Pump, NIIN 01-359-8402
- PLS Air Compressor (included with PLS A0 Engine)
- HEMTT A0/A2 Fan Clutch (included with HEMTT A2 Engine)

C.2.2.3 Surplus/Excess. Components/Material removed and deemed no longer usable shall be disposed of utilizing the contractors standard scrap disposition procedures. DCMA will assess vehicle condition codes from received carcasses before carcasses are disposed under contractors standard scrap disposition procedures.

C.2.3 Vehicle/trailer RECAP Period. The contractor shall complete the RECAP process for all RECAP vehicles/trailers on this contract within 90 days, with the 90 day period defined as starting from the "Carcass Need Date" as shown in the contractors Production Status Report submission IAW CDRL A001.

C.2.4 Vehicle/trailer RECAP Requirements. This scope of work covers the RECAP of the HEMTTs, PLSs and PLSTs. The contractor shall RECAP the Government furnished vehicles/trailers and associated equipment such that the resulting vehicles/trailers meet all requirements, including performance and Reliability, Availability and Maintainability (RAM) of specification ATPD 2304D. The following RECAP efforts shall be performed by the contractor:

- | | | | |
|-----|---------------|----|-------------------------|
| (a) | M977A0/A2 | to | M977A4 |
| (b) | M985A0/A2 | to | M985A4 |
| (c) | M985A0/A2 GMT | to | M985A4 GMT |
| (d) | M978A0/A2 | to | M978A4 NEW TANK |
| (e) | M984A1/A2 | to | M984A4 |
| (f) | M983A0/A2 | to | M983A4 |
| (g) | M983A0/A2 | to | M983A4 LET |
| (h) | M1120A0/A2 | to | M1120A4 |
| (i) | M1074A0 | to | M1074A1 |
| (j) | M1075A0 | to | M1075A1 |
| (k) | M978A0/A2 | to | M978A4 RECAP TANK |
| (l) | M1075A0 | to | M1075A1 BARE CHASSIS |
| (m) | M1076A0 | to | M1076A1 (PLST with CTE) |

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(n)	M1074A0	to M1075A1
(o)	M983A0/A2 LET	to M983A4 LET
(p)	M985A0/A2	to M978A4
(q)	M977A0/A2	to M978A4
(r)	M977A0/A2	to M1120A4
(s)	M983A0/A2 Let	to M983A4

C.2.4.1 Remanufactured Assemblies and Components. The following components shall be remanufactured or replaced with new to meet the requirements of ATPD 2304D. Weld variation on remanufactured components, to include repairs made in the field, are acceptable given they meet form, fit, and function.

a. Frame Assembly. The contractor shall overhaul the frame assembly to the extent necessary to ensure frames are corrosion free. The contractor shall repair or replace all worn or damaged brackets and mounts. The contractor shall repair, rebuild or replace cracked or otherwise damaged cross-members and any other damaged frame assembly components.

b. Axles. To include the complete disassembly of all axles and differential subassemblies.

c. Transfer Case.

d. Cargo Bodies, Wrecker body, and Stowage Boxes. All unnecessary and overlarge holes shall be plugged, patched, and/or re-drilled to standard. The cargo Bodies and Wrecker body shall include all side walls, flooring/bed, and frame structure as well as the associated hardware and integrated tiedowns and stowage compartments.

e. Propeller Shafts.

f. Hydraulic Pumps and Power Take-Offs (PTOs).

g. Steering Column, Steering Pump and Steering Gears.

h. Fuel Tanks, Air Tanks and Reservoirs. The contractor shall replace any fuel tank which is missing fuel tank certification tags with a new tank.

i. Wheels and Tires. Vehicles shall be equipped with bolt together wheels if not already installed. Tires shall be replaced with new.

j. Central Tire Inflation System (CTIS).

k. HEMTT and PLS Winches, as required per delivery order.

HEMTT: All HEMTT M984 Wreckers, M985 GMTs, and M983 shall have a new or remanufactured self-recovery winch installed during conversion to A4 configuration.

PLS: PLS vehicles chassis equipped with self-recovery winches shall have the self-recovery winch removed and replaced with the auxiliary fuel tank.

l. Suspension Components.

m. Treadle Valves, Air Dryers, After Coolers, and Brake Components.

n. Air Cleaner.

o. Components of End Items (COEI).

p. Kits and Non-Standard Parts. Any supplemental kits or non-standard parts included with Government- furnished vehicles (carcasses), such as the machine gun mount, radio mount, Container Handling Unit (CHU), Universal Power Interface Kit (UPIK), Trailer Interface Kit (TIK), Hook Arm Extension (HAE), ECHU, armor kits, etc., shall be removed prior to remanufacture and disposed of utilizing the contractors standard scrap disposal procedures. The USG may elect to harvest the ECHUs, flatracks, and/or Extended Drawbar kits listed below. The Government will deliver a request for a price proposal to harvest these kits or provide disposition within 15 days of carcass receipt (C.2.2). When required, the contractor shall deliver pricing under separate cover for incorporation into the contract.

- PLST Extended Drawbar Kit, NIIN 01-460-5784
- ECHU Kit, NIIN 20-003-8784 (harvested IAW TM 9-3950-253-13&P)
- Flatrack, M1, NIIN 01-406-1340
- Flatrack, M3, NIIN 01-442-2751
- Flatrack, M3A1, NIIN 01-450-5671
- Flatrack, M1077, NIIN 01-307-7676

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- q. Cranes, Outriggers, and Recovery Retrieval System.
- r. 2,500 Gallon Cargo Fuel Tank and Tanker Pumping Module. The contractor shall replace the separator to meet paragraph 3.12.3.5.7 of ATPD 2304D. The Fuel Tanker Self Sealing (FTSS) shall be applied to all 2,500 gallon fuel tanks in accordance with ATPD 2304D.
- s. Load Handling System (LHS), excluding those designed by VSE Corporation, which are to be replaced with new.
- t. Coupler/Pintle. Any HEMTT equipped with a self-guided coupler shall have the self-guided coupler removed and replaced with a standard pintle.
- u. 5th Wheel Assembly.
- v. Mandatory Replacements. The following parts shall always be replaced, regardless of damage or lack thereof, by the contractor:
- Engine
 - Transmission-All light bulbs and LEDs
 - Mud flaps
 - Ether start bottle
 - Filter elements
 - Fasteners and fittings removed during the rebuild process
 - Seals and gaskets removed during the remanufacture process
 - Air and all non-metallic hoses including fittings, seals, disconnects
 - Electrical harnesses and wiring
 - Gages
 - Drive belts
 - All fluids
 - Proximity switches of LHS and cranes
 - Wooden sills
 - Valve stems
 - Batteries and battery cables
 - Winch cables
 - The parking brake valve, trailer supply valve, relay valves
 - Brake chambers
 - Brake shoes
 - Basic Issue Items (BII) IAW ATPD 2304D
- w. Requirements Documents & Standards Order of Precedence. For component/assembly rebuild requirements (e.g. Torque values, part inspection, materials and supplies, and parts cleaning, etc.) the order of precedence for documentation is: OEM Specifications, OEM Rebuild Recommendations, Industry Specifications/Standards, and Technical Manuals/Technical Bulletins.
- C.3 PLSTA0/A1 New Production. The contractor shall manufacture new production PLSTA0/A1s IAW the production baseline configuration (ref. C.1.2).
- C.4 PLS Trailer CTE Install.
- C.4.1 GFE Trailer Install. The contractor shall install a CTE kit on the PLST A0, when required by delivery order. The Government will furnish FPLSTs in A0 configuration for CTE installation on a one-to-one basis. The trailer will be in the current product configuration baseline pursuant to ATPD 2304D.
- C.4.1.1 The contractor shall repair any damage or deficiencies caused during the installation of a CTE kit.
- C.4.1.2 At the time of CTE kit installation inspection, the Government will only inspect those areas and components associated with the CTE kit installation. The contractor shall deliver a CTE installation report IAW CDRL A001.
- C.4.2 RESERVED
- C.4.3 Surplus/Excess. Components/ Material removed and deemed no longer usable shall be disposed of utilizing the contractors standard scrap disposition procedures.
- C.5 Kits and Optional Equipment. Kits may be procured and installed on end items or purchased and packaged for storage and distribution separately. The following kit list contains the kits applicable to each vehicle system for this contract. Kits may be further defined in this scope of work, ATPD 2304D, and ATPD 2152G. All applicable exterior kit parts shall be painted as Black, 383 Green, or 686 Tan as specified below, if not called out otherwise in the DO. BII shall remain at current color configuration IAW the vehicle painting requirements of ATPD 2304D and ATPD 2152G.

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C.5.1 Kit Lists. All kits shall be installed in accordance with the applicable vehicle TM.

- C.5.1.1 HEMTTA4.
- a. Arctic Kit, (all except the M978A4), P/N95SK247, and install (Black)
 - b. Arctic Kit, M978A4, P/N95SK248, and install (Black)
 - c. Push Kit for C-kit armor, P/N 3930647 (per delivery order)
 - d. Self-Recovery Winch Kit, P/N 3998793, and install (per delivery Order)
 - e. HEMTTA4 BII Kits IAW of ATPD 2304D
 - f. Steering Gear upgrade for REMAN C-kit Vehicles, P/N 3927608 (Black)
 - g. Gunner Platform Kit, P/N 3813811
 - h. Enhanced Container Handling Unit (NSN 3950-20-003-8785)

- C.5.1.2 PLSA1.
- a. Arctic Kit, P/N4235443, and install (Black)
 - b. Spring Kit for B-Kit Armor, P/N 3841293 (Black)
 - c. Push kit of C-kit armor, P/N 3927609 (Black)
 - d. Universal Power Interface Kit (UPIK), P/N 4255215, and install (Black)
 - e. Universal Power Interface Kit (UPIK) Retrofit PN 4262138
 - f. PLSA1 BII Kits IAW of ATPD 2304D
 - g. Enhanced Container Handling Unit (NSN 3950-20-003-8784)

- C.5.1.3 PLSTA0 and/or PLSTA1.
- a. Extended Drawbar Kit, P/N 3188600, and install
 - b. PLST A0/A1 BII Kits IAW ATPD 2304D

- C.5.1.4 HET A1.
- a. BII Kits IAW ATPD 2152G
 - b. Arctic Kit, P/N 4874233, and install (Black)

C.5.2 Winterization of vehicles shipping to cold regions.

C.5.2.1 Purpose. The purpose of this effort is to incorporate the needed winterization components and fluids for HEMTTA4, HETA1 and PLSA1 vehicles being shipped to Alaska or other cold regions as identified by delivery order shipping instructions. The work shall be performed in Oshkosh, Wisconsin prior to shipment of the trucks.

C.5.2.2 Kit Composition. The items to be incorporated include:

C.5.2.2.1 Reserved.

C.5.2.3 Fluids shall be replaced when required by delivery order to meet the requirements of the HEMTTA4, HETA1 or PLSA1 Lube Order (LO) for Expected Temperatures +40F to -50F. Fluids shall be used based on expected temperatures consistently below 0 degrees F.

- OEA (Engine Oil, Arctic) shall be used for Engine; Transfer case; Transmission and Hydraulic Reservoir
- GO-75 shall be used for axles
- antifreeze shall be for expected temperatures (+40F to -50F)

C.5.2.4 M978 Unique Items: A quantity of 2 each Fuel Transfer Hoses P/N 3509225 (included in Arctic kit P/N 3697955).

C.5.2.5 Installation of Caterpillar Engine Block Heater and associated cord (P/Ns 251-6721 and 9N-5253).

C.5.3 Configuration Management. Configuration management and ECPs for kits shall follow the same methods as the vehicles and shall be in accordance with paragraphs C.9.4 through C.9.8.

C.6 Paint/Rustproofing. All vehicles, trailers and kits shall be Chemical Agent Resistant Coating (CARC) painted IAW ATPD 2304D and ATPD 2152G. All vehicles/trailers (except for HEMTT M1977A4 Common Bridge Transporters (CBTs)) shall be painted Tan 686A-chip #33446 per Fed-Std-595 unless otherwise specified by DO. All HEMTT M1977A4 CBTs are to be painted Green 383-chip #34094, unless otherwise specified by DO. All painting shall be performed IAW MIL-DTL-53072 (Chemical Agent Resistant Coating System Application Procedures and Quality Control Inspection) using only those cleaning, pretreatment, primer, and topcoat specifications contained therein except that A-A-52474 can be substituted for MIL-DTL-53084 (Primer, Cathodic Electrodeposition, Chemical Agent Resistant). All Command, Control, Communications, Computer, Intelligence, Surveillance, and Reconnaissance (C4ISR) brackets and antenna bar shall be painted black independent of vehicle color.

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C.6.1 Additional paint options include: Camouflage (CAMO) patterned or Green 383-chip #34094 painted trucks; or Green 383-chip #34094 painted trailers. The CAMO patterned paint option shall utilize Green 383-chip #34094, Black-chip #37030, Brown 383-chip #30051 and Tan 686A-chip #33446. The M983A4 LET; the PLST A0/A1; and the M1070A1 have no CAMO patterns developed therefore these vehicles/trailers will not have the option for CAMO painting.

C.6.2 Paint, Corrosion and Rust Removal. Paint, corrosion, and rust removal shall be to the degree that allows for the removal of all corrosion and rust and allows for painting in accordance with C.6.3.

C.6.3 Stencil, Final Paint, and Line of Sight Painting. All vehicle/trailer final paint colors shall be determined by the DO. All painting shall be performed IAW MIL-DTL-53072 (Chemical Agent Resistant Coating System Application Procedures and Quality Control Inspection) using only those cleaning, pretreatment, primer and topcoat specifications contained therein except that A-A-52474 can be substituted for MIL-P-53084 (Primer, Cathodic Electrodeposition, Chemical Agent Resistant). Regardless of the number of layers of topcoat, the total dry film thickness (from substrate to outer layer) shall not exceed thickness recommendations as outlined in MIL-DTL-53072. Exposed fasteners, fittings, and hoses may be optionally painted per the delivery order color or left unpainted if they utilize black or low luster coatings. The contractor shall apply non- slip deck covering compound on areas upon which operating personnel are required to work. Vehicles may be painted using the "line of sight method. When using this method, the contractor will produce a vehicle that appears a complete color from a distance of 15 feet in a standing position without magnification or use of a flashlight. Inspections begin and remain at the 15-foot distance. They do not start at less than, and end at 15 feet. Inspections occur at 15 feet from ground level and up (i.e. not with the vehicle on an elevate plane or crawling under the vehicle). Areas concealed to the line of sight during the normal overspray process (such as inside the engine hood, door jams, and interior of storage boxes) may remain the original color. All provisions related to painting shall still be followed.

C.6.4 Rust Proofing. Vehicles/trailers shall be rustproofed IAW ATPD 2304D and ATPD 2152G. Original rustproofing shall be removed prior to reapplication.

C.7 RESERVED

C.8 Meetings/Conferences/Reviews.

C.8.1 Start of Work Meeting (SOWM). The contractor shall conduct a SOWM at its Warren, MI location within 30 days after contract award. The actual date and content of the meeting will be coordinated between the contractor and the PCO. The SOWM shall not exceed two business days in length. The contractor shall deliver an agenda and read ahead package for the SOWM IAW CDRLs A018 and A019 respectively. The contractor shall deliver written minutes following the SOWM IAW CDRL A002.

C.8.2 Program Reviews. Quarterly program reviews shall be scheduled to review contract performance and deliver progress assessments. The program reviews shall address the contractor's progress in various functional areas and may include technical/systems/safety engineering, contract pricing, testing, integrated logistic support, configuration management, production readiness, manufacturing, fabrication and/or quality assurance issues, hardware and data delivery, compliance with regulatory requirements and other areas as required or identified as high risk. Key IPT and management personnel shall attend meetings to facilitate meaningful discussions/resolution of contract issues in a timely and efficient manner. Actual versus expected performance for each area shall be addressed, when applicable. The contractor shall deliver an agenda and read ahead package for each program review IAW CDRLs A018 and A019 respectively. The contractor shall deliver written minutes following each program review IAW CDRL A002. Action items, responsible parties, and estimated completion dates shall be documented in the meeting minutes.

C.8.2.1 Meeting locations will alternate between the Detroit Arsenal and the contractors facilities in Oshkosh, WI and Warren, MI. The first program review will occur three months after contract award. Subsequent reviews will occur once every three months until contract expiration. The actual dates of each review will be determined jointly between the PCO and the contractor. The meeting shall not exceed two business days in length.

C.8.3 RESERVED

C.8.4 RESERVED

C.8.5 RESERVED

C.8.6 Weekly Program Meetings. The contractor shall conduct weekly program meetings to discuss/review warranty claims, quality, production status, shipping, and open actions. Weekly program meetings will be conducted via teleconference. The day and time for this recurring meeting will be established at SOWM. The contractor shall deliver a read-ahead package for these meetings IAW CDRL A019.

