

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT1. Contract ID Code
Cost Plus Fixed Fee

Page 1 Of 10

2. Amendment/Modification No.

28

3. Effective Date

2013NOV04

4. Requisition/Purchase Req No.

SEE SCHEDULE

5. Project No. (If applicable)

6. Issued By

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

Code

W56HZV

7. Administered By (If other than Item 6)

DCMA DETROIT
35803 MOUND ROAD
STERLING HEIGHTS MI 48310

Code

S2305A

EMAIL: JASON.MACFARLAND@US.ARMY.MIL

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

GM GDLS DEFENSE GROUP, L.L.C.
38500 MOUND RD
STERLING HEIGHTS, MI 48310-3260

9A. Amendment Of Solicitation No.

9B. Dated (See Item 11)

10A. Modification Of Contract/Order No.

W56HZV-07-D-M112/0249

10B. Dated (See Item 13)

2011DEC23

Code INLE2

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)

NO CHANGE TO OBLIGATION DATA

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 Contract/Order No. In Item 10A.

The Changes Set Forth In Item 14 Are Made In

B. The Above Numbered Contract/Order Is Modified To Reflect The Administrative Changes (such as changes in paying office, appropriation data, etc.) Set Forth In Item 14, Pursuant To The Authority of FAR 43.103(b).

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

D. Other (Specify type of modification and authority)

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

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

SEE SECOND PAGE FOR DESCRIPTION

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

15A. Name And Title Of Signer (Type or print)

16A. Name And Title Of Contracting Officer (Type or print)

MICHAEL R. CHANEY
MICHAEL.R.CHANEY.CIV@MAIL.MIL (586)282-2068

15B. Contractor/Offeror

15C. Date Signed

16B. United States Of America

16C. Date Signed

(Signature of person authorized to sign)

By _____ /SIGNED/
(Signature of Contracting Officer)

2013NOV04

NSN 7540-01-152-8070

30-105-02

STANDARD FORM 30 (REV. 10-83)

PREVIOUS EDITIONS UNUSABLE

Prescribed by GSA FAR (48 CFR) 53.243

Name of Offeror or Contractor: GM GDLS DEFENSE GROUP, L.L.C.

SECTION A - SUPPLEMENTAL INFORMATION

Buyer Name: JASON MACFARLAND
 Buyer Office Symbol/Telephone Number: CCTA-AIL-B/(586)282-1709
 Type of Contract: Cost Plus Fixed Fee
 Kind of Contract: Service Contracts
 Type of Business: Large Business Performing in U.S.
 Surveillance Criticality Designator: B
 Weapon System: Light Armored Vehicle

*** End of Narrative A0000 ***

1. This modification 28 of Delivery Order 0249 under contract W56HZV-07-D-M112 is being issued as a bilateral contract action for the Reset program.

2. The purpose of this modification 28 is to change the completion date of CLINs 0003AA and 0003AB from 31 OCT 2013 to 30 November 2013 and to change the 2013 monthly delivery schedule of the OEF Flat Bottom Hull Reset in paragraph C.16.4.4 established in modification 05 of DO 0249 as follows:

FROM:	TO:
2013	
- January: 19 vehicles	- January: 19 vehicles
- February: 10 vehicles	- February: 10 vehicles
- March: 11 vehicles	- March: 11 vehicles
- April: 12 vehicles	- April: 12 vehicles
- May: 11 vehicles	- May: 11 vehicles
- June: 11 vehicles	- June: 11 vehicles
- July: 9 vehicles	- July: 9 vehicles
- August: 12 vehicles	- August: 12 vehicles
- September: 11 vehicles	- September: 11 vehicles
- October: 6 vehicles	- October: 0 vehicles
	- November: 6 vehicles

3. As a result of this modification 28 of Delivery Order 0249 under contract W56HZV-07-D-M112 the total obligated amount is neither decreased nor increased.

4. Except for a specifically stated above, all other terms and conditions remain unchanged and in full force and effect.

*** END OF NARRATIVE A0024 ***

CONTINUATION SHEET

Reference No. of Document Being Continued
 PIIN/SIIN W56HZV-07-D-M112/0249 MOD/AMD 28

Name of Offeror or Contractor: GM GDLS DEFENSE GROUP, L.L.C.

