

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. Contract ID Code
Firm-Fixed-Price

Page 1 Of 18

2. Amendment/Modification No.

0006

3. Effective Date

21 NOV, 03

4. Requisition/Purchase Req No.

SEE SCHEDULE

5. Project No. (If applicable)

6. Issued By

TACOM WARREN BLDG 231
AMSTA-AQ-ATBD
BERTRAM SCOTT (586)574-6232
WARREN, MICHIGAN 48397-5000
HTTP://CONTRACTING.TACOM.ARMY.MIL
EMAIL: SCOTTB@TACOM.ARMY.MIL

Code W56HZV

7. Administered By (If other than Item 6)

Code

SCD PAS ADP PT

8. Name And Address Of Contractor (No., Street, City, County, State and Zip Code)

MARKED FOR SIGNATURE

9A. Amendment Of Solicitation No.

DAAE07-03-R-S196

9B. Dated (See Item 11)

2003OCT08

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.**

- 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.
- 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).
- C. This Supplemental Agreement Is Entered Into Pursuant To Authority Of:
- 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

15C. Date Signed

16B. United States Of America

16C. Date Signed

(Signature of person authorized to sign)

By _____
(Signature of Contracting Officer)

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

CONTINUATION SHEET**Reference No. of Document Being Continued**

Page 2 of 18

PIIN/SIIN DAAE07-03-R-S196

MOD/AMD 0006

Name of Offeror or Contractor:

SECTION A - SUPPLEMENTAL INFORMATION

1. There will be both a First Production Vehicle Inspection (FPVI) and First Article Test on the Heavy Chassis. This Amendment includes a separate CLIN for the FPVI Chassis. CLIN 0003AB is added as a FPVI requiring 1 each. This FPVI will remain at the Contractor's facility. If changes are made on the First Article Test Vehicle then the same changes will be made to the FPVI.
2. The First Article Test units have been changed from FOB Origin to FOB Destination. The Contractor is responsible for shipping First Article Test units to Aberdeen Test Center. CLINS 0001AB and CLIN 0003AA have been revised to reflect this change. FOB Destination Clauses have been added that effect the above change.
3. Paragraphs C.1.4(1) and (m) are added to incorporate ECP TAC-U-5208 changes.
4. The Part Number for the Fuel Drum Adapter on page 41 of 97 reads 123211E7541. This was a clerical error. The P/N has been changed in the Scope Of Work to read 132211E7541.
5. Paragraph C.1.6.2(a) is changed to add the following parts to the list of components not installed on the LIT Heavy Chassis:

12449594
12449600
12449573
MS51940-5S
6. The FOB Destination clauses added only apply to CLINS 0001AB and 0003AA, the five (5) First Article Test Vehicles.
7. M.4.2 has been changed to reflect that transportation costs for the five (5) First Article Test (FAT) Vehicles and two (2) First Production Inspection Vehicles (FPVI) will not be part of the evaluation. The quantity of 6 vehicles to Aberdeen, MD has been deleted and 1 of the 6 vehicles schedule for Huntsville, AL has been subtracted.
The total changes from 576 to 569 vehicles (Cargo Trailers, M1101 or M1102)for transportation delivery evaluation.
8. All other Terms And Conditions remain unchanged.

*** END OF NARRATIVE A 007 ***

CONTINUATION SHEET

Reference No. of Document Being Continued
 PIIN/SIIN DAAE07-03-R-S196 MOD/AMD 0006

Page 3 of 18

Name of Offeror or Contractor:

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0001	SECTION B - SUPPLIES OR SERVICES AND PRICES/COSTS NSN: 2330-01-387-5426 FSCM: 19207 PART NR: P/N: 12450003 SECURITY CLASS: Unclassified				
0001AB	<p><u>M1102 FIRST ARTICLE TEST VEHICLE</u></p> <p>NOUN: M1102 FIRST ARTICLE TEST VEHICLE</p> <p>Deliver to Aberdeen Test Center 150 DARO.</p> <p>NOTE:</p> <p>1. Reference SOW at C.1.2, C.17 and TDP 12450003 for Trailer, Cargo - M1102.</p> <p>2. Any changes made on the First Article Test (FAT) Trailer will be incorporated on the First Production Vehicle Inspection (FPVI).</p> <p>(End of narrative B001)</p> <p><u>Packaging and Marking</u> PACKAGING/PACKING/SPECIFICATIONS: SEE PACKAGING SHEET LEVEL PRESERVATION: Commercial LEVEL PACKING: Commercial</p> <p><u>Inspection and Acceptance</u> INSPECTION: Origin ACCEPTANCE: Origin</p> <p>FOB POINT: Destination</p>	3	EA	\$ _____	\$ _____

CONTINUATION SHEET

Reference No. of Document Being Continued
 PIIN/SIIN DAAE07-03-R-S196 MOD/AMD 0006

Page 4 of 18

Name of Offeror or Contractor:

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
	<p>CLINS 0003 TEST VEHICLES Vehicles to be built I/A/W TDP 12450001. All cost associated with the production and inspection of this vehicle are to be included in the unit price.</p> <p>(End of narrative A001)</p>				
0003	<p>FSCM: 19207 PART NR: TDP 12450001 SECURITY CLASS: Unclassified</p>				
0003AA	<p><u>FIRST ARTICLE TEST</u></p> <p>NOUN: HEAVY CHASSIS TEST VEHICLE</p> <p>Deliver to Aberdeen Test Center 150 DARO</p> <p>NOTE:</p> <ol style="list-style-type: none"> 1. Both the First Article, and FPVI will include the TQG kits. Reference CLIN 0005AA. 2. The TQG kits will be PRICED at CLIN 0005AA. 3. Reference SOW at C.1.3, C.17 and TDP 12450001 for Chassis, Trailer - HMT 4. 2. Any changes made on the First Article Test (FAT) Trailer will be incorporated on the First Production Vehicle Inspection (FPVI). <p>(End of narrative B001)</p> <p><u>Packaging and Marking</u> PACKAGING/PACKING/SPECIFICATIONS: SEE PACKAGING SHEET LEVEL PRESERVATION: Commercial LEVEL PACKING: Commercial</p> <p><u>Inspection and Acceptance</u> INSPECTION: Origin ACCEPTANCE: Origin</p> <p>FOB POINT: Destination</p>	2	EA	\$ _____	\$ _____

CONTINUATION SHEET

Reference No. of Document Being Continued
 PIIN/SIIN DAAE07-03-R-S196 MOD/AMD 0006

Name of Offeror or Contractor:

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0003AB	<p><u>HEAVY CHASSIS TEST VEHICLE (FPVI)</u></p> <p>NOUN: HEAVY CHASSIS TEST VEH (FPVI)</p> <p>This unit will remain at the Contractor's facility as a sample 150 DARO.</p> <p>NOTE:</p> <ol style="list-style-type: none"> 1. Both the First Article, and FPVI will include the TQG kits. Reference CLIN 0005AA. 2. The TQG kits will be PRICED at CLIN 0005AA. 3. Reference SOW at C.1.3, C.17 and TDP 12450001 for Chassis, Trailer - HMT 4. Any changes made on the First Article Test (FAT) Trailer will be incorporated on the First Production Vehicle Inspection (FPVI). <p>(End of narrative B001)</p> <p><u>Packaging and Marking</u> PACKAGING/PACKING/SPECIFICATIONS: SEE PACKAGING SHEET LEVEL PRESERVATION: Commercial LEVEL PACKING: Commercial</p> <p><u>Inspection and Acceptance</u> INSPECTION: Origin ACCEPTANCE: Origin</p> <p>FOB POINT: Origin</p>	1	EA	\$ _____	\$ _____