C.9 Configuration Management Requirements (reference MIL-HDBK-61 Configuration Management Guidance).

C.9.1 Configuration Management Status Accounting Reports (CMSARs). The contractor shall deliver CMSARs IAW CDRL A003. The CMSAR shall reflect all changes proposed/implemented to the Product Configuration Baseline resulting from approved ECPs. The CMSAR shall also incorporate a column that identifies cost impacts. Subsets to the cost impacts column shall be (a) development/Non-recurring Engineering (NRE) and (b) vehicle unit price.

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C.9.2 RESERVED

C.9.3 Configuration Changes. Changes to the Product Configuration Baseline for end items and supplemental kits (C.5) shall only be incorporated IAW the following requirement. The contractor shall propose changes to the established configuration baseline via the submission of Engineering Change Proposals (ECPs) and Value Engineering Proposals IAW CDRL A004 or Requests for Deviation (RFDs) IAW CDRL A005. The contractor shall implement configuration control methods and procedures that maintain the integrity and history of the established baseline. Government approval of ECPs following acceptance of the Product Configuration Baseline (which are established through the BOMs outlined in Attachment 0010 shall not be construed as relieving the contractor from its responsibility to furnish all items in conformance with contract requirements, including full responsibility for failure in operation of equipment, which resulted from change previously approved by the Government.

C.9.3.1 In the event the contractor identifies sub components that do not meet the ATPDs temperature requirement, the contractor shall add the following note to the drawing: "SYSTEM AMBIENT TEMPERATURE REQUIREMENT: -50F to +120F."

C.9.3.2 When notified by the PCO, the contractor shall perform a portion of the Follow-On Production Test (FPT), IAW ATPD-2304D and ATPD 2152G, up to and including a complete FPT prior to acceptance of any change at no cost to the Government. No ECPs shall be incorporated prior to PCO approval.

C.9.4 ECP Definitions.

Class I ECP: Engineering Change Proposals that affect the end item in any of the following parameters: form, fit, function, cost, performance, IPS/Logistics, safety, reliability, maintainability, or delivery schedules. For the purposes of this contract, the following definition of Form, Fit, and Function (F3) or FFF shall be used:

Form: Fits and functions in the same way as the item it replaces (interchangeable, substitutable) and may include components that are of different materials than the replaced components, but do not affect fit or function (interchangeable, substitutable). Replacement, repair, service or maintenance of the item is exactly the same as the item it replaces.

Fit: Item goes onto, into or attached, to the equipment exactly as the item it replaces. No difference in mounting, interface or operation between replaced and replacing parts. There is an exact fit match.

Function: Item operates exactly as the item it replaces, with no functional difference between the old, replaced item and the new, replacing item. When appropriate, the replacing item shall be inspected, replaced, repaired or otherwise maintained in exactly the same method as the item it replaces.

Class II ECP: Class II Engineering Change Proposals that have no effect on any of the parameters listed in the above Class I ECP definition. Changes that entail incidental part number revisions to the Interactive Electronic Technical Manual (IETM) or provisioning database may be delivered as Class II ECPs but must contain the following statement: Due to minimal log impact, this ECP is proposed as a class II change. When required, Oshkosh shall supply the required provisioning and IETM impacts for Class II ECPs at no additional cost to the Government.

Class II changes will be reviewed for proper classification by the PCOs designated Government representatives. The PCO may grant the on-site DCMA representative authority to approve classification of Class II ECPs at their discretion.

C.9.4.1 Technical Data Deliverables and Level of Detail in same. For Class I ECPs, all technical data relevant to any part of the ECP process shall be delivered to the Government. The technical data shall be primarily delivered in the form of drawings, though if requested by the contractor and approved by the Government, an alternative format for the technical data shall be used; the Government retains the right of final approval or disapproval of the request for alternative format. The level of detail in that technical data shall be IAW CDRL A031 (DI-SESS-81000D). The TDP Option Selection Worksheet referenced in DI-SESS-81000D for drawing delivery is Attachment 0003. Technical data shall be prepared to provide accurate descriptions of design and engineering. The Government's rights in the Technical Data delivered under this contract shall be as prescribed in DFARS, including DFARS 252.227-7013, -7014, and -7015.

C.9.4.2 Delivery. When delivering ECPs/VECPs the contractor shall prepare all Class I ECPs and VECs IAW CDRL A004 and CDRL A022. Contractor format is acceptable with ECP/VECP submissions to include DD Form 1692 cover page and at a minimum, impacts on IPS/Logistics, packaging, transportability, safety, reliability, performance, maintainability, manpower and Personnel, Training, Human Factors Engineering, and Soldier Survivability.

C.9.4.2.1 Class I ECPs. All Class I ECPs shall be defined as either Cost or No-Cost ECPs. A Cost ECP shall be defined as an ECP with associated development, logistics, and/or NRE costs and/or vehicle/kit unit price change. A No-Cost ECP shall be defined as an ECP without associated development, logistics, and/or NRE costs, and may or may not impact the vehicle unit price.

C.9.4.2.1.1 The contractor shall deliver supporting documentation IAW C.9.4.2.1 as part of the ECP deliverable and shall fully describe the technical changes and logistics impacts. The format and content for the technical data required, is as follows:

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The initial ECP delivery shall be delivered IAW CDRL A004 and may include redlined drawings. Upon Government technical approval of the ECP, all new, revised, added and deleted product drawings (adobe format acceptable) describing the engineering change along with any associated lists shall be delivered IAW CDRL A022 (Product Drawings/Models and Associated Lists). Upon Government request, the contractor shall facilitate a review of assembly drawings or drawings containing proprietary information not provided with an ECP. This delivery shall include complete drawings that are technically correct and finalized but need not include signed final released drawings (i.e., signature approvals to release the drawings into the contractor's database).

a. Supporting information to substantiate the change description and justify the need for change, such as: interface, test data, analyses, and other related technical documentation that provide supporting rationale for changes made in the ECP upon which the Government can base its acceptance of the proposed change. Impact statements and supporting documentation which address effects on safety, Human Factors Engineering, transportability, DFMEA, IPS/Logistics, reliability, maintainability, performance, and total estimated cost to implement the ECP shall be provided. This impact information (positive and negative) shall clearly justify the need and value of the change upon which the Government can base its acceptance of the proposed change.

b. The contractor shall address all IPS/Logistics elements and clearly define the effect that the change shall have on the existing support system. Each ECP shall include mark-ups or draft change pages to the authenticated TM/IETM, NMWR, tools, Special tools, LSAR 036, and Training documentation that are affected by the change. Impacted troubleshooting tracks shall be identified and the impacts noted, with mark-ups or draft change pages delivered. The draft change pages with mark ups shall clearly depict the impacts associated with the change, however do not need to be to the detail of a draft TM delivery. The mark ups do not require validation on a vehicle. Source troubleshooting information shall be delivered when available. When the change introduces new items, a list of recommended tasks/work packages shall be included in the ECP. For ECPs that are expected to be immediately cut-in to production, the Government may require the contractor to develop an interim support package if the change will have significant impact on supportability. Effect on packaging shall include a listing of all parts and tools/special tools affected by the ECP and shall include part number, Nomenclature, Impact, and Comments that further define the impact. For any hardware change as a result of an ECP, the contractor shall recommend, for Government concurrence, an optimal location for a new or existing IUID data plate, label, chem-etch, ink, or laser applied application.

C.9.4.2.2 Class II Changes. For delivery of Class II ECPs to the Government for classification concurrence, the contractor shall deliver marked-up drawings and available (e.g., added and deleted) drawings referenced in the Class II ECP IAW CDRL A022. The contractor may initiate Class II ECPs contingent upon classification concurrence by the Government. These changes may be processed using the contractor's Standard Engineering Change Form. If during Government review, the Government determines that a proposed Class II ECP is actually a Class I, the contractor shall prepare and deliver a Class I ECP in accordance with C.9.4.1 and C.9.4.2.

C.9.4.3 Assertion of Restrictions for class I ECPs (ECP, ECP-NOR, VECp). Throughout the life of the contract, for each ECP with each ECP package submission, contractor must deliver a complete Assertion of Restrictions IAW DFARS 252.227-7017, 7013, 7014, 7015, and 7028. The contractor shall not deliver or otherwise provide to the Government any technical data or computer software with restrictive markings (or otherwise subject to restrictions on access, use, modification, reproduction, release, performance, display, or disclosure) unless the technical data or computer software has been identified in the Assertion of Restrictions. Assertion of Restrictions shall note both commercial and non-commercial items.

C.9.5 Request for Deviation (RFD). During the performance of this contract, if the contractor finds it necessary to deviate from a particular performance requirement of the specification, drawing, part availability, or other document for a specific number of units or a specified period of time, the contractor shall seek written authorization from the Government by completing and delivering an RFD IAW CDRL A005. Under no circumstances shall submission or approval of an RFD be the basis for a contract price increase.

C.9.5.1 RFD Definitions. Deviation: A deviation is a specific written authorization to depart from a particular requirement(s) of an items current approved configuration documentation for a specific number of units or a specified period of time. It differs from an engineering change since a deviation does not affect a change to a configuration document. Deviations are requested by contractors prior to manufacture, during manufacture, or after an item has been delivered for Government inspection and acceptance. To be tendered for delivery or to be installed in an item to be tendered for delivery, the deviated item must be suitable for use.

C.9.5.2 (RFDs) General.

C.9.5.2.1 Format. An RFD shall be prepared IAW CDRL A005. The contractor shall identify the vehicle or trailer system affected on each RFD. The vehicle system can be found as a two-character code on the AWARD/CONTRACT cover sheet in the "Issued By" block following WPN SYS. The contractor shall place this code on the top of the RFD form. Supporting information shall be the same as that for a class I ECP (C.9.4.2.1).

C.9.5.2.2 Procedures. RFD adversely affecting safety will not be considered. Submission of recurring deviations is discouraged and shall be minimized. Where it is determined that a change would be permanent, the contractor shall process an ECP.

C.9.6 Effectivity Certification. Changes resulting from Class I ECPs and RFDs shall be incorporated into the production line through contract modification with the modification identifying production cut in by serial number and date if cut in at one time in its entirety. If the ECP/RFD must be phased in, that shall be identified in the modification. Actual cut in of ECP/RFD changes shall be at a single END ITEM cut in point (including Class II ECPs if P/N changes are contained in the class II ECP). The contractor shall maintain

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the original effectively point certification on file.

C.9.7. Obsolescence Management (OM). Hardware, software, and firmware shall be considered obsolete when the item can no longer be procured from the original component manufacturer as identified in the current vehicle and kit BOM. The contractor shall manage vendor attrition and obsolescence issues as described in this SOW.

C.9.7.1 Obsolescence Issue Reporting. The Contractor shall manage obsolescence in accordance with SD-22 "Diminishing Manufacturing Sources and Material Shortages (DMSMS) - A Guidebook of Best Practices for Implementing a Robust DMSMS Management Program. When an obsolescence issue is identified and validated by the Contractor or its supplier, the Contractor shall deliver an Obsolescence Issue Analysis and Resolution Recommendation report IAW CDRL A030.

C.9.7.1.1 The analysis shall consider the following: minimizing impact on vehicle integration, vehicle system architecture to avoid duplicate redesign efforts, compliance with performance specifications, minimizing cost impact, and maintaining production schedules and logistics parts supply. The Contractor shall deliver a recommendation for the resolution of the obsolescence issue IAW CDRL A030. The recommendation shall include: vendor part numbers and CAGE codes, milestone schedule(s), the date the part is no longer available, the date when an ECP will be delivered (if required), the date when the ECP proposal will be delivered, the expected date the new part will be available, the length of the resolution activity, the lead time for procurement of the replacement part, and the cost estimate for: design activities, testing, TDP update, log product update, and retrofit. If an ECP is required, the contractor shall notify the Government within 60 days prior to production cut in. If the contractor fails to notify the Government within 60 days, the contractor shall be responsible for all costs associated with the ECP.

C.9.7.2 BOMs for DMSMS Management. The Contractor shall ensure that current BOMs and other updated technical and/or engineering data are the basis for Materiel Requirements Planning and long-term decision making in support of systems sustainment.

C.9.7.2.1 The Contractor shall deliver updated BOMs, both production (PBOM) and indentured service-level (IBOM), for all work performed under this contract, IAW CDRL A031.

C.9.8 Product Data Management (PDM) System PDMLink.

C.9.8.1 PDMLink is the Government's Product Data Management System (PDM) for Configuration Management, Product Data, and Technical Data Packages (TDPs).

C.9.8.2 The PDMLink workflow is the automation of a business process in whole or in part, during which documents, information, or tasks are passed from one participant to another for action, according to a set of procedural rules. A workflow instance coordinates user and system participants, together with appropriate data resources, to achieve defined objectives by set deadlines.

C.9.8.3 The contractor shall create, revise and deliver product data on-line using the PDMLink in accordance with the requirements of this contract. The contractor shall obtain a login and password to PDMLink for all contractor personnel responsible for either preparing ECPs, VECPs and RFDs or delivering them to the Government using the automated workflow. Contractor personnel, who may have a need to search, view, and print in PDMLink, shall also obtain a login and password for read-only permissions.

C.9.8.4 PDMLink Software Issues: The contractor shall notify the Helpdesk via e-mail message to: ace.support@conus.army.mil when changes or corrections to product data cannot be accomplished by the contractor due to software deficiencies or bugs. The contractor shall courtesy copy the TACOM Configuration Data Management (CDM) representative on all software-related helpdesk requests.

C.9.8.5 RESERVED

C.9.8.6 The contractor shall deliver ECPs/VECPs/RFDs IAW CDRLs A004 and A005. All ECP deliveries shall be delivered as electronic data. MIL-HDBK-61A (Configuration Management Guidance) and Electronic Industries Association EIA-649 may be used for additional guidance. MIL-STD-973 (Configuration Management) may be used for reference only.

C.9.8.7 Final Delivery. The contractor shall notify the CDM representative by e-mail that the ECP has been delivered to the PDMLink workflow.

C.9.8.8 The contractor is responsible for ensuring that ECP files are correctly tagged and digital 2D and 3D CAD and graphic image files when applicable are properly represented prior to delivering the electronic ECP package to the Government. The Government may reject electronic ECP files containing errors and/or files that are not compatible with the PDMLink.

C.10 System Safety.

C.10.1 Safety Engineering. The contractor shall continue to implement safety engineering principles in all system design efforts that are part of this contract effort including the interface with existing hardware designs. System design and operational procedures developed by the contractor shall include the following:

a. Identifying hazards associated with the system by conducting safety analyses and hazard evaluations. Analysis shall include both

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operational and maintenance aspects of the vehicle along with potential interface problems with planned subsystems.

b. Eliminating or reducing significant hazards by appropriate design or material selection.

c. Controlling or minimizing hazards to personnel which cannot be avoided or eliminated.

Locating equipment components and controls so that access to them by personnel during operation, maintenance or adjustments shall not require exposure to hazards such as high temperature, chemical burns, electrical shock, cutting edges, sharp points, or concentrations of toxic fumes above established threshold limit values. All moving parts, mechanical power transmission devices, exhaust system components, pneumatic components and hydraulic components which are of such a nature or so located as to be a hazard to operating or maintenance personnel; shall be either enclosed or guarded. Protective devices shall not impair operational functions.

d. Assuring that suitable warning and caution notes are included in instructions for operation, maintenance, assembly and repairs and distinct markings placed on hazardous components of equipment.

e. Ensuring that safety is considered for both operational and maintenance phases of the system.

C.10.1.1 Safety Assessment Report (SAR).The contractor shall deliver an interim and final contract SAR IAW CDRL A006. SARs shall include changes made at any time during this contract to the approved Product Configuration Baseline affecting the safety assessment of a vehicle. The interim and final SAR submissions shall address all changes made to the vehicle since the previous SAR submission, and shall identify all safety features of the hardware, software, system design and inherent hazards and shall establish special procedures and/or precautions to be observed by Government test agencies and system users. SAR updates shall be prepared IAW CDRL A006. The report shall include a copy of Material Safety Data Sheets for all hazardous material incorporated into the systems in accordance with paragraph 10.2.5.b of DI-SAFT-80102C.

C.10.2 Radioactive Material. Radioactive material shall not be supplied in the equipment offered to the Government under this contract.