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT																				
	SECTION B - SUPPLIES OR SERVICES AND PRICES/COSTS																								
0003	Flatbottom RESET																								
0003AA	<p><u>RESET OEF FLAT BOTTOM HULL STRYKERS</u></p> <p>GENERIC NAME DESCRIPTION: Flatbottom RESET CLIN CONTRACT TYPE: Cost Plus Fixed Fee PRON: X12GXF51X1 PRON AMD: 07 ACRN: AA AMS CD: 13735DNC000 PSC: 2355</p> <p>CLIN 0003AA is established and funded by Modification 05 for the Stryker OEF FBH Reset effort.</p> <p>PWS section C.16 is applicable.</p> <table border="0"> <tr> <td>CLIN</td> <td>0003AA</td> </tr> <tr> <td>Estimated Costs:</td> <td>\$ 35,464,550</td> </tr> <tr> <td>COM:</td> <td>\$ 34,486</td> </tr> <tr> <td><u>Fixed Fee:</u></td> <td><u>\$ 3,280,470</u></td> </tr> <tr> <td>Total CPFF Price:</td> <td>\$ 38,779,506</td> </tr> </table> <p>Mod 15 decreased funding by \$1,113,000.</p> <p>Mod 28 completion date 30 November 2013.</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>PERF COMPL</td> </tr> <tr> <td><u>REL CD</u></td> <td><u>QUANTITY</u></td> </tr> <tr> <td>001</td> <td>1</td> </tr> <tr> <td></td> <td><u>DATE</u></td> </tr> <tr> <td></td> <td>30-NOV-2013</td> </tr> </table> <p>\$ 38,779,506.00</p>	CLIN	0003AA	Estimated Costs:	\$ 35,464,550	COM:	\$ 34,486	<u>Fixed Fee:</u>	<u>\$ 3,280,470</u>	Total CPFF Price:	\$ 38,779,506	DLVR SCH	PERF COMPL	<u>REL CD</u>	<u>QUANTITY</u>	001	1		<u>DATE</u>		30-NOV-2013	1	LO		\$ 38,779,506.00
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	<u>DATE</u>																								
	30-NOV-2013																								
0003AB	<p><u>RESET OEF FLAT BOTTOM HULL STRYKERS</u></p> <p>GENERIC NAME DESCRIPTION: 2/25 Reset CLIN CONTRACT TYPE: Cost Plus Fixed Fee PRON: EH2CR097EH PRON AMD: 02 ACRN: AB AMS CD: 13735DNC000 PSC: 2355</p>	1	LO		\$ 16,128,500.00																				

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Name of Offeror or Contractor: GM GDLS DEFENSE GROUP, L.L.C.

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT									
	<p>CLIN 0003AB is established and funded by Modification 06 for the Stryker OEF FBH Reset.</p> <p>Cost: \$14,749,791 COM: \$ 14,349 <u>FEE: \$ 1,364,360</u> CPFF: \$16,128,500</p> <p>Mod 14 decreased CLIN 0003AB by \$14,850,000.</p> <p>Mod 28 completion date 30 November 2013.</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>30-NOV-2013</td> </tr> </table> <p>\$ 16,128,500.00</p>	DLVR SCH		PERF COMPL	<u>REL CD</u>	<u>QUANTITY</u>	<u>DATE</u>	001	1	30-NOV-2013				
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001	1	30-NOV-2013												

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Name of Offeror or Contractor: GM GDLS DEFENSE GROUP, L.L.C.

SECTION C - DESCRIPTION/SPECIFICATIONS/WORK STATEMENT

General Stryker Reset Cost Plus Fixed Fee

Performance Work Statement (PWS)

Contract Outline

I Prior to Reset Production C.16.1

II During Reset Production C.16.2

III After Reset Production C.16.3

IV Specific Reset SOWs C.16.4

C.16 Reset of Stryker Vehicles. The Stryker Reset effort shall be executed as follows:

C.16.1 Prior to Reset Production (Parameters). The contractor shall perform Reset efforts in accordance with the standards prescribed in C.16.1.2. The contractor shall receive the defined number of Stryker vehicles identified in the Reset delivery order. The contractor shall provide the necessary parts, material, and personnel to execute to completion the performance work statement for the number of vehicles specified in the delivery order.

c.16.1.1 The contractor shall perform Reset of Flat Bottom Hull (FBH) Stryker vehicles returning from Operation Enduring Freedom (OEF) in Anniston Army Depot, AL (ANAD) IAW para. C.16.4, Specific Scope of Work.

