

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. Contract ID Code
Firm Fixed Price

Page 1 Of 43

2. Amendment/Modification No.

76

3. Effective Date

2014APR16

4. Requisition/Purchase Req No.

SEE SCHEDULE

5. Project No. (If applicable)

6. Issued By

U.S. ARMY CONTRACTING COMMAND
JASON LADD
WARREN, MICHIGAN 48397-5000
HTTP://CONTRACTING.TACOM.ARMY.MIL

EMAIL: JASON.LADD1@US.ARMY.MIL

Code

W56HZV

7. Administered By (If other than Item 6)

DCMA PHILADELPHIA
700 ROBBINS AVENUE, BLDG 4-A
P.O. BOX 11427
PHILADELPHIA PA 19111-0427

Code

S3915A

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

BAE SYSTEMS LAND & ARMAMENTS L.P.
1100 BAIRS RD
YORK, PA 17408-8975

9A. Amendment Of Solicitation No.

9B. Dated (See Item 11)

10A. Modification Of Contract/Order No.

W56HZV-05-G-0005/0042

10B. Dated (See Item 13)

2009JUN30

Code 06085

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 _____ 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)

SEE SECTION G (IF APPLICABLE)

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:** Mutual agreement between parties
- 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) CHARLES E. GRAM III CHARLES.GRAM@US.ARMY.MIL (586)282-7076	
15B. Contractor/Offeror	15C. Date Signed	16B. United States Of America By _____ /SIGNED/ (Signature of Contracting Officer)	16C. Date Signed 2014APR16
_____ (Signature of person authorized to sign)			

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SECTION A - SUPPLEMENTAL INFORMATION

Buyer Name: JASON LADD
 Buyer Office Symbol/Telephone Number: CCTA-AHLA/(586)282-7107
 Type of Contract: Firm Fixed Price
 Kind of Contract: System Acquisition Contracts
 Type of Business: Large Business Performing in U.S.
 Surveillance Criticality Designator: C
 Weapon System: BFVS(M2, M2A1, M2A2),BFVS(M3, M3A1,M3A2)

*** End of Narrative A0000 ***

W56HZV-05-G-0005
 Delivery Order: 0042
 Modification: 76
 Prepared by: JDL

Previous Delivery Order Amount: \$510,383,802.42
 Amount of this Action: \$234,500.00
 Current Delivery Order Amount: \$510,618,302.42

1. The purpose of this Modification 76 to Delivery Order 0042 under Basic Ordering Agreement (BOA) W56HZV-05-G-0005 is to incorporate the following requirement listed below pursuant to the authority of Contract paragraph C.22 entitled, "Over and Above Requirements":

- a. CLIN 0021AF has been established for the repair of leaking final drives on 4 each M3A3 BFIST vehicles in accordance with Section C.42. All work has been completed and BAE is authorized to submit an invoice for the entire CLIN amount of \$27,436.50.
- b. CLIN 0021AG has been established for the repair of leaking final drives on 16 each M3A3 vehicles in accordance with Section C.42. All work has been completed and BAE is authorized to submit an invoice for the entire CLIN amount of \$68,004.72.
- c. CLIN 0021AH has been established for the repair of leaking final drives on 58 each M2A3 vehicles in accordance with Section C.42. All work has been completed and BAE is authorized to submit an invoice for the entire CLIN amount of \$139,058.78.

2. Section C.42 REPAIR OF LEAKING FINAL DRIVES has been incorporated.

3. As a result of this Modification, the total Delivery Order is increased by \$234,500 from \$510,383,802.42 to \$510,618,302.42.

4. All other terms and conditions, except those addressed in this Modification, remain unchanged and in full force and effect.

*** END OF NARRATIVE A0078 ***

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Name of Offeror or Contractor: BAE SYSTEMS LAND & ARMAMENTS L.P.

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
	SECTION B - SUPPLIES OR SERVICES AND PRICES/COSTS				
0021	OVER AND ABOVE CLIN				
0021AA	<p><u>OVER AND ABOVE CLIN</u></p> <p>SERVICE REQUESTED: OVER AND ABOVE CLIN</p> <p>This Over & Above CLIN will be funded if an event happens that is in accordance with Paragraphs C.22 to C.22.3.</p> <p>Funding SubCLINs: 0021AB, 0021AC, 0021AD, 0021AE, 0021AF, 0021AG and 0021AH are established as follows:</p> <p>SubCLIN 0021AB: \$11,594.54 SubCLIN 0021AC: \$5,000.64 SubCLIN 0021AD \$2,894.87 SubCLIN 0021AE \$16,889.00 SubCLIN 0021AF \$27,436.50 SubCLIN 0021AG \$68,004.72 SubCLIN 0021AH \$139,058.78</p> <p>(End of narrative B001)</p> <p><u>Inspection and Acceptance</u> INSPECTION: Origin ACCEPTANCE: Origin</p>	1	LO		\$ ** NSP **
0021AF	<p><u>REPAIR OF FINAL DRIVES</u></p> <p>SERVICE REQUESTED: M3A3 BFIST FY12 RESE CLIN CONTRACT TYPE: Firm Fixed Price PRON: EH4CR032EH PRON AMD: 01 ACRN: AL</p> <p>Funding SubCLIN in support of CLIN 0021AA.</p> <p>Modification 76 establishes SubCLIN 0021AF in the amount of \$27,436.50 for the repair of leaking final drives on 4 each M3A3 BFIST vehicles in accordance with Section C.42.</p> <p>(End of narrative B001)</p> <p><u>Inspection and Acceptance</u> INSPECTION: Origin ACCEPTANCE: Origin</p>	1	LO		\$ 27,436.50

Name of Offeror or Contractor: BAE SYSTEMS LAND & ARMAMENTS L.P.

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT									
0021AH	<p><u>FINAL DRIVE REPAIR</u></p> <p>SERVICE REQUESTED: M2A3 BFVS RESET FY12 CLIN CONTRACT TYPE: Firm Fixed Price PRON: EH4CR030EH PRON AMD: 01 ACRN: AN</p> <p>Funding SubCLIN in support of CLIN 0021AA, Modification 76 establishes SubCLIN 0021AH in the amount of \$139,058.78 for the repair of leaking final drives on 58 each M2A3 vehicles in accordance with Section C.42.</p> <p>(End of narrative B001)</p> <p><u>Inspection and Acceptance</u> INSPECTION: Origin ACCEPTANCE: Origin</p> <p><u>Deliveries or Performance</u></p> <table border="0"> <tr> <td>DLVR SCH</td> <td></td> <td>PERF COMPL</td> </tr> <tr> <td><u>REL CD</u></td> <td><u>QUANTITY</u></td> <td><u>DATE</u></td> </tr> <tr> <td>001</td> <td>1</td> <td>22-APR-2014</td> </tr> </table> <p>\$ 139,058.78</p> <p>Contractor shall initiate a request to DCMA to verify this effort is complete. Incremental billing is authorized once DCMA verifies this effort is complete. Contractor is authorized to submit invoices up to the total amount of CLIN 0021AH for this effort.</p> <p>(End of narrative F001)</p>	DLVR SCH		PERF COMPL	<u>REL CD</u>	<u>QUANTITY</u>	<u>DATE</u>	001	1	22-APR-2014	1	LO		\$ 139,058.78
DLVR SCH		PERF COMPL												
<u>REL CD</u>	<u>QUANTITY</u>	<u>DATE</u>												
001	1	22-APR-2014												

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SECTION C - DESCRIPTION/SPECIFICATIONS/WORK STATEMENT

C.1 GENERAL REQUIREMENT

C.1.1 The Contractor shall furnish all supplies and services that are necessary to accomplish this Contract for the items set forth in Section B, or elsewhere in the Contract. The Contractor shall provide all technical support as required to include, but not limited to, assisting manufacturing understanding and interpreting drawings and technical data, Material Review Board actions regarding discrepant materials, liaison with STS Contractor design personnel, and maintaining technical data required to manufacture the vehicle systems and equipment under this Contract.

C.1.2 Vehicles shall be provided for induction at RRAD on or before the dates specified in the schedule at Attachment 0009. If vehicles are not provided by these dates, the Contractual due date shall slip day for day or shall be otherwise adjusted based upon mutual agreement between the Contractor and the Government.

C.1.3 Government Furnished Material (GFM) shall be provided to the Contractor on or before the dates specified at Attachment 0010.

C.1.4 The Contractor shall provide failure-free vehicles through hand off. Vehicles will be DD250d under this Contract, and deprocessing shall be performed under Contract W56HZV-07-C-0096. (See E.9, DD250 Requirements)

C.2 VEHICLE SERIALIZATION REQUIREMENTS

C.2.1 The Contractor shall maintain the same vehicle serial number for each vehicle, except as described in C.2.3 below.

C.2.2 Serial Number and NSN Changes for Conversion from the ODS Configuration to the ODS-SA Configuration.

a. For vehicles being converted from the M2A2 ODS, M3A2 ODS, M7 BFIST configurations to the M2A2 ODS-SA, M3A2 ODS-SA, and M7 BFIST-SA configurations, the Contractor shall re-serialize the vehicles using the blocks of serial numbers referenced in C.2.3.1.1 through C.2.3.1.3.

C.2.2.1 To ensure that the official Government database for recording vehicle NSN and serial number information, LOGSA, is complete and accurate, an Equipment Change Report (ECR) must be generated on a DA Form 2408-9 to track any washed out hulls. NOTE: The USA REG Number for the vehicle shall never be changed, only the Serial Number.

C.2.2.2 To record these changes, BAE Systems shall access the Logistics Information Warehouse (formerly WEBLOG and WEBLIDB). ECRs are available in the system, as follows: Select Maintenance Management, then select TAMMS Equipment DB, and then select DA 2408-9 (ECR).

C.2.2.2.1 This is a two-step action: The Contractor shall prepare one ECR to drop the old serial number from LOGSA's records, and the second ECR to show the gain with the new vehicle and serial number.

C.2.2.3 The new serial number and consistent (unchanged) USA Registration Number shall be clearly marked on the data plate of each vehicle. The USA Registration Number shall be stamped into the metal of the hull.

C.2.3 Serial Number Changes.

C.2.3.1 For any ODS vehicles having the ODS-SA kit applied, the Contractor shall, in accordance with the instructions set forth in C.2.2.1 through C.2.2.2.1 above, re-serialize the vehicles using the blocks of serial numbers as follows:

C.2.3.1.1 For M2A2 ODS-SA: Serial numbers block beginning with 2ADR6076Y.

C.2.3.1.2 For M3A2 ODS-SA: Serial numbers block beginning with 3ADR6030Y.

C.2.3.1.3 For M7 BFIST-SA: Serial numbers block beginning with 7ADR6016Y.

C.2.4 The Contractor shall provide a monthly report to PM-HBCT, with the following information: old serial number, registration number, new serial number, and DD 250 date, for all vehicles processed through the Reset program and shipped to a Government agency (See CDRL A012).

C.3 CLASS I/II OZONE DEPLETING SUBSTANCES (CIODS)

C.3.1 The Contractor is prohibited from using any of the specifications, standards or substances requiring the use of CLASS I or CLASS II Ozone Depleting Substances during the manufacture of vehicles unless a Government certification for use is granted. The following CLASS I/CLASS II Ozone Depleting Substances have been approved for use under this Contract. The approval(s) does not waive any other law, regulation, requirement or criteria relating to the use of the CIODS with which the Contractor may be required to comply.

a. Halon 1301

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Name of Offeror or Contractor: BAE SYSTEMS LAND & ARMAMENTS L.P.**C.4 DATA REQUIREMENTS AND REPORTS**

C.4.1 The Contractor shall prepare technical data and/or reports in the format and scope specified in the applicable Data Item Description (DD Form 1664), or described elsewhere in the Contract. The required information shall be furnished to the Government in accordance with the requirements of the Contract Data Requirements List (DD Forms 1423) or as specified in the Contract. The Contract Data Requirements List (CDRL) is at Exhibit A.

C.4.2 All data and reports shall be submitted by email or other electronic means acceptable to the Government. Proprietary data/export control data submitted by the Contractor may be submitted via a computer disk.

C.5 WAIVERS AND/OR DEVIATIONS

C.5.1 Applicable waivers and deviations approved for vehicles, training devices, or kits delivered under the Contract are listed at Attachment 0004.

C.6 SPECIALTY ENGINEERING SYSTEM SAFETY PROGRAM

C.6.1 System Safety Program. The Contractor shall maintain a system safety program in accordance with MIL-STD-882. The Contractor shall maintain a listing of Material Safety Data Sheets identifying all hazardous material required for operating, storing and sustaining the vehicle and its support items. The Contractor shall immediately make the list available to the Government, as requested, in accordance with CDRL A008 in Exhibit A.

C.7 CONFIGURATION MANAGEMENT

C.7.1 Configuration Management System. The Contractor shall operate and maintain a configuration management (CM) and control system throughout the period of performance of this Contract per BAE Systems CM plan. Any change to the CM plan must be reviewed by the Government to ensure that adequate practices are used that are acceptable to the Government's procurement processes. The Contractor shall provide copies of all changes to the PCO in the form of a revised CM plan. If there are discrepancies between this CM Plan and the requirements/provisions of this Contract, the Contract requirements/provisions shall prevail.

C.7.1.1 The Government reserves the right to review contents and verify the accuracy of the Contractors configuration control system at any time during the Contract.

C.7.2 Product Configuration Identification. All performance/product specifications, product drawings, CAD drawings/models, approved changes, Remanufacture documents, Reset drawings, and production bills of material which were created using Government funding, software documentation used for design and production of a vehicle and training devices shall constitute the Product Configuration Identification (PCI) for that system. The Government shall have access to such data at all times. The PM-HBCT on-site Representative shall have access to such data at all times.

C.7.3 Rights to Technical Data and Software. If the Contractor asserts any restrictions to any data or software delivered under this Contract, the Contractor shall provide the documentation required by DFARS 252.227-7013, 252.227-7014, or 252.227-7017.

C.7.3.1 The Contractor shall not prepare data for components or items for which Government released data exist.

C.7.4 Design Constraints. The Product Configuration Identification (PCI) baseline for the start of this Contract is represented by the following. However, it should be noted that the drawings listed below are remanufacture drawings and are for reference only to identify baseline vehicle configuration type.

a. The M2A3/A3 baseline shall be represented by the latest revision as of Contract award of drawing RM87T0010-R2/RM87T0011-R2, plus applicable drawings contained in the latest version of the BAE Systems Production Drawing List, plus all ECPS and EOs listed in Attachment 0005.

b. The A3 BFIST baseline shall be represented by the latest revision as of Contract award of drawing RM12466201-R9, plus applicable drawings contained in the latest version of the BAE Systems Production Drawing List, plus all ECPS and EOs listed in Attachment 0005, as well as Reset drawings created using Government funding.

c. The M2A2 ODS SA baseline shall be represented by the latest revision as of Contract award of drawing 87T0183, plus applicable drawings contained in the latest version of the BAE Systems Production Drawing List, plus all ECPS and EOs listed in Attachment 0005.

d. The M3A2 ODS SA baseline shall be represented by the latest revision as of Contract award of drawing 87T0184, plus applicable drawings contained in the latest version of the BAE Systems Production Drawing List, plus all ECPS and EOs listed in Attachment 0005.

e. The M7 BFIST SA baseline shall be represented by the latest revision as of Contract award of drawing 87T0185, plus

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applicable drawings contained in the latest version of the BAE Systems Production Drawing List, plus all ECPs and EOs listed in Attachment 0005.

f. The M2A2 ODS (with Strap Kit 57K1600) baseline shall be represented by drawing RM87T0100, plus any applicable drawings contained in the latest version of the BAE Systems Production Drawing List, plus all ECPs and EOs listed in Attachment 0005 and Reset drawings created using Government funding.