CONTINUATION SHEET	Reference No. of Document Being Continued	Page 6 of 18
	PIIN/SHIIN DAAE07-03-R-S196	MOD/AMD 0006

Name of Offeror or Contractor:

SECTION C - DESCRIPTION/SPECIFICATIONS/WORK STATEMENT

C. Description/Specifications

C.1. General. The contractor shall deliver Light Tactical Trailers (LTTs) consisting of the M1101, M1102 and Chassis Trailers, Crossmember Reinforcement Modification Kits and Tactical Quiet Generator (TQG) Integration Kit to the Government, which fully comply with the requirements of the Technical Data Packages and drawings listed below and in the Attachments section of this solicitation.

C.1.2. M1101/M1102 Cargo Trailers. The Light Cargo (M1101) and the Heavy Cargo (M1102) Trailers have identical configurations, with the exception of the data plates. The M1101 is manufactured in accordance with TDP 12450002, dated 10/25/01 (Attachment 001). The M1102 is manufactured in accordance with TDP 12450003, dated 10/25/01 (Attachment 001).

C.1.3. Chassis. The Chassis will be manufactured in accordance with requirements of TDP 12450001, dated 12/4/01 (Attachment 001). Manufacture of the Chassis may also include the manufacture and installation of a Tactical Quiet Generator (TQG) Integration Kit in accordance with P/N 13230E6565 (Attachment 002) and paragraph C.1.6.2, below.

C.1.4. LTTs. In addition to the requirements of the TDPs listed above, the contractor must also incorporate the Engineering Release Record (ERR) and Engineering Change Proposal (ECP) changes attached in LTT Images (Attachment 001), review and comply with Paragraphs C.1.4(a) - C.1.4 (k) below and with the LTT Addendum incorporated at Attachment 003. ATPD 2171, AMD #16 (Attachment 004) is provided as reference for the performance requirements for the LTTs and for quality, testing, and inspection criteria information.

C.1.4 (a) Lifting and Tie downs Provisions, Drawing 12342354, in TDP 12450001, 12450002, 12450003) MIL-STD 209J requires the use of welding to secure the nut to avoid careless removal of the shackle from the trailer. In order to meet this requirement on the current tiedown shackles (p/n 12342354) the required procedure is tac weld the shackle nut (p/n 12449398-1) to the shackle bolt (p/n 12449378-2) in two places, 180 degrees apart instead of using the cotter pin (p/n 12449364-1) to secure the nut on the bolt. This requirement applies to the two shackles in the front and two in the rear of the trailer. The material and configuration requirement for an improved shackle, which is referenced in MIL-STD-209J (MIL Spec RR-C-271 D, Type IVA, class 3, grade B), has been waived by the Military Traffic Management Command (MTMC), for this requirement.

C.1.4 (b) Dissimilar Metals in TDP 12450001, 12450002, 12450003 IAW MIL-STD-889, Dissimilar metals shall not be used in intimate contact with each other and shall be protected against galvanic corrosion. Individual parts that are mated to a dissimilar metal must be finished IAW the following:

- Finish:
- Clean IAW TT-C-490, Method Optional
- Pretreat IAW TT-C-490, Type I or III
- Prime IAW MIL-P-53084, MIL-P-53022, or MIL-P-53030

For example, this note appears on drawings 12449533, Bracket, Front Tiedown and 12449534, Latch, Support Tailgate. This requirement is not limited to drawings that contain the note. In the absence of this note on a drawing for a part that will mate to dissimilar metals, this requirement applies.

C.1.4 (C) DS2 Bracket, Mounting, Decontamination, drawing 12449569 in TDP 12450001, 12450002, and 12450003.

Decontamination bracket referenced in Commercial Item Description (CID) A-A-52513 Bracket Assembly, Liquid Container, Five Gallon (NSN: 2590-00-473-6331) is an acceptable alternative to Bracket drawing 12449569. Mounting modifications shall be made to accommodate the alternative bracket by implementing a jig made in the same configuration as decon bracket 12449569. Adjustments and modifications include: drilling one hole in the steel, center drawbar, and drill and insert rivnuts (similar to the Soft top kit rivnuts) in the right and left aluminum drawbars. Holes shall accommodate 2 inch x 2/8 inch bolts (Grade 5 minimum), lock washer, flat washer and a 0.852 inch by 0.875 inch spacer (reference drawing 12449573, Bracket, Spacer, Mounting for guidance. A jig shall be prepared in the same configuration as the alternative decon bracket 12449569.

CONTINUATION SHEET

Reference No. of Document Being Continued

Page 7 of 18

PIIN/SHN DAAE07-03-R-S196

MOD/AMD 0006

Name of Offeror or Contractor:

C.1.4 (d) The following applies to Drawing 12449370, Lever, Hand Brake, in Zone B-C, 6-8, for Suggested Source(s) of Supply (SOS):

Remove Suggested Source of Supply

PART NO.	VENDOR ADDRESS	VENDOR CAGE CODE	VENDOR PART NO.	ITEM IDENTIFICATION
12449370	Orschelen Co. 1177 N. Morley Morley, Missouri 65270	92867	01191510	19207-12449370 MFR 92867-01191510

Add Suggested Sources of Supply

PART NO.	VENDOR ADDRESS	VENDOR CAGE CODE	VENDOR PART NO.	ITEM IDENTIFICATION
12449370	Kratske Machining Co. 081X2 N6486 Banner Rd Wittenberg, WI 54499	081X2	3002	19207-12449370 MFR 081X2-3002
12449370	Schutt Industries Co. 1CSL0 185 Industrial Dr. Clintonville, WI 54929	1CSL0	171001	19207-12449370 MFR 1CSL0-171001

C.1.4 (e) Dimension and Strength Requirements Surge Brake Housing, drawing 12479772, Housing, Machined Sheet one of two, in TDP 12450001, 12450002, and 12450003.

Surge Brake Housing drawing 12479772 in the LTT Image file has the wrong dimensions associated in the drawing on zone C, 5-6. A marked up drawing is provided in Attachment 003. The dimension 9.44 +/- 0.2 applies above the notch shown while the dimension 9.325 is applicable beneath the same notch. In a future ECP, the drawing will be corrected to accurately show these dimensions. The attached marked-up drawing is provided for clarification.

