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	PIIN/SIIN W56HZV-04-D-0160	MOD/AMD P00001

Name of Offeror or Contractor: KALMAR RT CENTER LLC

SECTION A - SUPPLEMENTAL INFORMATION

The purpose of modification P00001 changes or corrects the following information.

- 1) CLIN 1001AA is changed by removing the Pre-Shop Inspection and making the Pre-Shop a separate CLIN.
- 2) CLIN 1001AB is added for the Pre-Shop Inspection.
- 3) CLIN 1002AA adds the contractor labor and G&A rates under this contract. The 5% withholding rate under FAR Clause 52.232-7 is waived for this contract. Corrects the average AWE from \$163,110.90 to \$200,000.00
- 4) CLIN 1003 A002 CDRL A002 EXHIBIT CORRECTS THE DATE FOR REPORT FROM 15 DAYS TO 20 DAYS.
- 5) Section C Scope of Work (SOW) paragraph C.2 P is:

Changed from:

Disposition of Replaced Parts. For a period of 30 days, starting on the date the government inspector signs the DD250 or other appropriate acceptance document; the contractor shall keep on hand all parts removed from the Reset vehicles. During that time period, the contractor shall permit government inspectors to examine and take possession of any of those parts upon request.

Changed to:

Disposition of Replaced Parts. The contractor shall keep on hand all parts removed from the Reset vehicles until the date the government inspector signs the DD250 or other appropriate acceptance document.

- 6) Section C Scope of Work (SOW) paragraph C.3 - II N. is:

Changed from:

N. The contractor will inform and receive approval to continue repairs from the Contracting Officer when repair costs for a vehicle are estimated to exceed (\$163,110.90) of the total vehicle replacement cost.

Changed to:

N. The contractor will inform and receive approval to continue repairs from the Contracting Officer when repair costs for a vehicle are estimated to exceed (\$200,000.00) of the total vehicle replacement cost.

- 7) Section E added FAR Clause 52.246-4028 INSPECTION POINT: ORIGIN

subcontractor plants in Mississippi and Ahmadi, Kuwait.

- 8) Section H Paragraph H-13 52.246-4000 Accountability of items under Overhaul/Maintenance Contracts is deleted in its entirety.

- 9) Section H Paragraph H-1 52.203-7002 DISPLAY OF DOD HOTLINE POSTER IS ADDED

- 10) Section H Paragraph H-15 is:

Changed from:

H-15 ESTIMATED COST AND APPROVAL - CONTRACTOR REQUIRED APPROVAL AUTHORITY

As set fourth in CLIN 1002AA of Section B, the contractor is authorized to perform additional work effort (AWE) at an estimated cost of \$163,110.90, inclusive of fee, for each of the vehicles included in this RESET program. Accordingly, for any work beyond that amount, the contractor must submit for approval of the same to the PCO. The estimated AWE will be re-negotiated after completion of the first three vehicles during the start of work meeting held at the contractor's facility. The PCO shall determine if the AWE is reasonable and acceptable and shall either approve or disapprove the request within 10 working days of receiving a request from the the contractor. Contractor performance of any AWE over the threshold amount in CLIN 1002AA without approval of the PCO shall be at the contractor's expense.

Changed to:

H-15 ESTIMATED COST AND APPROVAL - CONTRACTOR REQUIRED APPROVAL AUTHORITY

As set fourth in CLIN 1002AA of Section B, the contractor is authorized to perform additional work effort (AWE) at a cost of up to \$200,000.00, inclusive of fee, for each of the vehicles included in this RESET program. Accordingly, for any work beyond that

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amount, the contractor must submit for approval of the same to the PCO. The PCO shall determine if the AWE is reasonable and acceptable and shall either approve or disapprove the request within 10 working days of receiving a request from the the contractor. Contractor performance of any AWE over the threshold amount in CLIN 1002AA without approval of the PCO shall be at the contractor's expense.