C.7.4.1 For the categories of Contractor controlled changes set forth below, the Contractor shall provide notification/documentation for approval to the Government, per CDRL A007. The categories are:

C.7.4.1.1 Replacement of any support item with another item. This constraint applies only to changes affecting interchangeability. Items that fall into this category are:

- a. Repair and Spare Parts
- b. Repair Kits
- c. Tools/Support Equipment/Training Devices

C.7.4.1.2 Changes which impact MANPRINT (Safety, Health Hazards, Soldier Survivability, Human Factors, Personnel, Manpower, Training).

C.7.4.1.3 Changes which impact testability

C.7.4.1.4 Interface Control Documents and all DSESTS LRU test strategies.

C.7.4.1.5 Changes in the Reset/remanufacture process utilizing a Reset/remanufactured part in place of a new part.

C.7.4.2 The Government shall provide written notification to the Contractor within 20 working days of a documented submission (notification to approve a change) of its (1) non-concurrence or (2) an estimated date when a decision shall be rendered. If the Government does not respond within the 20-day period, the notification is considered approved.

C.7.5 The Contractor shall coordinate change concurrence with Design Authority for any PCI data not under their custodianship.

C.8 MOVED TO SECTION E, PARAGRAPH E.1

C.9 MOVED TO SECTION E, PARAGRAPH E.2

C.10 STANDARD GFM DISPOSITION INSTRUCTIONS

C.10.1 The Contractor shall dispose of/ship parts, assemblies, or subassemblies in accordance with Attachment 0006, Standard GFM Disposition Instructions. The Contractor is authorized to scrap material, which shall not be reported through the normal plant clearance procedures and shall be sold separately as scrap and proceeds returned to:

Finance and Accounting Division
U.S. Army TACOM Life Cycle Management Command
6501 East 11 Mile Road
ATTN: Disbursing Branch (AMSTA-EFD)
Warren, Michigan 48397-5000

C.10.2 The Contractor shall report modifications made to the vehicle where a written MWO exists or the MWO is approved and shall be published. Reports need to be submitted to the Modification Management Information System (MMIS). Only the initial installation of the MWO is to be reported. Vehicles that are inducted and already have a MWO applied do not need reporting. The modifications shall be reported in accordance with Army Regulation 750-10, Army Modification Program. Chapter 5-2 describes the data elements to be reported to the MMIS System. The MMIS Web Site is www.mmis.army.mil.

C.10.2.1 Minimum data elements for reporting are:

- MWO Number
- Vehicle NSN
- Vehicle Serial Number
- Registration (USA) Number
- Date Applied
- Site or Location Applied

C.10.2.2 MWOs that need reporting are:

- MWO 9-2350-284-TBD BFT A2/A2ODS
- MWO 9-2350-294-55-14 IED Armor Kit

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MWO 9-2350-294-55-15	BFT A3
MWO 9-2350-294-55-21	AFES Kit BUSK II
MWO 9-2350-294-55-22	Hot Box Kit BUSK II
MWO 9-2350-294-55-24	BASS Kit BUSK II
MWO 9-2350-294-55-28	Modification of Hull, BRASS Installation
MWO 9-2350-294-55-35	BFIST BUSK II
MWO 9-2350-294-55-27	M3A3 BFIST BFT dual FBCB2

C.10.3 The parties recognize that costs for the packaging, handling, and transportation of materials to be shipped listed in accordance with Attachment 008 (except for items to be scrapped) have been excluded from the price of this Contract.

C.10.4 Use of parts not deemed suitable for the remanufacture programs is authorized for use on Reset vehicles provided they are functionally acceptable and the same or newer configuration that was on the vehicle being Reset.

C.11 GOVERNMENT MATERIAL REPORTING

C.11.1 The Contractor, upon receipt of Government owned assets, shall perform an inventory (DCMA/RRAD oversight/ and inspection within ten (10) working days. Contractor shall provide notification of receipt to the Government as described in DI-MGMT-80389B, CDRL A004 (report format attached).

C.11.2 Report of Shipping (Item) and Packaging Discrepancy. This report shall be provided to the Government by the Contractor when GFM is received which does not agree with information on the shipping documents and when vehicles are found to have transportation damage. This report shall be in the format described in DID DI-MGMT-80503 and CDRL A002.

C.11.3 A GFM Consumption Report shall be provided in accordance with DID DI-MGMT-80438B and CDRL A003 (reporting format attached).

C.11.4 For GFM reporting purposes under this Contract, excess Long Lead Items (LLIs) from Order 0027, CLIN 0008AA, that will be utilized on vehicles under this Contract shall not be treated as Government Furnished Material, since they will have been effectively consumed once installed on the vehicles.

C.12 INTEGRATION OF GOVERNMENT FURNISHED MATERIAL/COMPONENTS

C.12.1 In the event that the Government furnished material/component is determined to be faulty and in need of repair, the item shall be dispositioned to the appropriate on-site technical representative for evaluation, repair and disposition recommendation. Those units that cannot be repaired by the technical representative are returned to BAE Systems. BAE Systems shall coordinate disposition of this material through the Government Property Administrator. Upon direction of the Administrator, the Contractor shall pack and ship to the appropriate suppliers facility. Shipping charges are paid by the supplier.

C.12.2 If acceptable GFM is not available in time to facilitate the completion of vehicles in accordance with the contractual schedule, the Contractor may present vehicles with GFM shortages for Government acceptance. The Government will determine whether to accept such vehicles with GFM shortages, on a case-by-case basis. No withhold will be applied to invoices for vehicles with GFM shortages. When missing GFM becomes available, the Contractor shall install it on the vehicles prior to shipping. The Government may not accept vehicles if other contractor shortages/issues/conditions exist.

C.13 TRANSPORTATION OF WEAPONS

C.13.1 Solely for purpose of the transportation of weapons with the vehicles, the weapons shall be considered Government Furnished Property. The parties to this Contract acknowledge that Government owned weapons (25MM guns and smoke grenade launchers) are provided to BAE under this Contract for the purpose of remanufacturing the gun and smoke grenade launchers. BAE Systems agrees and acknowledges that the remanufactured or Reset guns and smoke grenade launchers shall be treated as Contractor furnished items for all purposes except for vehicle transportation.

C.14 MEETINGS AND MEETING MINUTES

C.14.1 The Contractor shall be responsible for providing meeting minutes for joint Government-Contractor meetings, such as Joint Product Support Team, Program Management Review, updates and reports. The minutes may be submitted in Contractor format IAW DI-ADM-81250A and CDRL A001. The Contractor shall provide a copy of the minutes to each attendee that provides an electronic address at the meeting. Additional copies shall be provided to the PCO and ACO.

C.14.2 Post-Award Conference: A post-award conference, to be hosted by the Procuring Contracting Officer, shall be held at the Contractors facility within 45 days after Contract award. The Contractor shall provide an appropriate location at which to hold the conference. The purpose of the post-award conference is to review the Contract requirements with the Contractor, TACOM, and DCMA personnel, and to ensure that all parties fully understand what is expected of them during the Contract period of performance. An agenda for the conference will be distributed to all parties by the PCOs office, approximately three (3) weeks prior to the meeting

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dates.

C.15 OBSOLESCENCE

C.15.1 For parts/systems for which the Contractor maintains design authority, the Contractor shall have sole responsibility for the screening and subsequent replacement and/or redesign of a substitute part/system required due to parts becoming unavailable/obsolete. This shall include components and parts under this Contract to include parts that are common with other systems. Additionally, this effort is limited to parts availability/obsolescence issues that directly impact the Contractor's ability to build vehicles under this Contract and does not include effort to address identified issues that only impact future Contracts. The Contractor shall notify the Government of any procurement activity to remedy obsolescence shortages for the period of performance of this Contract.

C.16 DEMILITARIZATION

C.16.1 Items called out under this Contract are classified as military items. Therefore, the following instructions for the disposal of completed or partially completed parts, assemblies, subassemblies, and end items apply. Property (whether title to the property is with the Government or not and including parts, components, subassemblies, and assemblies) covered by this Contract for which the Contractor does not claim or is refused payment (including, but not limited to, rejects or overruns) under the provisions of the Contract, but which is manufactured, fabricated, assembled, or produced in connection with items covered by this Contract shall be completely destroyed or mutilated (whichever is prescribed) so as to be non-reclaimable for its original purpose and to preclude the possibility of reconditioning to make it saleable as an implement of war.

C.16.2 Demilitarization is required in accordance with current demilitarization requirements. These requirements can be obtained through the Federal Logistics Information Service or FedLog.

C.16.3 Except as noted in C.16.4, demilitarized items shall be destroyed at the Contractor's facility by the Contractor. No item demilitarized shall be disposed of by the Contractor other than as scrap. If there is a discrepancy between the requirements of this clause and the Standard dispositions Instructions of the Contract, this clause shall take precedence.

C.16.4 Any end item (i.e., vehicle) that is not acceptable for Reset under this Contract shall be shipped by the Contractor to the appropriate Government depot for inspection and final disposition.

C.16.5 This clause shall be included in all applicable subcontracts.

C.17 MOVED TO SECTION E, PARAGRAPH E.3**C.18 USE/ACCESS TO GOVERNMENT SUPPLY SYSTEM**

C.18.1 The Contractor may use the Army Electronic Product Support (AEPS) System for placing/canceling requisitions and for checking status of the same, for this Contract. The Contractor shall follow the following sequence prior to submitting routine requisitions through AEPS: (1) Ensure adequate funding/JON is established through AWCF; (2) validate that the Management Control Activity (MCA) database has been updated accordingly through the program office (PM); and (3) check availability of stock with the item manager through the program office (PM). All Contractor requisitions submitted through AEPS shall include the required Delivery Date (RDD). The Contractor shall then forward to the PM a copy of the requisition document numbers in a spreadsheet for tracking purposes. The Contractor shall use AEPS/WEBVLIPS to check initial status of submitted requisitions. The Contractor shall use AEPS to submitted Supply Discrepancy Reports (SDR) upon receipt of items that have shipping discrepancies or damaged and Product Quality Deficiency Report (PQDR), or Electronic Deficiency Report System (EDRS) that have quality issues.

C.18.2 In the event this system is unable to meet the Contractor's needs, and a manual/offline requisition is required, the Contractor may order through the ILSC (the Item Manager) or the MCA. Upon receipt of a Contractor's requisition, the TACOM ILSC shall process a valid requisition within five business days after receipt of the Contractor's payment for a TACOM-managed item. If the valid requisition is not processed by the ILSC within five business days, or if the material is placed on back order without a delivery date promise that meets the Contractors requirements, the Contractor has the right to cancel outstanding orders and place an order through the Contractor's internal system.

C.18.3 The Contractor shall utilize the Government supply system on a fill or kill basis to the maximum extent practicable for the parts listed in Attachment 0011 to support the program's overall schedule, cost and quality requirements. The Contractor shall identify to the TACOM ILSC the quantities and delivery schedules required to support production, in advance of placing the orders. If a part in Attachment 0009 is not available in the Government supply system in time to support the Contractor's initial request, the Contractor may place the order through its supplier base. Conversely, if the Contractor requires a quantity in excess of that forecast in Attachment 0011, the Contractor must query the Government supply system for availability of the excess quantity.

C.18.4 Payments remitted by BAE Systems for parts orders shall be processed by the TACOM AWCF Directorate, through a MIPR provided by the Contracted depot. The Contractor shall submit full payment, immediately after Contract award, for the parts in Attachment 0011.

C.18.5 Parts Reporting.

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C.18.5.1 The Contractor shall initiate a report for all orders placed through the Government supply system. Once the report is generated, the Contractor shall forward it, via e-mail, to the Management Control Activity at DAMI_TACOMMCA@us.army.mil and furnish a copy to the PM-HBCT Logistics facilitator at SHEREE.DEAN@US.ARMY.MIL, for completion, and return to the Contractor (e-mail GSDProcurement@baesystem.com). The report shall be updated on at least a bi-weekly basis, and shall be reviewed, edited, and maintained by BAE Systems and the appropriate TACOM support elements. Questions regarding items of information for which the Government is responsible shall be directed to the PM-HBCT Logistics facilitator, who shall forward them to the appropriate TACOM office for a response.

C.18.5.2 The following information, including the list of column headings and definitions shown below, shall be included on the report, along with the party/parties responsible for updating that particular block of information.

The Contractor receipt to the MCA shall be as follows:

Card Column

1-3 DRA
4-6 RIC of Management Control Activity
7 6 for final or 7 for partial
8-22 NSN
23-24 Unit of Issue
25-29 Quantity Received
30-43 Document Number from Receipt
44 Blank
45-50 Contractors DODAAC
51 Signal Code from Receipt
52-53 Fund Code from Receipt
54-57 Blank
58-61 Contract Call Order number (CLIN) or Blank
60-63 Subordinate Contract Call Order number (CLIN) or Blank
64-66 Blank
67-60 Blank
70 Blank
71 Condition Code of Material Received
72 Blank
73-75 Date Material Received

C.19 PARTS PLANNING

C.19.1 The updated Bradley Reset specific Production Commitment Plan (PCC) shall be discussed as part of the weekly JPST meeting, in order to assist in planning of parts.

C.20 RESERVED**C.21 DEVIATION FROM DIGITAL VIDEO DISTRIBUTION BOX (DVDB) PERFORMANCE SPECIFICATION**

C.21.1 The parties agree that a deviation shall be granted under this Contract to allow DRS TEM, acting as BAE Systems sub-Contractor, to deliver DVDBs that do not meet the following performance characteristics of the performance specification.

- a. Nuclear Event Detector, 3.2.2.1.2
- b. Low Temperature, Operational, 3.2.4.2
- c. Vibration, 3.2.4.8
- d. EMI, RE102, 3.2.4.12.5

C.22 OVER AND ABOVE REQUIREMENTS

C.22.1 During performance of this Contract, it is expected that services shall be identified which are needed to meet performance of the BFVS ODS and ODS SA Reset efforts and A3 vehicle minor battle damage repairs only, and that are in the general scope of the Contract, but that were not specifically included in the original Contract scope of work. When directed by the Government, and when funding is made available by the contract modification, the Contractor shall provide these services on an expedited basis. All requirements authorized under this provision shall be provided by the Contractor in accordance with DFARS 252.217-7028 and this scope of work. Pursuant to DFARS 252.217-7028, the Government may modify these procedures as appropriate.

