

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. Contract ID Code
Firm Fixed Price

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2. Amendment/Modification No. 0007	3. Effective Date 2015JAN29	4. Requisition/Purchase Req No. SEE SCHEDULE	5. Project No. (If applicable)
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6. Issued By U.S. ARMY CONTRACTING COMMAND PAMELA TAIARIOL WARREN, MICHIGAN 48397-5000 HTTP://CONTRACTING.TACOM.ARMY.MIL EMAIL: PAMELA.E.TAIARIOL.CIV@MAIL.MIL	Code W56HZV	7. Administered By (If other than Item 6)	Code
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8. Name And Address Of Contractor (No., Street, City, County, State and Zip Code)	<input checked="" type="checkbox"/>	9A. Amendment Of Solicitation No. W56HZV-13-R-0036
		9B. Dated (See Item 11) 2014JUL01
	<input type="checkbox"/>	10A. Modification Of Contract/Order No.
		10B. Dated (See Item 13)
Code	Facility Code	

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

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

is extended, is not extended. 2015FEB09 12:00pm

Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods:
(a) By completing items 8 and 15, and returning 2 signed copies of the amendments; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. **FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER.** If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. Accounting And Appropriation Data (If required)

**13. THIS ITEM ONLY APPLIES TO MODIFICATIONS OF CONTRACTS/ORDERS
It Modifies The Contract/Order No. As Described In Item 14.**

<input type="checkbox"/>	A. This Change Order is Issued Pursuant To: The Contract/Order No. In Item 10A.	The Changes Set Forth In Item 14 Are Made In
<input type="checkbox"/>	B. The Above Numbered Contract/Order Is Modified To Reflect The Administrative Changes (such as changes in paying office, appropriation data, etc.) Set Forth In Item 14, Pursuant To The Authority of FAR 43.103(b).	
<input type="checkbox"/>	C. This Supplemental Agreement Is Entered Into Pursuant To Authority Of:	
<input type="checkbox"/>	D. Other (Specify type of modification and authority)	

E. IMPORTANT: Contractor is not, is required to sign this document and return _____ copies to the Issuing Office.

14. Description Of Amendment/Modification (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)

SEE SECOND PAGE FOR DESCRIPTION

Except as provided herein, all terms and conditions of the document referenced in item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. Name And Title Of Signer (Type or print)		16A. Name And Title Of Contracting Officer (Type or print)	
15B. Contractor/Offeror (Signature of person authorized to sign)	15C. Date Signed	16B. United States Of America By _____ /SIGNED/ (Signature of Contracting Officer)	16C. Date Signed

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

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PIIN/SIIN W56HZV-13-R-0036

MOD/AMD 0007

Name of Offeror or Contractor:

SECTION A - SUPPLEMENTAL INFORMATION

Buyer Name: PAMELA TAIARIOL
Buyer Office Symbol/Telephone Number: CCTA-HBF-C/(586)282-3743
Type of Contract 1: Firm Fixed Price
Kind of Contract: Supply Contracts and Priced Orders

*** End of Narrative A0000 ***

1. The purpose of Amendment 0007 to W56HZV-13-R-0036 is as follows:

a. SECTION J-LIST OF ATTACHMENTS:

1. Revise Section 3.4.3 Rail Transport (3.0 Requirements column) in Attachment 0001-TYPE II HEAVY CRANE PD 2408, Table 1 as follows:

FROM: 3.4.3 Rail Transport The crane(s) shall be rail transportable in CONUS and NATO countries without restrictions. Reference MIL-STD-810, MIL-STD-1366 and SDDCTEA Pamphlet 70-1. The crane(s) shall be capable of withstanding shock loads resulting from rail impact testing without failure, damage, or permanent deformation. The Type II Heavy Crane shall be capable of being loaded and tied down to DODX series flatcars using SDDCTEA approved tie-down provisions and procedures. When secured and mounted on rail cars, the Type II Heavy Crane shall meet the dimensional requirements of the Association of American Railroads (AAR) Outline Diagram for Single Loads, Without End Overhang, on Open-Top Cars. When mounted on the railcars, the Type II Heavy Crane shall meet the dimensional requirements of Gabarit International de Chargement (GIC) equipment gauge diagram. These diagrams apply to standard gauge rail lines in the Continental United States (CONUS) and NATO countries. Cranes shall be transportable by rail with disassembly in 4 hour or less by the unit and component removal shall be done with equipment organic to the unit. Tie-down patterns for each DODX series flatcar shall be provided by the contractor along with mathematical analysis proving the sufficiency of the tie-down pattern.