C.16.1.2 Performance Standard. The minimum Reset effort shall consist of correcting the deficiencies identified in the Government approved Technical Inspection (TI) checklist (see Attachment 41 for current versions), developed in accordance with the IETM. The contractor shall reassemble the vehicles to a Fully Mission Capable (FMC) status as defined in the IETM, prior to final acceptance by DCMA. Upon completion of repairs, the vehicle shall conform to the Standard Configuration in accordance with the instructions in Attachment 42, OEF FBH Reset Kit Determination.

C.16.1.3 General Instructions

C.16.1.3.1 Material Support. The contractor shall requisition parts identified as missing or damaged, during the Reset process, track the requisitions, then receive, store, and control the repair parts. The contractor shall be responsible for inventory management for all parts, including GFM, except as instructed for those Stryker-unique GFM items called out explicitly in paragraph C.16.1.3.3 below. The contractor shall provide material to the standard SBCT configuration including Government-directed and implemented Engineer Change Plans (ECPs). The contractor shall ensure that repaired assemblies and spares are compliant with the commonality and reliability requirements of the Stryker program in accordance with Sections C.0.5.1.2.1 through C.0.8.3.1.2. Any changes to maintain parts availability shall not degrade the reliability, interchangeability, or maintainability of the Stryker FOV.

C.16.1.3.2 Use Of Government Sources Of Supply (SOS) For Common Parts: See C.9.40

C.16.1.3.3 Government-Purchased GFM items. The contractor shall manage GFM identified in Attachment 006, GFM List. The contractor shall record into the contractor's automated system all GFM that arrives and leaves the Auburn Facility, to include parts not listed on Attachment 006. Required header data elements are found on the Attachment 006 spreadsheet. The contractor shall notify the GFM Team Lead (appointed Contracting Officer Representative / COR) when stock is reduced to the re-order points (e.g. Min levels). The Government will host a semi-annual review of the GFM List for reduction.

C.16.1.3.3.1 The contractor shall provide stock availability of GFM assets in an automated Inventory Management System to PMO-SBCT. The contractor shall provide PMO-SBCT real-time visibility of inventory with the following data elements as a minimum: ownership/purpose code; item demand history; records of transactions by ownership/purpose code; and reporting related to this paragraph upon request by the COR.

C.16.1.3.4 Transportation: The Government will be responsible for supplying and providing all transportation of Stryker vehicles to and from Reset locations. The contractor shall coordinate scheduling and requesting of transportation assets with the Reset locations Government transportation specialist for all vehicle movement to storage locations following Reset.

C.16.1.3.5 Facilities: The Contractor shall utilize existing Government-provided facilities for Reset activities at the designated Reset location.

C.16.1.3.6 The contractor shall identify any additional facilities requirements at the Reset site above current capacity 90 days prior to the start of Reset based on vehicle production schedule. The contractor shall provide a memorandum or email communication to the USG identifying additional requirement. USG will provide required facilities upon review and approval of additional requirement.

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C.16.1.3.7 The contractor may suggest building maintenance issues to the COR.

C.16.1.3.8 All general housekeeping and maintenance items will be performed by the Government.

C.16.1.3.9 Required permits. The Contractor shall be in compliance with, and maintain proof of, all required permits to perform Reset operations that are covered in this performance work statement.

C.16.1.3.10 The contractor shall participate via telecon or in person in Government hosted In-Process Reviews (IPRs), held periodically (no more than 1 per month) at the discretion of the Government. The contractor shall be prepared to discuss Reset schedules, material availability, and forecasted issues for the current Reset. IPRs are to be held at the Reset site, with telephonic dial-in capability for those off-site.

C.16.1.4 Planning Activities Prior to Vehicle Induction

C.16.1.4.1 Development of TI Checklist. The contractor shall create a recommended TI checklist based on the current version of the Stryker Preventative Maintenance Check and Services (PMCS) in the Stryker Interactive Electronic Technical Manual (IETM). The contractor shall submit the recommended TI Checklist to the Government for approval prior to conducting technical inspections.

