

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. Contract ID Code
Firm Fixed Price

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2. Amendment/Modification No. 28	3. Effective Date 2014SEP17	4. Requisition/Purchase Req No. SEE SCHEDULE	5. Project No. (If applicable)
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6. Issued By U.S. ARMY CONTRACTING COMMAND JASON LADD WARREN, MICHIGAN 48397-5000 HTTP://CONTRACTING.TACOM.ARMY.MIL EMAIL: JASON.D.LADD2.CIV@MAIL.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
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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	<input type="checkbox"/>	9A. Amendment Of Solicitation No.
	<input type="checkbox"/>	9B. Dated (See Item 11)
	<input checked="" type="checkbox"/>	10A. Modification Of Contract/Order No. W56HZV-10-G-0003/0010
	<input type="checkbox"/>	10B. Dated (See Item 13) 2011SEP30
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)

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.**

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

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

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

SEE SECOND PAGE FOR DESCRIPTION

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

15A. Name And Title Of Signer (Type or print)	16A. Name And Title Of Contracting Officer (Type or print) DOREEN J. COSTA DOREEN.J.COSTA.CIV@MAIL.MIL (586)282-7076		
15B. Contractor/Offeror _____ (Signature of person authorized to sign)	15C. Date Signed	16B. United States Of America By _____ /SIGNED/ (Signature of Contracting Officer)	16C. Date Signed 2014SEP17

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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 A000 ***

W56HZV-10-G-0003
 Delivery Order: 0010
 Modification: 28
 Prepared by: JDL

Previous Delivery Order Amount: \$647,444,154.92
 Amount of this Action: \$0.00
 Current Delivery Order Amount: \$647,444,154.92

1. The purpose of this Modification 28 to Delivery Order 0010 under Basic Ordering Agreement W56HZV-10-G-0003 is to incorporate the following requirement listed below pursuant to the authority of Contract paragraph C.19 entitled, "Over and Above Requirements".
 - a. Complete welding rework on 121 vehicles that were inducted as seed vehicles in the A0 configuration rather than the contractual requirement of A2 configured vehicles per Section C.22.5. This work shall be performed in accordance with Section C.30, totalling \$122,500.
 - b. CLIN 0011 funds this effort with funding already obligated on contract.
 - c. Section C.30, Out-of-scope Weld Repairs, has been added in it's entirety.
2. As a result of this Modification, the total Delivery Order remains unchanged at \$647,444,154.92.
3. All other terms and conditions, except those addressed in this Modification, remain unchanged and in full force and effect.

*** END OF NARRATIVE A0030 ***

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ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT								
0011	<p>SECTION B - SUPPLIES OR SERVICES AND PRICES/COSTS</p> <p><u>OVER & ABOVE WORK</u></p> <p>SERVICE REQUESTED: OVER & ABOVE CLIN PSC: 2350 CLIN CONTRACT TYPE: Firm Fixed Price</p> <p>PRON: 7226B24172 PRON AMD: 01 ACRN: AD AMS CD: 31201678007</p> <p>The purpose of this CLIN is to fund proposals from the contractor for small dollar unforeseen events during the course of production. This CLIN value is not figured in to the vehicle price and the contractor has not received profit on this dollar amount. For further details, please reference Section C, Paragraph C.19.</p> <p>Each work request to be negotiated on a firm fixed price basis in accordance with Section C.19.</p> <table data-bbox="245 1024 776 1125"> <tr> <td>Obligated</td> <td>\$150,000.00</td> </tr> <tr> <td>Modification 23</td> <td>(\$11,100.00)</td> </tr> <tr> <td>Modification 28</td> <td><u>(\$122,500.00)</u></td> </tr> <tr> <td>Available funds</td> <td>\$ 16,400.00</td> </tr> </table> <p>Modification 23 is for the testing and/or Level 1 Reset of a total of 15 each Position Interface Boxes (PIBs) in accordance with Section C.29.</p> <p>This effort has already been completed. BAE shall submit an invoice for ACO approval for payment of \$11,100.00.</p> <p>*Modification 28 is for out of scope weld work performed on 121 each vehicles in accordance with Section C.30</p> <p>*This effort has already been completed. BAE will submit an invoice for ACO approval for payment of \$122,500.</p> <p>*Incorporated per Modification 28</p> <p>(End of narrative B001)</p> <p><u>Inspection and Acceptance</u> INSPECTION: Origin ACCEPTANCE: Origin</p>	Obligated	\$150,000.00	Modification 23	(\$11,100.00)	Modification 28	<u>(\$122,500.00)</u>	Available funds	\$ 16,400.00	1	LO		\$ 150,000.00
Obligated	\$150,000.00												
Modification 23	(\$11,100.00)												
Modification 28	<u>(\$122,500.00)</u>												
Available funds	\$ 16,400.00												

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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 necessary to repair and convert Bradley Operational Desert Storm (ODS) vehicles into the ODS Situational Awareness (SA) configurations, as set forth in Section B, in accordance with the requirements described in Sections C through J of the Contract. The contractor shall provide all technical support required which may include assisting manufacturing understanding and interpreting drawings and technical data, Material Review Board actions regarding discrepant materials, serving as the 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 0007. 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 0008.