TO: 3.4.3 Rail Transport - The crane(s) shall be rail transportable in CONUS. Reference MIL-STD-810, MIL-STD-1366 and SDDCTEA Pamphlet 70-1. The crane(s) shall be capable of withstanding shock loads resulting from rail impact testing without failure, damage, or permanent deformation. The Type II Heavy Crane shall be capable of being loaded and tied down to DODX series flatcars using SDDCTEA approved tie-down provisions and procedures. When secured and mounted on rail cars, the Type II Heavy Crane shall meet the dimensional requirements of the DOD clearance profile for the Strategic Rail Corridor Network (STRACNET) Outline Diagram for Single Loads, Without End Overhang, on Open-Top Cars. This diagram applies to standard gauge rail lines in the Continental United States (CONUS). Cranes shall be transportable by rail with disassembly in 4 hours or less by the unit and component removal shall be done with equipment organic to the unit. Tie-down patterns for each DODX series flatcar shall be provided by the contractor along with mathematical analysis proving the sufficiency of the tie-down pattern.

2. Revise Section 3.4.3 Rail Impact Test (4.0 Verification column) in Attachment 0001-TYPE II HEAVY CRANE PD 2408, Table 1 as follows:

FROM: Rail Impact Test. The Type II Heavy Crane and CPK shall be tested in accordance with 3.4.6 prior to the rail impact test. The Type II Heavy Crane and CPK shall be tested for compliance with the dimensions of the AAR and GIC diagrams, and shall be subjected to the rail impact test. This test shall be conducted in accordance with MIL-STD-810 by mounting the test item on a rail car in its rail shipment configuration and then performing a series of at least four impacts. The first three impacts shall be at 6.4, 9.7, and 13 km/h (4, 6, and 8 mph), respectively, in the same direction. The fourth shall be conducted at 13 km/h (8 mph) in the reverse direction. All four impacts shall have a tolerance of +0.8, -0.0 km/h. After each impact, the cranes shall be inspected for spillage of lubricants, fuel, water and structural damage. Electrical shorts and normal operations and performance shall be checked and tested following the completion of the test. Performance degradation or permanent deformation of any part is considered a deficiency and a failure. Spillage of lubricants, fuel or water; structural damage; or electrical shorts shall also constitute failure of this test.

TO: Rail Impact Test. The Type II Heavy Crane and CPK shall be tested in accordance with 3.4.6 prior to the rail impact test. The Type II Heavy Crane and CPK shall be tested for compliance with the dimensions of the DOD diagram, and shall be subjected to the rail impact test. This test shall be conducted in accordance with MIL-STD-810 by mounting the test item on a rail car in its rail shipment configuration and then performing a series of at least four impacts. The first three impacts shall be at 6.4, 9.7, and 13 km/h (4, 6, and 8 mph), respectively, in the same direction. The fourth shall be conducted at 13 km/h (8 mph) in the reverse direction. All four impacts shall have a tolerance of +0.8, -0.0 km/h. After each impact, the cranes shall be inspected for spillage of lubricants, fuel, water and structural damage. Electrical shorts and normal operations and performance shall be checked and tested following the completion of the test. Performance degradation or permanent deformation of any part is considered a deficiency and a failure. Spillage of lubricants, fuel or water; structural damage; or electrical shorts shall also constitute failure of this test.

b. Clarify that the terms "roll-on, roll-off (RORO)" and "drive-on, drive-off" are used synonymously for the purpose of this solicitation and any references to either term throughout mean "drive-on, drive-off (under its own power) with operator in the driver's seat."

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Name of Offeror or Contractor:

2. All other sections of W56HZV-13-R-0036 remain unchanged.

*** END OF NARRATIVE A0007 ***

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MOD/AMD 0007

Name of Offeror or Contractor:

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>
Attachment 0001	TYPE II HEAVY CRANE PD 2408	20-JAN-2015	042	