C.16.1.4.2 Retrofits to be Applied During Reset Production Period. The Contractor shall deliver a list for government approval of retrofit efforts that may result in a cost savings to the government, if applied during the Reset Production Period IAW CDRL C039, Planned Retrofits For Reset. The Government will review and approve or disapprove the contractors recommendation for the Retrofits to be applied during the Reset Production Period not earlier than 60 days prior to the start of the Reset, or within 10 days after contract award, if award is less than 60 days prior to the start of the Reset.

C.16.1.4.3 The contractor shall provide personnel sufficiently trained and qualified to execute the PWS at the start of performance, and obtain required resources necessary to execute the SOW. For operations at ANAD, the contractor shall organize in parallel with Anniston Army Depot (ANAD), the work flow, work processes, organization structure for Reset Operations at ANAD.

C.16.2 During Reset Production -- Activities Upon Vehicle Induction

C.16.2.1. Removal of Deployment Kits. In accordance with the Stryker Technical Manuals (TMs), the contractor shall remove Deployment Kits as specified in the specific PWS for each effort. The contractor shall inspect Deployment Kits, in accordance with a visual, non-technical sorting process, to determine which items meet Serviceability Code H, Unserviceable (Condemned) of AR 725-50. The contractor shall inventory Deployment Kits, place non-Code H items in contractor furnished packaging, and ship to the government-directed locations. Directions for ship-to location and packaging standards for serviceable Deployment Kit components are contained in Attachment 42, Reset Kit Determination. The contractor shall dispose of Deployment Kit items which meet Supply Condition Code H, at the nearest Defense Reutilization and Marketing Office (DRMO) facility in accordance with C.9.19 of the Logistics Support scope of work, Disposal, and the Plant Clearance Automated Reutilization Screening Systems (PCARSS) standards and processes. The contractor shall provide a by-part-number inventory of removed Deployment Kit components in accordance with CDRL C027, Removed Deployment Kit Inventories..

C.16.2.1.1 The contractor shall harvest all designated exterior C4ISR components mounted on SLAT and CBS armor, during Deployment Kit removal, for re-installation onto Reset vehicles prior to vehicle acceptance. (e.g., antenna mounts, brackets, etc., per Attachment EE, Removal of C4ISR Components from SLAT and CBS)

C.16.2.1.2 The contractor shall remove Blue Force Tracker (BFT) and OSRVT installation kits (interior and exterior components; see Attachment EE, Removal of BFT and OSRVT Components from SLAT and CBS) from vehicles designated by the Government following induction. Removed components shall be sent to Auburn National Warehouse for reconstitution. The reconstitution of these kits will be executed under a different contract and not in the Reset contract. Status and inventory of kits is to be completed and reported to the USG/COR in accordance with CDRL C027, Removed Deployment Kit Inventories.

C.16.2.2 Performance of Technical Inspection. All Strykers planned for Reset shall undergo a Technical Inspection (TI), utilizing the approved TI Checklist in C.16.1.4.1, following Deployment Kit removal. The contractor shall determine whether components are serviceable (meets performance requirements) in accordance with the IETM. All non-serviceable items shall be replaced or repaired IAW the IETM. The TI shall also identify defective, damaged, and missing Government Furnished Material (GFM) and contractor Furnished Material (CFM). The contractor shall submit a report in accordance with CDRL C028 Technical Inspection Assessment. Based on the TI, the contractor shall order all CFM required to Reset the vehicles. Those components that render the vehicle Non-Mission Capable (NMC) according to the Stryker IETM shall be priority among the CFM to be ordered. In the case of GFM (reference Attachment 006), contractor requisitioned parts will be ordered by the PMO-SBCT Reset GFM Coordinator based upon part orders placed in the contractors system.

C.16.2.3 The contractor shall perform a structural assessment on all vehicles to determine combat damage, or any other ballistic or structural integrity issues in comparison to the OEM Technical Data Package (TDP). Some disassembly may be required prior to the structural assessment. The extent of the disassembly shall be determined following Government approval of the contractors

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recommendation. The Government will make the final decision as to whether the vehicles will be repaired on the Reset line or the Battle Damage and Repair (BDR) line. The contractor shall advise the COR of schedule implications should the Government decide to conduct structural repairs in any location outside of the ANAD scheduled BDR line to the extent that those vehicles may not meet the originally schedule completion date based on the OOM.