C.10.3 Health Hazard Assessment (HHA) Updates. Changes made to the approved Product Configuration Baseline, to include new vehicles added through the contract, affecting the HHA of a vehicle shall require an updated HHA Report. The updated HHA Report shall be delivered as an addendum to the SAR IAW CDRL A006. This report shall identify health hazards and make recommendations concerning design controls, equipment, and/or protective procedures, to reduce the associated acceptable risk. Issues to be addressed within the report shall include:

- a. Noise.
- b. Toxic Gases.
- c. Toxic Chemicals.
- d. Ionizing or non-ionizing radiation.
- e. Heat and Cold (to include heat stress).
- f. Shock and vibration to crew members.
- g. Address the chemicals identified in the Material Safety Data Sheets to be delivered in the SAR.

C.11 Environmental Quality.

C.11.1 Environmental Compliance. The contractor shall ensure that all aspects of contract execution are in compliance with applicable Federal, State, and Local environmental regulations and requirements; including activities associated with design, prototype build, test, storage, and disposal. The contractor shall immediately notify the PCO if the Government gives any direction that may result in violation of law or regulation.

C.11.2 Hazardous Materials. For the purposes of this contract, hazardous materials shall be defined by FED-STD-313, Section 3.2. A Radioactive material is defined as any source material, as defined by Title 10, Code of Federal Regulations, Part 40, Domestic Licensing of Source Material, in excess of 0.05 percent by weight. Hazardous materials usage is restricted IAW Section 3.6.9 of the ATPD 2304D and ATPD 2152G for all vehicles and trailers produced under this contract. Hazardous materials usage restrictions shall apply to any components/parts purchased through a Subcontractor/vendor, Commercial Off the Shelf (COTS) components, Original Equipment Manufacturer (OEM) parts, and manufactured parts.

C.11.2.1 Exceptions to the Hazardous Materials Requirements. Deviations are not required for the existing configuration baseline to allow maximum usage of existing components for this remanufacturing effort. Deviations shall be required for any redesigned components, newly introduced components, or components replaced due to obsolescence. Deviations from the hazardous materials requirements shall not be permissible except where a suitable alternative does not exist, with the exception of hexavalent chromium already in use on the legacy product, such as platings applied to fasteners, fittings, and tubes; and with the exception of lead already in use on the legacy products, such as lead used on battery cables and wire harness solder, and the impurities in standard steel, copper and brass alloy. The Government will consider deviations in these situations on a case by case basis. The Government will make the final determination on whether sufficient justification has been provided to support approval of any deviation requests. The contractor shall not use or

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deliver any prohibited hazardous materials without prior Government deviation acceptance.

C.11.3 Hazardous Materials Management Report (HMMR). The contractor shall deliver a HMMR IAW CDRL A007 (HMMR). The HMMR shall identify any new hazardous materials delivered on the vehicle or required for operation and sustainment (e.g., parts introduced through an ECP). The HMMR shall be prepared in accordance with National Aerospace Standard 411, section 4.4. (Exception to NAS 411 Section 4.4.1: Hazardous materials used in system manufacture and assembly shall be identified in the report in addition to those hazardous materials delivered and required for operation and support). The report shall include a listing of prioritized hazardous materials for minimization/elimination and identify those hazardous materials/processes for which non-hazardous substitute materials/technologies may be available for implementation. The HMMR shall specify which phase (manufacture, operation, and/or sustainment) that each material is required for.

C.11.3.1 Status, changes or issues with the HMMR shall be discussed as a part of each Quarterly Program Review (C.8.2).

C.12 Integrated Product Support (IPS)/Logistics.

C.12.1 RESERVED

C.12.2 RESERVED

C.12.3 Logistics Fielding: The Army Maintenance Management System (TAMMS). DA Form 2408-9, Equipment Control Record (Government Furnished Information) shall be prepared for each end item of equipment. The contractor shall prepare the form to report shipment of the end item from the acceptance point to the initial accountable Army consignee (PdM HTV Fielding Team). One (1) copy of the DA Form 24089 shall be over-packed with each FHTV before shipment to its fielding destination. (DA-PAM 738-750, DA-PAM 750-8, CDRL A008)

C.12.4 RESERVED

C.12.5 Item Unique Identification (IUID). The contractor shall apply IUID to those items specified in Section F-13. IUID application shall be as specified in the DFARS 252.211-7003, the latest versions of MIL-STD 130 (Identification Marking of U.S. Military Property) and the DoD Guide to Uniquely Identifying Items. Packaging of items bearing IUID shall be marked as specified in the latest version of MIL-STD 129 (Military Marking for Shipment and Storage). To access these publications, refer to: <http://dodprocurementtoolbox.com/site-pages/unique-id-tools>

C.12.5.1 RESERVED

C.12.5.2 During the recapitalization process, the physical child IUID markings associated with each vehicle inducted into the process shall be removed and a list of all removed markings shall be delivered to the Government IAW CDRL A012. The contractor shall update the IUID registry to remove the old child to parent relationships and add the new child to parent relationships for each vehicle being recapitalized under this contract.

C.12.5.2.1 This requirement applies to all vehicles produced under the RECAP/ESP program. The first submission shall include all removed child IUID markings during the first three months of production.

C.12.5.3 Item Unique Identification (IUID) Validation and Verification Report. The contractor shall deliver an IUID validation and verification report of all IUIDs created IAW CDRL A009. The Government requires the creation of a Construct 2 Format Code 06 <MFR> +<PNO> + <SEQ> Unique Item Identifier (UII) for all materials identified on the final IUID Marking Candidate List.

C.12.5.3.1 IUID Data Plate Location and Marking. The contractor shall use the latest version of MIL-STD-130 (Identification Marking of U.S. Military Property) as a guide for methods of creating a Government required UII, application or installation, proper location, and IUID marking requirements criteria. The locations and IUID marking methods selected should bear no impact on the performance of the part and require minimal configuration change(s) to the part. The 2-D Data Matrix shall be permanently affixed and have the ability to withstand and perform within the same environmental conditions as the vehicle. The contractor shall perform engineering analysis to determine the appropriate method for marking each item that requires IUID. The contractor shall ensure that the IUID marking location will be optimized for ease of scanning, and shall avoid applying IUID markings on curved or rounded surfaces. The 2-D Data Matrix should be incorporated onto the existing data plate or label, when possible. The minimum Government required IUID Marking Human Readable Information (HRI) shall be embedded on the system/item data plate, label, or Direct Part Marked (DPM) using chem-etch, ink, or laser IUID Marking technologies. If a 2-D Data Matrix plus Government required HRI cannot be incorporated onto the original data plate or label, a separate data plate, label or DPM (chem-etch, ink or laser applied) 2-D Data Matrix plus Government required minimum HRI can be applied or attached which contains the 2-D Data Matrix plus the HRI identifier characters for the CAGE, Part Number, and Serial Number (e.g., MFR + PNO + SEQ). The data elements associated with the data identifier MFR + PNO + SEQ, shall be embedded onto the IUID additive data plate, label or DPM using chem-etch, ink, or laser IUID marking technologies. This added data plate, label or DPM shall be attached or applied in close proximity to the main data plate. The contractor shall document the location and marking method on the engineering technical documentation (i.e., drawings) delivered under this contract.

C.12.5.3.2 IUID Data Plate for End Items. The contractor shall use MIL-STD 130 (Identification Marking of U.S. Military Property) as a

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guide when developing any end item data plate, label, or DPM using chem-etch, ink, or laser IUID Marking technologies. The end item IUID markings shall be embedded on the system data plate, label, or DPM using chem-etch, ink, or laser IUID Marking technologies. The end items data plate, label, chem-etch, ink, or laser applied 2-D Data Matrix encoded UII shall be a Construct 2, Format Code 06 UII <MFR> +<PNO> + <SEQ>. The 2-D Data Matrix marking shall be no less than 1 cm wide and no less than the quality grade contrast defined in MIL-STD-130 (Identification Marking of U.S. Military Property), latest version and ISO/IEC 15415. The minimum data plate information for the Parent End Item is listed below:

- (a) Nomenclature
- (b) NSN
- (c) Design Activity: (MFR Cage Code)
- (d) Government Ownership Designation: US Government Property
- (e) Contract Number
- (f) Error-correcting Code (ECC) 200 Compliant 2-Dimensional (2-D) Data Matrix
- (g) Encoded UII
- (h) Material Original Part Number (associated with NSN)
- (i) Manufacturer Serial Number

C.12.5.3.3 IUID Data Plates for Sub-Assemblies, Spares, Secondary Repairable, and Consumable Candidates. All spare parts, secondary repairables, and consumables 2-D Data Matrix encoded UII shall be a Construct 2, Format Code 06 UII <MFR> + <PNO> + <SEQ>. The spare parts, secondary repairables, and consumable candidates 2-D Data Matrix marking shall be no less than 1 cm wide and no less than the quality grade contrast defined in MIL-STD-130 (Identification Marking of U.S. Military Property), latest version and ISO/IEC 15415. The minimum data plate information for Sub-Assemblies spare parts, secondary repairables, and consumables are listed below:

- (a) Design Activity: (MFR EID Cage Code)
- (b) ECC 200 Compliant 2-Dimensional (2-D) Data Matrix
- (c) Encoded UII
- (d) Material Original Part Number (associated with NSN)
- (e) Manufacturer Serial Number

C.12.5.3.4 Reserved

C.12.5.3.5 IUID Report for Raw Scans. Prior to UII registration, the contractor shall deliver a report of all UIIs (Raw Scans) created under this contract IAW CDRL A013.

C.12.5.3.6 Reserved

C.12.5.3.7 Sample Data Plate Report. The contractor shall deliver a clear .pdf photo or .jpg file that can be easily read with a MIL-STD-130 (Identification Marking of U.S. Military Property) certified hand held Data Matrix reader/scanner for the end item requiring UII produced and identified in the validation and verification report IAW CDRL A009. Reference the Sample IUID Data Plates, Attachment 0004 (Figure 1).

C.12.5.3.8 IUID Marking Quality Assurance. The contractor shall ensure all IUID data plates and markings meet the latest version of MIL-STD 130 (Identification Marking of U.S. Military Property). The contractors Quality Assurance/Control Technician shall inspect and visually verify that all required elements meet the latest version of MIL-STD 130 (Identification Marking of U.S. Military Property) prior to acceptance by the Government. The contractors facility Quality Assurance activity is responsible for ensuring that the Contractors quality assurance program is in compliance with latest version of ISO 9001:2015.

C.13 RESERVED

C.14 RESERVED

C.15 ECHU Kit Storage. Storage of ECHU prior to installation on Government provided HEMTT M1120 and PLS M1075. The contractor shall store ECHUs in locations secure and free from the effects of theft and vandalism damage. The contractor shall be responsible for any damage that is a result of contractor handling or storage of ECHUs. The contractor shall notify the Government of any pre-existing damage to the ECHU upon receipt.

C.15.1 The contractor shall provide ECHU storage sufficient to hold up to 150 ECHUs onsite prior to installation. The Government will start shipping ECHUs to the contractor after contract modification.

C.15.2 The contractor shall maintain an excel spreadsheet of all ECHUs received and installed for tracking purposes IAW CDRL A029.

C.16 Crane Recertification. All vehicles with material handling cranes that have less than nine (9) months of crane certification remaining at the time of shipment according to the crane certification stencil painted on the crane shall be recertified by the

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contractor prior to shipment. Details for each crane model are as follows:

a. M977 Crane - Follow QCP-068 less step 5.8 Crane Hydraulic Relief Setting. Fill out QC-039-1 FIR attachment less item 1 Crane Pressure Setting. Re-stencil next crane test date, 1 year from Month/year of test.

b. M985 Crane - Follow QCP-069. Fill out QC-039-1 FIR attachment less item 1 Crane Pressure Setting. Re-stencil next crane test date, 1 year from Month/year of test.

c. M984 Crane - Following QCP-071 less step 4.1 Crane Pressure Adjustment Procedure. Fill out QC-039-4 FIR attachment Crane only section, less item 1 Crane Pressure Settings. Re-stencil next crane test date, 1 year from Month/year of test.

d. PLS Crane - Following QCP-206 fill out QC-571-1 FIR attachment less items - I.N. Hand Pump operation, and I.O. Boom Retraction Cables. Re-stencil next crane test date, 1 year from Month/year of test.

e. M985 GMT Crane - Follow Control Test procedure E GMT (no current applicable QCP available) Fill out QC-039-5 FIR Inspection. Record item 9, 10, 11, and 12. Re-stencil next crane test date, 1 year from Month/year of test.

C.17 RESERVED

C.18 Government-Furnished ECHU. The contractor shall install Government-furnished ECHU(s) when required by Delivery Order. Installation shall be completed IAW Attachment 0005 (ECHU Installation Instructions). The contractor shall report installations IAW CDRL A029 (ECHU Installation List).

C.19 HEMTTA4/PLSA1/HETA1 New Production. The contractor shall produce and deliver new production vehicles with optional kits as defined in Attachment 0010 and deliver them in accordance with the schedule(s) set forth in Section F and delivery orders.

C.19.1 The M977A4 shall utilize remanufactured cranes for new production. The Government will deliver the cranes to be remanufactured by the contractor and used on the new vehicles.

C.20 PLST RECAP

C.20.1 The Trailer (M1076) RECAP is intended to extend the useful life of older systems through remanufacturing and insertion of new parts and technology to the current model (M1076A1). This effort is included within paragraph C.2.

C.21. RESERVED

C.22 Government Furnished Property (GFP)

C.22.1 Government Furnished Property (GFP) consists of Government Furnished Equipment (GFE), Government Furnished Material (GFM), Government Furnished Information, and Contractor Acquired Property (CAP). The Government will deliver the vehicles and equipment listed in Attachment 0006 for use in performance of this contract. The contractor shall manage, update, and report GFP Inventory IAW CDRL A037.

C.22.1.1 Receipt and Movement of GFP. The contractor shall receive, account for, and manage GFP pursuant to the GFP clauses in Section I of the contract. The contractor shall deliver secured storage for GFP in its possession. The contractor shall coordinate shipment of GFP when directed by the Government. The Government will deliver a Transportation Account Code to fund GFP shipments to and from the contractors facility.

C.22.2 Exercise and Inspection of GFP (excluding ship-in-place vehicles and carcasses): The contractor shall exercise and inspect GFP at regular intervals in accordance with the systems Preventive Maintenance Checks and Services (PMCS) in the applicable technical manuals. Government furnished tool sets and kits, Special Tools and Test Equipment (STTE), BII, and COEI shall be inventoried semi- annually and the results recorded and delivered to the Government IAW CDRL A037, Government Property Inventory Report. The contractor shall perform required regular calibration on STTE and components of tool sets according to the applicable TM or calibration schedule. Vehicles and components being stored long-term shall be prepared for storage in accordance with the applicable TM.

C.22.3 The contractor shall perform an inspection of damaged or defective GFP and deliver an inspection report and for required repairs IAW CDRL A038.

C.23 Additional Security Requirements

C.23.1 Controlled Unclassified Information (CUI). Examples of technical data consist of research and engineering data, engineering drawings, and associated lists, specifications, standards, process sheets, manuals, technical reports, catalog-item identifications, and related information, and computer software documentation. The contractor shall adhere to the below guidelines for handling Distribution Statements on Technical Documents, DoDM 5200.01- V4, DoD Information Security Program: Controlled Unclassified Information (CUI),

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Department of Defense Instruction (DoDI) 5200.48, Army Regulation (AR) 25-55, The Department of the Army Freedom of Information Act Program, AR 25-2, Information Assurance and AR 25-1, Army Information Technology.

C.23.1.1 Identification of Markings
When conducting the following activities with CUI information, the contractor shall adhere to the guidance provided in DoDI 5200.48 and the CUI Registry:

- Marking CUI Information
- Dissemination and Transmission of CUI Information
- Transporting CUI Information
- Phone Discussions of CUI Information
- Storage of CUI Information - During Duty Hours and Non-Duty Hours
- Termination
- Disposal
- Unauthorized Disclosure
- Electronic Transmission of CUI Information.

C.23.1.2 Distribution Statements: When marking all technical data and information which is CUI, the contractor shall adhere to DoDI 5200.48 governing such data. If the contents of the technical document require more than one Distribution Statement, apply the most restrictive statement. This does not preclude additional mandated markings required by the contract.

C.23.2 Operations Security (OPSEC): If the contractor generates unclassified OPSEC information, this information will be protected at the same level as CUI information. The contractor shall adhere to Attachment 0007, PEO CS&CSS Security Classification Guide, Department of Defense Manual (DoDM) 5202.02-M and Army Regulation (AR) 530-1, with specific features based on command or unit approved OPSEC requirements.

C.23.2.1 Antiterrorism/Force Protection: Because of antiterrorism, force protection, OPSEC, and counterintelligence concerns, the contractor will not release any diagrams, maps, floor plans, schematics, or digital pictures of their facility to outside organizations or companies without the approval of the Contracting Officer Representative (COR) and G-2, TACOM (this requirement is only applicable if the intended items to be released are unique to this effort). All information proposed for public release in any form (video, pictures, article, brochure, web site, etc.) will undergo a PEO CS&CSS OPSEC Review using the most current and approved PEO CS&CSS STA Form 7114.