- 11) Section I Paragraph I-1 52.232-1 payments is deleted in its entirety
- 12) Section I paragraph I-2 52.232-7 payments under Time and Material Contracts is added.
- 13) Section I Paragraph I-53 52.245-4 Government Furnished Property (Short Form) is deleted in its entirety.
- 14) Section I Paragraph I-3 52.245-2 GOVERNMENT PROPERTY ALT I IS IS ADDED.
- 15) Section I Paragraph I-5 52.245-5 GOVERNMENT PROPERTY TIME AND MATERIAL IS ADDED.
- 14) Section I Paragraph I-6 52.216-22 Indefinite Quantity is deleted in its entirety.

*** END OF NARRATIVE A 001 ***

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Name of Offeror or Contractor: KALMAR RT CENTER LLC

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
1001AA	<p>SECTION B - SUPPLIES OR SERVICES AND PRICES/COSTS</p> <p><u>CORE EFFORT</u></p> <p>NOUN: RTCH</p> <p><u>Description/Specs./Work Statement</u> PROCUREMENT DOCUMENTATION TITLE: MPRL PROCUREMENT DOCUMENTATION LOCATION: ADDENDA: 1 TOP DRAWING NR: PD 2215 DATE: 27-MAR-2000</p> <p><u>Packaging and Marking</u> PACKAGING/PACKING/SPECIFICATIONS: STD COMMERCIAL UNIT PACK: 1 INTERMEDIATE PACK: DELETED LEVEL PRESERVATION: Commercial LEVEL PACKING: Commercial</p> <p><u>Inspection and Acceptance</u> INSPECTION: Origin ACCEPTANCE: Origin</p>		EA	\$ 10,275.00000	

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ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
1001AB	<p><u>PRESHOP ANALYSIS</u></p> <p>NOUN: RTCH</p> <p>Perform a preshop analysis on every vehicle inducted into the RESET per Section C paragraph II Requirements Subparagraph A 1 through A 4.</p> <p><u>Inspection and Acceptance</u> INSPECTION: Destination ACCEPTANCE: Destination</p> <p>(End of narrative B001)</p>		EA	\$ <u>1,063.00</u>	

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ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
1002AA	<p><u>ADDITIONAL WORK EFFORT</u></p> <p>NOUN: RTCH</p> <p>See contract clause H-15 for AWE effort.</p> <p>Time and Material Composite labor rate at Cibolo, Tx = \$85.00</p> <p style="padding-left: 150px;">KRTC Material G & A rate = 12%</p> <p>The 5% withhold rate is waived for this contract.</p> <p style="padding-left: 100px;">(End of narrative B002)</p> <p><u>Description/Specs./Work Statement</u> TOP DRAWING NR: PD 2215 DATE: 27-MAR-2000</p> <p><u>Packaging and Marking</u> PACKAGING/PACKING/SPECIFICATIONS: STD COMMERCIAL UNIT PACK: 1 INTERMEDIATE PACK: DELETED LEVEL PRESERVATION: Commercial LEVEL PACKING: Commercial</p> <p><u>Inspection and Acceptance</u> INSPECTION: Origin ACCEPTANCE: Origin</p>		EA	\$ 200,000.00000	

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SECTION C - DESCRIPTION/SPECIFICATIONS/WORK STATEMENT

C.3 SCOPE OF WORK For RTCH RT-240 Reset

C.3 - I. General Information: This repair is part of the Army Material Command (AMC) RESET Program.

A. Approach:

1. This scope of work (SOW) covers the Overhaul/Maintenance/Repair and CARC Painting of RTCH RT-240. The contractor shall provide all personnel, equipment, tools, materials, repair parts, transportation, supervision and other items and services to inspect and overhaul the RTCH RT-240 to 10/20 standards and beyond (3D Delayed Desert Damage) IAW Technical Manuals (TMs) requirements (e.g., torque and common hardware specifics) and requirements listed below and in Attachment 002 Table 1.

2. Vehicles processed under this program will be classified Condition Code A.

CODE A is described as follows: "New, used, repaired or reconditioned material which is serviceable and issuable to all customers without limitation or restrictions. Includes material with more than 6 months shelf life remaining."