C.16.2.3.1 Reset Hull Integrity Issues (aka CDR)-- If structural or ballistic integrity issues on vehicle hulls are identified during the structural assessment, or during Production, the contractor shall provide an assessment of the damage and recommended repair procedures to PMO-SBCT Technical Management and to the COR. The COR will provide guidance on the level of repair and the repair location (either within the Reset line or at a Battle Damage Repair Facility (BDRF)).

C.16.2.3.1.1 If the COR determines that the structural or ballistic repair is to be done at a BDRF, the contractor shall charge all materials for the repair on the Reset contract. The contractor shall charge the Reset contract only for the labor done within the Reset facility. Labor done at the BDRF for Reset structural or ballistic repairs will be covered under the Battle Damage Repair contract.

C.16.2.4 The contractor shall utilize the appropriate automotive fluids and lubricants based on the location where the vehicles will be re-issued, which will be identified in the respective Specific PWS for the Reset effort.

C.16.2.5 R&O of LRUs. Repairable Line Replaceable Units (LRUs) removed during Reset shall be inspected, tested, and serviced in accordance with applicable Repair and Overhaul procedures. The contractor shall draw from both contractor-acquired Reset stock, and Repair and Overhaul assets (reference C.9.12.2 in Logistics Support scope of work) to complete the Reset requirements.

C.16.2.6 The contractor shall apply retrofits from the list approved by the Government in accordance with Section C.8 of the Retrofit delivery order, provided the retrofits do not negatively impact the Reset schedule. Any software upgrades shall be completed in accordance with existing field software upgrade procedures determined by the PMO-SBCT C4ISR Directorate. All labor utilized to apply the retrofits will be charged to Section C.8 of the Retrofit delivery order. Changes to the approved retrofit list that will negatively affect the schedule shall be provided to the COR for approval prior to their application. A negative impact to the schedule would be one that would delay the vehicle completion date as indicated by the OOM by more than 1 day. Upon completion, the contractor shall provide the Engineering Change Accomplishment Record (ECAR) by vehicle number for all Retrofits accomplished during Reset (as funded and required under the Retrofit delivery order, C.8), in accordance with CDRL R004, to the Government Configuration Management Tracking Representative.

C.16.2.7 The contractor shall provide material as identified by ANAD for the Reset of the 120mm Recoil Mortar System (RMS) for the Mortar Carrier Vehicle (MCV). ANAD will provide a Reset Material Ordering Document specifying parts required for the effort.

C.16.2.8 The contractor shall supply material required for the ESV Mission Equipment package (MEP) [mine plows, straight obstacle blades, and mine rollers], the repair of which is to be conducted by ANAD. The contractor shall provide to ANAD technical guidance to troubleshoot issues to include repair procedures or diagnosing failures on ESV MEP.

C.16.2.9 Reserved.

C.16.2.10 Mandatory Activities Upon Vehicle Induction. The following repairs not specified in the Stryker IETM or TI shall be performed according to the standards cited in the specific paragraphs below:

C.16.2.10.1 The contractor shall replace all Central Tire Inflation System (CTIS) hoses on the wheel drives (see IETM).

C.16.2.10.2 Reserved.

C.16.2.10.3 The contractor shall perform a Tri-annual Service (inclusive of all services below Tri-Annual) on the Stryker vehicles in accordance with the Stryker IETM.

C.16.2.10.4 The contractor shall service all Full Up Power Packs (FUPPs) in accordance with the Stryker IETM.

C.16.2.10.5 The contractor shall perform a serviceability inspection on the spall liner components exhibiting signs of delamination, and replace any spall liner components not in accordance with the IETM criteria.

C.16.2.10.6 Inspect Ceramic Armor Panels: The contractor shall inspect all ceramic armor panels on all vehicles in order to determine which panels require replacement /re-coating in accordance with the approved joint PMO SBCT/Contractor Armor Panel Criteria Documentation and Inspection technique (Attachment 46).

C.16.2.10.7 Inspect for Metal Corrosion: The contractor shall inspect for and repair all visible metal corrosion on the vehicles (above the floor plate level for the vehicle interior). The metal corrosion repairs shall include necessary surface preparation, such as sanding and grinding. Painting shall be limited to spot painting (brush painting) to those areas of the vehicle that are not encased with serviceable slat armor that is programmed to remain on the vehicle.