C.22.1.1 When requested by the Government, or when a need is identified by the Contractor, the Contractor shall submit a work request, in Contractor format, to the ACO and the QAR, with a copy to the PM-HBCT engineer, the PM-HBCT Procurement Analyst and the PCO. At a minimum, the request shall include the following:

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- a. A description of the work to be performed;
- b. Identification of the proposed repair procedure;
- c. Replacement parts required (excludes GFP for pricing purposes only; and
- d. Estimated labor hours and/or material costs.
- e. An engineering assessment certifying the vehicle/component will meet the applicable specification following the work to be performed.

The Contractor shall also submit all supporting documentation along with the work request. Before work can begin, it must be authorized by the ACO or the QAR and availability of funds must be verified.

C.22.1.2 DCMA will, in coordination with the PM-HBCT engineer:

- a. Verify the necessity of the work;
- b. Verify the conformance of the Contractors proposed method of modification/repair and approved modification/repair procedures;
- c. Verify whether the Contractors proposed designation and identification of the work as Over & Above is valid;
- d. Determine whether an item will be repaired or replaced.
Normally an item will be replaced if the repair price is equal to or exceeds 65 percent of the replacement price;
- e. Shall consider procurement lead time versus repair time in all repair/replace determinations; and
- f. Agree to the estimated hours and/or estimated material cost.

C.22.1.3 As applicable under paragraph C.22.1.1 above, the ACO or the QAR shall notify the Contractor within three (3) working days regarding whether the work request is authorized. Once such notification is received, funds shall be requested and a contract modification executed by the PCO. If the contract modification is not executed within five (5) working days after notification of work request authorization, the Contractor has no obligation to perform the work until such time as a properly executed modification has been completed. Upon receipt of the modification, the Contractor shall bill against the funded CLIN.

C.22.2 It is understood and agreed to by both parties that the Government is not under any Contractual obligation for the duration of the Contract to acquire any specific quantity or services covered by the clause and no liability shall be incurred by the Contractor or the Government in the event that no acquisitions are made.

C.22.3 The Contractor shall maintain records, available for Government review, of the funds committed, expended, and disbursed under the clause for each requisition.

C.23 VALUE ENGINEERING INCENTIVE PROGRAM

C.23.1 The Contractor shall capture and analyze information associated with performance and acceptability of produced vehicles to recommend potential cost saving solutions for Reset. The Contractor shall distribute data as necessary to support cost reduction efforts for the Reset of the Commanders Independent Viewer (CIV) and any parts and assemblies which may be candidates for the VE incentive program.

C.23.2 The Contractor shall perform analysis of hardware, including that mentioned in C.23.1 above, to identify candidates for Value Engineering cost saving programs. This includes performing the necessary technical evaluations, cost studies, and analysis of proposed changes.

C.23.3 The Contractor shall develop and conduct Value Engineering presentations and briefings as required in support of reviews, meetings, and conferences.

C.23.4 The Contractors value engineering program shall be conducted in accordance with Part 48 of the FAR, Clause 52.248-1, Value Engineering, as detailed in Section H of the Contract.

C.24 PILOT RESET OF THREE (3) M2A3 VEHICLES

C.24.1 The Contractor shall perform a Reset on three (3) each M2A3 configuration vehicles, which will be mutually chosen by BAE and the Government, based upon mileage criteria, as follows:

C.24.1.1 Two (2) M2A3 vehicles with mileage between 1,000 and 2,500 kilometers.

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C.24.1.2 One (1) M2A3 vehicle with mileage less than 1,000 kilometers.

C.24.2 The Reset of these three vehicles shall be accomplished in accordance with the scope of work detailed in Section C.26 below, as well as all applicable requirements in Paragraphs C.1 through C.23.

C.24.3 Neither a control test nor an FPT are required to be performed on these pilot vehicles.

C.24.4 The Contractor shall submit labor hour data for the Reset of these pilot vehicles, in accordance with CDRL A014.

C.24.5 The pilot vehicles shall be delivered with all fleet standard modifications noted in C.26.7, except for the following:

- o BUSK III - The Contractor shall deliver all three vehicles with all BUSK III components with the exception of the Bradley Fuel Cell.

C.24.6 Road Test:

C.24.6 The initial road test shall be conducted prior to Technical Inspections (TI) which consist of an exercise run of five (5) miles and includes Preventative Maintenance Checks and Services (PMCS) Before, During and After operations according to TM 9-2350-294-10. Weekly and Monthly checks shall be incorporated into the Annual inspection process. The initial road test shall be completed according to the Semi-Annual service guidelines which are identified in TM 9-2350-294-23-1 and 9-2350-294-23-2. The road test is only required on two of the three pilot vehicles.

C.25 VEHICLE REQUIREMENTS FOR BRADLEY A3 RESET

C.25.1 The Government shall provide a quantity of 341 each A3 Bradley Fighting Vehicle Systems (BFVS) for FY10 Reset, which includes the following vehicle configurations:

- a. M2A3 (NSN 2350-01-436-0005) 202 each
- b. M3A3 (NSN 2350-01-436-0007) 99 each
- c. A3 BFIST (NSN 2350-01-506-0132) 40 each

C.25.1.1 After the above vehicles are Reset in accordance with the requirements of C.26 of the Contract, the Contractor shall deliver to the Government a quantity of 300 Bradley Fighting Vehicle Systems (BFVS), in the following configurations:

- a. M2A3 (NSN 2350-01-436-0005) 178 each
- b. M3A3 (NSN 2350-01-436-0007) 87 each
- c. A3 BFIST (NSN 2350-01-506-0132) 35 each

C.25.1.2 After the vehicles in C.25.1 above are Reset in accordance with the requirements of C.27 of the Contract, the Contractor shall deliver to the Government a quantity of 41 Bradley Fighting Vehicle Systems (BFVS), in the following configurations:

- a. M2A3 (NSN 2350-01-436-0005) 24 each
- b. M3A3 (NSN 2350-01-436-0007) 12 each
- c. A3 BFIST (NSN 2350-01-506-0132) 5 each

C.26 LEVEL 2 RESET REQUIREMENTS FOR 300 EACH BRADLEY A3 VEHICLES

C.26.1 BAE Systems shall be responsible for shipment of components to repair facilities, vehicle assembly, quality assurance checks, configuration maintenance, current Safety of Use compliance, installation of UID on select components (See Attachment 0002) and vehicle acceptance.

C.26.2 Receipt of Vehicles for Induction.

C.26.2.1 Vehicles being inducted shall be segregated by variant.

C.26.2.2 Vehicle serial and USA Registration numbers shall be verified at the time of delivery and shall be reported as part of BAE Systems monthly status report. In the event that the registration numbers on the data plate and the vehicle hull conflict, PM-HBCT will provide guidance.

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C.26.2.3 Any documentation which arrives with inbound vehicles shall be retained for record keeping purposes (Log-Books, 2408-9, etc.).

C.26.3 Prior to Beginning Reset Process

C.26.3.1 Evaluate all inducted vehicles to determine if they are battle damaged. If they are determined to be battle damaged, information on these vehicles shall be reported to the PM Bradley/M113 for evaluation and disposition.

C.26.3.2 Collect all Components of the End Item (COEI) from vehicles and segregate with like items. Each vehicle shall ship from BAE Systems with complete vehicle sets of COEI, as defined in TM 9-2350-294-10. For those items deemed obsolete, disposition instructions will be provided by PM Bradley/M113, upon request.

C.26.3.3 PM Bradley/M113 shall provide standard disposition instructions for Basic Issue Items (BII). Freight associated for this effort will be paid for by the Government.

C.26.3.4 All floor plates and access covers shall be removed to ensure that each vehicle is free of brass, ammunition, weapons, etc., and then re-installed on the vehicles. The Contractor shall perform structural inspection for weld cracks and delamination, in accordance with the appropriate technical manual(s). Ammunition shall be segregated and securely stored, until disposed of in accordance with federal, state and local laws.

C.26.4 RESERVED

C.26.5 Technical Inspections (TIs):

C.26.5.1 The Contractor shall perform TIs, consisting of Weekly, Monthly, Semi Annual, and Annual PMCS according to the latest revisions of TMs 9-2350-294-10 and 9-2350-294-20 series technical manuals. The Contractor shall have the option to use a gun simulator to perform required checks in accordance with the -10 and -23 series technical manuals, in lieu of using the 25mm gun. All shortcomings or deficiencies on each vehicle, by serial number, shall be corrected, in accordance with Paragraphs C.26.20.1 through C.26.20.3, or by applicable TMs, as required.

C.26.6 BAE Systems shall paint the vehicles Desert Tan 686.

C.26.7 All A3 Reset vehicles under this Contract shall be delivered with the following fleet standard items (in addition to items already on the ECP/EO list at Attachment 0005):

Global or Hunter Personnel Heater, NSN 2540-01-396-2826

Updated z-bar configuration (for BRAT 2) - P/N 12369960-2

Heat Abatement Panels (Engine Compartment)

33M1127-107, forward panel heat shield

33M1127-109, panel, heat shield

33M1127-113, vertical support heat shield

Mod Kit, Block Hinge, Cargo Hatch (M2A2 ODS and M2A3) - (GFM)

57K4506-GFM

DAGR Mounting Kit (GFM)

987-5006-001-GFM - Mounting Base, Electrical Equipment (DAGR GPS RCVR)

987-5007-001-GFM - Mount Adapter, DAGR

013-1981-020-GFM - Remote Antenna 2 (RA-2), DAGR GPS RCVR

GFM items above are included in the DAGR Mounting Kit:

57K4828 for both M2/M3A3 and A3 BFIST

Enhanced 25mm Gun P/N 12524600 (BAE Systems P/N 12524600ENH
RESET) - GFM*

BUSK II Kits:

Hot Box Restraint System

Bradley Advanced Survivability Seats (BASS)

Armored Commanders Shield (ACS) NOTE: ACS has an ODS version
and an A3 version

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Automatic Fire Extinguishing System (AFES)

Exide Batteries, part number 31A925XLW

BUSK III Kits:

Bradley Advanced Survivability Seats Driver (BASS-D) for M2
Vehicles Kit P/N 57K6647Bradley Advanced Survivability Seats Driver (BASS-D) for M3
Vehicles Kit P/N 57K6671

Turret Advanced Survivability System (TASS) P/N 13022377

Emergency Ramp Release (ERR) Kit P/N 57K6652

NOTE: The Contractor provided a plan to cut-in of the above individual BUSK III components, on 6 May 2010 by a formal letter. The Contractor has provided individual breakpoints for each of the BUSK III components. Bradley Fuel Cell Survivability (BFCS) Kit P/N 57K6650, will not be required at this time, but will be added separately after ECP approval and incorporation.

7.62mm Coax Gun Access Improvement Mod Kit Modification Kit number
13020299

IED Armor Suite (vertical and horizontal sponson and belly armor)- If any vehicles are inducted without an IED armor suite, it shall be provided as GFM.

P/N 57K4794 (field kits)

SINGARS/EPLRS Installation Kits (Hardware only, excludes
electrical components. (See GFM list)

SINGARS Installation Kits, P/N MK-2394/VRC

EPLRS Installation Kits, P/N MK-2520A/VSQ-1

Up-armored Hatches (GFM)

Drivers 57K1366

Commanders - 12933400

Gunners - 12933362

M2 Cargo 57K1369

M3 Cargo 57K1404-KIT-HDWR-FY08

Turret Ring Armor (GFM*)

P/N 57K0509

Smoke Grenade Launcher, M257 - P/N 13-12-129 (GFM*) The
Contractor shall test, inspect and Reset as necessary.

XT-161 Double Pin Track (GFM)

Block 1 IBAS (GFM) P/N 13495284

Block 1 CIV P/N 12975314-3 See Attachment 0007

CM/ED M2A3/M3A3 P/N 12488141, A3 BFIST P/N 12488142 (GFM*) The
Contractor shall Reset in accordance with the scope of work at
Attachment 0008.

Turret-mounted INU (GFM*)- P/N 12484747-1

Blue Force Tracking (BFT) A-Kit for M2A3 and M3A3

Mod Kit 57K4818

Blue Force Tracking (BFT) A-Kit for A3 BFIST

Mod Kit 57K6591

Equilibrator

ECP FOM-V-4546- The redesigned Cummins PT Pump portion of this ECP shall be cut into production at vehicle number 55 of the Level II Reset. Vehicle #55 is scheduled for DD250 in April 2011.

C.26.8 Additional Fleet Standard Items Peculiar to A3 BFIST:

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BUSK II Item**:

FSSO Seat 57K6609
BASS Seat (Jump Seat)- 57K6625
Hot Box 57K6608
Restowage mod kit 57K6619

*BUSK III Items:

Emergency Ramp Release 57K6711
BASS-D - 57K6674

Fire Support Sensor System (FS3) (A3 BFIST Only)**

A-kit for the FS3 on A3 BFIST, (kit #57K6621)**
B-kit for FS3 on A3 BFIST (GFM)**

NOTES:

GFM = on GFM list (see attachment 0003)

GFM* = expected to be on the vehicle when provided by the Government. The Government will provide these items as GFM on an as-needed basis if they are missing from vehicles when inducted.

**These items shall be installed on the vehicles as kits.

C.26.9 For BUSK II, ACS shall be boxed and supplied in the back of each vehicle. In accordance with CLIN 0008AA (after initial vehicle DD250), the FS3 shall be installed on A3 BFIST vehicles after initial vehicle DD250 and acceptance by DCMA. The FS3 effort shall include hardware installation, performance of the Final Inspection Record (FIR) for the FS3, turret FIR re-testing, and changing the vehicle data plate to reflect the new NSN for the A3 BFIST with FS3, in accordance with Paragraph C.2.2b. See standard GFM disposition instructions at Attachment 0006 for BUSK I items.

C.26.10 BAE Systems shall receive vehicles and perform the required level of vehicle inspection, in accordance with all applicable 294-10 and 294-20 series TMs.

C.26.11 As directly funded by BAE Systems, RRAD shall Reset vehicle components and shall provide support to the BAE Systems production line as required until hand-off of vehicles to the designated fielding sites.

C.26.12 Reset process requirements shall be developed based on RM87T0010-R2 for M2A3 vehicles, RM87T0011-R2 for M3A3, and RM12466201-R9 for A3 BFIST vehicles, related DMWR/NMWRs, TMs and current remanufacturing practices. BAE shall document these Reset process requirements in accordance with production data package and PCI. The production data package shall include the development and maintenance of Production drawings, work instructions for tear down, component refurbishment and (re)assembly. Documentation shall include information such as assessment criteria, replacement parts and repair process details. Production documentation shall also be developed and/or updated in support of the incorporation of the Engineering Change Proposals specified in this Contract.

Remanufacture drawing numbers listed above are for reference only to identify baseline vehicle configuration type.