B. Applicable Documents: The following documents (Technical Manuals (TM)/Tech Bulletins (TB)) are applicable to this work effort and form a part of this scope of work:

RTCH RT-240 UNIQUE TMs:

- a. TM 10-3930-675-10 1 July 2001 (Operator's Manual)
- b. TM 10-3930-675-20-1 1 July 2001 (Unit Maintenance, Volume 1)
- c. TM 10-3930-675-20-2 1 July 2001 (Unit Maintenance, Volume 2)
- d. TM 10-3930-675-34 1 July 2001 (Direct Support and General Support Maintenance)
- e. TM 10-3930-675-24P 1 July 2001 (Unit, Direct Support and General Support Maintenance Repair Parts and Special Tool List)
- f. LO 10-3930-675-12 1 July 2001 (Lubrication Order)

UNIVERSAL TBs:

- a. TB 750-651 (Use of Anti-freeze Solutions, Antifreeze Extended and Cleaning Compounds Test Kit in Engine Cooling Systems)
- b. TB 9-2300-247-40 Frame/Welding Repair
- c. TB 42-0242 CARC Spot Painting (Water Based Specifications)
- d. TB 43-0142 Safety Inspection and Testing of Lifting Devices
- e. TB 43-0209 Color Marking & Camouflage Painting of Military Vehicles
- f. TB 43-0213 Corrosion Prevention & Control, Including Rustproofing
- g. TB 43-0221-2 Delayed Desert Damage, Special Maintenance Procedures for Tactical, Combat and Special Purpose Equipment (see APP A for a thorough list of references)
- h. TM 9-2610-200-14 Care, Maintenance, Repair and Inspection of Pneumatic Tires & Inner Tubes
- i. TM 9-6140-200-14 Maintenance Manual for Lead Acid Batteries

C. Definitions:

Serviceable Part: Any part that is capable of meeting the requirements of the TMs.

Non-serviceable Part: Any part that is not capable of meeting the requirements of the TMs.

Baseline Configuration: Vehicle overhauled to original configuration in accordance with the TMs and any approved ECP's, VECP's or RFD's.

C.3 - II. Requirements

A. Preshop Analysis and degree of disassembly:

1. A preshop analysis will be made of every vehicle overhauled under the provisions of this SOW using the best available diagnosis, inspection, and testing techniques to determine extent of work and parts required. As part of this analysis, an AOAP sample will be analyzed at the contractor's designated facility for the engine, transmission and main hydraulic system of these vehicles. Vehicles may be subjected to a preshop diagnostic test to determine the condition, function, and performance of the power train components, to include engine, transmission, differentials, starter, accelerator pedal and associated drive line assemblies. A visual technical inspection utilizing the equipment 10/20/34 TMs and TB 43-0221-2 section 1. This will be performed on the stationary Vehicles that are not able to be driven due to operational or safety concerns. All Vehicles and assemblies will be disassembled to the extent necessary to determine that components meet the requirements specified in this SOW.

2. To correct any potential Southwest Asia (SWA) environmental damage to this equipment (sand, water, or corrosion) it is necessary to follow all of the procedures of section 1 (General TACOM Equipment) in TB 43-0221-2, Delayed Desert Damage Special Maintenance

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Procedures for Tactical, Combat and Special Purpose Equipment to prevent premature failure to any components and sustain readiness.

3. To the fullest extent possible, test equipment will be used to determine that assembly and subassemblies meet prescribed reliability, performance, and work requirements. The results from utilizing this test equipment along with other related factors will help determine if the assembly and subassemblies can be repaired or must be replaced.

4. Check for oil seal and gasket leakage - Evidence of lubricating or hydraulic oils passing through or around a seal (a light film) in itself is not a defect; however, consideration must be given to the fluid capacity of the item being checked/inspected. The following will be used as a guide in determining the degree of oil loss:

- a. Class I - Seepage of fluid (as indicated by wetness or discoloration) not great enough to form drops.
- b. Class II - Leakage of fluid great enough to form drops, but not enough to drip from the item being checked/inspected.
- c. Class III- Leakage of fluid great enough to form drops that fall from the item being checked/inspected.

B. Project Management. The contractor shall establish and maintain management operations for the reset of the RTCH RT-240. Project Management consists of those activities required to plan, direct and control the reset process of the RTCH RT-240. Those activities include organizing and directing all work to accomplish the objectives of this SOW and identifying impending problems relating to technical and delivery schedules.