C.1.4 (f) Reference Slide (Lunette) drawing 12479774 and Housing drawing 12479772 in TDP 12450001, 12450002, and 12450003. Silver Eagle Manufacturing Company (CAGE: 01084), has qualified as an Approved Source on the above part numbers. Additional contact information for approved sources is provided as follows:

Rock Island Arsenal
c/o Arsenal Plans and Programs, Business Development Office
ATTN: SOSRI-AP (William Peiffer)
1 Rock Island Arsenal
Bldg 210, Room 213
Rock Island, IL
Phone: Com 309-782-5178; DSN 793-5178; fax 309-782-3153; Email: www.ria.army.mil <http://www.ria.army.mil>

Silver Eagle Manufacturing Company (CAGE: 01084)
5825 NE Skyport Way
Portland, OR 97218-1249

POC: Rita Rhodes (503-335-2101) Email: Rita.rhodes@silvereagle.mfg.com
Reference paragraph C.20 for Surge Brake Certification Procedures.

C.1.4 (g) Wheel and Runflat Assembly TDP 12450001, 12450002, and 12450003

The following information is provided to clarify the requirement to the TDP. Tires shall be marked properly IAW MIL-STD-130 and NOTE 6: on drawing 12342644, for CAGE and part number. The Drawing for the latest wheel and runflat assembly for the Light Tactical Trailers is 12460176, found in the LTT Image file in Attachment 001. This configuration has the improved sidewall tire that was released under ERR AMGU1857. These new tires reflect the 3850 pound load rating (See drawings 12460176F1; 12460176F2; 12460176F3 in the LTT Images File and drawing 12342644E in TDP 12450001, 12450002, and 12450003). The old wheel and runflat assembly is p/n 12342641 and has a 3400 pound load rating, and should not be used. Additionally, the Goodyear part number on drawing 12342644 is changed from 734-232-008 to 734-123-154 for a better side wall on the tire. There is no longer a tire rim beadlock, p/n 12342639; this is all part of the runflat insert which has changed from p/n 12342638 to 12342638-1.

CONTINUATION SHEET

Reference No. of Document Being Continued

Page 8 of 18

PIIN/SIIN DAAE07-03-R-S196

MOD/AMD 0006

Name of Offeror or Contractor:

C.1.4 (h) Drawing 12460176 in TDP 12450001, 12450002, and 12450003

NOTE 5.E on drawing 12460176 indicates to inflate tire to 30-45 psi to seat the tire beads and deflate to desired inflation pressure. The desired inflation pressure is 17 psi per the TM.

C.1.4. (i) Drawing 12379989, ECP TAC-U-5194 in TDP 12450001, 12450002, 12450003 is found in the LTT Images file. All NORs apply to this solicitation. The following change applies to drawing 12379989, Steel Drawbar Tube: The Chemical Composition call out in Note 2 is deleted. All other requirements of Note 2 remain in effect.

C.1.4 (j) Drawing 12475707, Drawbar Plate, ECP TAC-U-8437 in TDP 12450001, 12450002, 12450003

Drawing 12475707, Drawbar Plate is in the LTT Images file. It was add per ECP TAC-U-8437. This three-piece steel weldment replaces bottom, aluminum drawbar plate, 12449518 and the one piece bracket, pivot pin, jack, drawing 12449520. The three piece weldment material shall be per ASTM A572/50, Standard Specification for High Strength Low Alloy Columbium-Vanadium Structural Steel, and that the weldment is made IAW ASTM A6/6M, Standard Specification for General Requirements for Rolled Structural Steel Bars, Plates, Shapes, and Sheet Piling.

C.1.4 (k) P/N 12479188, ECP TAC-U-6740, Pedestal/Retractable Landing Leg, in TDP 12450001, 12450002, and 12450003

P/N 12479188 was incorporated by ECP TAC-U-6740 to provide a landing device with a 5000 pound load capacity. P/N 12479188 is found in the LTT Images file. This replaces P/Ns 12449505 and P/N 12449368.

C.1.4 (l) P/N 12478900, Surge Brake Assembly, ECP TAC-U-5208 in TDP 12450001, 12450002 and 12450003.

P/N 12478900, Surge Brake Assembly was incorporated by ECP TAC-U-5208. P/N 12478900 replaces P/N 12449394 and P/N 12449539. Part 12478900 is found in the LTT Image file.

C.1.4 (m) The TDP drawings that list DICO, Inc. as the Source of Supply, is changed as follows to reflect Titan Inc. as the source of supply:

Titan Distribution
 CAGE CODE 1TUY12
 2345 E. Market St.
 Des Moines, IA 50317

C.1.5. Reference Drawings. TDP 57K4152, Cargo Covers, is provided for reference only. Cargo Covers are not purchased on this contract but reference drawings are provided for integration information.

C.1.6. Kits.

C.1.6.1. Crossmember Reinforcement Modification Kit. The production of M1101 cargo trailers will require the manufacture of Modification Kit, Crossmember Reinforcement, in accordance with TDP 57K3561, dated 13 June 2003 (Attachment 001). Two (2) each of this kit will be manufactured and over-packed with every M1101 cargo trailer delivered. The kit will be over-packed so that no damage occurs to either the trailer or kit during transport and handling.

C.1.6.2. Tactical Quiet Generator (TQG) Integration Kit. The TQG Kit consists of Assembly Drawing 13230E6565 and all parts identified on Top Assembly drawings 13230E6520, 13230E6530, 13230E6540, 13230E6550 and 13230E6560 minus the generator, Find No. 2 and Plate, Identification, Shipping Data, and Find No. 6 (P/N 13230E6521) (Attachment 002). The following stand alone drawing is included as part of the TQG Integration Kit: 13230E6855. The TQG Kit will be ordered with the LTT Chassis, modified and assembled with components described below. The price of the kit includes all chassis modifications and assembly required to install the kit components. The TQG kit modifies the Chassis trailer to accept Generators/Power Units identified on Top Assembly drawings 13230E6520, 13230E6530, 13230E6540, 13230E6550 and 13230E6560. The contractor is responsible for providing all items listed on the Top Assembly Drawings except for Find No. 2, the generator and Find No. 6 (P/N 13230E6521). The TQG kit will be installed on a modified LTT Chassis, P/N 1245001 (less components identified below) , built through the manufacturing cycle to be configured in accordance with Drawing 13230E6565.

a) Each TQG Integration Kit shall consist of the LTT Heavy Chassis, P/N 12450001, configured without the following components:

PART NO.	QTY	DESCRIPTION
12449569	1	Bracket, Mounting - Decontamination
12449593	2	Mount, Stabilizer Chassis Trailer
12449586-1	1	Plate, Side, Lamp Support (right)
12449586-2	1	Plate, Side, Lamp Support (left)
12449587-1	1	Plate, End, Lamp Support Rear (right)

Name of Offeror or Contractor:

12449587-2	1	Plate, End, Lamp Support Rear (left)
12449591	2	Stabilizer Assembly Rear Chassis
12449597	2	Bracket, Storage, Stabilizer Leg
12449594	1	Strap
12449600	1	Strap
12449573	3	Spacer, Bracket, Mounting
MS51940-5S	2	Loops, Slide

b) Each TQG Integration Kit shall be integrated with the following TQG fabricated parts:

PART NO.	QTY	DESCRIPTION
----------	-----	-------------

*THE FOLLOWING PARTS ARE INSTALLED ON THE CHASSIS:

13230E6567-1	1	Floor, Side (Curb Side)
13230E6567-2	1	Floor, Side (Road Side)
13230E6568	1	Floor, Center
13230E6569-1	1	Assembly, Rail, Mounting Generator (Right Hand)
13230E6569-2	1	Assembly, Rail, Mounting Generator (Left Hand)
13230E6571-1	1	Fender Assembly (Right Hand)
13230E6571-2	1	Fender Assembly (Left Hand)
13230E6524	4	Clip, Frame, Corner
13230E6564-1	1	Flooring, Side, Inner (Right Hand)
13230E6564-2	1	Flooring, Side, Inner (Left Hand)
13214E1206	1	Landing Leg Assembly (NOTE: assembly drawing; dwgs are listed in parts list)
13229E7946	1	Accessory Box
13230E6389	1	Deck Covering
13230E6855	1	Identification Plate
13230E6858	1 set	Fire Extinguisher Bracket.