C.26.13 The configuration requirements of the vehicles to be delivered shall be that of the as received for Reset (i.e., the vehicles configuration shall be Reset to that received), unless otherwise specified as part of the fleet standardization modifications or those items affected by conversion or the EO/ECP list, or in Paragraphs C.26.20.1 through C.26.20.3. As an example, a functional part received in a previous configuration than current manufacturing production need not be replaced with the newer design. Parts missing from the vehicle that are part of the vehicle baseline described in C.7.4 shall be replaced with the latest configuration, unless a previously Reset part is available. Components with cosmetic imperfections and/or variances that do not impair component function are acceptable for use. Any unauthorized field modifications which are not identified in the vehicle TDPs shall be removed or corrected to meet functional requirements.

C.26.14 Parts removed from Reman vehicles and identified in RM87T0004-R5 and RM87T0005-R5, RM87T0023-R7, RM87T0010-R2, RM87T0011-R2, and RM12466201-R9 as mandatory replacement parts shall be evaluated to determine if they can be Reset and shall meet the performance requirements as specified herein. Transfer of parts from Reman to Reset programs is permitted, provided they meet quality standards and do not impact production deliveries. When BAE Systems applies these criteria, the items are considered unique to Reset. In addition, the following items are mandatory replacement parts and items shall be new:

Engine, Air, NSN 2940-01-291-5893, P/N 12358941, Filter Element,
Intake 1/vehicle

Heater Fuel Element, P/N 12344779, Filter Fuel, Part of Kit
5705484 1/vehicle

Engine Fuel Element Assembly, part of Kit P/N SA910070 1/vehicle

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Engine Oil Filter Element Kit, P/N 12307596 1/vehicle

NSN 2940-01-113-1248, P/N 12294530, Filter Element, Intake 2/vehicle

NBC Filter Element, NSN 4240-00-866-1825, P/N C5-19-1175, Filter,
Particulate 1/unit (M3A3)

C.26.15 Vehicle acceptance shall be based upon completion of a modified Final Inspection Record (FIR) for each vehicle configuration, as follows:

A3 BFIST	QF12466201-RESET
M2A3	QF87T0010-RESET
M3A3	QF87T0010-RESET

The appropriate FIR shall annotate conditions to account for various "as received" component and vehicle configurations or to reflect modified component and vehicle expectations resulting from differences between "as new" versus "as received" components (e.g., NBC heaters without indicator lights may still be serviceable, and the FIR should be annotated to cover the variations). In the event the vehicle performance does not completely satisfy the requirements of the FIR, a Request for Waiver (RFW) may be submitted to the Government for approval.

C.26.16 The Government and BAE Systems shall utilize the existing Reset Steering Committee to evaluate where opportunities exist to further modify Reset processes, including the FIR, to more effectively and efficiently Reset vehicles (for example, apply 10/20 standards). These modifications shall be presented to the Steering Committee for review. The Reset Steering Committee shall also provide technical guidance where requested to clarify and standardize Reset processes across sites, partners and agencies. The Government Representatives have disapproval authority on changes that may negatively impact fit, function, interchangeability, and vehicle performance. Changes to the processes or procedures agreed to by the Steering Committee shall be incorporated into the Contract at the time of PCO approval. The acknowledged goal of the Reset program is to Reset a vehicle to reach 1,500 miles without a major (NMC) fault. For ODS vehicles, NMC faults are described in TM9-2350-284-10-1 and TM-2350-284-10-2. For the M2A3 vehicles and M3A3 vehicles, NMC faults are described in TM-2350-294-10-1 and TM-2350-294-10-2. For the A3 BFIST and M7 BFIST vehicles, NMC faults are described in TM-2350-297-10-1 and TM-2350-297-10-2. For the SA vehicles, NMC faults are described in TM-2350-373-10-1 and TM-2350-373-10-2.

C.26.17 Material may be physically commingled and Contract identified either when issued, transferred or by allocation. Reset items that are not functionally equivalent to remanufactured items shall be uniquely identified and stored, issued, and consumed on the Bradley Reset program only.

C.26.18 Incoming vehicle parts are considered "consumed" as part of the Reset process. Unless otherwise specified for Government disposition, the Contractor may screen all parts identified as scrap under all other Bradley Remanufacturing Contracts and salvage them for use on Reset vehicles.

C.26.18.1 The Contractor shall utilize parts Reset under any CLIN of this or any previous Reset Contract, in lieu of new parts, to the maximum extent practicable. The Contractor may use new parts in lieu of RESET parts in those instances where the Reset part is not available for installation in the vehicles in sufficient time to allow the Contractor to meet the agreed-to delivery schedule in Section F.

C.26.18.2 Vehicles are assumed to be complete when inducted into RESET. Parts missing from the vehicle that are part of the baseline will be replaced based on Contractual yields. Replacement of missing parts outside of normal yields will be addressed on a case-by-case basis.

C.26.19 Bradley Fighting Vehicle RESET Standards for 300 each A3 Vehicles.

These Reset Standards take precedence over any references to Reman drawings in Paragraph C.26.12.

<u>Vehicle Subsystem</u>	<u>Required Reset Standard to Be Used Under This Contract</u>
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- | | |
|--------------------|--|
| 1. Hull and Turret | The hull and turret shall require separation to facilitate cleaning, inspection, and applicable repair. The sight plate shall remain mated to the turret, unless found to be dimensionally discrepant. |
| 2. Suspension | Replace road wheels to at least Condition Code |

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B. Replace all track with XT-161 double pin track.

Visually inspect installed roadwheels to RM12358464-RESET (Characteristics A,B,C and D). Replace all roadwheels that do not meet criteria with new roadwheel or used equivalent.

3. Power Pack
- Transmissions shall be removed from incoming A3 vehicles and shipped to the location provided by the THOR Contract W56HZV-09-C-0098. The transmissions shall be remanufactured/refurbished as needed, in accordance with NWMR 9-2520-281, Revision 2, and will be provided to BAE York as GFM. Power Pack components shall be Reset in accordance with Reset Drawings as follows:

Engine (RM12358911-RESET)

Electronic Assembly (EA)/Shift Tower

The Power Pack (RM12384700) shall be Reset IAW Reset Drawing RM12384700A-RESET.

A3 POWER UNIT, DIESEL RM12465990A-RESET

4. Structures
- Inspect for armor integrity, accident/battle damage and component misalignments to ensure fit and function. Install appropriate mounting provisions IAW MWOs.

5. NBC System
- Inspect and test the NBC system for proper operation IAW TM 9-2350-294-23-1.

6. 25mm Gun
- Enhanced Guns shall be inspected and repaired, as necessary, in accordance with TM 9-1005-200-23 and NWMR 9-1005-200 applicable. If any A3 vehicles are received with non-enhanced guns, they shall be provided to the Contractor as GFM. Gun barrels from incoming vehicles shall be inspected and re-used if serviceable. Any serviceable, fluted barrel is acceptable. New gun barrels shall be provided as GFM on an as needed basis only.

7. Optics Periscopes and Backup Sight
- Visually inspect optics for cracks. Verify that there is no more than 50% degradation of visibility through the periscope lens due to hazing, cloudiness, pitting, delaminating, scratches, etc. Visually inspect Back-Up Sight for cracks in the ballistic housing, seals, telescope assembly, and connection link hardware. Cracks are not acceptable.

8. Vehicle Exterior
- Complete exterior cleaning, repaint and re-stencil. Repair stripped, damaged or deformed bolts, or bolt holes. Ensure all bolts required for BRAT installation are present, maintained, and properly tapped IAW marking diagram 613 SWG. Remove Emtech foam from vehicle exterior and install bolt-on ballistic armor plates to cover the HAK installation holes.

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9. Smoke Grenade Launchers (SGLs) SGLs shall be inspected, tested, and Reset IAW TM 9-1040-267-20&P.

10. BRAT Installation Remove BRAT Installation Kits from vehicles Kits (IKs) during Reset induction. Route the kits through the Reset and Reconstitution process at RRAD IAW with Statement of Work for Reconstitution of Armor Tile (BRAT) Installation Kits (IK) NSN: 5340-01-537-8673, as described in Attachment 0005.

11. BUSK II If RESET vehicles are inducted without BUSK II provisions, BAE shall provide and install all BUSK II subcomponents listed in Paragraph C.29.1.3. If the vehicles are missing some of the BUSK II subcomponents in C.29.1.3 or if some parts of the BUSK II subcomponents need to be refurbished, BAE shall repair or replace only those parts of the BUSK II kits, IAW the BUSK II Reset Drawing File Registry for Bradley Fighting Vehicle System BFVS), dated 25 August 2009, provided by BAE Systems.

ACS HOT BOX BASS AFES

12. Equilibrator Equilibrators shall have the top bracket made from a welded construction. (Top brackets of a cast construction are not acceptable due to previous failures of that construction method.) Equilibrator shall be fully functional.

13. Electrical Harnesses shall be left in-vehicle throughout the Reset process to the maximum extent possible without affecting vehicle performance. Any visual defects discovered during the Reset process shall be repaired in accordance with the approved Standard Repair Procedure SRP-007. Any harness removed during the Reset process shall be functionally tested and overhauled IAW drawing Electric-RESET.

LRUs shall be repaired or replaced in accordance with the instructions of Section C.26.20. At their discretion, the contractor may elect to remove LRUs in section C.26.20.2 for third party ATP testing. TAS, TML, and MSC/MSCU shall be provided to CCWS-RRAD for cleaning and full function checking.

14. Gunner's Seat Back If vehicles are inducted with the seat back in place, the Contractor shall remove the seat back and the parts listed below and dispose in accordance with the standard disposition instructions in Attachment 0006.

NSN	PART NO	DESCRIPTION	QTY PER VEHICLE
2540-00-894-9548	10906748	CUSHION, SEAT BACK, V	1
2540-01-435-4621	12933514	SUPPORT, SEAT, VEHICU	1
5310-00-934-9757	MS35649-282	NUT, PLAIN, HEXAGON	6
	10865877	SUPPORT, SEAT, VEHICU	1
5310-00-809-8544	MS27183-7	WASHER, FLAT	6
5310-00-559-0070	MS35333-38	WASHER, LOCK	6

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5305-00-984-6193	MS35206-245	SCREW, MACHINE	6	
5310-00-809-4058	MS27183-10	WASHER, FLAT	6	
5305-00-068-0508	B1821BH025C075N	SCREW, CAP, HEXAGON H		4
2540-01-437-4768	12933527	BLOCK, SEAT, VEHICULA	1	
5340-01-435-0497	12933526	HANDLE, MANUAL CONTR		1
5305-00-939-0661	MS51975-1	SCREW, SHOULDER		2
5340-01-433-2365	12933516	BRACKET, MOUNTING	1	
5306-01-119-9321	B1821BH025C100L	BOLT, MACHINE		2
5310-00-984-3806	M45913/1-5CG5C	NUT, SELF-LOCKING, HE		2
5365-01-429-8166	12933506	SPACER, SLEEVE		2
5310-00-081-4219	MS27183-12	WASHER, FLAT	2	
5306-00-226-4833	B1821BH031C200N	BOLT, MACHINE	2	
5315-00-842-3044	MS24665-283	PIN, COTTER		1
5310-00-167-0821	NAS1149F0663P	WASHER, FLAT		2

C.26.20 Additional Repair/Replacement Requirements For A3 Vehicles.

The Contractor shall utilize the following for instructions regarding additional repairs and replacement requirements for components on A3 Reset vehicles:

C.26.20.1 Bradley A3 Components to be Reset if They Fail Inspection -
(Reference Paragraph C.26.5)

<u>Nomenclature</u>	<u>Reset Drawing Number</u>
TOW Lift Mechanism	12292580-RST
TOW Elevation Drive	12292344-RST
Resolver Shaft	RM12325577-R
Support Roller, RESET	RM12296929-RESET
Support Roller, RESET	RM12296934-RESET
Idler Assembly, RESET	RM12296930-RESET
Wheel, Inner, Idler, RESET	RM12307519-RESET
Wheel, Outer, Idler, RESET	RM12291954-RESET
Yoke, Final Drive	RM12308239-RESET
Shock Absorber	RM12369308-R
Road Wheel, Steel RESET	RM12358464-RESET
Road Arms	RM12296931-RESET
Pre-cleaner	RM-D5-19-2353-RESET
Heater Assembly	E5-19-1782-RESET
25mm Gun Resolver	RM12294651-AR
Back up Sight	9380400-RESET
Final Drive	RM12359348-RESET
Gun Gyro	12292348-RST
Turret Gyro	12292349-RST
Vehicle Intercom System (VIS)	RMVIS-RESET
A3 Power Unit, Diesel	RM12465990A-RESET
Cable Connector Criteria	RM-CONNECTOR-RESET
Electrical Lead / Cable Criteria	RM-ELECTRIC-RESET
A3 Color Flat Panel Display	RM12466033-RESET
Hull Power Box	RM12478582-RESET
External Training Device Interface Box	RM12986235-RESET
IC3 Relay Power Box	RM12478580-RESET
Traverse Resolver	RM12976452-RESET
Vehicle Motion Sensor	RMK600A282-RESET
A3 Slip Ring	RM12956545-RESET
Commanders Data Entry Tool	RM12956547-RESET
Gunners Handstation	RM12976176-RESET
Commanders Handstation	RM12976221-RESET
Turret Drive Control Unit (TDCU)	RM12976373-RESET
Traverse Drive ASM Motor, Brushless	RM12976126-RESET
Power Supply	RM13496644-RESET
CM/ED	See Attachment 0008

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C.26.20.2 Bradley A3 Reset Parts Requiring Mandatory Upgrade

<u>Nomenclature</u>	<u>Part Number(s)</u>
Drivers Switch & Indicator Panel (DSIP) Upgrade to P/N 12512261	12484083 to 12512261
Digital Vehicle Distribution Box (DVDB)*	12484070

*NOTE: Shall be upgraded from Revision P to Revision R. BAE is authorized to use a total of 54 each Digital Vehicle Distribution Boxes(DVDBs) from Delivery Order 0027 Resetttables CLIN 0008AA as seeds for this contract, and have them upgraded to Revision R, in addition to DVDBs removed from inducted vehicles. Funding for the effort to Reset the 54 DVDBs will paid for under a separate CLIN. Any DVDBs remaining after the contract requirements are satisfied shall be the property of the Government.

*Lever, Ramp Cylinder 12296746 to 12296746-1

Vehicles will be equipped with either a new P/N 12296746, forged version, made from 6061 alloy or a new or used P/N 12296746, machined version, or a new P/N 12540579, Revision A, any version.