C. Integrated Process Team (IPT) Management Philosophy: A joint contractor/Government IPT shall be established to serve as the primary management vehicle for monitoring the status of the RTCH RT-240 Reset program. All functional areas shall be included in the IPT, with sub IPTs as appropriate. The overall Management IPT shall serve as a means of coordination, monitoring schedule and contract performance, and directing the sub IPTs. The Management IPT shall ensure compliance with regulatory and contractual requirements. No changes to the contract are authorized without the written approval of the Contracting Officer. All issues and problems will be posted to the contractors AKO account.

D. Receipt and Storage: Upon receipt of the vehicle by the contractor, the RTCH RT-240 shall be identified by model number and serial number and be thoroughly inspected for the Baseline Configuration for that particular Model (operating hours and any mounted equipment). All noticeable missing components/parts shall be noted and recorded. All non-approved modifications or additions shall be documented and photographed.

E. Disassembly and Reassembly: Vehicle disassembly and reassembly will be accomplished in accordance with the applicable equipment TMs and the contractors SRA work package procedures.

F. Core Effort. The core effort is defined as and shall include only those tasks that are common to and performed on each vehicle including component/part replacement, upgrades and related tasks. The Core Effort may be updated by contract modification if required. The government will issue delivery orders for core effort at the fixed price identified in the contract. Each vehicle shall have an "R" stamped after the Serial Number and the date RESET was completed stamped on the data plate. New data plates will be attached to the vehicles.

G. Mandatory Replacement Parts/Compliance Requirement: The following items shall be replaced with new TM compliant parts or kits to correct any potential desert damage:

1. Install new fluids and lubricants
2. Install all new drive belts and filters
3. Whenever required by TM, replace all seals, gaskets, lock washers, locknuts with new. Ensure all gaskets and seals are replaced on assemblies that have been disassembled.

See Attachment 001 Appendix A Table 2 for the comprehensive MRPL (Mandatory Replacement Parts List).

H. Inspect and Repair Only as Necessary (IROAN) (ATTACHMENT 002): All components not designated for replacement in paragraph II.F above, shall be processed in accordance with the PMCS (Preventive Maintenance Checks and Services) specified in the TMs to include a complete annual service as well as Table 1 (Mandatory Inspection, Repair/Replace Only As Necessary List) below. All faults found and all the specific mandatory repairs/tasks will be repaired/performed utilizing parts in accordance with the TMs/TBs. In addition to the list below, if there is an oil sampling type valve located at the engine/transmission oil cooler, inspect it to ensure it is working properly.

Mandatory Inspection, Repair/Replace Only As Necessary List (SEE Attachment 002 IRON Table 1)

I. Lubrication. AOAP will not be the governing authority for replacement of the component oil or lubricant on any equipment returning from SWA that has a Class III leak. As TB 43-0221-2 specifies, any vehicle returning from SWA that does not show class III leaks should have the fluid and filters changed at the next scheduled service IAW LO. Lubricate vehicle IAW LO 10-3930-675-12. Only prescribed grease, oil, and antifreeze which complies with the applicable military specifications can be used. Reuse of drained lubricants is not authorized. Operate the equipment for 5 hours using the modified PD2215 TM2 test procedure after all repairs have been completed and submit an oil sample from the engine, transmission and main hydraulic system to the local AOAP lab for analysis. All results must be

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"NORMAL" or maintenance actions must be taken to achieve this result.

J. Required Publications. The Government will provide the contractor with all applicable manuals, military specifications, and other reference material required to accomplish the inspection, maintenance and repairs.

K. Additional Work Effort (AWE). The AWE is the set of repair and overhaul actions beyond the core effort unique to each vehicle. The contractor shall perform AWE on each vehicle up to the maximum amount per vehicle established at after contract award during start of work meeting. In the event that the cost of the recommended AWE is anticipated to exceed the amount authorized at clause H-15, the contractor shall not perform any repairs until the PCO provides written authorization. The PCO will examine and approve all AWE requests in excess of the dollar thresholds established at clause H-15. The contractor shall perform this AWE at the same time as the core overhaul effort or at such a time as the contractor finds that this work is most efficiently integrated into their regular work processes. The list of work performed under this phase shall be included with the AWE report for each vehicle. The contractor shall ensure that they charge the government strictly for the AWE performed and not for any effort already paid for under the core overhaul effort.

