

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. Contract ID Code
Firm Fixed Price

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2. Amendment/Modification No. 0005	3. Effective Date 2022AUG16	4. Requisition/Purchase Req No. SEE SCHEDULE	5. Project No. (If applicable)
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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
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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

The above numbered solicitation is amended as set forth in item 14. The hour and date specified for receipt of Offers

is extended, is not extended.

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 2 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 Contract/Order No. In Item 10A.	The Changes Set Forth In Item 14 Are Made In
<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 is not, 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/Offeror (Signature of person authorized to sign)	15C. Date Signed	16B. United States Of America By _____ /SIGNED/ (Signature of Contracting Officer)	16C. Date Signed

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MOD/AMD 0005

Name of Offeror or Contractor:

SECTION A - SUPPLEMENTAL INFORMATION

Buyer Name: DARNELL DUNSON

Buyer Office Symbol/Telephone Number: CCTA-HTA-B/(571)588-9079

Type of Contract 1: Firm Fixed Price

Kind of Contract: Other

*** End of Narrative A0000 ***

1. The purpose of Amendment 0005 to solicitation W56HZV-22-R-0033 is to revise Section C as follows:

a. Section C is revised as follows:

From: 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.

To:C.19.1 The M977A4 (HEMTT) and M1074A1 (PLS) variants 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.

2.Direct questions regarding this RFP to the US Army Contracting Command - Detroit Arsenal POCs: Naleya Scott, telephone: (571)588-9371,electronic mail: naleya.k.scott.mil@army.mil. Darnell Dunson, telephone: (571)588-9079, electronic mail: darnell.n.dunson.civ@army.mil.

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

*** END OF NARRATIVE A0006 ***

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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/rs1/> 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

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 VECPs 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 (HEMTT) and M1074A1 (PLS) variants 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 ***