C.23.2.2 OPSEC Information: OPSEC information consists of the following: Equipment capabilities, limitations, and vulnerabilities; Detailed mission statements; Operation schedules; Readiness and vulnerability assessments; Test locations and dates; Inventory charts and reports; Detailed budget data; Photographs of components; Detailed organizational charts (with phones and e-mail listings); Technical and scientific data; Unclassified technical data with military applications; Critical maintenance information; Information extracted from a DoD Intranet web site; Lessons learned that could reveal sensitive military operations, exercises, or vulnerabilities; Logistics support (munitions, weapons, movement); Specific real time support to current or on-going military operations; Delivery schedules; and Manufacturing methods.

*** END OF NARRATIVE C0001 ***

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SECTION D - PACKAGING AND MARKING

D.1 Preservation, Packing and Marking.

D.1.1 FHTV vehicles shall be processed for shipment IAW the contractors existing shipping procedures, Government provided shipping instructions, and the following:

- a. PLSA1: Two work lamps (NSN: 6230-01-578-3595) and work light harnesses (NSN: 6150-01-566-4865) shall be removed, wrapped with protective wrap and shipped inside the truck storage box. The storage box shall be secured IAW F.1.1 for shipment.
- b. For M1074A1 PLS, the remote control cable (NSN: 6150-01-387-6357) and sling shall be shipped inside the truck storage box. The storage box shall be secured IAW F.1.1 for shipment.
- c. For all variants with cranes except M985A4 GMT, all cranes shall be stowed IAW instructions provided in the approved technical manual for that platform.
- d. For M985A4 GMT, the crane shall be in the fully stowed position IAW the instructions provided in the approved technical manual.
- e. For PLST, the red (12V) intravehicular electrical cable (NSN: 6150-01-382-5837) shall be removed, wrapped with protective wrap, and shipped inside the truck storage box. The storage box shall be secured IAW F.1.1 for shipment.
- f. For M984A4 HEMTT Wrecker, the winch control cable (NSN: 6150-01-231-6662), winch control station (NSN: 2590-01-217-8317), crane electrical control cable (NSN: 6150-01-184-1901), and crane hydraulic control box (NSN: 2520-01-188-5129) shall be removed, wrapped with protective wrap, and shipped inside the truck storage box. The storage box shall be secured IAW F.1.1 for shipment.
- g. For M983A4 HEMTT LET, the winch control cable (NSN: 6150-01-231-6662) and winch control station (NSN: 2590-01-217-8317) shall be removed, wrapped with protective wrap, and shipped inside the truck storage box. The storage box shall be secured IAW F.1.1 for shipment.

D.1.2 All FHTV vehicles shall be shipped per the requirements of MIL-STD-2073 (Packaging Requirement Codes) using Level B packaging unless otherwise directed by the PCO. When directed by the PCO, the contractor shall process vehicles using Level A packaging requirements.

D.1.3 Marking. All vehicles delivered under this contract shall be marked in accordance with MIL-STD-129N (Military Marking for Shipment and Storage).

D.1.4 Storage fees. Contractor-provided storage for production vehicles and trailers will not be separately priced. If the Government does not issue shipping instructions at the time of DD250, the contractor shall store the vehicles until shipping instructions are issued or until 12 months after final deliveries are made under all ordering years of the contract, whichever comes first.

D.2 Instructions for Shipping FHTV Vehicles.

D.2.1 Cleaning. Vehicles shall be free of excess dirt and other contaminants which would contribute to deterioration of the items or which would require cleaning. Any unprotected exterior metal surfaces susceptible to corrosion or deterioration shall be provided protection, such as contact preservative coatings.

D.2.2 Fuel Tank Servicing. The vehicle fuel tank(s) shall be serviced with a minimum of 40 gallons of diesel fuel prior to shipment of vehicles from the manufacturing facility (reference F.1.3), this does not include M978 bulk tank.

D.2.3 Batteries. Vehicle batteries shall be fully charged prior to shipment of vehicles from the manufacturing facility.

D.2.4 Application of Corrosion Inhibiting Compound. The contractor shall deliver and apply a corrosion inhibiting compound to vehicles (HEMTT, PLS, PLS-T, HET) shipped to OCONUS destinations (e.g. Korea, Hawaii, and Alaska). The associated cost shall be funded under a separate CLIN.

D.2.5 BII Packaging. BII packaging shall be Level A. BII shall be packaged and stored in a manner which prevents corrosion, deterioration, or mold damage from occurring on any BII items IAW F.1.1.

D.3 Vehicle Storage over 45 days after DD250. The contractor shall ship vehicles within 30 days (CONUS) and 120 days (OCONUS) of receipt of shipping instructions. If the contractor cannot ship within the 30 days and 120 days, the contractor must notify the PCO. If vehicles are shipped beyond 30 days and 120 days of receipt, the contractor shall bear the cost of additional storage required. All vehicles and trailers stored by the contractor awaiting shipment more than 45 days after DD250 shall be subjected to the following storage procedures. All of the procedures listed below shall be performed in accordance with the applicable vehicle Technical Manual (TM).

D.3.1 Preparation for Storage. Before putting the vehicle in storage the contractor shall perform the following services:

- a. Conduct a visual inspection of the vehicle. Check lubricant levels and tire pressure. Document and correct all deficiencies noted

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during inspection.

- b. Remove rust, corrosion scrape any flaked and peeling paint and repaint surfaces as required.
- c. Clean the exterior, interior of the cab, engine, and undercarriage. Wash any oil, grease or mud from the tires.
- d. Check the coolant level and adjust, if required. Ensure the coolant used is appropriate for the expected temperature range while in storage (ref. applicable Technical Manuals)
- e. Ensure the fuel tank(s) contains at least 40 gallons of fuel to prevent fuel line freeze up. Fuel tanks must contain at least 40 gallons of fuel while the vehicle is in storage.
- f. Coat all exposed unpainted surfaces such as: crane valve spools; hydraulic cylinders; axle ball sockets; drive shafts; and shift cables with grease.
- g. Refrain from parking vehicles on surfaces where tires rest on grease or oil.
- h. Disconnect the batteries.

D.3.2 Monthly Procedures. While vehicle is in storage, the contractor shall perform the following tasks not less than every 30 calendar days:

- a. Connect batteries.
- b. Conduct visual inspection of the vehicle. Check for oil leaks, fluid levels, battery electrolyte, coolant level, and tire pressures. Correct any discrepancies.
- c. Inspect lubrication points. Lubricate if necessary in accordance with lubrication table.
- d. Start engine, shift transfer case to neutral, and idle for 10 minutes. After 10 minutes of engine idle, operate engine for a minimum of 5 minutes at 1500 rpm to ensure the engine temperature reaches 180\ 'b0 F (82\ 'b0C). Shift the transmission slowly through all gear selector positions. Return the transmission to neutral and the transfer case to high range.
- e. Drive the vehicle 20 miles forward and 50 feet in reverse. While driving, shift the transmission through all gears.
- f. Crane (if installed) completely cycle each crane function two times.
- g. HD Winch (if installed) winch out 10 feet (3 m) or more of cable then winch in. Repeat the procedure twice.
- h. Self-recovery winch (if installed) winch out 6 feet (2 m) or more of cable then winch in. Repeat the procedure twice.
- i. Load Handling System (if installed) completely deployed to completely stowed. Repeat the procedure twice.
- j. Idle engine for 10 minutes, then shut off engine.
- k. After completing all monthly operational procedures conduct a walk-around inspection of the vehicle checking for leaks, missing or damaged components, or anything else improper and document all issues found IAW D.3.5.
- l. Check grease coating on all chromium plated and unpainted surfaces. If grease was wiped from chromium plated or unpainted surfaces when vehicle was moved, recoat these surfaces.
- m. Disconnect batteries.

D.3.3 Quarterly Procedures. While vehicle is in storage, the contractor shall perform the following tasks not less than once per quarter:

- a. Perform all monthly tasks.
- b. Exercise all other auxiliary equipment in accordance with operating instructions.
- c. While operating winches or crane, lubricate wire rope.
- d. Remove stage 2 and above rust, corrosion scrape any flaked and peeling paint and repaint surfaces as required.
- e. After completing all quarterly operational procedures conduct a walk-around inspection of the vehicle checking for leaks, missing or

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damaged components, or anything else improper and document all issues found IAW D.3.5.

- D.3.4 Yearly Procedures. While vehicle is in storage, the contractor shall perform the following tasks not less than once per year:
- a. Perform all quarterly and monthly tasks.
 - b. Clean the exterior, interior of cab, engine, and undercarriage. Wash any oil, grease, or mud from tires.
 - c. Clean batteries and battery cables with a baking soda solution and rinse with fresh water. Add water to battery electrolyte if necessary. Check the specific gravity of the batteries regularly. Keep the batteries fully charged and clean according to TM 9-6140-200-14.
 - d. Completely lubricate the chassis and all ancillary equipment in accordance with lubrication table to include fluid changes.
 - e. Check the coolant level. Test the coolant to ensure that the cooling system is protected against corrosion and temperatures down to -30 degrees F (-34 degrees C). Add antifreeze or corrosion inhibitors compatible with ethylene glycol base antifreeze if cooling system is not adequately protected; refer to TB 750-651.
 - f. After completing all yearly operational procedures conduct a walk-around inspection of the vehicle checking for leaks, missing or damaged components, or anything else improper and document all issues found IAW D.3.5.
- D.3.5 Storage Maintenance Documentation. The contractor shall record completion of all monthly, quarterly, and annual tasks performed on each vehicle in storage (See E.2.2). A copy of the record shall remain in the vehicle. The contractor shall repair and document all deficiencies noted prior to shipping.

*** END OF NARRATIVE D0001 ***

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SECTION E - INSPECTION AND ACCEPTANCE

Status	Regulatory Cite	Title	Date
E-1 CHANGED 52.246-11	HIGHER-LEVEL CONTRACT QUALITY REQUIREMENT		DEC/2014
(a) The contractor shall comply with the higher-level quality standard(s) listed below. ISO 9001:2015 (untailored) or comparable quality system.			
(b) The contractor shall include applicable requirements of the higher-level quality standard(s) listed in paragraph (a) of this clause and the requirement to flow down such standards, as applicable, to lower-tier subcontracts in--			
(1) Any subcontract for critical and complex items (see 46.203(b) and (c)); or			
(2) When the technical requirements of a subcontract require--			
(i) Control of such things as design, work operations, in-process control, testing and inspection; or			
(ii) Attention to such factors as organization, planning, work instructions, documentation control, and advanced metrology.			
(End of clause)			

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E. INSPECTION AND ACCEPTANCE POINTS: ORIGIN

The Government's inspection and acceptance of the supplies offered under this contract/purchase order shall take place at ORIGIN. Offeror must specify below the exact name, address, and CAGE of the facility where supplies to be furnished under this contract/purchase order will be available for inspection/acceptance.

INSPECTION POINT: _____

(Name) (CAGE)

(Address) (City) (State) (Zip)

ACCEPTANCE POINT: _____

(Name) (CAGE)

(Address) (City) (State) (Zip)

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E. FINAL INSPECTION RECORD (FIR)

(a) The Contractor shall prepare a Final Inspection Record (FIR) in his/her own format for each vehicle under the contract. The FIR should be organized so as to be compatible with assemblies, installation, and end item performance and acceptance. The FIR shall contain all examinations and tests that are performed on a single unit during its manufacture and final inspection. The FIR shall list each vehicle characteristic or function to be inspected from the vehicle specification. As a minimum, the FIR shall have blocks for the contractor's inspector's initials indicating that each characteristic or function was inspected and either accepted or rejected, and another block for reinspection and acceptance of any rejected characteristic or function. Final review and acceptability shall be indicated by a signature block containing the full name and title of the company official rendering approval. The FIR shall be updated to reflect all engineering and/or manufacturing changes that impact the FIR, during the entire contract period. The contractor shall submit the completed and certified copy of the FIR to the Government Inspector with each item inspected and offered for acceptance by

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the Government.

(b) Deficiencies disclosed during inspection by the contractor shall be described in writing and included as part of the FIR.

(c) If the contractor determines that the FIR is not appropriate for final inspection of the end item, for any reason, s/he must obtain written approval from the contracting officer prior to employing any other form for this purpose.

E.1 Quality Program.

E.1.1 Quality Program Requirements. The contractor shall develop, implement, and maintain a quality system acceptable to the Government for all supplies and services to be provided under this contract. The quality system shall meet the requirements of ISO 9001:2015. The quality system shall follow the guidelines of ISO 9004:2018 as specified in FAR Part 46, DFARS Part 246, and FAR Clause 52.246-11. The Government reserves the right to inspect, accept, and reject products, supplies and services, and to disapprove the contractors quality system if it fails to meet contract requirements. The quality manual shall be updated for this contract and provided IAW CDRL A010.

E.1.2 Quality Management System.

E.1.2.1 Quality Organization. The contractor shall clearly prescribe and employ effective quality management processes with the objective of achieving confidence in each process by monitoring, controlling, preventing and correcting defects. All services provided and products designed, developed, purchased, produced, stored, distributed, operated, and maintained under this contract shall meet all quality requirements, mission and operational demands, and achieve customer satisfaction. Personnel performing quality functions shall have authority to identify and evaluate quality problems, and to initiate, recommend or provide solutions. The status and adequacy of the quality program shall be reviewed semiannually during the quality management review (E.1.2.11).

E.1.2.2 Reserved.

E.1.2.3 Production Part Approval Process (PPAP).The contractor, and its subcontractors, shall demonstrate that products are produced within accepted quality levels and being manufactured within specified tolerances prior to the first acceptance of the end item.

E.1.2.3.1 The contractor and subcontractors shall reference the current revision of the PPAP Manual published by the Automotive Industry Action Group (AIAG) for requirements and associated processes used for submission and approval of PPAPs at each level. The contractor may develop its own PPAP submission requirements; however, those requirements must reference the AIAG Manual.

E.1.2.3.2 PPAP submissions shall apply to internal and external supplies or production, and spare and service parts. Catalog parts (e.g. fasteners, adhesives, etc.) are waived from PPAP submission when ordered to functional specifications or industry standards.

E.1.2.3.2.1 The contractor shall achieve Level 2 PPAP for manufactured parts developed under this contract made to production design prior to assembly of the first production lot.

E.1.2.3.2.2 The contractor shall achieve Level 3 PPAP when parts/components require higher levels of control to demonstrate confidence in maintaining acceptable reliability.

E.1.2.3.3 Subcontractor change requests delivered for processes or design changes that do not require an ECP require Level 1 PPAP approval. The Government may, at its discretion, require a higher level PPAP depending on the part.

E.1.2.3.4 The Government reserves the right to request and review any and all PPAP documentation developed under this contract. If requested, the contractor shall make PPAP documentation available for Government review at its Oshkosh, WI facility within seven business days of request.

E.1.2.4 Subcontractors Quality Assurance. The contractor shall have a subcontractor quality assurance program that requires subcontractor performing under this contract to be compliant to ASME/ISO/ASQ Q9001:2015, at a minimum, as validated through the contractors supplier quality audit process. The contractors subcontractor quality assurance program shall ensure each subcontractor has a documented quality system. The contractors subcontractor quality assurance program shall require each subcontractor to certify its configuration, location, or process to manufacture or assemble supplies for all FHTV products. The subcontractor shall deliver an updated certification prior to any change in the conditions specified above.

E.1.2.5 Subcontractors Quality Documentation. Documentation relating to the subcontractor quality assurance system and control plans, and evidence of contractor acceptance shall be made available for Government review at the contractors Oshkosh, WI facility within seven business days of request. The contractor shall use the subcontractor's accepted system when conducting quality audits. The Government reserves the right to perform its own quality audits at contractor or subcontractor facilities.

E.1.2.6 Nonconforming Material Requests.

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E.1.2.6.1 Nonconforming materials categorized as critical or major shall not be used in any FHTV products. Critical non-conformances are those that are likely to result in hazardous or unsafe conditions for individuals using, maintaining or depending upon the end item. Major non-conformances are those other than critical that are likely to result in failure or reduce materially the usability of the end item for its intended purpose which also affects form, fit, function, reliability, interchangeability and durability.

E.1.2.6.2 Minor non-conformances are those not likely to reduce form, fit or function of the end item for its intended purpose or can be deemed use as-is or are a departure from established standards having little bearing on the effective use or operation of the end item.

E.1.2.6.2.1 The contractor shall follow the procedures established in Section C.9.5 Request for Deviation (RFD) when delivering a minor nonconformance.