C.26.20.3 Bradley A3 Reset Parts Requiring Upgrade to New Part Numbers If They Fail Inspection (Reference Paragraph C.26.5)

<u>Nomenclature</u>	<u>Part Number</u>	<u>Replacement Part Number(s)</u>
POSITION INTERFACE BOX (PIB)	12976508-20	12992057-1, 12992057-RESET
POSITION INTERFACE BOX (PIB)	12976042	12992057-1, 12992057-RESET
COMMANDER'S SIGHT CONTROL PANEL (CSCP)	12956549	12956549-RESET, 12992085-1, 12992085-RESET
POWER CONTROL MODULE (PCM)	12462072	12462072-RESET, 12992098-1, 12992098-RESET
GUNNER'S SIGHT CONTROL PANEL (GSCP)	12956550	12956550-RESET, 12992093-RESET, 12992093-1
TURRET PROCESSOR UNIT 2 (TPU2)	12470930	12470930-1 12470930-RESET
POWER CONTROL MODULE (PCM2)	12478599	12478599-RESET, 12479532-1, 12479532-RESET
SYSTEM CONTROL BOX (SCB)	12956548	12956548-BFIST-RESET, 12956548-RESET 12992083-1, 12992083-BFIST-RESET, 12992083-RESET
TURRET POWER BOX (TPB)	12956552	12956552-RESET, 12992104-1 12992104-RESET
GUN CONTROL UNIT (GCU)	12956661	12956661-RESET 13007291-1,

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13007291-RESET

GENERATOR, 400 AMP	12386631	12386631-1
ASSEMBLY,ETHERNET SWITCH (ENS)	12991956-1	12991956-1, 12991956-1-RESET 12991956-RESET

Note: BAE shall utilize new CML boxes if Reset assets from the FY08/FY09 Resettable CLINs are not available.

C.27 FULL RESET REQUIREMENTS FOR A3 VEHICLES

C.27.1 For the quantity of 41 each A3 configuration vehicles shown in C.25.1.2, BAE Systems shall be responsible for Phases I and II vehicle teardown, shipment of components to repair facilities, vehicle assembly, quality assurance checks, configuration maintenance, current Safety of Use compliance, installation of UID on select components (See Attachment 0002) and vehicle acceptance.

C.27.1.2 Level III Reset Inspection Criteria and Weighting.

C.27.1.2.1 Weighting: Weights are assigned numbers 1, 2, and 3, with 3 being highest. A combined total score of 6, consisting of items weighted at 1, 2, and 3 would result in a vehicle being inducted into Level III Reset. The below vehicle conditions would result in automatic induction into Level III Reset

C.27.1.2.1.1 Vehicle containing a Block Zero sight system (CIV)

C.27.1.2.1.2 Vehicle lacking a CM/ED system

C.27.1.2.1.3 Turret mounting surface shims or modification required

C.27.1.2.1.4 Operational Damage to vehicle structure requiring weld and machining repair using special repair procedures and extensive vehicle teardown

C.27.1.2.1.5 Extreme vehicle conditions where a weighted value of 3 is exceeded by 2 times the specified criteria will be considered on a case-by-case basis for inclusion into Level III Reset, if the overall weighting score does not meet the 6-point induction level for the vehicle

C.27.1.2.2 Criteria. Following are the inspection criteria, weighted by Levels 1, 2, and 3, with 3 being the most severe.

C.27.1.2.1 Criteria Weight 3:

3a. Three (3) or more defective major leave-in-vehicle Electronic LRUs/subsystems. A defective LRU/subsystem is defined as not responding on either one channel of the 1553 data bus; exhibiting multiple malfunction fault codes for subsystem/ system; or improper tactical operation of subsystem found during Technical Inspection (TI) . LRUs not responding on 1553 data bus due to not having power from a faulty PCM, TPB or TPU are excluded from the count. Note: Major LRUs are those serialized in the EFIR.

3b. A high degree of damage to eight (8) or more electrical cable assemblies. A high degree of damage is defined as: Each cable must exhibit visual signs of major cuts/tears in outer jacketing, shielding and inner wires/cables; smashed or missing multi-contact circular connectors; multiple bend pins in circular connectors. Missing or damaged ring terminals, single-contact Packard connectors, or multiple-pin Amphenol connectors; minor cuts/tears in outer jacket are excluded from the count.

3c. Three (3) or more leaking suspension components (not including shock absorbers)

C.27.1.2.2 Criteria Weight 2:

2a. Vehicle structure conditions: Cracks in welds or structure plates that can be repaired using existing standard repair procedures, (i.e., final drive and idler areas)

2b. Turret Run Out

2c. Absence of Add-on Armor (AOA)

2d. Heavy wear on Track, Sprocket and Wheels, and other excessive suspension damage

2e. Gun elevation (Operational Resistance)

2f. TOW elevation (Operational Resistance)

2g. Mileage of 2,500 kilometers or more

C.27.1.2.3 Criteria Weight 1:

1a. Defective Turret Ring (i.e., Gear teeth conditions, bearing resistance)

C.27.1.3 In the event that the inspection of these 100 vehicles does not result in the required number of vehicles for the Level III Reset, the Contractor shall submit a request to the Government, in writing, to inspect additional vehicles above the quantity of 100 each, in order to reach the required quantity of 41 each A3 vehicles for Level III Reset. If the Government approves the request, the Contractor shall commence such inspection, and shall submit a request for equitable adjustment to the Contract for the additional

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inspections conducted.

C.27.2 BAE Systems shall paint the vehicles Desert Tan 686.

C.27.3 All Reset vehicles under this portion of the Contract shall be delivered with the following fleet standard items (in addition to items already on the ECP/EO list at Attachment 0005):

Global or Hunter Personnel Heater, NSN 2540-396-2826

Updated z-bar configuration (for BRAT 2) - P/N 12369960-2

Heat Abatement Panels (Engine Compartment)
 33M1127-107, forward panel heat shield
 33M1127-109, panel, heat shield
 33M1127-113, vertical support heat shield

Mod Kit, Block Hinge, Cargo Hatch (M2A2 ODS and M2A3) - (GFM)
 57K4506-GFM

DAGR Mounting Kit (GFM)
 987-5006-001-GFM - Mounting Base, Electrical Equipment
 (DAGR GPS RCVR)
 987-5007-001-GFM - Mount Adapter, DAGR
 013-1981-020-GFM - Remote Antenna 2 (RA-2), DAGR GPS RCVR

GFM items above are included in the DAGR Mounting Kit:
 57K4828 for both M2A3/M3A3 and A3BFIST

Enhanced 25mm Gun P/N 12524600 (BAE Systems P/N 12524600ENH-RR) - GFM*

BUSK II Kits:

Hot Box Restraint System
 Bradley Advanced Survivability Seats (BASS)
 Armored Commanders Shield (ACS) NOTE: ACS has an ODS
 version and an A3 version
 Automatic Fire Extinguishing System (AFES)

BUSK III Kits:

- o Emergency Ramp Release (ERR) Kit P/N 57K6652
- o Bradley Advanced Survivability Seats Driver (BASS-D) for M2 Vehicles Kit P/N 57K6647
- o Bradley Advanced Survivability Seats Driver (BASS-D) for M3
 Vehicles Kit P/N 57K6671
- o Turret Advanced Survivability System (TASS) P/N 13022377

NOTE: The Contractor shall provide a plan, within 30 days after Contract award, for the production cut-in of the above individual BUSK III components, which maximizes the number of vehicles on which BUSK III is applied. The Contractor shall provide individual breakpoints for each of the BUSK III components. Bradley Fuel Cell Survivability (BFCS) Kit P/N 57K6650, is not included but will be incorporated as a separate action once the ECP has been approved.

7.62mm Coax Gun Access Improvement Mod Kit (A3 & ODS does not include BFIST) Modification Kit number 13020299

IED Armor Suite (vertical and horizontal sponson and belly armor) If a vehicle is inducted without IED armor, it will be provided as GFM.
 P/N 57K4794 (field kit) (GFM*)

SINGGARS/EPLRS Installation Kits (Hardware only, excludes electrical components. Not 100%, see GFM* list)
 SINGGARS Installation Kits, P/N MK-2394/VRC
 EPLRS Installation Kits, P/N MK-2520A/VSQ-1

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Up-armored Hatches (GFM*)
Drivers 57K1366
Commanders - 12933400
Gunnery - 12933362
M2 Cargo 57K1369
M3 Cargo 57K1404-KIT-HDWR-FY08

Turret Ring Armor (GFM*)
P/N 57K0509

Smoke Grenade Launcher, M257 - P/N 13-12-129 (GFM*) The Contractor shall test, inspect and Reset as necessary.

Block 1 IBAS (GFM) P/N 13495284

Block 1 CIV P/N 12975314-3 See Attachment 0007

CM/ED M2A3/M3A3 P/N 12488141, A3 BFIST P/N 12488142 (GFM*)
The Contractor shall Reset in accordance with the scope of work at Attachment 0008.

Turret-mounted INU (GFM*)- P/N 12484747-1

Blue Force Tracking (BFT) A-Kit for M2A3 and M3A3
Mod Kit 57K4818

Blue Force Tracking (BFT) A-Kit for A3 BFIST
Mod Kit 57K6591

ECP FOM-V-4546- The redesigned Cummins PT Pump portion of this ECP shall not be incorporated into any Level III vehicles.

C.27.3.1 Additional Fleet Standard Items Peculiar to A3 BFIST:

BUSK II Item**:
FSSO Seat 57K6609
BASS Seat (Jump Seat)- 57K6625
Hot Box 57K6608
Restowage mod kit 57K6619

Fire Support Sensor System (FS3) (A3 BFIST Only)**
A-kit for the FS3 on A3 BFIST, (kit #57K6621)**
B-kit for FS3 on A3 BFIST (GFM)**

GFM = on GFM list (see attachment 0004)

GFM* = expected to be on the vehicle when provided by the Government. The Government will provide these items as GFM on an as-needed basis if they are missing from vehicles when inducted.

**These items shall be installed on the vehicles as kits.

C.27.3.2 For BUSK II, ACS shall be boxed and supplied in the back of each vehicle. In accordance with CLIN 000XAA (after initial vehicle DD250), the FS3 shall be installed in thirty-five (35) each A3 BFIST vehicles. See standard GFM disposition instructions at Attachment 0006 for BUSK I items.

C.27.4 As directly funded by BAE Systems, RRAD shall receive vehicles, perform Phase I teardown, and prepare vehicles for shipment to BAE Systems, at the following address:

BAE Systems
300 University Drive
Lemont Furnace, PA 15456
Phone: 724-439-3009

C.27.5 As directly funded by BAE Systems, RRAD shall Reset vehicle components and shall provide support to the BAE Systems production line as required until hand-off of vehicles to the designated fielding sites.

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C.27.6 Reset process requirements shall be developed based on RM87T0010-R2 for M2A3 vehicles, RM87T0011-R2 for M3A3, and RM12466201-R9 for M3A3 BFIST vehicles related DMWR/NMWRs, TMs and current remanufacturing practices. BAE shall document these Reset process requirements in accordance with production data package and PCI. The production data package shall include the development and maintenance of Production drawings, work instructions for tear down, component refurbishment and (re) assembly. Documentation shall include information such as assessment criteria, replacement parts and repair process details. Production documentation shall also be developed and/or updated in support of the incorporation of the Engineering Change Proposals specified in this Contract.

Reman drawing numbers listed above are for reference only to identify baseline vehicle configuration type.

C.27.7 The configuration requirements of the vehicles to be delivered shall be that of the as received for Reset (i.e., the vehicles configuration shall be Reset to that received), unless otherwise specified as part of the fleet standardization modifications or those items affected by conversion or the EO/ECP list. As an example, a functional part received in a previous configuration than current manufacturing production need not be replaced with the newer design. Parts missing from the vehicle that are part of the as received baseline shall be replaced with the latest configuration. Components with cosmetic imperfections and/or variances that do not impair component function are acceptable for use.

C.27.8 Parts identified in RM87T0010-R2, RM87T0011-R2, and RM12466201-R9 as mandatory replacement parts shall be evaluated to determine if they can be Reset and shall meet the performance requirements as specified herein. When BAE Systems applies these criteria, the items are considered unique to Reset. In addition, the following items are mandatory replacement parts and items shall be new or reset:

- Filters (Power Pack)
- NBC Filters
- Equilibrator
- Batteries (2HN style), P/N 31A925XLW
- Fire Suppression Detection Sensors

C.27.8.1 The following items are mandatory replacement parts and the items shall be new or overhauled to remanufacturing requirements:

- Traverse Bearing

C.27.9 The Contractor shall review and recommend incorporation of appropriate recommendations of the Delayed Desert Damage (3D) TB430221-2 and any lessons learned from past or present Reset Programs.

C.27.10 Vehicle acceptance shall be based upon completion of a modified Final Inspection Record (FIR) for each vehicle configuration, as follows:

M3A3 BFIST	QF12466201-RESET
M2A3	QF87T0010-RESET
M3A3	QF87T0010-RESET

The appropriate FIR shall annotate conditions to account for various "as received" component and vehicle configurations or to reflect modified component and vehicle expectations resulting from differences between "as new" versus "as received" components (e.g., older personnel heaters with different starting requirements may be usable; NBC heaters without indicator lights may still be serviceable, and the FIR should be annotated to cover the variations). In the event the vehicle performance does not completely satisfy the requirements of the FIR, a Request for Waiver (RFW) may be submitted to accept the condition.

C.27.11 The Government and BAE Systems shall utilize the existing Reset Steering Committee to evaluate where opportunities exist to further modify Reset processes, including the FIR, to more effectively and efficiently Reset vehicles (for example, apply 10/20 standards). These modifications shall be presented to the Steering Committee for review. The Reset Steering Committee shall also provide technical guidance where requested to clarify and standardize Reset processes across sites, partners and agencies. The Government Representatives have disapproval authority on changes that may negatively impact fit, function, interchangeability, and vehicle performance. Changes to the processes or procedures agreed to by the Steering Committee shall be incorporated into the Contract at the time of PCO approval. The requirement is to Reset a vehicle to reach 1,500 miles without a major (NMC) fault. For the M2A3 vehicles and M3A3 vehicles, NMC faults are described in TM-2350-294-10-1 and TM-2350-294-10-2. For the M3A3 BFIST vehicles, NMC faults are described in TM-2350-297-10-1 and TM-2350-297-10-2.

C.27.12 Material may be physically commingled and Contract identified either when issued, transferred or by allocation. Reset items that are not functionally equivalent to remanufactured items shall be uniquely identified and stored, issued, and consumed on the Bradley Reset program only. Transfer of parts from Reman to Reset programs is permitted, provided it meets quality standards and does not impact production deliveries.

C.27.13 Incoming vehicle parts are considered "consumed" as part of the Reset process. Unless otherwise specified for Government disposition, the Contractor may screen all parts identified as scrap under all other Bradley Remanufacturing Contracts and salvage them for use on Reset vehicles.

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C.27.13.1 The Contractor shall utilize parts Reset under any CLIN of this Contract, in lieu of new parts, to the maximum extent practicable. The Contractor may use new parts in lieu of Reset parts in those instances where the Reset part is not available for installation in the vehicles in sufficient time to allow the Contractor to meet the agreed-to delivery schedule in Section F.

C.27.13.2 Vehicles are assumed to be complete when inducted into RESET. Parts missing from the vehicle that are part of the baseline will be replaced based on Contractual yields. Replacement of missing parts outside of normal yields will be addressed on a case-by-case basis.

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C.27.14 Bradley Fighting Vehicle Reset Standards for 41 Each A3 Vehicles.

These Reset Standards take precedence over any references to Reman drawings in Paragraph C.27.6.