*THE FOLLOWING PARTS ARE OVERPACKED IN THE ACCESSORY BOX:

132211E7541	1	Fuel Drum Adapter (NOTE: Assembly drawing; associated dwgs are listed in parts list)
13226E7741	1	Ground Rod Driver/Puller
13230E6831	1	Fire Extinguisher
Doc. No. GGG-H-86**	1	Hammer, Hand, Engineer, 8 lb. type X. CL 1
Doc. No. W-R-550**	1	Rod, Ground, Driven, Sec. 9ft. Type 3. CL B
MS24519-7 **	1	Elbow, Pipe to Hose
M6000-E-00200 **	1	Hose, Rubber
Doc. No. SAE J1508**	1	Clamp, Hose, Type F, Size 12
MS39347-2 **	1	Terminal, Post, Service and Ground
AA55610-158**	1	Washer, Lock (1/4)
MS15795-853**	1	Washer, Flat (1/4)
MS35691-3**	1	Nut, Plain, Hex (.250-20)

**Identified on Top Drawing 13230E6520, Find Nos. 23-27 and 29-32

TM 9-2330-392-14&P will be provided as Government Furnished Material (GFM) and will be overpacked in the accessory box. All items to be overpacked will be secured such that no damage or pilferage occurs during shipping and storage. The Accessory Tool Box will be secured for shipment with metal tie downs.

c) An identification data plate for the Chassis Trailer/TQG Integration Kit shall be affixed to the trailer. P/N 13230E6855 is provided for format and bidding purpose only. Data plate information (i.e., MDL Number, etc.) will be specified at the time of delivery order. NOTE: The TQG Integration Kit Data Plate, P/N 13230E6855 will be provided in addition to the Chassis Data Plate, P/N 12449613, and NSN: 2330-01-387-5424.

d) TQG Generator Mounting Hardware Sets shall be provided by the contractor. TQG Generator Mounting Hardware Sets are reflected on the Top Assembly Drawings 13230E6520, 13230E6530, 13230E6540, 13230E6550, and 13230E6560 Find Numbers 9 through 12. The quantities to be supplied with each TQG Integration Kit are as follows; Find Numbers 9, 10, 12: qty 8. Find number 11: qty 16. These quantities supercede the quantities shown on each Top Assembly Drawing. These items shall be provided by the contractor, packaged and placed in the Accessory Box.

e) The fire extinguisher shall be provided by the contractor, packaged and placed in the Accessory Box.

f) All TQG Integration Kit fender and floor surfaces will be painted with non-slip paint in accordance with 97403-13230E6389. Disregard all reference to Diamond Treadplate Pattern and instead use standard aluminum alloy plate. All Chassis with TQG

Name of Offeror or Contractor:

Integration Kits will be painted green 383 unless otherwise specified. (Disregard all drawing references to Treat and Paint in Accordance with MIL-T-704, Type G.)

C.1.7. Data Plates. The contractor shall identify the current contract number and the appropriate model number on the data plates.

C.1.8 Paint. Trailers shall be painted Green 383, Tan 686, or Standard Camouflage in accordance with 97423-13228E1644. Required paint color(s) will be identified in each Delivery Order placed under this Contract.

C.1.9. Electronic Data Delivery. Unless otherwise required, data requirements specified herein shall be delivered in an electronic format. The file format and delivery method will be dependent upon the file type and size. The files shall be MS Windows 95/MS Office 97 Professional software compatible. Available methods of delivery are: electronic mail, file transfer protocol, 3.5 inch HD floppy disk, CD-ROM, Iomega Zip or Jazz. Details regarding the electronic delivery of the data deliverables will be coordinated with the Procuring Contracting Officer (PCO) or the PCO's designated representative.

C.1.10. Meetings. Meetings such as In-Process Reviews (IPRs) will be held on an as-needed basis, not to exceed four per year. Dates and locations of meetings will be coordinated with the PCO or the PCO's designated representative. A start of work meeting will occur at the contractors facility, within 30 days of contract award.

C.2. Configuration Management/Engineering Changes. The contractor shall maintain configuration status accounting and engineering records of all configuration changes incorporated into the trailers and kits. These records may be maintained in a database in the contractor's format. The point of production effectivity for each engineering change (ECP, RFW/RFD) shall be included on the Production Database required in paragraph C.4 below.

C.2.1. Definitions:

C.2.2. Waiver. A Request for Waiver (RFW) is a one-time contractor request that the Government accept one or more items from a production run that do not conform to the Technical Data Package (TDP) requirements. Waivers are submitted after the nonconformance has occurred. They are usually for a specific number of units.

C.2.3. Deviation. A Request for Deviation (RFD) is a one-time request to deviate from TDP requirements. The contractor must submit its deviation request before deviating from the TDP requirements. A deviation can be requested for a specific number of parts or the entire contract quantity.

C.2.4. Engineering Change Proposal (ECP). An ECP is a request that the Government permanently change some requirement of the TDP. ECPs can be issued before or during contract performance. NOTE: The current Government Standard allows the Government ninety days to process routine ECPs. If a response is required in less than ninety days to meet contract requirements, the contractor must submit a waiver or deviation along with its ECP. Information on RFW's/RFD's/ECP's can be found on the web at <http://contracting.tacom.army.mil/engr/engrchange.htm>. ECP(s) request will be done in accordance with CDRL A004.

C.2.5. Request for Deviation/Request for Waiver (RFD/RFW). The contractor shall seek written Government authorization if, during the life of this contract, there is a need to temporarily depart from any performance or design requirement of a specification, drawing, or other document for an exact number of units or a specified period of time. All Deviation(s) will be done in accordance with CDRL A001.

C.2.5.1. The name of the system/item being changed shall be identified on each RFD/RFW submitted. The contractor shall place the following weapon system code at the top of each RFD/RFW form: LTT. The RFD/RFW shall be prepared and submitted in accordance with DI-CMAN-80642C and CDRL A001.

C.2.5.2. The contractor is advised that contractual changes are made only by the PCO or the ACO (within his/her delegated authority). No other Government representative, whether in the performance of technical oversight or administration, is authorized to make any commitment to the contractor concerning performance, deviations or waivers. The submission of an RFD/RFW shall not be cause for an excusable delay under this contract and will not relieve the contractor of compliance with the contract delivery schedule. The Government will not be responsible for additional costs to the contractor associated with any changes submitted under the contract, nor shall the Government be liable for costs incurred by the contractor for any delay in contract performance, which may result from any requested change.