E.1.2.7 Test and Production Locations. The contractor shall notify the Government upon any change to the manufacturing facilities location during performance of this contract, for any new production or RECAP vehicle. In the event of a location change, the Government reserves the right to require the contractor to perform a complete First Production Vehicle Inspection/First Production Unit Inspection (FPVI/FPUI) and Follow-on Production Test (FPT), as cited in ATPD 2304D and ATPD 2152G, at no additional cost to the Government.

E.1.2.8 Quality Records. All records of inspections, examinations, certifications, and tests shall be retained by the contractor for a period of four years after contract close-out. These records shall be organized and complete, and made available for Government review at the contractors facility within seven business days of request. If this contract is completely or partially terminated, the records relating to the work terminated shall be made available for four years after any resulting final termination settlement.

E.1.2.8.1 Where process deficiencies occur, the contractor's records shall contain documentation fully describing the root cause of deficiencies and corrective actions. Records include books, documents, accounting procedures and practices, and other data, regardless of type and regardless of form. These records may be stored electronically, but not in a format proprietary to the contractor. Portable Document Format (PDF) is acceptable.

E.1.2.9 Acceptance Inspection Equipment. Except as otherwise expressly provided under this contract, the contractor is responsible for the supply and maintenance of all inspection and test equipment necessary to ensure that the supplies conform to the contract requirements. Subcontractor-furnished inspection and test equipment shall meet the design criteria and shall be initially approved and certified by the subcontractor. The Government will use only the contractor or subcontractor's calibrated inspection or test equipment.

E.1.2.10 Drawings for Inspection and Inspection Records. The contractor shall make drawings, with standard proprietary marking, and inspection records available for Government review. The drawings shall be made immediately available at the contractors facility. Inspection records shall be made available within five business days. Upon completion of its tasks, the Government will return the drawings and inspection records to the contractor.

E.1.2.11 Quality Meetings/Reviews

E.1.2.11.1 Quarterly Quality Review (QQR) Meetings. The contractor shall conduct quarterly QQR meetings to address and discuss matters of concern, including the components of E.1.2.2. The QQR meetings shall be conducted via teleconference; timing will be determined jointly between the contractor and the Government. The contractor shall deliver an agenda and read ahead package prior to each meeting IAW CDRLs A018 and A019 respectively.

E.1.2.11.2 Quality Meetings. The contractor shall conduct quality meetings once every two weeks to review quality metrics and address quality process information and improvement. These meetings shall be conducted via teleconference; timing will be determined jointly between the contractor and the Government. The contractor shall deliver an agenda and read ahead package prior to each meeting IAW CDRLs A018 and A019 respectively.

E.1.3 Failure Modes and Effects Analyses (FMEAs)

E.1.3.1 Design and Process Failure Modes and Effects Analysis (DFMEA and PFMEA). The contractor shall conduct PFMEAs on all critical items and major subsystems. The contractor shall conduct DFMEAs on any new critical items and major subsystems identified in ECPs. The contractor shall use the current edition of the "AIAG FMEA Manual" for the requirements needed to design, implement, and maintain the system, process, and documentation of DFMEAs and PFMEAs.

E.1.3.2 The contractor shall identify the critical, special, or major characteristics of the product or process from the Technical Data. The contractor shall ensure incorporation of these characteristics into the DFMEAs and PFMEAs. The contractor shall control and mitigate potential failure modes and their effects. The contractor shall record recommended actions, responsibility, target completion dates, actions taken, and effective date for the DFMEA and PFMEA to ensure compliance to the requirements of this contract. The contractor shall ensure that the DFMEA and PFMEA reflect the current drawing revision levels at all times. Risk Priority Number (RPN) is the product of the rankings for severity multiplied by occurrence multiplied by detection. The contractor shall use the tables in the AIAG FMEA Manual for ranking severity, occurrence, and detection unless or until tables are developed by the contractor that are approved by the PdM HTV Product Assurance Team. The contractor shall develop a process of continual improvement using FMEA, severity, severity multiplied by occurrence, and RPN reduction. Top lists and goals shall guide the contractor, rather than setting thresholds. The contractor shall reduce severity, severity multiplied by occurrence, and RPNs using quality methods and metrics.

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E.1.3.3 The contractor shall update DFMEAs, PFMEAs, and related documents to reflect lessons learned, updated reliability predictions, corrective actions and summarize the updates at each QQR meeting. Additionally, the contractor shall make DFMEAs, PFMEAs, and related documents from the contractor and its subcontractors available for Government review at its facility in Oshkosh, WI within seven business days of request by the Government.

E.1.4 Control Plan (CP). The contractor shall develop and maintain CPs IAW the current edition of the "AIAG Advanced Product Quality Planning Manual." The CPs shall detail execution of production contract requirements. Critical Safety Items (CSI) and special, or key characteristics, whether identified by the Government or the contractor, shall be used in the development of CPs. The CPs shall also include specific response plans when undesirable measurements result. The "Methods" section and the subsection "Evaluation Measurement Technique" shall employ process control or process behavior charts to show when the process is in control and is capable. The response plans, in conjunction with the inspection and test frequency, shall ensure that zero suspect material leaves the contractors facility in the event of an undesirable measurement. The CPs shall be living documents and shall always reflect the current processes. Control plans shall be controlled documents and retained for the life of the contract. The contractor shall make the CPs available for Government review at its Oshkosh, WI facility within five business days of request.

E.2 Final Inspection Record (FIR). The contractor shall use the FIRs developed and approved IAW E.2 of this contract. FIR updates and revisions shall be delivered for Government review and approval IAW CDRL A020.

E.2.1 Final Inspection/Acceptance. The contractor shall perform system verifications pertaining to the functional attribute of each variant covered under contract. The contractor shall ensure all functional checks are complete and acceptable IAW ATPD 2304D and ATPD 2152G and associated drawings prior to lot offering for Government FIR inspection.

E.2.1.1 When the contractor is satisfied with the product offer, the contractor shall present the vehicles to the Government for inspection and acceptance. The Government will select sample(s) of the sales offering. The selected vehicle(s) shall undergo a 50 mile road test IAW the vehicle FIR.

E.2.1.2 If a minor non-conformance is identified during inspection and acceptance, the contractor shall screen and correct all vehicles in the presented lot for like deficiencies at no cost to the Government. Once all like deficiencies are corrected, the contractor shall offer the lot to the Government for inspection and acceptance.

E.2.1.3 In the event that a critical or major non-conformance is found, the Government inspection and acceptance shall cease, and the vehicle sub-lot will be returned to the contractor. The contractor shall implement its corrective action plan to investigate and correct each vehicle in the lot and prevent any additional non-conformances in production. All records of actions taken to correct non-conformances shall be recorded and presented at management reviews. Once all corrections have been made, the Contractor shall offer the lot for acceptance.

E.2.2 Storage and Maintenance Documentation and Deficiency (non-conformance or discrepancy hereinafter) Tracking Database. The contractor shall develop and maintain a deficiency tracking database(s) for tracking and documenting vehicle storage, deficiencies and repair activities from the date the DD250 is signed until the vehicle is shipped. Database reports shall detail vehicle storage maintenance procedure dates, odometer and hour meter readings on each date, Deficiency Description (if any), repair status by Vehicle serial number, Manufacture Date, Corrective Action (C/A) and C/A Date and shall be delivered for Government review IAW CDRL A015.

E.3 Product Quality Deficiency Reports (PQDR). The contractor shall investigate and deliver failure analysis and corrective action for all PQDRs generated by the Government against supplies produced under this contract as directed by the Government. When the contractor deems a causal part is suspect, and there is a desire to analyze the part, the contractor shall deliver a replacement and obtain the nonconforming parts as exhibit(s). Following replacement, the nonconforming part becomes the contractors property. The contractor shall package and send the nonconforming part(s) back to the contractors facility for analysis at no additional cost to the Government. The contractor shall complete corrective action investigation, implement preventative action. Upon PQDR closure, the contractor shall provide any updated control plans, PFMEAs, FIR(s) and applicable training records available for review within 3 business days of request by Government at the contractors Oshkosh, WI facility.

As directed by the Government, the contractor shall deliver a report of the investigation IAW CDRL A016, which includes, at a minimum: problem identification, root cause, immediate/short term action, corrective action implementation plan for permanent solution, corrective action, and verification of effectiveness. All corrective actions taken by the contractor shall be at no additional cost to the Government. Final approval of PQDR close-out resides with the Government. The contractor shall repair or deliver replacement parts in accordance with warranty terms and conditions for all components determined to be deficient attributable to workmanship/product nonconformance. Corrective actions requiring configuration changes shall follow the configuration requirements as specified in C.9.

E.3.1 PQDR/Warranty Claim Data Base. The contractor shall develop and maintain a data base that includes, claim submission date, deficiency description, Report Control Number if available, Warranty Claim Number, warranty analysis/repair, repair date, warranty start/end date, vehicle serial number, vehicle type, vehicle nomenclature, defective part nomenclature, defective part number, defective part NSN, replacement time (if available from TM standard times) and deficiency failure mode. The contractor shall deliver a report capturing this data IAW CDRL A017. The report shall include diagram chart showing the percentages of open and closed repair actions in accordance with Section H.1.4 of the contract. Each delivery shall be cumulative.

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E.3.2 Government Furnished Equipment (GFE). IAW FAR 52.245-1, the contractor shall conduct an incoming inspection of all GFE and Government Furnished Material (GFM) used for supplies furnished under this contract. The Standard Form 368, Product Quality Deficiency report, shall be used to document and report the receipt of deficient GFE or GFM. The GFE or GFM PQDRs will be processed through the DCMA for tracking and management of document control numbers. This paragraph does not include carcass vehicles as covered in paragraph C.2.2.

E.3.3 Counterfeit Parts. The contractor shall establish, implement and maintain documented procedures which shall identify and preclude the use of counterfeit parts in production and shall impose same requirements on Subcontractors. Controls and results shall be addressed as part of the Control Plans in E.1.4.

E.4 Process Inspections.

E.4.1 Welding Requirements. All welding processes and inputs required in the manufacture and assembly of vehicles, kits and subcomponents under this contract shall meet the requirements of American Welding Society or Canadian Welding Bureau specifications and standards applicable to use of these items. All procedures, certifications and qualifications shall be available for Government review at the contractors facility within three business days of request.

E.4.2 Non-Destructive Testing. The contractor shall perform non-destructive testing and inspection with personnel trained and certified in accordance with AIA/NAS 410 (Nondestructive Testing Personnel Qualification and Certification).

E.4.3 RESERVED

E.4.4 Process Audits. The Government will conduct periodic process audits at the contractor's production facilities to evaluate the effectiveness of processes used in fabricating vehicles for delivery under this contract within the contractor's total quality system. Additionally, the Government may request an audit or participate in contractor conducted quality audits (quality system, product, and process) of its subcontractors and key subcontractors.

E.4.5 Inspection and Acceptance Criteria for Teardown and Rebuild. Unless otherwise specified in the contract, Inspection/Acceptance Criteria for all rebuild activities shall be established for all components and assemblies. These criteria must identify Key Characteristics and Features identified within documented OEM specifications. In the event that documented OEM specifications are not available then written OEM rebuild recommendations shall be used. In the event that neither OEM specification or rebuild recommendations are available, then the best commercial practice will be utilized.

E.5 Definitions (as used in this section).

Corrective Actions: A set of actions taken to eliminate root causes and prevent recurrence. The contractor and Subcontractor shall deliver all corrective action answers using the 8 Disciplines (8D) methodology and format.

Rework: A procedure applied to a product to eliminate a non-conformance to the drawings, specifications, or contract requirements that will completely eliminate the nonconformance and result in a characteristic that conforms completely.

Repair: A procedure, which reduces, but fails complete elimination of a nonconformance. Repair is distinct from rework in that the characteristic after repair still does not completely conform to the applicable drawings, specifications, or contract requirements.

*** END OF NARRATIVE E0001 ***

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SECTION F - DELIVERIES OR PERFORMANCE

<u>Status</u>	<u>Regulatory Cite</u>	<u>Title</u>	<u>Date</u>
F-1 CHANGED	252.211-7003	ITEM UNIQUE IDENTIFICATION AND VALUATION	MAR/2016

(a) Definitions. As used in this clause--

"Automatic identification device" means a device, such as a reader or interrogator, used to retrieve data encoded on machine-readable media.

"Concatenated unique item identifier" means

(1) For items that are serialized within the enterprise identifier, the linking together of the unique identifier data elements in order of the issuing agency code, enterprise identifier, and unique serial number within the enterprise identifier; or

(2) For items that are serialized within the original part, lot, or batch number, the linking together of the unique identifier data elements in order of the issuing agency code; enterprise identifier; original part, lot, or batch number; and serial number within the original part, lot, or batch number.

"Data matrix" means a two-dimensional matrix symbology, which is made up of square or, in some cases, round modules arranged within a perimeter finder pattern and uses the Error Checking and Correction 200 (ECC200) specification found within International Standards Organization (ISO)/International Electrotechnical Commission (IEC) 16022.

"Data qualifier" means a specified character (or string of characters) that immediately precedes a data field that defines the general category or intended use of the data that follows.

"DoD recognized unique identification equivalent" means a unique identification method that is in commercial use and has been recognized by DoD. All DoD recognized unique identification equivalents are listed at http://www.acq.osd.mil/dpap/pdi/uid/iuid_equivalents.html .

"DoD item unique identification" means a system of marking items delivered to DoD with unique item identifiers that have machine-readable data elements to distinguish an item from all other like and unlike items. For items that are serialized within the enterprise identifier, the unique item identifier shall include the data elements of the enterprise identifier and a unique serial number. For items that are serialized within the part, lot, or batch number within the enterprise identifier, the unique item identifier shall include the data elements of the enterprise identifier; the original part, lot, or batch number; and the serial number.

"Enterprise" means the entity (e.g., a manufacturer or vendor) responsible for assigning unique item identifiers to items.

"Enterprise identifier" means a code that is uniquely assigned to an enterprise by an issuing agency.

"Governments unit acquisition cost" means

(1) For fixed-price type line, subline, or exhibit line items, the unit price identified in the contract at the time of delivery;

(2) For cost-type or undefinitized line, subline, or exhibit line items, the Contractors estimated fully burdened unit cost to the Government at the time of delivery; and

(3) For items produced under a time-and-materials contract, the Contractors estimated fully burdened unit cost to the Government at the time of delivery.

"Issuing agency" means an organization responsible for assigning a globally unique identifier to an enterprise, as indicated in the Register of Issuing Agency Codes for ISO/IEC 15459, located at http://www.aimglobal.org/?Reg_Authority15459 .

"Issuing agency code" means a code that designates the registration (or controlling) authority for the enterprise identifier.

"Item" means a single hardware article or a single unit formed by a grouping of subassemblies, components, or constituent parts.

"Lot or batch number" means an identifying number assigned by the enterprise to a designated group of items, usually referred to as either a lot or a batch, all of which were manufactured under identical conditions.

"Machine-readable" means an automatic identification technology media, such as bar codes, contact memory buttons, radio frequency identification, or optical memory cards.

"Original part number" means a combination of numbers or letters assigned by the enterprise at item creation to a class of items with

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the same form, fit, function, and interface.

"Parent item" means the item assembly, intermediate component, or subassembly that has an embedded item with a unique item identifier or DoD recognized unique identification equivalent.

"Serial number within the enterprise identifier" means a combination of numbers, letters, or symbols assigned by the enterprise to an item that provides for the differentiation of that item from any other like and unlike item and is never used again within the enterprise.

"Serial number within the part, lot, or batch number" means a combination of numbers or letters assigned by the enterprise to an item that provides for the differentiation of that item from any other like item within a part, lot, or batch number assignment.

"Serialization within the enterprise identifier" means each item produced is assigned a serial number that is unique among all the tangible items produced by the enterprise and is never used again. The enterprise is responsible for ensuring unique serialization within the enterprise identifier.

"Serialization within the part, lot, or batch number" means each item of a particular part, lot, or batch number is assigned a unique serial number within that part, lot, or batch number assignment. The enterprise is responsible for ensuring unique serialization within the part, lot, or batch number within the enterprise identifier.

"Type designation" means a combination of letters and numerals assigned by the Government to a major end item, assembly or subassembly, as appropriate, to provide a convenient means of differentiating between items having the same basic name and to indicate modifications and changes thereto.

"Unique item identifier" means a set of data elements marked on items that is globally unique and unambiguous. The term includes a concatenated unique item identifier or a DoD recognized unique identification equivalent.

"Unique item identifier type" means a designator to indicate which method of uniquely identifying a part has been used. The current list of accepted unique item identifier types is maintained at http://www.acq.osd.mil/dpap/pdi/uid/uii_types.html .

(b) The Contractor shall deliver all items under a contract line, subline, or exhibit line item.

(c) Unique item identifier.