The Contractor must submit an Additional Work Effort request to the Contracting Officer for any AWE request above the contractor approval authority. The Contracting Officer shall determine if the AWE is reasonable and acceptable and shall either approve or disapprove the request within 10 days. Contractor performance of any AWE over the Contractor Approval Authority without the PCO's approval will be at the Contractor's expense.

L. The contractor will perform repair of vehicles to 10/20 standards + 3D within the scope and timeline authorized by the contract. Major components and assemblies such as engines, transmissions, etc. will not be rebuilt, but replaced.

M. Coordinate with the Contracting Officer for transportation of swapped out assemblies back to a Government supply activity. The contractor shall segregate, clean and pack swapped out parts prior to transportation in accordance with US Army regulations.

N. The contractor will inform and receive approval to continue repairs from the Contracting Officer when repair costs for a vehicle are estimated to exceed (\$200,000.00) of the total vehicle replacement cost.

O. Status Report. The contractor shall furnish a monthly status report to the government showing the work in progress and a summary of work completed. The report shall include: delivery order number, vehicle serial number, vehicle attachments (if any), military location, dealer, labor rate, actual pick up date, AWE approval amount, AWE approval date, date inspector notified, actual completion date, inspection completion date, vehicle return date, core invoice amount, core invoice date, AWE invoice amount, AWE invoice date, and invoice total. The contractor shall include any new warranty certifications with the monthly status report. The contractor shall provide this report per CDRL A001 (Exhibit A).

P. Disposition of Replaced Parts. The contractor shall keep on hand all parts removed from the Reset vehicles until the date the government inspector signs the DD250 or other appropriate acceptance document.

Q. Disposition of Parts Removed from Vehicles: The contractor will be responsible for safely disposing of all parts removed from the vehicles during the reset process in accordance with federal, state, and local laws and ordinances. All reparable unserviceable components should be credited to the contract including any scrap.

R. Start of Work Meeting. The contractor shall host a start of work meeting at its facility, unless some other location is designated in the contract, within 30 days after the award of the first delivery order. The contractor shall at a minimum invite the Contracting Officer identified in Section C or in an appointment letter, the Contract Specialist identified on the face page of this document, and the Administrative Contracting Officer (ACO). The CO, Contract Specialist, and ACO shall be given at least 14 days advance notice of the time, date, and location of the start of work meeting. The preferred method of notification is by email.

C.3 - III. Process:

A. Requisition of Vehicles: The Government will identify and notify the contractor of the vehicles to be inducted into the Reset Program and arrange for these vehicles to be shipped to the contractor. Vehicles will be provided to the contractor in an "as is" condition and some probably will not be in a drivable condition. The contractor shall pick up the vehicles at government sites as required. The contractor shall pick up the vehicles at designated government sites and transport them to a contractor Reset facility. The contractor may perform the Reset effort at any facility within its authorized service network. The contractor shall, however, make their best effort to ensure that the selected repair facility is within a 200-mile radius of the location from which the vehicle is taken or will be returned to. The contractor shall also be responsible for making all arrangements related to transportation and loading, including operating the vehicle and performing any needed disassembly required to transport the vehicle, as well as the actual transporting of the vehicles. Ten days prior to the planned arrival of their transportation personnel, the contractor shall notify the government POC's identified in the contract delivery order to firmly fix the exact time and place of vehicle pick up/delivery and transportation. The Reset vehicles shall be picked up within 60 days of delivery orders being received, unless mutually agreed upon by the government and contractor. Once a vehicle has been picked up, the contractor has 20 days in which to submit an AWE to the government. For AWEs below the threshold per clause H-15 "Contractor Approval Authority", the contractor shall deliver the Reset vehicle back to the designated unit within 60 days of pick-up. AWEs that exceed the dollar threshold at clause H-15 require PCO approval. The

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government has 10 days in which to review and provide disposition for these AWEs over the threshold. The contractor shall deliver the Reset vehicle back to the designated unit within 60 days of PCO AWE approval.