C.2.5.3. Changes resulting from RFD/RFWs shall be incorporated into production through contract modification. Actual cut in of these changes shall be at a single end item cut in point and will be negotiated into the contract. Each RFD/RFW shall be applied to the production line at one time in their entirety. The contractor shall maintain the original effectivity point certification on file and provide the Government with the serial numbers of the trailers affected by the waiver/deviation.

C.2.5.4. RFD/RFWs affecting safety are not authorized. Submission of recurring deviations is discouraged and shall be minimized. Where it is determined that a change would be permanent, the contractor shall prepare an Engineering Change Proposal (ECP) in accordance with paragraph C.2.4.

Name of Offeror or Contractor:

- C.3. Engineering Change Proposals (ECPs). For Government-initiated ECPs, which alter the current production configuration, the contractor shall prepare and submit related cost information within fifteen (15) days of receipt of the ECP (see CDRL A004). The contractor shall provide documentation to support increases/decreases in the unit price and total amount of any trailer(s) that are affected by the change. This support shall include the cost of tools and inspection equipment, cost of obsolescence and packaging, etc., if affected. The contractor shall also indicate the estimated production effectivity. When engineering changes are incorporated into the contract via a contract modification, the contractor shall provide the Government with actual serial numbers of the trailers changed during production.
- C.3.1. For contractor initiated ECPs, the ECP will be prepared using DD Form 1692. The ECP shall provide: a) complete documentation of the change, including any applicable drawings; b) complete cost information and all supporting cost documentation; c) the estimated production effectivity point; and d) any impact to logistical support (spare parts), to include technical documentation, sufficient for technical manuals and provisioning, for the trailer.
- C.4. Production Database. The contractor shall maintain a database (CDRL A005) that will track and sort vehicles by serial and registration numbers, build and ship dates, CLIN, vehicle model number, ship to location, document number, and DD250 and GBL numbers. In addition, the database shall track per vehicle, all engineering changes incorporated according to ECP and/or RFW/RFD Number. Any applicable engineering notes may also be included in the database. This database shall be updated and submitted to the Government electronically once a month. The database shall keep current as vehicles are shipped. The Contractor shall maintain the database for a period of four (4) years following completion of the Contract.
- C.5. Hazardous Substances/Materials. The contractor shall consider pollution prevention in its efforts to eliminate (or reduce, if elimination is not feasible) the use of hazardous substances and environmentally unacceptable materials, including stratosphere ozone depleting substances, such as chlorofluorocarbons and halon. The contractor shall identify the source of environmental pollution throughout the manufacturing process. The contractor shall use appropriate procedures for handling and disposing of hazardous materials, parts and industrial by-products resulting from the efforts under this contract. The contractor shall certify that it is in compliance with federal, state and local laws, and regulations that deal with hazardous substances and environmentally unacceptable materials. The contractor shall identify and accomplish the tasks necessary to eliminate or reduce known hazardous substances and environmentally unacceptable materials, and wastes as identified in the applicable federal, state, and local laws and regulations.
- C.6. Product Assurance.
- C.6.1. Quality System. The contractor shall establish, implement, document and maintain a quality system that ensures conformance to contractual requirements. The contractor shall implement the requirements of ANSI/ASQC Q9001, ISO 9001, tailored to ISO 9002 or an equivalent quality system model; no third party certification is required. The Government reserves the right to conduct a quality audit of the contractor's system as part of the review of the contractor's program. A fifteen-day notification will be provided to the contractor prior to conduct of an audit.
- C.6.2. Physical Configuration Audit (PCA). A PCA shall be conducted to determine that the hardware is representative of the technical data that defined the product baseline, plus any approved Engineering Change Proposals (ECPs). The PCA shall be conducted by a PCA team, to verify the as built version of the trailer against its technical documentation in order to establish the configuration items product baseline. The team shall be composed of key personnel from: TACOM Quality Assurance, DCMA QAR, and the contractors Quality Management office. The documentation shall include: drawings, specifications, technical data and tests utilized in the production of the item. The PCA events shall include:
- Prepare PCA Plan: Plan shall identify scope, team members, contractor coordination (minimize impact on production schedules), and DCMA (QAR) support. The PCA Plan will be prepared/presented at Start-of-Work via contractor & government coordination.
- PCA Preparation: The PCA Plan shall address, suitable areas for inspections, availability of inspection tools (bonded areas, if applicable), calibration status, and availability of selected parts and tools needed for the breakdown of subsystems for component inspection, inspection records, and review of PCA Plan.
- A PCA shall begin as items are incrementally produced and introduced into the system for initial production.
- C.7. Preservation/Packaging.
- C.7.1. Kits. All kits to be delivered under this contract shall be processed in accordance with the contractor's standard commercial practice, sufficient to ensure safe delivery to the receiving office/activity.
- C.7.2. Vehicles. The contractor's preservation and packaging procedures shall protect trailers during shipment, handling, and temporary storage for up to 90 days from the date shipped. Adequate protection and security must be given to equipment and components susceptible to loss or damage from pilferage, vandalism, vibration, corrosion, or other environmental deterioration, and any other conditions incidental to distribution of the trailers.
- C.8. Marking.

CONTINUATION SHEET

Reference No. of Document Being Continued

Page 12 of 18

PIIN/SHIN DAAE07-03-R-S196

MOD/AMD 0006

Name of Offeror or Contractor:

- C.8.1. Vehicles and kits. Each trailer and kit shall be marked in accordance with MIL-STD-129 for shipments to the Department of Defense.
- C.9. Inspection and Acceptance
- C.9.1. Inspection Records. Inspection records of the examinations and/or tests (either in-process or end item) performed by the contractor shall be kept complete and available to the Government for a period of four (4) years following completion of the contract.
- C.9.2. The Government reserves the right to inspect end items or any parts/components during manufacturing processes commensurate with that herein provided for quality requirements and plans, and reject such material that does not conform to Government drawings/specifications. Such inspections by the Government may be performed at the contractor's predetermined inspection stations. The contractor shall correct all deficiencies detected during any contractor or Government inspection (end item or in-process), at no cost to the Government. During any Government inspection, the contractor shall provide inspection assistance upon request.
- C.10. Inspection Equipment.
- C.10.1. 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 end item components conform to contract requirements. All contractor-furnished inspection equipment shall be available for government use on or before the start of production. The Government will not furnish any inspection equipment under this contract.
- C.10.2. The contractor shall make inspection equipment available to the Government Inspector during Government in-process or end item inspection. Upon completion of the inspection by the Government Inspector, all inspection equipment shall be returned to the contractor.
- C.11. Final Inspection.
- C.11.1. The contractor shall perform 100% Final Inspection of the end item, including road test, in accordance with the requirements of the Technical Data Package (TDP) and the Purchase Description (Attachment 004) utilizing the Final Inspection Record (FIR) (Attachment 005). The contractor shall retain copies of the FIR(s). Deficiencies disclosed during inspection by the contractor or the Government shall be described in writing on the Deficiency Sheet attached to the FIR. The FIR includes inspection criteria for all kits and special equipment that may be installed in each body style. The FIR shall be updated to reflect all Government approved configuration changes. Such updates will be subject to Government approval. The contractor shall submit the completed and certified copy of the FIR to the Government inspector with each end item inspected and offered for acceptance by the Government. If the contractor determines that the FIR is not appropriate for final inspection of the end item for any reason, he must obtain written approval from the Contracting Officer prior to employing any other form for this purpose.
- C.11.2. The contractor, at its discretion, may develop procedures and incorporate these procedures to accomplish in-process inspection of select FIR characteristics. The selection of FIR characteristics and procedures will be subject to Government approval prior to implementation. There shall be a method to document and describe, in writing, deficiencies detected during inspection of select FIR characteristics by the contractor. This method shall be subject to Government approval. This documentation shall also be included with the FIR for each vehicle. The contractor shall submit a completed copy of the FIR and, if applicable, documentation and description of select FIR characteristics inspected in-process to the Government inspector with each item inspected and offered to the Government for acceptance. The contractor shall correct all deficiencies detected during contractor Final Inspection prior to offering the end item for acceptance inspection by the Government. The contractor shall correct all deficiencies disclosed as a result of contractor and/or Government final inspections at no additional cost to the Government.
- C.11.3. Final contractor inspection of vehicles on a sampling basis will not be authorized by the Government during the term of this contract.
- C.12. First Production Vehicle Inspection (FPVI): As specified in paragraphs 4.3 through 4.3.5 of ATPD 2171 the Contractor and subsequently the Government shall perform an FPVI on one each per model number of the first five vehicles produced. During the Government performed In-process inspection (paragraph 4.3.1 of ATPD 2171) the contractor shall make available all material certification specified in ATPD 2171. The contractor's inspection specified in ATPD paragraph 4.3.2.1 shall also include a verification inspection of over-all trailer dimensions, specified in ATPD paragraph 3.20 and empty trailer weights specified in ATPD paragraph 4.8.1.
- C.13. Control Testing. The contractor shall perform the monthly control test as specified in paragraph 4.6 of ATPD 2171.
- C.14. Government Testing. The Government will perform a Production Qualification Test (PQT) and may perform Comparison Testing (CPT) periodically throughout the contract period.
- C.15. Production Qualification Testing (PQT) (See test requirements in paragraph C.17 below) will be scheduled and accomplished early in the production cycle to establish that the contractor has successfully implemented the necessary manufacturing processes and inspection procedures to produce a trailer in accordance with the detailed Engineering Technical Data Package and to meet testing

Name of Offeror or Contractor:

requirements of ATPD 2171.

C.16. Comparison Testing (CPT) (See test requirements in paragraph C.17 below) will be scheduled and may be accomplished periodically throughout the production period to determine if the contractor is successfully maintaining manufacturing and inspection processes and procedures necessary to continuously produce a trailer in accordance with the technical data package and consistent with previously established quality levels.

C.17. Test Requirements: Initially, a 7,500 First Article/PQT Test to confirm endurance and reliability with three (3) M1102 cargo trailers and two (2) Chassis trailers with Tactical Quiet Generator (TQG) Integration Kits is required to support a Full Rate Production Decision and/or full Material Release for a new contractor. This test will be conducted at APG, MD. in accordance with paragraph 4.4 of ATPD 2171 and the mission profile, with applicable performance testing. Thereafter Comparison testing may entail performance of the 3000 mile road test, to the mission profile of paragraph 3.1.3 of ATPD 2171, and applicable performance tests cited in paragraph 4.7 and in the CPT column in Table III of ATPD 2171.

C.18. Test Incident Reports (TIRs). The contractor will be provided a copy of all Test Incident Reports (TIRs) directly from the test sites during Government test via e-mail. When directed by the Government, the contractor shall furnish a written Failure Analysis and Corrective Action report via email in accordance with data item DI-RELI-81315 and CDRL A003 for each TIR with an analysis of the test incident and corrective action taken or proposed to prevent recurrence of the incident on production items. Corrective action proposed by the contractor which requires configuration changes, shall be submitted to the Government for approval.

C.18.1. Interim failure analysis and corrective action responses shall be provided by the Contractor within the specified timeframes:

Critical defect - 72 hours upon Government Direction
Major defect - 10 days upon Government Direction
Minor defect - No interim response required

C.18.2. Final responses are required for all defects (critical, major and minor) within 30 calendar days after Government direction. All responses will be reviewed by a Government Failure Analysis/Corrective Action Review Board within 30 calendar days after receipt. If the Contractor's response is rejected, the Contractor will be officially notified and shall be required to resubmit the response within 30 calendar days.

C.18.3. Quality Deficiency Reports. The contractor shall investigate, provide failure analysis, and advise of corrective actions taken regarding all Product Quality Deficiency Reports (PQDRs), in accordance with CDRL A002. Standard Form (SF) 386 generated against supplies produced under this contract. QDRS shall be provided in accordance with CDRL A002.

C.19. Additional Contract Requirements

C.19.1. Subcontractor Sales to the Government. It is the Government's objective that the prime contractor involve subcontractors that will deliver quality components not only to the prime contractor, but also to the Government. In support of this objective, the contractor agrees, on a best effort basis, to arrange for a network of subcontractors that are willing to support the Government in the acquisition of component parts. Subcontractors should be encouraged to deal directly with the Government in supporting the acquisition of component parts, including the furnishing of cost and pricing data, where applicable. The identity of subcontractor sources of supply shall be made available for Government review when requested.

C.19.2. Technical Manuals. One copy of the combined (stand-alone) Technical Manual TM 9-2330-392-14&P shall be over-packed with each trailer delivered under this contract. The TM shall be in a waterproof jacket and attached or secured to the trailer. TMs will be reproduced by the Government and furnished to the contractor in bulk pack. The Government will provide the Technical Manuals 20 days prior to each delivery shipment due date. Contractor will be responsible to re-package the individual TMs.

C.19.3. Technical Data Package (TDP) Deficiencies. The TDPs and other drawings provided under this contract have been prepared and checked in accordance with accepted engineering practices. On the basis of previous experiences, however, it is reasonable to assume that such data may contain deficiencies, which would preclude, from an actual or practical standpoint, the manufacture or assembly of the vehicles in strict accordance with such technical data. Under this contract, the contractor has the responsibility to review, identify, and correct any such deficiencies during the manufacturing process, without any equitable adjustment in the contract price or delivery schedule. By way of example only, deficiencies which would preclude practical manufacture or assembly include: errors (or omissions) in drawings, tolerance stack-ups beyond the overall specified tolerance limitations for an item, dimensions resulting in no-fit condition, requirements for material which are not readily available nor suitable for production, conflicts between separate requirements of the technical data, processing requirements not suitable for production, etc. Contractor documentation of the deficiencies shall be presented to the Government for appropriate action. Such documentation shall be submitted through the ACOs office to: elwartj@tacom.army.mil, mcleishj@tacom.army.mil, and to dixong@tacom.army.mil.