(1) The Contractor shall provide a unique item identifier for the following:

- Item Description
- a. Vehicle/Trailer (End Item)
 - b. Engine
 - c. Transmission
 - d. Transfer Case
 - e. Crane, Truck Mounted
 - f. Main Recovery Winch
 - g. Self Recovery Winch (SRW)
 - h. Cargo body
 - i. Wrecker body
 - j. 2500 gal Fuel Tank
 - k. Load Handling System (LHS)
 - l. 5th Wheel
 - m. Axle Assembly
 - n. Independent Suspension - wheel End Assembly
 - o. Independent Suspension Differential Carrier

(iii) Subassemblies, components, and parts embedded within delivered items, items with warranty requirements, DoD serially managed reparable and DoD serially managed nonreparable as specified in Attachment Number -N/A-.

(iv) Any item of special tooling or special test equipment as defined in FAR 2.101 that have been designated for preservation and storage for a Major Defense Acquisition Program as specified in Attachment Number -N/A-.

(v) Any item not included in paragraphs (c)(1)(i), (ii), (iii), or (iv) of this clause for which the contractor creates and marks a unique item identifier for traceability.

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- (2) The unique item identifier assignment and its component data element combination shall not be duplicated on any other item marked or registered in the DoD Item Unique Identification Registry by the contractor.
- (3) The unique item identifier component data elements shall be marked on an item using two dimensional data matrix symbology that complies with ISO/IEC International Standard 16022, Information technology--International symbology specification--Data matrix; ECC200 data matrix specification.
- (4) Data syntax and semantics of unique item identifiers. The Contractor shall ensure that--
- (i) The data elements (except issuing agency code) of the unique item identifier are encoded within the data matrix symbol that is marked on the item using one of the following three types of data qualifiers, as determined by the Contractor:
- (A) Application Identifiers (AIs) (Format Indicator 05 of ISO/IEC International Standard 15434), in accordance with ISO/IEC International Standard 15418, Information Technology--EAN/UCC Application Identifiers and Fact Data Identifiers and Maintenance and ANSI MH 10.8.2 Data Identifier and Application Identifier Standard.
- (B) Data Identifiers (DIs) (Format Indicator 06 of ISO/IEC International Standard 15434), in accordance with ISO/IEC International Standard 15418, Information Technology--EAN/UCC Application Identifiers and Fact Data Identifiers and Maintenance and ANSI MH 10.8.2 Data Identifier and Application Identifier Standard.
- (C) Text Element Identifiers (TEIs) (Format Indicator 12 of ISO/IEC International Standard 15434), in accordance with the Air Transport Association Common Support Data Dictionary; and
- (ii) The encoded data elements of the unique item identifier conform to the transfer structure, syntax, and coding of messages and data formats specified for Format Indicators 05, 06, and 12 in ISO/IEC International Standard 15434, Information Technology-Transfer Syntax for High Capacity Automatic Data Capture Media.
- (5) Unique item identifier.
- (i) The Contractor shall--
- (A) Determine whether to--
- (1) Serialize within the enterprise identifier;
- (2) Serialize within the part, lot, or batch number; or
- (3) Use a DoD recognized unique identification equivalent (e.g. Vehicle Identification Number); and
- (B) Place the data elements of the unique item identifier (enterprise identifier; serial number; DoD recognized unique identification equivalent; and for serialization within the part, lot, or batch number only: Original part, lot, or batch number) on items requiring marking by paragraph (c)(1) of this clause, based on the criteria provided in MIL-STD-130, Identification Marking of U.S. Military Property, latest version;
- (C) Label shipments, storage containers and packages that contain uniquely identified items in accordance with the requirements of MIL-STD-129, Military Marking for Shipment and Storage, latest version; and
- (D) Verify that the marks on items and labels on shipments, storage containers, and packages are machine readable and conform to the applicable standards. The contractor shall use an automatic identification technology device for this verification that has been programmed to the requirements of Appendix A, MIL-STD-130, latest version.
- (ii) The issuing agency code--
- (A) Shall not be placed on the item; and
- (B) Shall be derived from the data qualifier for the enterprise identifier.
- (d) For each item that requires item unique identification under paragraph (c)(1)(i), (ii), or (iv) of this clause or when item unique identification is provided under paragraph (c)(1)(v), in addition to the information provided as part of the Material Inspection and Receiving Report specified elsewhere in this contract, the Contractor shall report at the time of delivery, as part of the Material Inspection and Receiving Report, the following information:
- (1) Unique item identifier.

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- (2) Unique item identifier type.
- (3) Issuing agency code (if concatenated unique item identifier is used).
- (4) Enterprise identifier (if concatenated unique item identifier is used).
- (5) Original part number (if there is serialization within the original part number).
- (6) Lot or batch number (if there is serialization within the lot or batch number).
- (7) Current part number (optional and only if not the same as the original part number).
- (8) Current part number effective date (optional and only if current part number is used).
- (9) Serial number (if concatenated unique item identifier is used).
- (10) Governments unit acquisition cost.
- (11) Unit of measure.
- (12) Type designation of the item as specified in the contract schedule, if any.
- (13) Whether the item is an item of Special Tooling or Special Test Equipment.
- (14) Whether the item is covered by a warranty.
- (e) For embedded subassemblies, components, and parts that require DoD item unique identification under paragraph (c)(1)(iii) of this clause or when item unique identification is provided under paragraph (c)(1)(v), the Contractor shall report as part of the Material Inspection and Receiving Report specified elsewhere in this contract, the following information:
- (1) Unique item identifier of the parent item under paragraph (c)(1) of this clause that contains the embedded subassembly, component, or part.
- (2) Unique item identifier of the embedded subassembly, component, or part.
- (3) Unique item identifier type.**
- (4) Issuing agency code (if concatenated unique item identifier is used).**
- (5) Enterprise identifier (if concatenated unique item identifier is used).**
- (6) Original part number (if there is serialization within the original part number).**
- (7) Lot or batch number (if there is serialization within the lot or batch number).**
- (8) Current part number (optional and only if not the same as the original part number).**
- (9) Current part number effective date (optional and only if current part number is used).**
- (10) Serial number (if concatenated unique item identifier is used).**
- (11) Description.
- ** Once per item.
- (f) The Contractor shall submit the information required by paragraphs (d) and (e) of this clause as follows:
- (1) End items shall be reported using the receiving report capability in Wide Area WorkFlow (WAWF) in accordance with the clause at 252.232-7003. If WAWF is not required by this contract, and the contractor is not using WAWF, follow the procedures at <http://dodprocurementtoolbox.com/site/uidregistry/> .
- (2) Embedded items shall be reported by one of the following methods--
- (i) Use of the embedded items capability in WAWF;

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(ii) Direct data submission to the IUID Registry following the procedures and formats at <http://dodprocurementtoolbox.com/site/uidregistry/> ; or

(iii) Via WAWF as a deliverable attachment for exhibit line item number -7-, Unique Item Identifier Report for Embedded Items, Contract Data Requirements List, DD Form 1423.

(g) Subcontracts. If the Contractor acquires by contract any items for which item unique identification is required in accordance with paragraph (c)(1) of this clause, the Contractor shall include this clause, including this paragraph (g), in the applicable subcontract(s), including subcontracts for commercial items.

(End of clause)

F-2 CHANGED 252.211-7006 PASSIVE RADIO FREQUENCY IDENTIFICATION
(a) Definitions. As used in this clause--

DEC/2019

"Advance shipment notice" means an electronic notification used to list the contents of a shipment of goods as well as additional information relating to the shipment, such as passive radio frequency identification (RFID) or item unique identification (IUID) information, order information, product description, physical characteristics, type of packaging, marking, carrier information, and configuration of goods within the transportation equipment.

"Bulk commodities" means the following commodities, when shipped in rail tank cars, tanker trucks, trailers, other bulk wheeled conveyances, or pipelines:

- (1) Sand.
- (2) Gravel.
- (3) Bulk liquids (water, chemicals, or petroleum products).
- (4) Ready-mix concrete or similar construction materials.
- (5) Coal or combustibles such as firewood.
- (6) Agricultural products such as seeds, grains, or animal feed.

"Case" means either a MIL-STD-129 defined exterior container within a palletized unit load or a MIL-STD-129 defined individual shipping container.

"Electronic Product Code\TM\ (EPC)" means an identification scheme for universally identifying physical objects via RFID tags and other means. The standardized EPC\TM\ data consists of an EPC\TM\ (or EPC\TM\ identifier) that uniquely identifies an individual object, as well as an optional filter value when judged to be necessary to enable effective and efficient reading of the EPC\TM\ tags. In addition to this standardized data, certain classes of EPC\TM\ tags will allow user-defined data. The EPC\TM\ Tag Data Standards will define the length and position of this data, without defining its content.

"EPCglobal" means a subscriber-driven organization comprised of industry leaders and organizations focused on creating global standards for the adoption of passive RFID technology.

"Exterior container" means a MIL-STD-129 defined container, bundle, or assembly that is sufficient by reason of material, design, and construction to protect unit packs and intermediate containers and their contents during shipment and storage. It can be a unit pack or a container with a combination of unit packs or intermediate containers. An exterior container may or may not be used as a shipping container.

"Palletized unit load" means a MIL-STD-129 defined quantity of items, packed or unpacked, arranged on a pallet in a specified manner and secured, strapped, or fastened on the pallet so that the whole palletized load is handled as a single unit. A palletized or skidded load is not considered to be a shipping container. A loaded 463L System pallet is not considered to be a palletized unit load. Refer to the Defense Transportation Regulation, DoD 4500.9-R, Part II, Chapter 203, for marking of 463L System pallets.

"Passive RFID tag" means a tag that reflects energy from the reader/interrogator or that receives and temporarily stores a small amount of energy from the reader/interrogator signal in order to generate the tag response. The only acceptable tags are EPC Class 1 passive RFID tags that meet the EPCglobal\TM\ Class 1 Generation 2 standard.

"Radio frequency identification (RFID)" means an automatic identification and data capture technology comprising one or more reader/interrogators and one or more radio frequency transponders in which data transfer is achieved by means of suitably modulated inductive or radiating electromagnetic carriers.

"Shipping container" means a MIL-STD-129 defined exterior container that meets carrier regulations and is of sufficient strength, by reason of material, design, and construction, to be shipped safely without further packing (e.g., wooden boxes or crates, fiber and metal drums, and corrugated and solid fiberboard boxes).

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(b)(1) Except as provided in paragraph (b)(2) of this clause, the Contractor shall affix passive RFID tags, at the case- and palletized-unit-load packaging levels, for shipments of items that--

(i) Are in any of the following classes of supply, as defined in DoD Manual 4140.01, Volume 6, DoD Supply Chain Materiel Management Procedures: Materiel Returns, Retention, and Disposition:

- (A) Subclass of Class I--Packaged operational rations.
- (B) Class II--Clothing, individual equipment, tentage, organizational tool kits, hand tools, and administrative and housekeeping supplies and equipment.
- (C) Class IIIP--Packaged petroleum, lubricants, oils, preservatives, chemicals, and additives.
- (D) Class IV--Construction and barrier materials.
- (E) Class VI--Personal demand items (non-military sales items).
- (F) Subclass of Class VIII--Medical materials (excluding pharmaceuticals, biologicals, and reagents--suppliers should limit the mixing of excluded and non-excluded materials).
- (G) Class IX--Repair parts and components including kits, assemblies and subassemblies, repairable and consumable items required for maintenance support of all equipment, excluding medical-peculiar repair parts; and

(ii) Are being shipped to one of the locations listed at https://www.acq.osd.mil/log/sci/RFID_ship-to-locations.html or to--

- (A) A location outside the contiguous United States when the shipment has been assigned Transportation Priority 1, or to--
- (B) The following location(s) deemed necessary by the requiring activity:

Contract line, subline, or exhibit line item number	Location name	City	State	DoDAAC
-N/A-	-N/A-	-N/A-	-N/A-	-N/A-

(2) The following are excluded from the requirements of paragraph (b)(1) of this clause:

- (i) Shipments of bulk commodities.
- (ii) Shipments to locations other than Defense Distribution Depots when the contract includes the clause at FAR 52.213-1, Fast Payment Procedures.

(c) The Contractor shall--

- (1) Ensure that the data encoded on each passive RFID tag are globally unique (i.e., the tag ID is never repeated across two or more RFID tags) and conforms to the requirements in paragraph (d) of this clause;
- (2) Use passive tags that are readable; and
- (3) Ensure that the passive tag is affixed at the appropriate location on the specific level of packaging, in accordance with MIL-STD-129 (Section 4.9.2) tag placement specifications.

(d) Data syntax and standards. The Contractor shall encode an approved RFID tag using the instructions provided in the EPC\TM\ Tag Data Standards in effect at the time of contract award. The EPC\TM\ Tag Data Standards are available at <http://www.gs1.org/epc-rfid> .

(1) If the Contractor is an EPCglobal\TM\ subscriber and possesses a unique EPC\TM\ company prefix, the Contractor may use any of the identifiers and encoding instructions described in the most recent EPC\TM\ Tag Data Standards document to encode tags.

(2) If the Contractor chooses to employ the DoD identifier, the Contractor shall use its previously assigned Commercial and Government Entity (CAGE) code and shall encode the tags in accordance with the tag identifier details located at <http://www.acq.osd.mil/log/sci/ait.html> . If the Contractor uses a third-party packaging house to encode its tags, the CAGE code of the third-party packaging house is acceptable.

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(3) Regardless of the selected encoding scheme, the Contractor with which the Department holds the contract is responsible for ensuring that the tag ID encoded on each passive RFID tag is globally unique, per the requirements in paragraph (c)(1) of this clause.

(e) Advance shipment notice. The Contractor shall use Wide Area WorkFlow (WAWF), as required by DFARS 252.232-7003, Electronic Submission of Payment Requests, to electronically submit advance shipment notice(s) with the RFID tag ID(s) (specified in paragraph (d) of this clause) in advance of the shipment in accordance with the procedures at <https://wawf.eb.mil/>.

(End of clause)

FS7003

F.____ DEPOT ADDRESS FOR THE APPLICABLE MODE OF SHIPMENTS: IN-THE-CLEAR ADDRESSES

Rail/ MILSTRIP

Motor Address Rail Motor Parcel Post

SPLC* Code Ship To: Ship To: Mail To:

206721/ W25G1U Transportation Officer Transportation Officer Transportation Officer

209405 Defense Dist Depot Defense Dist Depot Defense Dist Depot

Susquehanna Susquehanna Susquehanna

New Cumberland, PA New Cumberland, PA New Cumberland, PA

17070-5001

NOTE: All deliveries to New Cumberland MUST be scheduled at least 10 days prior to the delivery date. The carrier or contractor must call the New Cumberland DDSP customer service number, 800-307-8496 and provide the following information: contract number, item name, National Stock Number, total weight and cube, and vendor. All shipments to this MILSTRIP address code (W25G1U) are for mission stock and they will need to know that as well, but if you have instructions from the Contracting Officer to use MILSTRIP address code W25N14 instead, you must inform the appointment-taker that the delivery is for Consolidation and Containerization Point (CCP) stock. Appointments for FOB Origin shipments should be coordinated with DCMA Transportation.

875670/ W62G2T Transportation Officer Transportation Officer Transportation Officer

875675 XU Def Dist Depot XU Def Dist Depot Dist Depot San Joaquin

San Joaquin San Joaquin P O Box 96001

25600 S Chrisman Rd 25600 S Chrisman Rd Stockton, CA 95296-0130

Rec Whse 10 Rec Whse 10

Tracy, Ca 95376-5000 Tracy, Ca 95376-5000

471995/ W31G1Z Transportation Officer Transportation Officer Transportation Officer

471996 Anniston Army Depot, Anniston Army Depot, Anniston Army Depot,

Bynum, AL Bynum, AL Anniston, AL 36201-5021

209741/ W25G1R Transportation Officer Transportation Officer Transportation Officer

209770 Letterkenny Army Depot, Letterkenny Army Depot, Letterkenny Army Depot,

Culbertson, PA Chambersburg, PA Chambersburg, PA

Name of Offeror or Contractor:

17201-4150

661136/ W45G19 Transportation Officer Transportation Officer Transportation Officer

661157 W56R2M Red River Army Depot, Red River Army Depot, Red River Army Depot,

Defense, TX Texarkana, TX Texarkana, TX 75507-5000

764538/ W67G23 Transportation Officer Transportation Officer Transportation Officer

764535 Tooele Army Depot, Tooele Army Depot, Tooele Army Depot,

Warner, UT Tooele, UT Tooele, UT 84074-5003

***SPLC indicates Standard Point Locator Code.

NOTE: The following is applicable only when so specified in an individual order or delivery increment:

This requirement is a depot replenishment buy, a portion of which is or may be required to fill Direct Support System (DSS) requisitions. Shipment shall be made, as specified, to one or more of:

New Cumberland Army Depot

Red River Army Depot

Sharpe Army Depot

prior to shipments to any other depots as may be designated. When more than one depot is designated for DSS shipments, priority shipments will be made equally to each of the designated destinations.