Placing Orders for Reset Effort. The PCO will place delivery orders under this contract by obligating:

- 1) the fixed price per vehicle for core effort and
- 2) the estimated cost for AWE. Each delivery order will show the following information:
 - The quantity of vehicles for Reset.
 - The known location of each vehicle for Reset.
 - The known serial number of each vehicle for Reset.
 - A point of contact, with telephone number at the vehicle's pick-up and return location.
 - The pick-up and return location Department of Defense Activity Address Code (DODAAC).

B. Vehicle Inspection. The contractor shall inspect in detail each vehicle going through Reset at their repair facility. The contractor shall ensure that the inspection is sufficient to determine the condition of the inspected vehicles and to identify any additional repairs (AWE) beyond those described in the core effort. The contractor shall not proceed with the Reset effort for a vehicle if the vehicle frame is cracked or bent to such a degree that it requires replacement. The contractor shall notify the PCO if the above condition exists. The PCO will make a determination whether to proceed with Reset on that vehicle. The PCO may amend the delivery order, striking that vehicle serial number from the list and deobligating the funds associated with the Reset of that vehicle. The contractor will be paid for all transportation, assembly/disassembly inspection and cleaning costs incurred for that vehicle. At its option, the government may substitute another vehicle from its fleet in place of the rejected vehicle.

C. Condition Assessment Report (CAR) and AWE Report. The contractor shall prepare a CAR and AWE report for each vehicle inspected under this Reset contract, whether it is below or above the AWE dollar threshold. The contractor shall deliver the CAR and both the "Summary" and "Detailed" AWE Reports to the addressees shown in CDRL A002 (Exhibit B).

Each report shall contain at a minimum:

- a. (CAR and AWE) All identifying vehicle information in accordance with commercial practices including end item serial number, system nomenclature (RTCH RT-240), National Stock Number (NSN) and US Army system registration number.
- b. (CAR only) A general description of the vehicle's condition and appearance.
- c. (CAR only) Engine hour/mileage meter reading.
- d. (CAR only) Serial number and condition of the engine to include the condition of engine components.
- e. (AWE only) A list of repair actions which are needed for the vehicle, including part numbers and descriptions. The contractor shall include in the report the estimated cost of material, labor, and any additive prime contractor overheads and markups to perform the Reset repair actions needed. The contractor shall price the total effort. The contractor shall segregate the additional recommended repairs by segment area of machine as shown below:

Engine
Starting, Charging & Fueling System
Radiator/Cooling Systems
Torque Converter
Transmission
Steering
Brakes
Axles & Tires
Hydraulic System
Vehicle Frame & Guards
Operator's Compartment
FOPS
Electrical System
Boom Assembly
Top Handler
Fuel
Miscellaneous
Transportation
Total

- f. (CAR and AWE) A condition summary of the vehicle which lists repairs necessary and probable cause, such as wear and tear, improper lubrication, improper training, etc.

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D. Final Inspection of Reset Vehicles. Ten days before a Reset vehicle is ready for final inspection, the contractor shall notify the Defense Contract Management Area Office located in the region of the dealer who is performing the work. Upon arrival of the government inspector, the contractor shall conduct an operational performance test (operate the equipment with and without a container attached for each model). The government inspector will also validate by reviewing maintenance records and spot checking the equipment using Table 1 Attachment 002 (requirements) of this SOW to ensure all tasked required were performed satisfactorily. Upon successful completion of these tests and validations, the government inspector will sign the DD250 or other appropriate acceptance document for each vehicle.

E. Requests for Deviations:

1. The Contractor may submit requests for relief from a particular contract requirement without affecting a change to the applicable technical data. These requests shall be submitted in the form of Request for Deviations (RFDs) in accordance with the requirements of this contract and Data Delivery Description (DDD)- Request for Deviation (RFD). This DDD can also be found at: <http://contracting.tacom.army.mil/engr/engrchange>. An RFD form suitable for contractor's use can also be found at this web site. The RFD(s) shall be delivered in accordance with DI-CMAN- 80640C, CDRL A003. Variances to deviate from these requirements are for the benefit of the Contractor and consideration offered for acceptance of the proposed RFD shall be attached as part of the RFD.