C.20. Surge Brake Certification Process. The Surge Brake Slide and Housing, drawings 12479774 and 1249772 are restricted to specified manufacturer's part numbers as set forth in the Technical Data Package (Attachment 001) and Note 7 from the supplemental LTT Notes/Addendum (Attachment 003). As noted on the drawings, these items must be provided from the listed approved sources of supply. A

Name of Offeror or Contractor:

substitute item shall not be used without prior approval by TACOM/LTV. Paragraphs C.20.1 through C.20.10 below outline the required certification process to get a substitute part approved.

Note: Offeror's responding to this solicitation must provide components from approved sources as specified in the Technical Data Package and meet all delivery requirements pending attempts to qualify a substitute part.

C.20.1. The contractor shall submit the following hardware items for certification purposes: one (1) Slide, p/n 12479774, one (1) Housing, p/n 12479772, one (1) bar stock sample for each part, one (1) tensile sample for each part.

C.20.2. The contractor shall submit the following test results and/or data for certification purposes: radiographic slides, casting inspection reports, chemical analysis reports, and physical analysis reports.

C.20.3. The slide shall be measured for dimensional conformity with a vernier caliper. The measured results shall be compared to the corresponding dimensions on drawing 12479774. If any measurements do not fall within the tolerances specified on the drawing, the slide shall be deemed unacceptable.

C.20.4. The surge brake housing shall be measured for dimensional conformity on cast and machined surfaces with a vernier caliper. The measured results shall be compared to the corresponding dimensions on drawing number 12479772. If any measurements do not fall within the tolerances specified on the drawing, the slide shall be deemed unacceptable.

C.20.5. The contractor shall submit radiographic slides of the surge brake housing. The slides shall be visually inspected for conformance to note 10 on drawing 12479772, which states the part, must meet the magnetic particle inspection requirements of MIL-STD-1907. The sample x-rays shall be compared to ASTM E446 standard x-rays, which define the acceptable limit for gas porosity and shrinkage. If the housing does not meet the requirements of the drawing for magnetic particle inspection, the part shall be deemed unacceptable.

C.20.6. The contractor shall submit radiographic slides of the slide. The radiographic slides of the slide shall be visually inspected for conformance to note 6 of drawing 12479774 which states the part must meet the magnetic particle inspection requirements of MIL-STD-1907. The sample x-rays shall be compared to ASTM E446 standard x-rays, which define the acceptable limit for gas porosity and shrinkage. If the slide does not meet the requirements of the drawing for magnetic particle inspection, the part shall be deemed unacceptable.

C.20.7. The slide shall be checked for conformance to the physical properties data specified in drawing 12479772, note 5 which specifies ASTM-A148, CLASS 130-115. If the data in the physical and chemical analysis reports falls within the limits which are specified in ASTM-A148, CLASS 130-115 the slide sample shall be deemed acceptable.

C.20.8. The housing shall be checked for conformance to the physical properties data specified in drawing 12479774, note 7. If the data in the physical and chemical analysis tables fall within the limits specified in the material specification ASTM-A148, CLASS 130-115, the housing shall be deemed acceptable.

C.20.9. An interchangeability test shall be performed on the slide. The slide shall be installed onto a Light Tactical Trailer equipped with Rock Island Arsenal surge brake housing. The criterion for this test shall be that the slide fit into the housing. If the slide fits into the housing, the slide meets the requirements for interchangeability.

C.20.10. An interchangeability test shall be performed on the housing. The housing shall be installed onto Light Tactical Trailer equipped with the Rock Island Arsenal Lunette/Inner Slide. The criterion for this test will be that the slide fit into the housing. If the housing provides adequate clearance for the slide, the housing shall meet the requirements for interchangeability.

*** END OF NARRATIVE C 001 ***

CONTINUATION SHEET**Reference No. of Document Being Continued**

Page 15 of 18

PIIN/SIIN DAAE07-03-R-S196

MOD/AMD 0006

Name of Offeror or Contractor:

SECTION I - CONTRACT CLAUSES

<u>Status</u>	<u>Regulatory Cite</u>	<u>Title</u>	<u>Date</u>
I-1 ADDED	52.247-34	F.O.B. DESTINATION	NOV/1991
I-2 ADDED	52.247-48	F.O.B. DESTINATION -- EVIDENCE OF SHIPMENT (DEVIATION)	FEB/1999
I-3 ADDED	52.247-54	DIVERSION OF SHIPMENT UNDER F.O.B. DESTINATION CONTRACTS	MAR/1989

Name of Offeror or Contractor:

SECTION M - EVALUATION FACTORS FOR AWARD

PROPOSAL EVALUATION INFORMATION

M.1 BASIS OF AWARD

a. Selection of Successful Offeror: The Government plans to award one contract to the offeror whose proposal best meets program objectives and represents the best value to the Government. However, the Government reserves the right to make no award as a result of this solicitation if, upon evaluation, none of the proposals are deemed to meet the requirements at an acceptable level of risk or price. The evaluation of proposals submitted in response to this solicitation shall be conducted on a source selection basis utilizing a trade-off process to obtain the best value to the Government. The Government will weigh the evaluated Production Capability and Past Performance Areas against the evaluated Price. As part of the trade-off determination, the relative advantages and/or disadvantages of each proposal will be considered in selecting the offer that represents the best overall value to the Government.

b. The Government may reject any proposal which:

(1) merely offers to perform work according to the RFP terms or fails to present more than a statement indicating its capability to comply with the RFP terms without support and elaboration specified in Section L of this solicitation.

(2) is found to be unrealistic in terms of Production Capability or Price. Such a proposal will be judged either as exhibiting a lack of competence or failure to comprehend the Governments requirements.

(3) contains any unexplained significant inconsistency between the proposed effort and Price, due to the offerors apparent misunderstanding of the work required or its inability to perform any resultant contract.

(4) fails to meaningfully respond to requirements of Section L., Proposal Instructions.

(5) is materially unbalanced as to price for an ordering year. An unbalanced offer is one, which is based on prices significantly high or low for one given period versus another period. There must be a direct relationship between the effort expended and its price for each ordering year.

c. Trade-Off process: This is a best value acquisition using the trade-off process. As such, the Source Selection Authority (SSA), in making the final source selection trade-off judgment will weigh the merits of the non-price areas of the proposal against the price area in arriving at the final source selection decision. The closer the offerors evaluations are in the non-price areas, the more significant the price area becomes in making the final decision. Despite the fact that the price area is not the most important consideration, it may be a controlling factor when:

(1) two or more proposals are otherwise considered equal;

(2) an otherwise superior proposal is unaffordable; or

(3) the advantages of a higher rated, higher priced proposal are not considered to be worth the cost premium.

(4) when an offeror proposes prices that pose an unacceptable level of risk to successful contract performance.

M.2 SOURCE SELECTION EVALUATION PROCESS:

a. Evaluation: The Government will have a Source Selection Evaluation board (SSEB) evaluate proposals submitted by offerors. The SSEB will assess the advantages, disadvantages, and relative risks associated with each offeror and proposal, and then assign an appropriate adjectival rating for each Area evaluated (except for the Price Area), and provide rationale to support the rating. The government reserves the right to reject offers, in accordance with M.1(b) above.

b. Risk Assessment: The Government will assess the merits and risks (proposal risk and performance risk) of the offerors proposal. It is important to distinguish the difference between proposal risk and performance risk.