<u>Vehicle Subsystem</u>	<u>Required Reset Standard to Be Used Under This Contract</u>																						
1. Hull and Turret	<p>The hull and turret shall require separation to facilitate cleaning, inspection, and applicable repair. The sight plate shall remain mated to the turret, unless found to be dimensionally discrepant.</p> <table border="0"> <tr> <td>TOW Lift Mechanism</td> <td>12292580-RST</td> </tr> <tr> <td>TOW Elevation Drive</td> <td>12292344-RST</td> </tr> <tr> <td>Resolver Shaft</td> <td>RM12325577-R</td> </tr> </table>	TOW Lift Mechanism	12292580-RST	TOW Elevation Drive	12292344-RST	Resolver Shaft	RM12325577-R																
TOW Lift Mechanism	12292580-RST																						
TOW Elevation Drive	12292344-RST																						
Resolver Shaft	RM12325577-R																						
2. Suspension	<p>Complete disassembly. Clean, inspect and repair. Replace road wheels to at least Condition Code B. Replace all track with XT-161 double pin track.</p> <p>The following components shall be RESET IAW the drawings listed:</p> <table border="0"> <tr> <td>Support Roller, RESET</td> <td>RM12296929-RESET</td> </tr> <tr> <td>Support Roller, RESET</td> <td>RM12296934-RESET</td> </tr> <tr> <td>Idler Assembly, RESET</td> <td>RM12296930-RESET</td> </tr> <tr> <td>Wheel, Inner, Idler, RESET</td> <td>RM12307519-RESET</td> </tr> <tr> <td>Wheel, Outer, Idler, RESET</td> <td>RM12291954-RESET</td> </tr> <tr> <td>Yoke, Final Drive</td> <td>RM12308239-RESET</td> </tr> <tr> <td>Shock Absorber</td> <td>RM12369308-R</td> </tr> <tr> <td>Road Wheel, Steel RESET</td> <td>RM12358464-RESET</td> </tr> <tr> <td>Sprocket, Drive RESET</td> <td>RM12496781-RESET</td> </tr> <tr> <td>Carrier, Sprocket Carrier</td> <td>RM12496780-RESET</td> </tr> <tr> <td>Road Arms</td> <td>RM12296931-RESET</td> </tr> </table> <p>Bearings 12296934-3 and -4 bearings shall be replaced 100%.</p>	Support Roller, RESET	RM12296929-RESET	Support Roller, RESET	RM12296934-RESET	Idler Assembly, RESET	RM12296930-RESET	Wheel, Inner, Idler, RESET	RM12307519-RESET	Wheel, Outer, Idler, RESET	RM12291954-RESET	Yoke, Final Drive	RM12308239-RESET	Shock Absorber	RM12369308-R	Road Wheel, Steel RESET	RM12358464-RESET	Sprocket, Drive RESET	RM12496781-RESET	Carrier, Sprocket Carrier	RM12496780-RESET	Road Arms	RM12296931-RESET
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Carrier, Sprocket Carrier	RM12496780-RESET																						
Road Arms	RM12296931-RESET																						
3. Power Pack	<p>Transmissions shall be removed from incoming ODS vehicles and shipped to the location provided by the THOR Contract W56HZV-09-C-0098. The transmissions shall be remanufactured/ refurbished as needed, and will be provided to BAE York as GFM. PTOs shall be inspected and repaired IAW NMWR. All filters and fluids shall be replaced. Inspect prop shaft u-joints for contamination wear. Power Pack components shall be overhauled in accordance with Reset Drawings created under the STS Contract as follows:</p> <p>Engine (RM12358911-RESET)</p> <p>Electronic Assembly (EA) and Shift Tower</p> <p>300 amp generators (RM12351001-RESET or RM12462784-RESET)</p> <p>400 amp generators (RM12386631-RESET)</p> <p>Radiators (RM-12297938-RESET)</p> <p>Power Pack (RM12465990A-RESET)</p>																						

Name of Offeror or Contractor: BAE SYSTEMS LAND & ARMAMENTS L.P.

4. Structures Inspect for armor integrity, accident/battle damage and component misalignments to ensure fit and function. Install appropriate mounting provisions IAW MWOS. Maintenance platform (P/N 12384796) shall be removed, if present, and dispositioned in accordance with standard GFM disposition instructions at Attachment 0006.
5. NBC System Inspect and test GPFU for proper operation IAW the DMWR. All filters shall be replaced. Hoses shall be replaced as necessary. The Pre-cleaner shall be overhauled IAW RM-D5-19-2353-RESET. Heater Assembly shall be Reset IAW E5-19-1782-RESET.
6. Fuel System Fuel cells may be matched to their original vehicle. Alternative configuration fuel cells may be found on used vehicles and Reset per Drawing RM12385123-RESET.
7. Engine Access Pump Inspect for wear and function. Inspect cylinder and Cylinder mounting welds for fracture. Replace and repair/overhaul IAW NMWR. Flush system and replace filters.
- Lever, Ramp Cylinder. Vehicles will be equipped with either a new P/N 12296746, forged version, made from 6061 alloy or a new or used P/N 12296746, machined version, or a new P/N 12540579, Revision A, any version.
- NOTE: The Lever, Ramp Cylinder was Changed by Modification 13
8. Ramp Pumps Ramp pumps shall be overhauled. The hydraulic system shall be flushed. All filters shall be replaced.
9. Electrical Harnesses shall be functionally tested and overhauled IAW Reset Electric-RESET. Transitions that are separated from sleeving are acceptable. Boots that are separated from the back-shell or rips in the insulation sleeving are to be repaired if detected during visual inspection. Testing and repair shall be performed IAW standard inspection and repair procedures and equipment. LRUs shall be cleaned and checked for full function. Run on DSESTS Full Go chain.
10. Batteries Batteries shall be replaced with Exide batteries part number 31A925XLW. Turret "keep alive" batteries shall be replaced with Battery Box 2HN style.
11. Fire Extinguisher Fire detection sensors shall be replaced. Bottles must be fully charged and hydrostatic tested. System shall have at least three years remaining life.
12. Equilibrators Replace 100%
13. 25mm Gun Enhanced Guns shall be inspected and repaired, as necessary, in accordance with TM 9-1005-200-23 and NMWR 9-1005-200 as applicable. If any A3 vehicles are received with non-enhanced guns, they shall be provided to the Contractor

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as GFM. Gun barrels from incoming vehicles shall be inspected and re-used if serviceable. Any serviceable, fluted barrel is acceptable. New gun barrels shall be provided as GFM on an as needed basis only.

- 14. TOW Subsystem The complete missile subsystem shall be removed, tested and overhauled.
- 15. Optics Periscopes And Backup Sight Visually inspect optics for cracks. Verify that there is no more than 50% degradation of visibility through the periscope lens due to hazing, cloudiness, pitting, delaminating, scratches, etc. Visually inspect Back-Up Sight for cracks in the ballistic housing, seals, telescope assembly, and connection link hardware. Cracks are not acceptable. Back up Sights shall be overhauled IAW Reset Drawing 9380400-RESET.
- 16. Vehicle Exterior Complete exterior cleaning, repaint and re-stencil. Repair stripped, damaged or deformed bolts, or bolt holes. Ensure all bolts required for BRAT installation are present, maintained, and properly tapped IAW marking diagram 613 SWG. Remove Emtech foam from vehicle exterior and install bolt-on ballistic armor plates to cover the HAK installation holes.
- 17. Final Drives Final Drives shall be Reset IAW Reset Drawing RM12359348-RESET, as created under the STS Contract.
- 18. Gyros Gun Gyro shall be Reset IAW Drawing 12292348 -RST. Turret gyro shall be Reset IAW RESET Drawing 12292349-RST.
- 19. VIS The Vehicle Intercom System shall be Reset IAW Reset Drawing RMVIS-RESET.
- 20. Gunner's Seat Back If vehicles are inducted with the seat back in place, the Contractor shall remove the seat back and the parts listed below and dispose in accordance with the standard disposition instructions in Attachment 0006.

NSN	PART NO	DESCRIPTION	QTY	PER VEHICLE
2540-00-894-9548	10906748	CUSHION, SEAT BACK, V		1
2540-01-435-4621	12933514	SUPPORT, SEAT, VEHICU		1
5310-00-934-9757	MS35649-282	NUT, PLAIN, HEXAGON	6	
	10865877	SUPPORT, SEAT, VEHICU		1
5310-00-809-8544	MS27183-7	WASHER, FLAT		6
5310-00-559-0070	MS35333-38	WASHER, LOCK		6
5305-00-984-6193	MS35206-245	SCREW, MACHINE		6
5310-00-809-4058	MS27183-10	WASHER, FLAT		6
5305-00-068-0508	B1821BH025C075N	SCREW, CAP, HEXAGON H		4
2540-01-437-4768	12933527	BLOCK, SEAT, VEHICULA		1
5340-01-435-0497	12933526	HANDLE, MANUAL CONTR		1
5305-00-939-0661	MS51975-1	SCREW, SHOULDER		2
5340-01-433-2365	12933516	BRACKET, MOUNTING	1	
5306-01-119-9321	B1821BH025C100L	BOLT, MACHINE		2

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5310-00-984-3806	M45913/1-5CG5C	NUT, SELF-LOCKING, HE	2
5365-01-429-8166	12933506	SPACER, SLEEVE	2
5310-00-081-4219	MS27183-12	WASHER, FLAT	2
5306-00-226-4833	B1821BH031C200N	BOLT, MACHINE	2
5315-00-842-3044	MS24665-283	PIN, COTTER	1
5310-00-167-0821	NAS1149F0663P	WASHER, FLAT	2

21. Smoke Grenade Launchers (SGLs) SGLs shall be inspected, tested, and Reset IAW TM 9-1040-267-20&P

22. BRAT Installation Remove BRAT Installation Kits from vehicles Kits (IKs) during Reset induction. Route the kits through the Reset and Reconstitution process at RRAD IAW with Statement of Work for Reconstitution of Armor Tile (BRAT) Installation Kits (IK) NSN: 5340-01-537-8673, as described in Attachment 0005.

23. Check 6 Check 6 shall be removed and the vehicles returned to pre-Check 6 configuration. Disposition of the Check 6 parts shall be included in Attachment 0006.

24. BUSK II If RESET vehicles are inducted without BUSK II provisions, BAE shall provide and install all BUSK II subcomponents listed in Paragraph C.29.1.3. If the vehicles are missing some of the BUSK II subcomponents in C.29.1.3 or if some parts of the BUSK II subcomponents need to be refurbished, BAE shall repair or replace only those parts of the BUSK II kits, IAW the BUSK II Reset Drawing File Registry for Bradley Fighting Vehicle System (BFVS), dated 25 August 2009, provided by BAE Systems.

ACS HOT BOX BASS AFES

25. A3 RESET Components. The following A3 components shall be Reset in accordance with the listed Reset Drawing:

<u>COMPONENT</u>	<u>DRAWING NO.</u>
A3 POWER UNIT, DIESEL	RM12465990A-RESET
CABLE CONNECTOR CRITERIA	RM-CONNECTOR-RESET
ELECTRICAL LEAD/CABLE CRITERIA	RM-ELECTRIC-RESET
A3 COLOR FLAT PANEL DISPLAY	RM12466033-RESET
HULL POWER BOX (HPB)	RM12478582-RESET
SIGNAL DISTRIBUTION BOX ASM (SCB)	RM12956699-RESET
EXTERNAL TRAINING DEVICE INTERFACE BOX	RM12986235-RESET
ETHERNET SWITCH	RM12991956-RESET
IC3 RELAY POWER BOX	RM12478580-RESET
TRAVERSE RESOLVER	RM12976452-RESET
VEHICLE MOTION SENSOR	RMK600A282-RESET
A3 SLIP RING	RM12956545-RESET
COMMANDER'S DATA ENTRY TOOL	RM12956547-RESET
GUNNER'S HANDSTATION	RM12976176-RESET
COMMANDER'S HANDSTATION	RM12976221-RESET
GUNNER'S SIGHT CONTROL PANEL (GSCP)	RM12956550-RESET
COMMANDER'S SIGHT CONTROL PANEL (CSCP)	RM12956549-RESET
POWER CONTROL MODULE (PCM)	RM12462072-RESET
TURRET DRIVE CONTROL UNIT (TDCU)	RM12976373-RESET
POSITION INTERFACE BOX (PIB)	RM12976508-20-RESET
TURRET PROCESSOR UNIT 2 (TPU2)	RM12470930-RESET
POWER CONTROL MODULE (PCM2)	RM12478599-RESET

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SYSTEM CONTROL BOX (SCB)	RM12956548-RESET
TURRET POWER BOX (TPB)	RM12956552-RESET
GUN CONTROL UNIT (GCU)	RM12956661-RESET
INTERNAL NAV SYSTEM ASM (INU)	RM12484747-RESET
COMMANDERS INTERFACE UNIT (CIU)	RM12975896-RESET
SERVO ELECTRONICS UNIT (SEU)	RM12975898-RESET
REMOTE BIOCLULAR DISPLAY	RM12975902
400 AMP GENERATOR	RM12386631-RESET
TRAVERSE RESOLVER GEARBOX ASM	RM12956633-RESET
TOW ROTOR	RM12976039-RESET
TRAVERSE DRIVE ASM MOTOR, BRUSHLESS	RM12976126-RESET
25MM AMMO CAN	12976627A-RESET
LEVER, RAMP CYLINDER	RM12296746A-RESET
HULL-TURRET STRUCTURE CRITERIA	RM12472301-RESET
TURRET BASKET	RM12956634-RESET
POWER SUPPLY	RM13496644-RESET
COMMANDER'S INDEPENDENT VIEWER (CIV)	SEE ATTACHMENT 0007
CM/ED	SEE ATTACHMENT 0008

Name of Offeror or Contractor: BAE SYSTEMS LAND & ARMAMENTS L.P.

C.28 ODS AND ODS SA VEHICLE REQUIREMENTS

**C.28.1 The Government shall provide a quantity of 208 Bradley Fighting Vehicle Systems (BFVS) for FY10 Reset, which includes the following vehicle configurations:

- a. M2A2 ODS (NSN 2350-01-405-9886) 61 each
- b. M2A2 ODS (NSN 2350-01-405-9886), with Strap Kit 57K1600 106 each
- c. M3A2 ODS (NSN 2350-01-405-9887) 29 each
- d. M7 BFIST (NSN 2350-01-432-1526) 12 each

**C.28.1.1 After the above vehicles are Reset, the Contractor shall deliver to the Government a quantity of 208 Bradley Fighting Vehicle Systems (BFVS), in the following configurations:

- a. M2A2 ODS SA (NSN 2350-01-565-3460) 61 each
- b. M2A2 ODS (NSN 2350-01-405-9886), with Strap Kit 57K1600 106 each
- c. M3A2 ODS SA (NSN 2350-01-565-3464) 29 each
- d. M7 BFIST SA (NSN 2350-01-572-5988) 12 each

C.29 RESET REQUIREMENTS FOR ODS AND ODS SA VEHICLES

C.29.1 BAE Systems shall be responsible for Phases I and II vehicle teardown, shipment of components to repair facilities, vehicle assembly, quality assurance checks, configuration maintenance, current Safety of Use compliance, installation of UID on select components (See Attachment 0002) and vehicle acceptance.