FS7033

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F. __ FOB POINT

Delivery on F.O.B. origin offers will be F.O.B. Carrier's equipment, wharf, or freight station, at the Government's option, at or near:

- (1) Contractor's Plant: _____
- (City) (State) (ZIP) (County)
- (2) Subcontractor's Plant: _____
- (City) (State) (ZIP) (County)

FS7202

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F. __ TRANSPORTATION DATA FOR FOB ORIGIN OFFERS

(a) Provide the following information for us to use in selecting the most favorable mode of shipment. We'll also use this information in our evaluation of transportation costs.

Offeror represents that:

Name of Offeror or Contractor:

(1) Facilities for shipping by rail

[] are

[] are not

available at the F.O.B. point(s) stated in this solicitation.

(2) If rail facilities are not available at the F.O.B. point(s), the name and location of the nearest team track is:

(NAME) (LOCATION)

(3) Facilities for shipping by water

[] are

[] are not

available at the F.O.B. point(s) stated in this solicitation.

(4) Facilities for shipping by motor

[] are

[] are not

available at the F.O.B. point(s) stated in this solicitation.

(5) If there is a Contractor Reimbursable Loading Charge and you didn't include it in the offered unit price in Section B, please indicate it below, per unit:

RAIL: /Unit MOTOR: /Unit WATER: /Unit

CAUTION: Give the cost of Reimbursable Loading Charge (not already included in the offered Unit Price) on a per unit basis. The unit of measure is as indicated on the Schedule page (Section B), under the Unit Column.

(b) We will consider any charge listed above in the overall transportation evaluation of this solicitation. Unless you fill-in the above information for loading charges, we will consider all costs associated with loading to be included in the item price offered in Section B. These costs include: (i) loading, (ii) blocking, (iii) bracing, (iv) drayage, (v) switching, or (vi) any other service necessary to effect delivery F.O.B. carrier's equipment you've indicated as available and we specify at time of shipment.

(c) If rail facilities aren't available at the designated F.O.B. point(s), rail won't be used unless directed by the Administrative Contracting Officer (ACO). If the ACO tells you rail facilities will be used, we'll adjust the contract price by adding the loading charge filled in above for transportation to the nearest rail facility.

(d) If there is no fill in provided for an additional charge for rail shipment above (a)(5), the contractor agrees that the contract price already includes all charges for such shipments, therefore shipment by rail will result in any additional cost to the Government.

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F. VERIFICATION OF FOREIGN MILITARY SALES (FMS) ADDRESSES

At least 10 days prior to the first shipment of supplies under this contract, the Contractor shall submit an email request to the cognizant Transportation Office via the Administrative Contracting Officer (ACO) for verification of the FMS "ship-to" address(es) contained in this contract.

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SECTION F DELIVERIES OR PERFORMANCE

F.1 Basic Issue Item (BII). The contractor shall ensure all required BII is present for issue with its associated vehicle or kit. The contractor shall ensure all BII is packed and preserved IAW Section D of this contract. The contractor shall provide any items shipped short at no additional cost to the Government. The contractor is responsible for all additional travel and labor costs required to support delayed Government fielding efforts resulting from BII shortages or failure to follow packaging instructions. The contractor shall not be responsible for any BII pilfered, lost or missing once it has been shipped as directed when verified with shipping documentation. Subcontracting does not relieve the prime contractor of responsibility for meeting the BII requirements. The contractor shall respond to any Shipping Discrepancy Reports for BII deficiencies with corrective action IAW CDRL A021.

F.1.1 BII in Stowage. All BII required to be shipped stowed on the vehicle shall be stowed in as few vehicle stowage boxes as necessary. All vehicle stowage boxes with BII shall be secured with a serialized tamper evident lock that requires a bolt-cutter no greater in size than a nominal 36 to remove it. The bill of lading shall document the serial number.

F.1.2 BII for Divisible Loads. BII kits for PLS, M984A4s, M985A4 GMTs, M1120A4 with ECHU, and M1070A1s shall ship separately from the vehicle. The Shipping Instructions Request (SIR) for divisible load BII kits shall be submitted to DCMA within one business day of the associated vehicle SIR being requested.

F.1.3 Fuel in the Vehicle. All fuel caps shall have a tamper evident seal applied subsequent to the last fuel fill prior to shipping.

*** END OF NARRATIVE F0001 ***

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SECTION G - CONTRACT ADMINISTRATION DATA

<u>Status</u>	<u>Regulatory Cite</u>	<u>Title</u>	<u>Date</u>
G-1 CHANGED	252.232-7006	WIDE AREA WORKFLOW PAYMENT INSTRUCTIONS	DEC/2018

(a) Definitions. As used in this clause--

"Department of Defense Activity Address Code (DoDAAC)" is a six position code that uniquely identifies a unit, activity, or organization.

"Document type" means the type of payment request or receiving report available for creation in Wide Area WorkFlow (WAWF).

"Local processing office (LPO)" is the office responsible for payment certification when payment certification is done external to the entitlement system.

"Payment request" and "receiving report" are defined in the clause at 252.232-7003, Electronic Submission of Payment Requests and Receiving Reports.

(b) Electronic invoicing. The WAWF system provides the method to electronically process vendor payment requests and receiving reports, as authorized by Defense Federal Acquisition Regulation Supplement (DFARS) 252.232-7003, Electronic Submission of Payment Requests and Receiving Reports.

(c) WAWF access. To access WAWF, the Contractor shall--

(1) Have a designated electronic business point of contact in the System for Award Management at <https://www.sam.gov> ; and

(2) Be registered to use WAWF at <https://wawf.eb.mil/> following the step-by-step procedures for self-registration available at this Web site.

(d) WAWF training. The Contractor should follow the training instructions of the WAWF Web-Based Training Course and use the Practice Training Site before submitting payment requests through WAWF. Both can be accessed by selecting the "Web Based Training" link on the WAWF home page at <https://wawf.eb.mil/> .

(e) WAWF methods of document submission. Document submissions may be via Web entry, Electronic Data Interchange, or File Transfer Protocol.

(f) WAWF payment instructions. The Contractor shall use the following information when submitting payment requests and receiving reports in WAWF for this contract or task or delivery order:

(1) Document type. The Contractor shall submit payment requests using the following document type(s):

- (i) Invoice (stand-alone).
- (ii) Receiving report (stand-alone).

(B) For services that do not require shipment of a deliverable, submit either the Invoice 2in1, which meets the requirements for the invoice and receiving report, or the applicable invoice and receiving report, as specified by the Contracting Officer.

N/A

(3) Document routing. The Contractor shall use the information in the Routing Data Table below only to fill in applicable fields in WAWF when creating payment requests and receiving reports in the system.

Routing Data Table*	
Field Name in WAWF	Data to be entered in WAWF
Pay Official DoDAAC	HQ339
Issue By DoDAAC	W56HZV
Admin DoDAAC	S1403A
Inspect By DoDAAC	S1403A
Ship To Code	See Schedule

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Ship From Code	See Schedule
Mark For Code	N/A
Service Approver (DoDAAC)	N/A
Service Acceptor (DoDAAC)	N/A
Accept at Other DoDAAC	Contact ACO
LPO DoDAAC	N/A
DCAA Auditor DoDAAC	N/A
Other DoDAAC(s)	N/A

(4) Payment request. The Contractor shall ensure a payment request includes documentation appropriate to the type of payment request in accordance with the payment clause, contract financing clause, or Federal Acquisition Regulation 52.216-7, Allowable Cost and Payment, as applicable.

(5) Receiving report. The Contractor shall ensure a receiving report meets the requirements of DFARS Appendix F.

(g) WAWF point of contact.

(1) The Contractor may obtain clarification regarding invoicing in WAWF from the following contracting activity's WAWF point of contact.

Michelle Houtman
Administrative Contracting Officer (ACO)
Defense Contract Management Agency (DCMA)
920-252-8400
michelle.l.houtman.civ@mail.mil

(2) Contact the WAWF helpdesk at 866-618-5988, if assistance is needed.

(End of clause)

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SECTION H - SPECIAL CONTRACT REQUIREMENTS

H.1 Warranty. This warranty provision does not limit the Government's rights under the inspection and acceptance clause in relation to latent defects, fraud, or gross mistakes that amount fraud.

H.1.1 Definitions. For purposes of this clause, the following definitions apply:

H.1.1.1 Vehicle/Trailer. A vehicle/trailer, as identified in Attachment 0010, includes the entire end item including all parts, all BII and items/components/kits required to be delivered with it.

H.1.1.2 End Item. An assemblage of supplies that comprise a complete system, i.e., vehicles, kits and trailers are end items.

H.1.1.3 Defect or Failure. Any end item or part, assembly, or subassembly on the end item that does not function or operate as it is designed/intended.

H.1.1.4 Systemic Defect. The classification of failures that occurs or may occur with a frequency, pattern, or sameness to indicate a regularity of occurrence. The following are examples of documentation to be used in determining if a failure is systemic:

- Equipment Improvement Recommendations
- Product Quality Deficiency Reports (reference E.3)
- PQDR/Warranty Claim Data Base (reference E.3.1)
- In-Process Critical/Major Defects/Failures (reference E.2.1.3)

Systemic defects are covered by systemic warranty which covers the complete vehicle, and all its components, to include subcontractor components, parts and labor.

H.1.1.5 Correction. The repair or replacement of defective or failed warranted components on the end items (to include parts, kits, assemblies or subassemblies on the end items) delivered under this contract.

H.1.1.6 Redesign. The remedy to correct a defect or failure on warranted items when workmanship, material and manufacturing nonconformance (E.1.2.6) have been eliminated as the cause of the failure or defect. Redesign applies only to systemic defects.

H.1.1.7 Unclassified (Workmanship) Deficiencies. All unclassified (workmanship) deficiencies that have no effect on form fit or function, safety, interchangeability, life, vehicle performance or jeopardize mission capability but are considered departures from good workmanship.

H.1.2 Warranties. Except as provided in H.1.2.4, Exclusions and H.1.5, the contractor shall be responsible for any corrections or redesigns necessary to remedy system defects or failures found in end items or parts, assemblies or subassemblies of end items. The contractors obligation to repair or replace the defect or failure at no cost to the Government shall include responsibility for:

- The costs of repair parts and any labor necessary to redesign, repair, replace or correct the defective/failed item.
- Furnishing all labor and material to reinspect the items that the Government reasonably expects to be defective.
- Accomplishing the required repair or replacement of the defective or failed item, and
- Test, inspect, package, pack and mark repaired or replaced items, when needed.
- All costs associated with any configuration changes which are incorporated into the contract as a result of a system defect or warranty.

H.1.2.1 Hand-Off Warranty. Notwithstanding inspection and acceptance by the Government of the end items and services provided under the contract, the contractor warrants that all accepted vehicles conform to the performance and manufacturing requirements specifically delineated in this contract and conform to the performance requirements defined in ATPD 2304D, Attachment 0001 (for the HEMTT/PLS/PLST); ATPD 2152G, Attachment 0002 (for the HET). The warranty is the same for vehicles and other end items used both CONUS and OCONUS. The contractor shall provide repair parts and be responsible for all required repair labor resulting from defects/failures on warranted items at no additional cost to the Government. The contractor shall only be responsible for transportation damage directly caused as a result of the contractor's effort to load and secure vehicles shipped from the contractors facility.

H.1.2.2 Material and Workmanship Warranty.

- The warranty, as identified in this contract, shall be effective for 13 months from the date of shipment. The date of shipment shall be as shown on the Requisition and Invoice/Shipping Document (Bill of lading). The contractor shall inform the Government greater warranty coverage on components, to the extent that the contractor's suppliers customarily provide such greater coverage to their

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commercial customers.

b. If vehicles or trailers are placed in storage at the contractor's facility following production, before being put in service, the 13-month warranty period shall not start until each such vehicle is withdrawn from that storage, or the 13-month warranty period shall not start until nine months from the date shown on the Material Inspection and Receiving Report (DD Form 250); whichever occurs first. The date the vehicle or trailer is withdrawn from storage shall be as shown on the Requisition and Invoice/Shipping Document (Bill of lading). For example: vehicles stored up to and including nine months will have a 13 month warranty period from date of shipment; however, if a vehicle is stored for ten months and then shipped from the contractor's facility, that vehicle's warranty period will be for 12 months from the shipping date, likewise, a vehicle stored for 11 months, then shipped from the contractor's facility, will have an 11 month warranty period from the shipping date.

c. Notwithstanding inspection and acceptance by the Government of the end items furnished under this contract, the contractor warrants that the end items will be free from defects in material and workmanship and will conform to the requirements of this contract for the duration of the warranty period. All remedies which the Government may seek will be brought against the contractor. The contractor shall be responsible for the administration of all subcontractor warranties. The warranty is the same for both CONUS and OCONUS.

H.1.2.3 Systemic Defect Warranty. Notwithstanding inspection and acceptance by the Government of the end items furnished under this contract, the contractor warrants that end items shall be free of systemic defects and failures. The contractor shall be responsible for correcting systemic defects on all end items. If a systemic defect is discovered and workmanship, material or manufacturing non-conformance has been determined as the cause of such defect, the contractor shall be responsible for developing and implementing a redesign as necessary to correct the defect at no additional cost to the Government. The contractor shall be responsible for all costs associated with the end item level testing required to validate the proposed redesign, plus all efforts normally associated with an ECP to include provisioning and manual updates. The contractor shall incorporate the redesign into the production process and may be required to retrofit some or all of the end items procured under this contract. The contractor shall provide a systemic defect warranty for all end items, regardless of manufacture date, (to include vehicles, trailers, kits) for 24 months from Government acceptance (DD250) of the last vehicle produced under this contract.

H.1.2.4 Exclusions. The warranties set forth in this clause shall not apply to any defect caused by misuse or abuse of the end item, accident damage, damage incurred during Government transportation, combat damage, normal wear and tear, or by the Government's failure to perform proper maintenance or service on the end item as cited in the vehicles TM.

H.1.3 Notification of Warranty Claim. Written notification to the contractor of a warranty claim will be provided with the contractors warranty claim form and/or PQDR and will constitute the formal warranty claim.

H.1.3.1 For Material, Workmanship and Subcontractor warranties, the contractor shall be notified of warranty claims by an authorized Government official or the Government's Representative electronically, followed up by a Standard Form (SF) 368 or contractors warranty claim form. Notification dates initiate the period for the contractor to perform the necessary corrective action(s). The PCO will provide the contractor written notification of a systemic defect.

H.1.3.2 Warranty information requirements to the contractor for Hand-Off, and Material and Workmanship warranties, will include, but not necessarily be limited to: PQDR or warranty claim number; date of customer claim; customer identification and location; and the end item serial number; operating hours or miles on the equipment; and a description of or circumstances surrounding the defects. The contractor shall respond electronically to each claim with the contractors warranty completion form which will include a warranty claim number, part numbers, manufacture cage code, National Stock Numbers of the defective supplies, root cause reason for the deficiency, and the date the individual claim is closed. The contractor shall provide the response within five days of closure of the claim to the PCO or their representative. (Reference: E.3.1)

H.1.4 Updated Contractor Correction. The contractor shall complete 85% of corrections, calculated on a monthly basis, on site at the vehicles location, at a Government approved repair facility, or at a contractor approved repair facility under the Material and Workmanship and component warranties within 21 calendar days of the notification date with no open warranty claims exceeding 60 days unless additional time is authorized by the PCO. The Contractor shall deliver the data to the Government IAW Section E.3.1.

H.1.4.1 The contractor shall correct systemic defects within 60 calendar days after notification by the PCO of a systemic defect, unless a redesign or an extensive repair effort is required. If a redesign or an extensive repair effort is required, the contractor shall notify the PCO in writing within 30 calendar days after notification from the PCO and shall provide the date by which correction will be completed, subject to Government concurrence or acceptance.

H.1.5 Government Correction. The Government may elect to retain the defective or failed item and unilaterally reduce the contract price by an equitable amount or arrange for the correction of the defective or failed item by the Government or another source, at the contractors expense.

H.1.5.1 The Government may elect to perform corrective actions/repairs for warranted components. The contractor shall ship replacement parts for Government corrective actions within fourteen (14) calendar days of notification of parts receipt. CONUS requirements shall be shipped to the repair location, including Alaska and Hawaii). OCONUS requirements will be shipped to a Government provided APO or CONUS

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Port of Embarkation. The contractor is not responsible for any damages occurring during transportation after receipt of components at the repair location, APO or CONUS Port of Embarkation.