1. Proposal risks are those risks associated with an offerors proposed approach in meeting the Governments requirements. Proposal risk is assessed by the SSEB and is integrated into the rating of the Production Capability and Price Areas.

2. Performance risks are those risks associated with the probability that an offeror will successfully perform the solicitation requirements as indicated by the offerors record of past and current performance. Performance risk will be assessed by the SSEB and is integrated into the rating of the Past Performance Area.

M.3 Evaluation Criteria

The award of one contract shall be made to that offeror whose proposal is most advantageous and represents the best overall value to the Government, based upon the following evaluation criteria:

Name of Offeror or Contractor:

- (1) Production Capability
- (2) Past Performance
- (3) Price

The Areas of Production Capability, Past Performance and Price are equal in importance. The non-Price areas, when combined, are significantly more important than the Area of Price

M.3.1 Production Capability Area:

The Area of Production Capability will assess the proposal risk probability (based on the information supplied in response to paragraph L.4.2) that the offeror and its subcontractors will timely achieve delivery of supplies satisfying Contract requirements. Specifically, the Government will assess the offerors approach for timely delivering Contract supplies with respect to:

(a) Manufacturing Facilities for Initial Production Articles Deliveries and Estimated Monthly Production Delivery quantities as described in L.4.1(b) and L.4.1(c).

(b) Key Tooling and Equipment for Test Articles, Initial Production Article Deliveries and Estimated Monthly Production Delivery quantities as described in L.4.1(a), L.4.1 (b) and L.4.1 (c).

(c) Production Approach for Initial Production Articles Deliveries and Estimated Monthly Production Delivery quantities (to include the maximum monthly production rate of 300) as described in L.4.1(b) and L.4.1(c) and

(d) Time Phased Critical Path for Test Articles and Initial Production Quantities as described in L.4.1 (a) and L.4.1(b).

M.3.2 Past Performance Area:

The assessment of Past Performance will be based on the offeror and significant subcontractor(s) current and past record of relevant contract performance, on contracts performed within the last three (3) years (as of the date of this RFP), as it relates to the performance risk probability that the offeror will successfully accomplish the required effort.

Past Performance will be evaluated on relevant contracts as defined by L.5.1.

When addressing performance risk, the Government will focus its inquiry on the offeror's and major subcontractors' record of performance as related to contract requirements and objectives including (1) technical (contractor's ability to produce in accordance with technical requirements such as a TDP, performance description, etc.), (2) delivery, and (3) customer satisfaction. For evaluation of delivery schedule performance, the assessment will be made against the contracts original delivery schedule, unless the Government caused a delay. Schedule extensions which were caused by the offeror, or a proposed subcontractor, even if consideration was provided, will be counted against the offeror.

The Government may use internal or private industry sources of information. However, the burden of providing thorough and complete past performance information rests with the offeror. All offerors should include any relevant previous performance, including any demonstrated corrective actions for negative performance, in their proposal.

Significant achievements, problems, or lack of relevant data in any element of the work can become an important consideration in the source selection process. The existence of negative past performance findings may result in a rating that reflects elevated performance risk. Offerors without a record of relevant Past Performance upon which to base a meaningful performance risk prediction will be rated as unknown risk, which is neither favorable nor unfavorable.

M.4 Price Area:

The Government will evaluate the Offerors proposed prices, for the items identified in Section B, for reasonableness and realism. Reasonableness is interpreted to mean that the Price, in its nature and amount, does not exceed that which would be incurred by a prudent person in the conduct of competitive business. This evaluation of reasonableness may also include a comparison to prices proposed by other Offerors. Realism pertains to whether the price accurately reflects the Offerors proposed effort to meet program requirements and objectives

M.4.1 The realism analysis will assess the risk of the offeror performing the effort at the proposed price. However, the offered prices shall not be adjusted as a result of the realism analysis. But the results may be used both in (a) the assessment of Proposal Risk in the Production Capability Area, and (b) determining offeror Responsibility.

M.4.2 The price evaluation will also yield a total evaluated price amount that will be considered in the trade-off evaluation. The total evaluated price amount shall include all firm-fixed priced CLINS and shall be based on the estimated quantities for all CLINS listed in Section B and evaluation of Transportation Costs for the initial delivery quantity of 569 vehicles (excludes the 5 First

CONTINUATION SHEET**Reference No. of Document Being Continued**

Page 18 of 18

PIIN/SIIN DAAE07-03-R-S196

MOD/AMD 0006

Name of Offeror or Contractor:

Article Test Vehicles and 2 First Production Vehicle Inspection Vehicles). Remember the guaranteed minimum is 576 vehicles.

Transportation costs: CRITICAL: Only transportation costs for the estimated initial delivery quantity of 569. This changed from 576 to 569 vehicle for transportation evaluation costs. For evaluation purposes, transportation costs will be added for 569 each Cargo Trailers, M1101, M1102 or LTT Heavy Chassis, M1101 or M1102 Trailers and LTT Heavy Chassis (evaluation quantity excludes the First Article Test and FPVI Trailers) to destinations is as follows:

QTY	DESTINATION
271	Leesville, LA (Ft. Polk)
21	Ft. Belvoir, VA
3	Kirtland, NM
11	Kaiserslautern, Germany
5	Bakersfield, CA
5	Woodland, NC
5	St. Albans, WV
5	Ft. Knox, KY
6	Phoenix, AZ
20	Cockeysville, MD
6	Watervliet, NY
10	Laguna, NM
30	Ft. Monmouth, NJ
13	Ft. Wainwright, AK
9	Honolulu, HI
2	Annville, PA
64	Ft. Bragg, NC
63	Ft. Hood, TX
4	Ft. Lewis, WA
6	Ft. Bliss, TX
5	Ft. Sill, OK
5	Huntsville, AL

TOTAL 569 vehicles for evaluation purposes

M.4.3 Offerors are cautioned to enter CLIN prices that reflect a fair apportionment of total contract costs, based upon the value to be received by the Government for those items. The Government may determine an offer not eligible for award if it is materially unbalanced as to price. An offer is materially unbalanced as to price when, in the judgment of the PCO, it cites prices that are significantly less than cost for some work and significantly more than cost for other work. An unrealistic price may present an unacceptable risk to the Government and may result in elimination of the proposal from consideration for award.

*** END OF NARRATIVE M 001 ***

PIIN/SIIN DAAB07-03-R-S196

MOD/AMD 0006

SECTION I - CONTRACT CLAUSES

ADDED	IF0910	52.247-34	01-NOV-1991	F.O.B. DESTINATION
ADDED	IF0912	52.247-48	01-FEB-1999	F.O.B. DESTINATION -- EVIDENCE OF SHIPMENT (DEVIATION)
ADDED	IF0930	52.247-54	01-MAR-1989	DIVERSION OF SHIPMENT UNDER F.O.B. DESTINATION CONTRACTS