C.29.1.2 BAE Systems shall paint the vehicles Desert Tan 686.

C.29.1.3 All Reset vehicles under this Contract shall be delivered with the following fleet standard items (in addition to items already on the ECP/EO list at Attachment 0006):

Updated z-bar configuration - P/N 12369960-2

Heat Abatement Panels (Engine Compartment)

- 33M1127-107, forward panel heat shield
- 33M1127-109, panel, heat shield
- 33M1127-113, vertical support heat shield

Mod Kit, Block Hinge, Cargo Hatch (M2A2 ODS SA) - (GFM)
57K4506-GFM

DAGR Mounting Kit (GFM)

- 987-5006-001-GFM - Mounting Base, Electrical Equipment
(DAGR GPS RCVR)
- 987-5007-001-GFM - Mount Adapter, DAGR
- 013-1981-020-GFM - Remote Antenna 2 (RA-2), DAGR GPS RCVR

GFM items above are included in the DAGR Mounting Kit:
57K4828 for M2/M3 ODS SA

Enhanced 25mm Gun P/N 12524600 (BAE Systems P/N 12524600ENH-RESET) - GFM*

BUSK II Kits:

- Hot Box Restraint System
- Bradley Advanced Survivability Seats (BASS)
- Armored Commanders Shield (ACS) NOTE: ACS has an ODS version
and an A3 version
- Automatic Fire Extinguishing System (AFES)

7.62mm Coax Gun Access Improvement Mod Kit Modification Kit number

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13020299

IED Armor Suite (vertical and horizontal sponson and belly armor)-
If any vehicles are inducted without an IED armor suite, it
shall be provided as GFM.

P/N 57K4794 (field kits)

SINGGARS/EPLRS Installation Kits (Hardware only, excludes
electrical components. (See GFM list)

SINGGARS Installation Kits, P/N MK-2394/VRC

EPLRS Installation Kits, P/N MK-2520A/VSQ-1

Up-armored Hatches (GFM*)

Drivers 57K1366

Commanders - 12933400

Gunnners - 12933362

M2 Cargo 57K1369

M3 Cargo 57K1404-KIT-HDWR-FY08

Turret Ring Armor (GFM*)

P/N 57K0509

Smoke Grenade Launcher, M257 - P/N 13-12-129 (GFM*) The
Contractor shall test, inspect and Reset as necessary.

XT-161 Double Pin Track (GFM)

Block 1 IBAS (GFM) P/N 13495284

CM/ED M2A2 ODS SA/M3A2 ODS SA, P/N 12488141, M7 BFIST SA, P/N
12488142 (GFM*) The Contractor shall Reset in accordance
with the scope of work at Attachment 0008.

Turret-mounted INU (GFM*) - P/N 12484747-1

Blue Force Tracking (BFT) A-Kit for M2A2 ODS
Mod Kit 57K4496

Blue Force Tracking (BFT) A-Kit for M2A2 ODS SA and M3A2 ODS SA
Mod Kit 57K4818

Blue Force Tracking (BFT) A-Kit for M7 BFIST SA consists of the
following:

57K6591 Modification Kit Blue Force Tracking System (A3)

13024701 CSD J1 Power Adapter Cable (2W824)

13024702 CSD J2 Legacy Interface Adapter Cable (2W825)

13024703 CSD J3 Future Interface Adapter Cable (2W826)

13024704 CDET 2 for CSD Cable (2W827)

13034705 TPU J5 Cable (2W828)

12540337 SLSD J1 and CDET 2 Power Adapter Cable (1W813)

12540338 SLSD J2 Legacy Interface Adapter Cable (1W814)

12540339 SLSD J3 Future Interface Adapter Cable (1W815)

Equilibrator

ECP FOM-V-4546- The redesigned Cummins PT Pump portion of this ECP
shall not be incorporated into any Level III vehicles.

C. 29.1.4 Additional Fleet Standard Items Peculiar to M7 BFIST SA:

BUSK II Items**:

FSSO Seat 57K6609

BASS Seat (Jump Seat)- 57K6625

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Hot Box 57K6608
Restowage mod kit 57K6619

NOTES:

GFM = on GFM list (see attachment 0003)

GFM* = expected to be on the vehicle when provided by the Government. The Government will provide these items as GFM on an as-needed basis if they are missing from vehicles when inducted

**These items shall be installed on the vehicles as kits.

C.29.1.5: See standard GFM Disposition Instructions at Attachment 0006 for BUSK I items. For BUSK II, ACS shall be boxed and supplied in the back of each vehicle.

C.29.2 Vehicle Induction. As directly funded by BAE Systems, RRAD shall receive vehicles, perform Phase I teardown, and prepare vehicles for shipment to BAE Systems, at the following address:

BAE Systems
300 University Drive
Lemont Furnace, PA 15456
Phone: 724-439-3009

C.29.3 As directly funded by BAE Systems, RRAD shall Reset vehicle components and shall provide support to the BAE Systems production line as required until hand-off of vehicles to the designated fielding sites.

C.29.4 Reset process requirements shall be developed based on RM87T0004-R5 for M2A2 ODS vehicles, RM87T0023-R7 for M7 BFIST, RM87T0005-R5 for M3A2 ODS vehicles, related DMWR/NMWRs, TMs and current remanufacturing practices. BAE shall document these Reset process requirements in accordance with production data package and PCI. The production data package shall include the development and maintenance of Production drawings, work instructions for tear down, component refurbishment and (re) assembly. Documentation shall include information such as assessment criteria, replacement parts and repair process details. Production documentation shall also be developed and/or updated in support of the incorporation of the Engineering Change Proposals specified in this Contract.

Reman drawing numbers listed above are for reference only to identify baseline vehicle configuration type.

C.29.5 The configuration requirements of the vehicles to be delivered shall be that of the as received for Reset (i.e., the vehicles configuration shall be Reset to that received), unless otherwise specified as part of the fleet standardization modifications or those items affected by conversion or the EO/ECP list. As an example, a functional part received in a previous configuration than current manufacturing production need not be replaced with the newer design. Parts missing from the vehicle that are part of the as received baseline shall be replaced with the latest configuration. Components with cosmetic imperfections and/or variances that do not impair component function are acceptable for use. Any unauthorized field modifications which are not identified in the vehicle TDPs shall be removed.

C.29.6 Parts identified in RM87T0004-R5 and RM87T0005-R5, and RM87T0023-R7 as mandatory replacement parts shall be evaluated to determine if they can be Reset and shall meet the performance requirements as specified herein. When BAE Systems applies these criteria, the items are considered unique to Reset. In addition, the following items are mandatory replacement parts and items shall be new or reset:

Engine, Air, NSN 2940-01-291-5893, P/N 12358941, Filter Element,
Intake 1/vehicle
Heater Fuel Element, P/N 12344779, Filter Fuel, Part of Kit
5705484 1/vehicle
Engine Fuel Element Assembly, part of Kit P/N SA910070 1/vehicle
Engine Oil Filter Element Kit, P/N 12307596 1/vehicle
NSN 2940-01-113-1248, P/N 12294530, Filter Element, Intake
2/vehicle
NBC Filter Element, NSN 4240-00-866-1825, P/N C5-19-1175, Filter,
Particulate 1/unit (M3A3)
Equilibrator
Batteries (6TL style and 2HN style
Fire Suppression Detection Sensors

C.29.6.1 The following items are mandatory replacement parts and the items shall be new or overhauled to remanufacturing requirements:

Traverse Bearing

C.29.7 Vehicle acceptance shall be based upon completion of a modified Final Inspection Record (FIR) for each vehicle configuration, as follows:

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Idler Assembly, RESET RM12296930-RESET
 Wheel, Inner, Idler, RESET RM12307519-RESET
 Wheel, Outer, Idler, RESET RM12291954-RESET
 Yoke, Final Drive RM12308239-RESET
 Shock Absorber RM12369308-R
 Road Wheel, Steel RESET RM12358464-RESET
 Sprocket, Drive RESET RM12496781-RESET
 Carrier, Sprocket Carrier RM12496780-RESET
 Road Arms RM12296931-RESET
 Bearings 12296934-3 and -4 bearings shall be replaced 100%.

3. Power Pack

Transmissions shall be removed from incoming ODS vehicles and shipped to the location provided by the THOR Contract W56HZV-09-C-0098. The transmissions shall be remanufactured/refurbished as needed, and will be provided to BAE York as GFM. PTOs shall be inspected and repaired IAW NMWR. All filters and fluids shall be replaced. Inspect prop shaft u-joints for contamination wear. Power Pack components shall be overhauled in accordance with Reset Drawings created under the STS Contract as follows:

Engine (RM12358911-RESET)

Electronic Assembly (EA) and Shift Tower

300 amp generators shall be removed and disposed of in accordance with the disposition instructions in Attachment 0006.

Radiators (RM-12297938-RESET)

The Power Pack (RM12465990A) shall be Reset IAW Reset Drawing RM12384700A-RESET.

4. Structures

Inspect for armor integrity, accident/battle damage and component misalignments to ensure fit and function. Install appropriate mounting provisions IAW MWOs. Maintenance platform (P/N 12384796) shall be removed, if present, and dispositioned in accordance with standard GFM disposition instructions at Attachment 0006. Stowage mounting provisions for the shovel and axe shall be added as required when maintenance platform is removed.

Vehicle interior and exterior configurations shall be Reset in accordance with drawing BFW00090 Titled: Armor Configuration Standardization - RESET.

5. NBC System

Inspect and test GPFU for proper operation IAW the DMWR. All filters shall be replaced. Hoses shall be replaced as necessary. The Pre-cleaner shall be overhauled IAW RM-D5-19-2353-RESET. Heater Assembly shall be Reset IAW E5-19-1782-RESET.

6. Fuel System

Fuel cells may be matched to their original vehicle. Alternative configuration fuel cells may be found on used vehicles and Reset per Drawing RM12385123-RESET.

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7. Engine Access Pump Inspect for wear and function. Inspect cylinder and Cylinder mounting welds for fracture. Replace and repair/overhaul IAW NMWR. Flush system and replace filters.

Lever, Ramp Cylinder 12296746-1 shall be made from plate in accordance with note 3 of the ordnance drawing 19207-12296746. Holes .750/.765 diameter and .8125/.8140 diameter shall be machined perpendicular to the grain of the plate.

Lever, Ramp Cylinder. Vehicles will be equipped with either a new P/N 12296746, forged version, made from 6061 alloy or a new or used P/N 12296746, machined version, or a new P/N

12540579, Revision

A, any version.

NOTE: The Lever, Ramp Cylinder language was Changed by Modification 13

8. Ramp Pumps Ramp pumps shall be overhauled. The hydraulic system shall be flushed. All filters shall be replaced.
9. Electrical Harnesses shall be left in-vehicle throughout the Reset process to the maximum extent possible without affecting vehicle performance. Any visual defects discovered during the Reset process shall be repaired in accordance with the approved Standard Repair Procedure SRP-007. Any harness removed during the Reset process shall be functionally tested and overhauled IAW drawing Electric-RESET.
- LRUs shall be repaired or replaced in accordance with the instructions of Section C.26.20. At their discretion, the contractor may elect to remove LRUs in section C.26.20.2 for third party ATP testing.
10. Batteries Batteries shall be replaced with 6TL style. Turret "keep alive" batteries shall be replaced with Battery Box 2HN style.
11. Fire Extinguishing System Fire detection sensors shall be replaced. Bottles must be fully charged and hydrostatic tested, if out of date. System shall have at least three years remaining life.
12. Equilibrators Replace 100%
13. 25mm Gun Enhanced Guns shall be inspected and overhauled, as necessary, in accordance with TM 9-1005-200-23 and NMWR 9-1005-200 applicable. If any ODS vehicles are received with non-enhanced guns, they shall be provided by the Government as GFM. Gun barrels from incoming vehicles shall be inspected and re-used if serviceable. Any serviceable, fluted barrel is acceptable. New gun barrels shall be provided as GFM on an as needed basis only.

25mm Gun Resolver RM12294651-AR

Name of Offeror or Contractor: BAE SYSTEMS LAND & ARMAMENTS L.P.

14. TOW Subsystem The complete missile subsystem shall be removed, tested and overhauled.
15. Optics Periscopes And Backup Sight Visually inspect optics for cracks. Verify that there is no more than 50% degradation of visibility through the periscope lens due to hazing, cloudiness, pitting, delaminating, scratches, etc. Visually inspect Back-Up Sight for cracks in the ballistic housing, seals, telescope assembly, and connection link hardware. Cracks are not acceptable. Back up Sights shall be overhauled IAW Reset Drawing 9380400-RESET.
16. Vehicle Exterior Complete exterior cleaning, repaint and re-stencil. Repair stripped, damaged or deformed bolts, or bolt holes. Ensure all bolts required for BRAT installation are present, maintained, and properly tapped IAW marking diagram 613 SWG. Remove Emtech foam from vehicle exterior and install bolt-on ballistic armor plates to cover the HAK installation holes.
17. Final Drives Final Drives shall be Reset IAW RESET Drawing RM12359348-RESET, as created under the STS Contract.
18. Gyros Gun Gyro shall be Reset IAW Drawing 12292348-RST. Turret gyro shall be RESET IAW RESET Drawing 12292349-RST.
19. VIS The Vehicle Intercom System shall be RESET IAW RESET Drawing RMVIS-RESET.
20. Smoke Grenade Launchers (SGLs) SGLs shall be inspected, tested, and Reset IAW TM 9-1040-267-20&P.
21. BRAT Installation Kits (IKs) BRAT IKs shall be removed and shipped to RRAD.
22. BUSK II If RESET vehicles are inducted without BUSK II provisions, BAE shall provide and install all BUSK II subcomponents listed in Paragraph C.29.1.3. If the vehicles are missing some of the BUSK II subcomponents in C.29.1.3 or if some parts of the BUSK II subcomponents need to be refurbished, BAE shall repair or replace only those parts of the BUSK II kits, IAW the BUSK II Reset Drawing File Registry for Bradley Fighting Vehicle System (BFVS), dated 25 August 2009, provided by BAE Systems.
- AFES BASS Hot Box ACS
- BFIST unique BUSK II Kits
- FSSO Seat
BFIST Hot Box
Jump Seat
BFIST Restowage
23. ODS SA Reset Components. The following components shall be Reset in accordance with the listed Reset Drawing:

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<u>COMPONENT</u>	<u>DRAWING NO.</u>
A3 POWER UNIT, DIESEL	RM12465990A-RESET
CABLE CONNECTOR CRITERIA	RM-CONNECTOR-RESET
ELECTRICAL LEAD/CABLE CRITERIA	RM-ELECTRIC-RESET
TRAVERSE RESOLVER GEARBOX ASM	RM12956633-RESET
TOW ROTOR	RM12976039-RESET
TRAVERSE DRIVE ASM MOTOR, BRUSHLESS	RM12976126-RESET

24. Gunners Seat Back If vehicles are inducted with the seat back in place, the Contractor shall remove the seat back and the parts listed below and dispose in accordance with the standard disposition instructions in Attachment 0006.