H.1.5.2 Warranty Reimbursement for Government Corrections. If the contractor cannot take corrective action to correct or repair the warranted item(s), the contractor shall reimburse the Government for the labor and parts required to correct or repair defective parts. The Government will notify the contractor in writing for the reimbursement required. The contractor shall remit payment by the 15th day of each month for all warrantable claims by the Government for reimbursement which were received by the contractor in the previous month. Payment shall be sent to PM, HTV (Attn: Business Management), with checks made payable to "The Treasurer of the United States". The contractor shall maintain a list identifying the user's warranty claim number, date of claim, and amount of each claim broken out by parts and labor, and contract number under which each claim arose. A copy of the list marked with the identifying check numbers shall be provided to the Administrative Contracting Officer (ACO) concurrent with payment.

H.1.6 Contractor Rights and Remedies. The contractor has the right to inspect parts found to be defective under the vehicle/end item warranties at the fielding or using unit location. The contractor will be allowed to take possession of failed parts following their replacement upon request. All such parts for which the contractor takes into possession shall be identified by the contractor with all the information necessary to later identify the vehicle from which the part was removed and the associated mileage at time of removal. All freight charges for the requested return of defective/failed parts released to the Field Service Representative (FSR) or otherwise disposed of are the responsibility of the contractor.

H.1.6.1 The contractor will be allowed to inspect defective supplies under the Systemic Defect warranty to the extent possible. Because of the nature of a systemic defect, all individual defective parts may not be available. The contractor will be provided with all documentation used to determine that a defect is considered systemic upon written request to the PCO. The contractor shall inform the Government of any testing, study or inspection findings of returned warranty parts upon Government request (CDRL A023). The above-described inspection rights do not relieve the contractor of its obligation to initiate the warranty replacement/repair action when notified by the Government of a warranty claim. In the event that the contractor determines that the defective supplies are not warrantable, it shall immediately notify the PCO and provide detailed rationale supporting its position.

H.2 Pricing Instructions for Vehicle Procurements.

H.2.1 Pricing. The purpose of this section is to define the method that both the Government and the contractor shall use to determine price when adding vehicles to this contract.

H.2.1.1 For informational purposes only, the estimated quantity of 2,248 vehicles in the solicitation is not a representation to the contractor of what the Government may order.

H.2.2 Ordering Year Price. Prices for items procured under this contract have been provided in an Ordering Year format. Ordering Years are as follows:

1. First Ordering Year of the Contract is 1 Day through 364 Days after Contract award.
2. Second Ordering Year of the Contract is 365 Days through 729 days after contract award.
3. Third Ordering Year of the Contract is 730 days through 1,094 days after contract award.
4. Fourth Ordering Period is 1,095 days through 1,459 days after contract award.
5. Fifth Ordering Period is 1,460 days through 1,824 days after contract award

H.2.3 Range Pricing for Base Unit Price. The range pricing used for each delivery order shall be determined based on the following three items: 1) the total quantity, by model, to be procured, regardless of the delivery period, 2) all other trucks of the same model currently on contract, whose delivery period overlaps the delivery period of the current action and, 3) all orders of the same vehicle models placed within 30 days of the date of award for the current action. The sum of these three actions, by model type, will determine the range price used for the current delivery order. For the purpose of Range Pricing Breaks, Multiple Delivery Orders issued on the same day will be treated as a total quantity. The pricing for previously awarded delivery orders will remain unchanged.

H.2.3.1 The range pricing determination for the base unit price described in Section H.2.3 will also determine the range pricing for the HET and PLST as well.

H.2.4 HEMTT and PLS (excluding PLST) Range Pricing for Paint. The paint range pricing used for each delivery order shall be determined based on the following three items: 1) the total quantity by platform (HEMTT or PLS), to be procured, regardless of the delivery period, 2) all other trucks of the same platform currently on contract, whose delivery period overlaps the delivery period of the current order and, 3) all orders of the same platform (HEMTT or PLS) placed within 30 days of the date of award for the current order. The sum of these three actions, by platform type, will determine the paint range price used for the current delivery order. For the purpose of Range Pricing Breaks, Multiple Delivery Orders issued on the same day will be treated as a total quantity. The pricing for previously awarded delivery orders will remain unchanged.

H.2.5 HEMTT and PLS (excluding PLST) Range Pricing for Common Cab. The common cab range pricing used for each delivery order shall be determined based on the following three items: 1) the total quantity, both HEMTT and PLS, to be procured, regardless of the delivery period, 2) all other HEMTT and PLS currently on contract, whose delivery period overlaps the delivery period of the current action and,

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3) all orders for HEMTT and PLS placed within 30 days of the date of award for the current action. The sum of these three actions, will determine the common cab range price used for the current delivery order. For the purpose of Range Pricing Breaks, Multiple Delivery Orders issued on the same day will be treated as a total quantity. The pricing for previously awarded delivery orders will remain unchanged.

H.2.6 Total Truck Price. For purposes of pricing a HEMTT and PLS, the base unit price, paint unit price and common cab unit price must be added together to arrive at total truck price. The truck price for these three elements is determined by the Range Pricing as defined in Sections H.2.3, H.2.4 and H.2.5.

H.2.7.2 Quantity Common Cab Price Break Example: Quantity price breaks are 1-30, 31-90, 91-180, 181-300, 301-600 and 601 and above. Current procurement is for 190 each HEMTT RECAP M977A4 CARGO, 27 each HEMTT RECAP Wrecker M984A4 and 91 each M1075A1 PLS. Based on the forecast and a review of production, the trucks shall all be delivered between January 2017 and December 2017. The last 20 trucks of an earlier order for 200 each M984A4s, placed 6 months ago, are delivered in January 2017. Finally the Government placed an order for 100 each M984A4s 21 days ago. Therefore, the total quantity of vehicles to be considered for the purpose of determining the quantity common cab price break for the current action is 428 each (HEMTTs and PLS). Therefore, the quantity common cab price break used for the current action for both HEMTTs and PLS being ordered is the 301-600 break.

H.3 Cost and Software Data Reporting (CSDR). Cost and Software Data are the primary means by which the DoD collects data on the costs that contractors incur on DoD programs. Reliable and comprehensive cost data is essential to produce credible cost estimates as required in both statute and regulation. The Governments goals and use of CSDR data is to improve the quality of cost estimates; ensure proper resource allocation occurs within the DoD; and enable data driving decision making by program and department leadership.

H.3.1 The contractor shall systematically collect and report actual contract costs in accordance with, and in order to, deliver the following CDRLs data deliverables:

Report Title	CDRL
Bill of Materials (BOMs)	A028
Contract Cost Data Report (DD Form 1921)	A025
Contract Work Breakdown Structure and Dictionary	A024
Contractor Business Data Report (DD Form 1921-3)	A027
Functional Cost-Hour Report (DD Form 1921-1)	A026
Maintenance and Repair Report (DD Form 1921-M/R)	A033
Progress Curve Report (DD Form 1921-2)	A032
Resource Distribution Table	A035

The contractor shall prepare CSDR reports IAW the above listed CDRLs and Attachment 0008 (CSDR Plan).

H.3.2 Application to Subcontractors. The contractor shall flow-down CSDR requirements referenced in sections H.3.1 and its sub-paragraphs to subcontractors regardless of tier when the subcontract value is expected to exceed \$50 million using the maximum allowable contract quantities, hours, or options (as applicable), as required by Department of Defense (DoD) 5000.04-M-1 - CSDR Manual. The contractor shall require subcontractors to electronically deliver CSDRs deliverables directly to the Defense Cost and Resource Center (DCARC). The contractor shall ensure that subcontractors subject to CSDR reporting thresholds collect data in sufficient detail to meet Attachment 0008 - CSDR Plan requirements. The contractor shall collect and deliver data on all subcontractors to comply with Attachment 0009 and CDRL A035 - Resource Distribution Table and Attachment 0008 - CSDR Plan requirements.

H.3.3 Post-Award Cost and Software Data Reporting Conference. The contractor shall host a Post-Award CSDR Conference at the contractor's Oshkosh, WI facility where CSDRs are prepared with the Government's Cost Working Group Integrated Product Team (CWIPT) IAW DFARS 242.503-2(b), DoD 5000.04-M-1 (CSDR Manual). The purpose of the Post-Award CSDR Conference is to review the contracts CSDR requirements, access how the Contractors accounting system satisfies the CSDR requirements found in DoD 5000.04-M-1, CSDR Manual and Attachment 0008 - CSDR Plan. The Contractor shall provide a read ahead package for the Post-Award CSDR Conference IAW CDRL A019.

In the briefing, the contractor shall:

(1) Demonstrate how it collects cost data in its accounting system and how that data will be utilized to provide actual cost transactions and not cost allocations when preparing CSDR data deliverables - Describe how recurring vs. nonrecurring costs are segregated.

(2) Demonstrate how the data from its accounting system will be mapped into the reporting categories in Attachment 0008 - CSDR Plan.

(3) Present the methodologies used for mapping internal cost accounts to the CWBS, specifically showing how individual CWBS elements and functional element codes will be populated.

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(4) Propose changes to Attachment 0008 - CSDR Plan in order to tailor the plan to the contractors accounting system, to include any contractor recommended changes or additions to the CWBS elements in Attachment 0008 - CSDR Plan.

The Government will inform the contractor of the exact date of the Post-Award CSDR Conference within 30 days of completing the Contract Start of Work Meeting. This conference has an anticipated duration of one business day.

H.3.4 Contract Work Breakdown Structure (CWBS) & Dictionary. The contractor shall develop and maintain a CWBS and CWBS Dictionary IAW CDRL A024 throughout the life of the contract. The contractor shall use the CWBS as the primary framework for contract planning, budgeting, and reporting of the cost, schedule, and technical performance status to the Government. The contractor shall extend the CWBS to provide adequate internal management, surveillance, and performance measurement of the contract. The contractor shall ensure all CWBS oriented reporting is compliant with at least the lowest WBS levels identified by Attachment 0008 - CSDR Plan.

H.3.4.1 The contractor shall develop and maintain the data item in accordance with DI-MGMT-81334D, MIL-STD-881D, Attachment 0008 - CSDR Plan, the CSDR Manual (DoD 5000.04-M-1), and as tailored in the CDRL. The CSDR Manual is available from the CADE website at <http://cade.osd.mil/> .

H.3.5 Resource Distribution Table (RDT)
The contractor shall complete the RDT, provided as Attachment 0009 (RDT), and deliver it to the Government IAW CDRL A035 (RDT).

H.3.5.1 The contractor shall develop and maintain the data item in accordance with MIL-STD-881D, Attachment 0008 - CSDR Plan, and the CSDR Manual (DoD 5000.04-M-1). The CSDR Manual is available from the CADE website at <http://cade.osd.mil/> .

H.3.6 Cost Data Summary Report (CDSR, DD Form 1921)
The contractor shall prepare and deliver CDRL A025, the Cost Data Summary Report (DD Form 1921) to report direct and indirect actual cost data on both a recurring and non-recurring basis by CSDR CWBS level as specified in Attachment 0008 - CSDR Plan.

H.3.6.1 The contractor shall develop and maintain the data item in accordance with DI-FNCL-81565C, MIL-STD-881D, Attachment 0008 - CSDR Plan, and the CSDR Manual (DoD 5000.04-M-1). The CSDR Manual is available from the CADE website at <http://cade.osd.mil/> .

H.3.7 Functional Cost-Hour Report (FCHR, DD Form 1921-1)
The contractor shall prepare and deliver CDRL A026, Functional Cost-Hour Report (DD Form 1921-1) to report information on resources including labor hours, overhead costs, material costs, and other direct and indirect cost data on both a recurring and non-recurring basis by CSDR CWBS level as specified in Attachment 0008 - CSDR Plan.

H.3.7.1 The contractor shall develop and maintain the data item in accordance with DI-FNCL-81566C, MIL-STD-881D, Attachment 0008 - CSDR Plan, and the CSDR Manual (DoD 5000.04-M-1). The CSDR Manual is available from the CADE website at <http://cade.osd.mil/> .

H.3.8 Progress Curve Report (PCR, DD Form 1921-2)
The contractor shall prepare and deliver CDRL A032, the Progress Curve Report (DD Form 1921-2) to report direct production cost and hours data at the unit level, as specified in Attachment 0008 - CSDR Plan.

H.3.8.1 The contractor shall develop and maintain the data item in accordance with DI-FNCL-81567C, MIL-STD-881D, Attachment 0008 - CSDR Plan, and the CSDR Manual (DoD 5000.04-M-1). The CSDR Manual is available from the CADE website at <http://cade.osd.mil/> .

H.3.9 Contractor Business Data Report (CBDR, DD Form 1921-3)
The contractor shall prepare and deliver CDRL A027, the Contractor Business Data Report (DD Form 1921-3) to provide the means to facilitate estimating and analysis of indirect contract costs, as specified in Attachment 0008 - CSDR Plan.

H.3.9.1 The contractor shall develop and maintain the data item in accordance with DI-FNCL-81765B, MIL-STD-881D, Attachment 0008 - CSDR Plan, the CSDR Manual (DoD 5000.04-M-1). The CSDR Manual is available from the CADE website at <http://cade.osd.mil/> .
Contractors shall be required to deliver 1921-3 Contractor Business Data Report (CBDR) on an annual basis within 60 days subsequent to the end of the contractors fiscal year for the life of the contract in accordance with DI-FNCL-81765B (or most recently approved version). Only one report is required to be completed and delivered by each FPR (Forward Pricing Rate) unit (e.g., plant, site, business unit) per year, independent of the number of contracts within the FPR unit which contain this CDRL item. The CBDR is to be prepared by and for the business entity (e.g., plant, site, or business unit) responsible for delivering the Forward Pricing Rate Proposal (FPRP) representing the basis for Forward Pricing Rate Agreement (FPRA) negotiations with the Government. In the absence of a FPR requirement, the term FPR unit should be interpreted for reporting purposes as business unit as defined in the FAR. The DCARC is responsible for administration of this requirement. The DCARC website is located at <http://cade.osd.mil/csdr> .

All 1921-3 reports shall be delivered electronically using the 1921-3 & FPR Submit-Review System. The required form and file type for each 1921-3 report is specified in its Data Item Description (DID).

H.3.10 Reserved

H.3.11 Maintenance and Repair Report (M&R, DD Form 1921-M/R). The contractor shall prepare and deliver CDRL A033, the Maintenance and

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Repair Report (DD Form 1921-M/R) to report sustainment information including labor hours, parts consumption, overhead costs, material costs, other direct and indirect cost, and vehicle and part maintenance data as specified in Attachment 0008 - CSDR Plan.

H.3.11.1 The contractor shall develop and maintain the data item in accordance with DIMGMT-82163, MIL-STD-881D, Attachment 0008 - CSDR Plan, and the CSDR Manual (DoD 5000.04-M-1). The CSDR Manual is available from the CADE website at <http://cade.osd.mil/> .

H.3.12 BOM. The contractor shall provide a BOM IAW CDRL A028 for its HEMTT, PLS, HET design, the first submission of which shall be current as of the date of contract award and the final submission of which shall be current as of the end of the contract. The BOM shall be a complete, indented list of material, including all levels of assembly (regardless of component item type) required to build, assemble, and sustain complete HEMTT, PLS, HET end-item.

H.3.12.1 The contractor shall develop and maintain the data item in accordance with DI-MGMT-81994, MIL STD-881D, Attachment 0008 - CSDR Plan, the CSDR Manual (DoD 5000.04-M-1). The CSDR Manual is available from the CADE website at <http://cade.osd.mil/> .

*** END OF NARRATIVE H0001 ***

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SECTION J - LIST OF ATTACHMENTS

<u>List of</u> <u>Addenda</u>	<u>Title</u>	<u>Date</u>	<u>Number</u> <u>of Pages</u>	<u>Transmitted By</u>
Exhibit A	CONTRACT DATA REQUIREMENTS LIST (CDRLS)			
Attachment 0001	ATPD 2304 REV D- 2022-0915			
Attachment 0010	PROPRIETARY CLIN PROTOCOL AND PRICE LIST			
Attachment 0011	DA FORM 2408-9			

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SECTION L - INSTRUCTIONS, CONDITIONS, AND NOTICES TO OFFERORS

1. Please provide range pricing for each Ordering Year (OY01, OY02, OY03, OY04, and OY05) for each item in the following Sections IAW the range format in paragraph 2 of Section A:

- C.2 Extended Service Program (Recapitalization)
- C.3 Palletized Load System Trailer Container Transfer Enhancement (CTE) Install
- C.4 Palletized Load System Trailer Recapitalization
- C.5 Kits and Optional Equipment
- C.19 New Production Heavy Expanded Mobility Tactical Truck A4, Palletized Load System A1, Heavy Equipment Transporter A1
- C.20 Palletized Load System Trailer RECAP

*** END OF NARRATIVE L0002 ***

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