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- C.16.2.10.8 Fuel Tanks. The contractor shall clean each fuel tank to ensure there is no foreign material in the interior of the tank.
- C.16.2.10.9 Missing seat cushions, or those exhibiting perforations or stains, shall be replaced by the contractor.
- C.16.2.10.10 Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) Systems Validation Check. The contractor shall conduct a C4ISR Systems Validation Check of all C4ISR installation kits, components, and cabling, in order to verify that all installation kits and other components are Fully Mission Capable (FMC) prior to DCMA acceptance. The validation check will include the processing of send and receive text via a USG-provided test set (Reference Golden Set) prior to the start of Reset. PMO-SBCT will provide a functioning Electronic Network Manager (ENM) laptop-based software program in order for the Contractor to send and receive text to verify that all installation kits and other components are Fully Mission Capable (FMC). This test set is already on site at ANAD Reset facility.
- C.16.2.10.11 The contractor shall remove all differentials in order to operationally test them via a Differential Run-up Stand. If the differential is defective (defined as one exhibiting a Class II or Class III leak, or that is outside the established parameters for noise, vibration, and temperature in accordance with Attachment 47, Differential Run-up Stand Procedures, the contractor shall replace it with Repair and Overhaul (R&O) differentials repaired under para. C.9.6.3 (if R&O differentials are available). If R&O differentials are not available in time to meet the schedule, the contractor may replace defective differentials with new stock.
- C.16.2.10.12 The contractor shall replace any un-serviceable tires in accordance with Stryker IETM, current Stryker Tire Inspection Criteria current Stryker Tire Inspection Criteria (MI-BCT-01-05), and Army TM 9-2610-200-14.
- C.16.2.10.13 The contractor shall remove all exterior straps on the vehicles, and place replacement straps in a box inside of vehicle.
- C.16.2.10.14 Upon completion of all repairs, a functions check shall be conducted in accordance with the IETM or applicable manuals on all common and variant-specific Mission Equipment Package (MEP) items that are Reset or integrated into the Stryker vehicle by the contractor [including the Remote Weapons Station (RWS)]. All functions check deficiencies shall be corrected by the contractor prior to DCMA acceptance, with documentation of the performance of the functions check annotated on a DA Form 2404, along with any deficiencies noted and corrections made.
- C.16.2.10.14.1 The functions check of the ESV MEP shall include operation of the equipment under movement by the Stryker vehicle.
- C.16.2.10.15 Upon completion of all functions checks and corrections of deficiencies, and prior to presentation for DCMA acceptance, a Monthly Preventive Maintenance Checks and Services (PMCS) shall be conducted on DA Form 2404 separately from, and in addition to, the TI, in accordance with the latest version of the Stryker IETM.
- C.16.2.11 Order of March (OOM): The contractor shall provide a consolidated monthly status report on vehicle and MEP status, repair parts updates (to include GFM), and status of any Retrofit activities applied during the Reset effort in accordance with CDRL C042, Reset Order of March.
- C.16.2.12 The contractor shall report to the Government on the amount of funding used to date in accordance with CDRL C038, Hour and Funds Expenditure Report.
- C.16.2.13 During Reset production, the contractor shall notify the COR if they are unable to perform the requirements, including schedule, within the current performance work statement parameters.
- C.16.2.14 Final Inspection.
- C.16.2.14.1 All vehicles will be inspected for acceptance by the Defense Contract Management Agency (DCMA) in accordance with the USG-approved TI checklist for that particular hull numbered vehicle. (reference C.16.1.2 and CDRL C028, Technical Inspection Assessment). DCMA will inspect to ensure that all required actions, deficiencies, and corrective actions listed on that vehicles TI have been addressed by the contractor.
- C.16.2.14.2 Upon presentation of each vehicle for acceptance by DCMA, the contractor shall present a completed TI, the completed DA Form 2404 documenting findings and corrective actions from the PMCS and functions checks, and a copy of the structural assessment, with proof of corrective action taken.
- C.16.2.14.3 Conditional Acceptances in accordance with the Federal Acquisition Regulation (FAR) 46.407 Applicable to Fully Mission Capable (FMC) vehicles: In the event required parts are not available at the completion of the Reset, and the PCO authorizes conditional acceptance, the contractor shall return vehicles to the unit in an FMC condition, and the shortages shall be documented in the CDRL C029 Shortage Annex (Attachment A report to the TI). Shortage Annex parts are required for the Reset, and are currently unavailable for installation on the vehicle, but which do not affect the vehicles Fully Mission Capable (FMC) status, per the IETM. The contractor shall report on the status of items listed on each vehicles Shortage Annex (also known as Attachment A) in accordance with CDRL C029, Shortage Annex (Attachment A) Report. DCMA acceptance of the vehicle shall be withheld if there are more than twenty (20) shortage annex items for the vehicle. Government Furnished Material (GFM) item shortages will not be included in the count of twenty(20) shortage annex items that would limit DCMA acceptance of the vehicle. The contractor shall order all missing parts listed on