NSN	PART NO	DESCRIPTION	QTY	PER VEHICLE
2540-00-894-9548	10906748	CUSHION, SEAT BACK, V		1
2540-01-435-4621	12933514	SUPPORT, SEAT, VEHICU		1
5310-00-934-9757	MS35649-282	NUT, PLAIN, HEXAGON	6	
	10865877	SUPPORT, SEAT, VEHICU		1
5310-00-809-8544	MS27183-7	WASHER, FLAT		6
5310-00-559-0070	MS35333-38	WASHER, LOCK		6
5305-00-984-6193	MS35206-245	SCREW, MACHINE		6
5310-00-809-4058	MS27183-10	WASHER, FLAT		6
5305-00-068-0508	B1821BH025C075N	SCREW, CAP, HEXAGON H		4
2540-01-437-4768	12933527	BLOCK, SEAT, VEHICULA		1
5340-01-435-0497	12933526	HANDLE, MANUAL CONTR		1
5305-00-939-0661	MS51975-1	SCREW, SHOULDER		2
5340-01-433-2365	12933516	BRACKET, MOUNTING	1	
5306-01-119-9321	B1821BH025C100L	BOLT, MACHINE		2
5310-00-984-3806	M45913/1-5CG5C	NUT, SELF-LOCKING, HE		2
5365-01-429-8166	12933506	SPACER, SLEEVE		2
5310-00-081-4219	MS27183-12	WASHER, FLAT		2
5306-00-226-4833	B1821BH031C200N	BOLT, MACHINE		2
5315-00-842-3044	MS24665-283	PIN, COTTER		1
5310-00-167-0821	NAS1149F0663P	WASHER, FLAT		2

C.30 INSTALLATION OF ODS SA KITS ON RESET VEHICLES

C.30.1 In accordance with vehicle quantities shown in Paragraph C.28.1.1 of this SOW, the Contractor shall install the SA kits/parts procured under CLIN 4201AA through 4201AB on the ODS vehicles being RESET under this Contract, thereby converting them to the SA configuration.

C.30.2 The Contractor shall make the appropriate vehicle serial number changes, as well as inputs into the LOGSA database, in accordance with Paragraphs C.2.2 through C.2.3.1.3 of this SOW.

C.30.3 For reporting purposes under this Contract, the ODS SA Kits under SubCLINs 4201AA and 4201AB that will be installed on vehicles under CLINs 0006AA, 0007AA and 0008AA shall not be treated as Government Furnished Material (GFM), since they shall have been effectively consumed once installed on the vehicles.

C.30.1, C.30.2, and C.30.3 were added per Modification 05.

C.31 RESERVED

C.32 RESERVED

C.33 RESERVED

C.34 ODS VEHICLE RESET REQUIREMENTS OPTION QUANTITY

C.34.1 Upon exercise of the option under SubCLINs 0022AA, 0023AA, and 0024AA the Government shall provide a quantity of 95 Bradley Fighting Vehicle Systems (BFVS) for Reset, which includes the following vehicle configurations:

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- a. M2A2 ODS (NSN 2350-01-405-9886) 43 each
- b. M3A2 ODS (NSN 2350-01-405-9887) 27 each
- c. M7 BFIST (NSN 2350-01-432-1526) 25 each

C.34.1.1 After the above vehicles are Reset, the Contractor shall deliver to the Government a quantity of 95 Bradley Fighting Vehicle Systems (BFVS), in the following configurations:

- a. M2A2 ODS-SA 43 each
- b. M3A2 ODS-SA 27 each
- c. M7 BFIST-SA 25 each

C.35 RESET REQUIREMENTS FOR ODS VEHICLES - OPTION

+C.35.1 Upon exercise of the option under SubCLINs 0022AA through 0024AB (via Modification 19), BAE Systems shall be responsible for Full Reset of the quantity of 95 each ODS vehicles in C.34 above, in accordance with the Reset requirements in Section C.29 of the Contract.

+C.35.1.2 All Reset option vehicles under this Contract shall be delivered with the following fleet standard items (in addition to items already on the ECP/EO list at Attachment 0005):

Updated z-bar configuration - P/N 12369960-2

Heat Abatement Panels (Engine Compartment)

- 33M1127-107, forward panel heat shield
- 33M1127-109, panel, heat shield
- 33M1127-113, vertical support heat shield

Mod Kit, Block Hinge, Cargo Hatch (M2A2 ODS) - (GFM)

57K4506-GFM

DAGR Mounting Kit (GFM)

- 987-5006-001-GFM - Mounting Base, Electrical Equipment
(DAGR GPS RCVR)
- 987-5007-001-GFM - Mount Adapter, DAGR
- 013-1981-020-GFM - Remote Antenna 2 (RA-2), DAGR GPS RCVR

GFM items above are included in the DAGR Mounting Kit:

- 57K4525 for M2/M3 A2 ODS
- 57K4527 for M7 BFIST

Enhanced 25mm Gun P/N 12524600

(BAE Systems P/N 12524600ENH-RESET) - GFM*

BUSK II Kits:

- Hot Box Restraint System
- Bradley Advanced Survivability Seats (BASS)
- Armored Commanders Shield (ACS) NOTE: ACS has an ODS version and an A3 version
- Automatic Fire Extinguishing System (AFES)

7.62mm Coax Gun Access Improvement Mod Kit Modification Kit number 13020299

IED Armor Suite (vertical and horizontal sponson and belly armor)-

If any vehicles are inducted without an IED armor suite, it shall be provided as GFM.

P/N 57K4794 (field kits)

SINGARS/EPLRS Installation Kits (Hardware only, excludes electrical components. (See GFM list)

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Name of Offeror or Contractor: BAE SYSTEMS LAND & ARMAMENTS L.P.SINCGARS Installation Kits, P/N MK-2394/VRC (GFM*)
EPLRS Installation Kits, P/N MK-2520A/VSQ-1 (GFM*)Up-armored Hatches (GFM*)
Drivers 57K1366
Commanders - 12933400
Gunnery - 12933362
M2 Cargo 57K1369
M3 Cargo 57K1404-KIT-HDWR-FY08Turret Ring Armor (GFM*)
P/N 57K0509Smoke Grenade Launcher, M257 - P/N 13-12-129 (GFM*) The
Contractor shall test, inspect and Reset as necessary.

Block 1 IBAS (GFM) P/N 13495284

Turret-mounted INU (GFM*) - P/N 12484747-1

Blue Force Tracking (BFT) A-Kit
o M2/M2A2 ODS Mod Kit 57K4495
o M3/M3A2 ODS Mod Kit 57K4496
o M7 BFIST Mod Kit 57K4803Note: All the above part numbers are for field kits and are
for reference only. Production parts, rather than field kits,
will be used.

+Equilibrator - 100% new P/N 12294539

+T-157 Track (Bigfoot) P/Ns 12359466-3-RESET and 12359466-4-RESET

+All VIS kits (headsets and cables) for M2A2/M3A2 ODS-SA and M7 BFIST-SA will be provided as GFM by the Government as BII at the
fielding site.

C. 35.1.3 Additional Fleet Standard Items Peculiar to M7 BFIST:

BUSK II Items**:
FSSO Seat 57K6609
BASS Seat (Jump Seat) - 57K6625
Hot Box 57K6608
Restowage mod kit 57K6619

NOTES:

GFM = on GFM list (see attachment 0003)

GFM* = expected to be on the vehicle when provided by the Government. The Government will provide these items as GFM on an as-needed
basis if they are missing from vehicles when inducted

**These items shall be installed on the vehicles as kits.

C.35.1.4 See standard GFM Disposition Instructions at Attachment 0006 for BUSK I items. For BUSK II, ACS shall be boxed and supplied in
the back of each vehicle.

C.36 CONVERSION OF RESET ODS VEHICLES INTO ODS-SA VEHICLES

C.36.1 In accordance with vehicle quantities shown in Paragraph C.34 of this Contract, the Contractor shall install the SA kits/parts
provided as Government Furnished Material (GFM) from Basic Ordering Agreement (BOA) W56HZV-10-G-0003, Delivery Order 0002, on the ODS
vehicles being RESET under this Contract, thereby converting them to the SA configurations.C.36.2 The Contractor shall make the appropriate vehicle serial number changes, as well as inputs into the LOGSA database, in accordance
with Paragraphs C.2.2 through C.2.3.1.3 of the SOW under this Contract.+C.36.3 For reporting purposes ONLY under this Contract, the ODS-SA Kits that will be installed on vehicles under CLINs 0022AB, 0023AB,
and 0024AB shall not be treated as Government Furnished Material (GFM).

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**Revised by Modification 46 (Narrative C.28)

C.37 COMMANDERS HAND STATION (CHS) YAW TEST CLINs 0026AA,
0026AB and 0026AC

C.37.1 The Contractor shall notify DCMA Bradley Quality prior to the beginning of testing. This will allow DCMA Bradley Quality the opportunity to verify, audit and witness the CHS yaw test. Test results shall be emailed directly to Bill Bau, SFAE-GCS, at william.bau.civ@mail.mil

C.37.2 The Contractor shall access a total of 188 Bradley A3 Level II Reset vehicles in cyclic storage after DD250 at BAE York to perform a technical inspection for the Commanders Hand Station Yaw axis to ensure that it measures less than two degrees (2\ba) free play, as stipulated in the minutes of the 31 August 2010 National Reset Steering Committee meeting.

C.37.3 If the CHS yaw axis free play exceeds the specified limit, the Contractor shall remove the CHS and replace it with a Reset unit from the Government Furnished Material (GFM) Resettables stock.

C.37.4 CHSs that fail the above test shall be dispositioned locally, through the Defense Reutilization Management Office (DRMO).

C.38 FY10 RESET PRODUCTION SLOWDOWN

C.38.1 Modification 27 established CLIN 0025AA, at a ceiling price NTE of \$5,7746,917, to capture costs associated with the slowdown of FY10 Reset production during the period 01 June 2011 through 30 November 2011.

Please Note this requirement was definitized, on a Cost Plus Fixed Fee basis, in the amount of \$5,221,788 per Modification 38.

C.39 REPAIR OF NO-FIT CONDITION ON VEHICLE S/N 2ADR6155Y

C.39.1 In accordance with Contract Paragraph C.22, Over and Above Requirements, Modification 48 established SubCLIN 0021AE to repair a hull/ramp no-fit condition on M2A2 ODS-SA Vehicle Serial Number 2ADR6155Y.

C.40 FS3 AND TURRET CHATTER TEST AND CORRECTION PROCEDURE
CLIN 0028AA

C.40.1 The Contractor shall perform the FS3 and Turret Chatter Test and Correction Procedure in accordance with CLIN 0028AA and the document at Attachment 0017.

C.40.2 The Contractor shall perform the above test on all A3 BFIST vehicles and A3 BFIST vehicles with FS3 under this Contract that are currently located at BAE Systems York, PA facility. This quantity is currently estimated at 30 vehicles.

C.40.3 The Contractor shall provide a copy of the test results and any corrective action performed to the following Government personnel: Rob Najor, e-mail mailto:Rob.L.Najor.civ@mail.mil and Jeff Trexler, e-mail mailto:Jeffrey.M.Trexler2.civ@mail.mil.

C.41 RAIL SHIPMENT

C.41.1 The Contractor is authorized to ship vehicles via rail under CLIN 0029AA, 0030AA, 0031AA, 0032AA, and 0032AB. The Contractor shall notify the ACO and the PCO of the vehicle serial numbers being shipped prior to the rail cars being loaded. The Contractor shall submit rail documentation to DCMA prior to invoicing against the CLINs listed above.

*C.42 REPAIR OF LEAKING FINAL DRIVES

*C.42.1 Pursuant to Paragraph C.22, OVER AND ABOVE REQUIREMENTS, and CLIN 0021, the contractor repaired leaking final drives on a total of 78 each Level 2 Reset vehicles, consisting of 4 each A3 BFIST, 16 each M3A3, and 58 each M2A3 vehicles. This condition was discovered after award of the contract and was not part of the original scope of work for the Level 2 Reset vehicles. This repair effort was out of scope work on 78 each Level 2 Reset vehicles and needed to be completed prior to the vehicles being handed off to the units. The BAE/RRAD team made repairs to the leaking final drives during deprocessing at Ft. Hood, TX. The repairs have been completed and all vehicles have been deprocessed and handed off to their respective units. The negotiated value of this effort is \$234,500.00, consisting of \$27,436.50 for A3 BFIST, \$68,004.72 for M3A3, and \$139,058.78 for M2A3 (See SubCLINs 0021AF-0021AH).

*Updated per modification 76

*** END OF NARRATIVE C0001 ***

CONTINUATION SHEET

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SECTION G - CONTRACT ADMINISTRATION DATA

LINE	PRON/ AMS CD/ MIPR/ <u>ITEM</u>	OBLG <u>STAT</u>	JO NO/ <u>ACCT ASSIGN</u>	<u>ACRN</u>	<u>PRIOR AMOUNT</u>	<u>INCREASE/ DECREASE</u>	<u>CUMULATIVE AMOUNT</u>
0021AF	EH4CR032EH	2	S.0019575.2.7	AL \$	0.00 \$	27,436.50 \$	27,436.50
0021AG	EH4CR031EH	2	S.0019575.2.7	AM \$	0.00 \$	68,004.72 \$	68,004.72
0021AH	EH4CR030EH	2	S.0019575.2.7	AN \$	0.00 \$	139,058.78 \$	139,058.78
NET CHANGE						\$ 234,500.00	

<u>ACRN</u>	<u>ACCOUNTING CLASSIFICATION</u>	<u>INCREASE/ DECREASE</u>
AL	021 201420142020 A60EE 13735DVFRE 2577 L035833598 S.0019575.2.7	021001 \$ 27,436.50
AM	021 201420142020 A60EE 13735DVFRE 2577 L035833479 S.0019575.2.7	021001 \$ 68,004.72
AN	021 201420142020 A60EE 13735DVFRE 2577 L035833471 S.0019575.2.7	021001 \$ 139,058.78
NET CHANGE		\$ 234,500.00

	<u>PRIOR AMOUNT OF AWARD</u>	<u>INCREASE/DECREASE AMOUNT</u>	<u>CUMULATIVE OBLIG AMT</u>
NET CHANGE FOR AWARD:	\$ 510,383,802.42	\$ 234,500.00	\$ 510,618,302.42

LINE	<u>ACRN</u>	<u>EDI/SFIS ACCOUNTING CLASSIFICATION</u>	
0021AF	AL	021 201420142020 A60EE 13735DVFRE	2577 L035833598 S.0019575.2.7 021001
0021AG	AM	021 201420142020 A60EE 13735DVFRE	2577 L035833479 S.0019575.2.7 021001
0021AH	AN	021 201420142020 A60EE 13735DVFRE	2577 L035833471 S.0019575.2.7 021001