2. Effectivity Certification: Changes resulting from RFDs shall be incorporated into production through contract modification. Actual cut-in of these changes shall be at a single end item cut-in point. Each RFD 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 available to the government.

3. Supporting Data: Sufficient supporting data to evaluate the proposed request to deviate or waive requirements, legible and in electronic format, such as drawings, supplemental drawings, sketches, specifications, e-mail messages, manufacturer's data sheets, etc., shall be included with all RFD actions.

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SECTION E - INSPECTION AND ACCEPTANCE

Status Regulatory Cite Title Date

E-1 CHANGED 52.246-4028 INSPECTION POINT: ORIGIN FEB/1994
(TACOM)

We will inspect the supplies as described elsewhere in this solicitation/contract before acceptance. Fill-in the location, contractor's or subcontractor's plant, where origin inspection will occur.

SUBCONTRACTOR'S PLANT: The Taylor Group, Inc
(Name)

650 North Church Avenue Louisville, Mississippi 39339-2017
(Address) (City) (County) (State) (Zip)

SUBCONTRACTOR'S PLANT: El-Hoss Engineering & Transport Co. W.L.L.
(Name)

P.O. Box 9304 Ahmadi 61004 Ahmadi Kuwait
(Address) (Country) (Zip)

[End of Clause]

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SECTION H - SPECIAL CONTRACT REQUIREMENTS

<u>Status</u>	<u>Regulatory Cite</u>	<u>Title</u>	<u>Date</u>
H-1 ADDED	252.203-7002	DISPLAY OF DOD HOTLINE POSTER	DEC/1991
H-2 DELETED	52.245-4000 (TACOM)	ACCOUNTABILITY OF ITEMS UNDER OVERHAUL/MAINTENANCE/REPAIR CONTRACTS	MAY/2001

H-15 ESTIMATED COST AND APPROVAL - CONTRACTOR REQUIRED APPROVAL AUTHORITY

As set fourth in CLIN 1002AA of Section B, the contractor is authorized to perform additional work effort (AWE) at a cost of up to \$200,000.00, inclusive of fee, for each of the vehicles included in this RESET program. Accordingly, for any work beyond that amount, the contractor must submit for approval of the same to the PCO. The PCO shall determine if the AWE is reasomable and acceptable and shall either approve or disapprove the request within 10 working days of receiving a request from the the contractor. Contractor performance of any AWE over the threshold amount in CLIN 1002AA without approval of the PCO shall be at the contractor's expense.

(End of Clasue)

*** END OF NARRATIVE H 001 ***

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SECTION I - CONTRACT CLAUSES

<u>Status</u>	<u>Regulatory Cite</u>	<u>Title</u>	<u>Date</u>
I-1 DELETED	52.232-1	PAYMENTS	APR/1984
I-2 ADDED	52.232-7	PAYMENTS UNDER TIME-AND-MATERIALS AND LABOR-HOUR CONTRACTS	MAR/2000
I-3 ADDED	52.245-2	GOVERNMENT PROPERTY (FIXED-PRICE CONTRACTS) (Alternate I dated April 1984)	JUN/2003
I-4 DELETED	52.245-4	GOVERNMENT-FURNISHED PROPERTY (SHORT FORM)	JUN/2003
I-5 ADDED	52.245-5	GOVERNMENT PROPERTY (COST-REIMBURSEMENT, TIME-AND-MATERIAL, OR LABOR-HOUR CONTRACTS) (Deviation, per DAR Tracking Number 99-00008, 13 July 99)	JUN/2003
I-6 DELETED	52.216-22	INDEFINITE QUANTITY	OCT/1995

CONTINUATION SHEET

Reference No. of Document Being Continued

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MOD/AMD P00001

Name of Offeror or Contractor: KALMAR RT CENTER LLC

SECTION J - LIST OF ATTACHMENTS

<u>List of</u> <u>Addenda</u>	<u>Title</u>	<u>Date</u>	<u>Number</u> <u>of Pages</u>	<u>Transmitted By</u>
Exhibit B	SCIENTIFIC AND TECH REPORTS	01-DEC-2003	001	