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the Shortage Annex. The contractor shall reconcile all Non-GFM Shortage Annex discrepancies not later than 120 days after DCMA conditional acceptance of fully mission capable (FMC) vehicles in accordance with FAR 52.246-5. Shortage Annex parts deficiencies resolved after the Reset Production Period shall use existing contractor labor, based on vehicle availability, for installation of the deficient parts. The contractor shall report on a monthly basis the status of the installation of Shortage Annex parts in accordance with CDRL C028, Technical Inspection Assessment.

C.16.3 Activities following Reset Production

C.16.3.1 Parts and Material Tracking. The contractor shall provide and separately identify by Reset effort all parts consumed or repaired after the completion of Reset in accordance with CDRL C010 Reset Consumption Report and CDRL C014, Repairable Items Cost Summary Report.

C.16.3.2 Contract Data Requirements List (CDRL) to be provided by the contractor (Note-- individual CDRL instructions may dictate delivery during or before Reset production rather than after):

- CDRL C014 Repairable Items Cost Summary Report
- CDRL C027 Removed Deployment Kit Inventories
- CDRL C028 Technical Inspection Assessment
- CDRL C029 Shortage Annex (Attachment A) Report
- CDRL C038 Hour and Funds Expenditure Report
- CDRL C039 Planned Retrofits for Reset
- CDRL C042 Reset Order of March
- CDRL C010 Reset Consumption Report

C.16.4 Specific SOW: OEF FBH Reset Site Operations / Place of Performance Anniston Army Depot (ANAD)

C.16.4.1 This effort is for the Reset of up to 381 Stryker vehicles (total material sets) at Anniston Army Depot (ANAD). In performance of this effort, the contractor shall provide the following tasks:

C.16.4.2 Reset mechanic production labor for up to 371 of the 381 vehicles shall be in accordance Attachment 48, OEF FBH Stryker Reset ANAD/GDLS Labor Split. 135 vehicles shall be Reset during the base period of performance from 21 May 2012 through 30 October 2012 (Reset Production Period), dependent on vehicle arrival at ANAD. The production performance period for any option vehicle(s) called up will be from option award to last scheduled option vehicle delivery IAW the Monthly Delivery Rate at Clause C.16.4.4. Performance for OEF FBH Reset inclusive of all option vehicles ordered shall be complete by 30 Sept 2013, including the fulfillment of all identified Shortage Annex items (reference C.16.2.14.3).

C.16.4.3 The contractor shall designate 10 ea. vehicles with hull structural or ballistic integrity issues to be repaired IAW C.16.2.3.1 and C.16.2.3.1.1

C.16.4.4 Monthly Delivery Rate:

2012

- July 37 vehicles
- August 39 vehicles
- September 27 vehicles
- October 27 vehicles
- November 26 vehicles
- December 28 vehicles

2013

- January 19 vehicles
- February 10 vehicles
- March 11 vehicles

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- April 12 vehicles
- May 11 vehicles
- June 11 vehicles
- July 9 vehicles
- August 12 vehicles
- September 11 vehicles
- November 6 vehicles

Total 296 vehicles

Note: * denotes base quantity of 135 vehicles
** denotes option quantity vehicles

C.16.4.5 In accordance with FAR para. 52.211-16, the contractor may deliver at a +/- 10 percent variance to the above monthly delivery rate. Monthly delivery rates shall be adjusted by number of vehicles moved to ANAD BDR project. However, all deliveries shall be on or before 30 June 2013. The contractor shall not be held liable for any variance to the schedule due to the failure of the Government to provide vehicle availability, necessary Government Furnished Material (GFM) or, services.

C.16.4.6 In reference to paragraph C.16.2.4, the contractor shall utilize the appropriate automotive fluids and lubricants based on re-issuance of the vehicles in Alaska.

*** END OF NARRATIVE C0001 ***