C.1.4 After acceptance of vehicles to the Final Inspection Record (FIR) for each vehicle configuration, the contractor shall provide vehicles that are totally free of any kind or variety of failures and defects, in accordance with the FIR, through hand off to the gaining unit. The Government shall be responsible for repair or replacement of any GFM provided in accordance with Attachment 0003 that fails after vehicle DD 250. Vehicles shall be DD250d under this Contract, and deprocessing shall be performed under a separate Systems Technical Support (STS) contract. (See E.7, Acceptance Point DD Form 250 Execution)

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 and M7 BFIST Configurations to the ODS-SA AND M7 BFIST-SA Configurations. For vehicles being converted from the M2A2 ODS, M3A2 ODS, and 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. NOTE: The USA REG Number for the vehicle shall never be changed, only the Serial Number. The contractor shall include a copy of the completed ECR, DA 2408-9, with each converted vehicle.

C.2.2.2 RESERVED

C.2.2.2.1 RESERVED

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 and M7 BFIST vehicles being converted into the ODS-SA and M7 BFIST-SA configurations, 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 2ADR6259Y.

C.2.3.1.2 For M3A2 ODS-SA: Serial numbers block beginning with 3ADR6117Y.

C.2.3.1.3 For M7 BFIST-SA: Serial numbers block beginning with 7ADR6053Y.

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 this Contract and shipped to a Government agency (See CDRL A008).

C.3 ENVIRONMENTAL COMPLIANCE AND HAZARDOUS SUBSTANCES

C.3.1 Environmental Compliance. The contractor shall comply with all Federal, State, and local environmental laws, regulations, and policies.

C.3.2 Environmental Management Team (EMT). The EMT is a multidisciplinary group chartered by the Government (i.e., PM Heavy Brigade Combat Team) (HBCT) and dedicated to addressing environmental issues and supporting the Governments environmental program. This team

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will include subject matter experts from Government and industry. The EMT shall set goals for environmental compliance, thresholds, priorities for hazardous materials elimination, and monitor contractor compliance in meeting reduction goals. The EMT shall work with the PM office to establish environmental compliance goals within program schedules and budgets. The contractor shall provide the Government access to pertinent records and data requested by the Contracting Officer or duly authorized representative to adequately prepare program environmental documentation.

C.3.3 Hazardous Substances.**C.3.3.1 Reserved.**

C.3.3.2 The contractor shall not use Class I or Class II Ozone-Depleting Substances. Exception to this requirement is as follows:

(a) Halon 1301 may be used in the crew compartment fire suppression system in quantity that is currently used. No additional Halon 1301 shall be added to the system without Government approval.

C.3.3.3 The requirements in this paragraph shall only be in effect upon design of a new (non-legacy) component under a contractor STS contract work directive that specifically contains this environmental language as a requirement. For this Contract, new parts developed under a contractor STS contract work directive in which there was no environmental language specified as a requirement are not subject to the requirements of this paragraph. Unless expressly stated otherwise in this paragraph, the contractor shall not use more than 0.1% by weight of asbestos, cadmium (electroplating processes), hexavalent chromium (electroplating, and coatings processes), radioactive materials, beryllium, lead, or mercury, and zero amounts of asbestos, in new (non-legacy) components without Government approval. The contractor is allowed to use lead in electronics and batteries. The Government shall be allowed to review as-built drawings for the vehicles and contractor-monitored change information to verify whether a component meets the definition of a new (Non-legacy) component per this paragraph. Except for asbestos, no more than 0.1% by weight of the coating is acceptable. When this cannot be achieved or adequate non-hazardous substitutes are not available, the contractor shall notify the Government, by delivery of a Hazardous Substance Waiver Request (CDRL A011). The Government will either accept or reject the Waiver Request, or make a recommendation for hazardous substance continued use, reduction, or elimination of the material. If a new design component is implemented on this contract, the contractor shall establish a database for new design components indicating the chemical make-up of each part using the existing drawing tree system to identify any hazardous materials. For legacy component materials with viable alternatives, the contractor may submit an environmental engineering change proposal (CDRL A012) to the Government detailing the alternative being considered and the cost associated with the change. The Government will give final approval for either the continued use of the current material or the use of the submitted alternative. Lead in electronics and batteries are acceptable.

C.4 DATA REQUIREMENTS AND REPORTS

C.4.1 The contractor shall prepare technical data and 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 and export control data submitted by the contractor may be submitted via a computer disk, uploaded to AKO, or via email with encrypted files.

C.5 WAIVERS AND 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, when requested, in accordance with CDRL A007 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 the contractors 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 (see CDRL A010). If there are discrepancies between this CM Plan and the requirements and provisions of this Contract, the Contract requirements and 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

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any time during the Contract.

C.7.2 Product Configuration Identification. All performance or product specifications, product drawings, CAD drawings or 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. Any restrictions asserted by the contractor to any data or software delivered under this Contract, shall be supported by the documentation substantiating such restrictions 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 for reference only to identify baseline vehicle configuration type.

a. 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 contractors Production Drawing List, plus all ECPs and EOs listed in Attachment 0005.

b. 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 contractors Production Drawing List, plus all ECPs and EOs listed in Attachment 0005.

c. The M7 BFIST SA baseline shall be represented by the latest revision as of Contract award of drawing 87T0185, plus applicable drawings contained in the latest version of the contractors Production Drawing List, plus all ECPs and EOs listed in Attachment 0005.

C.7.4.1 For the categories of contractor controlled changes set forth below, the contractor shall provide notification and documentation for approval to the Government, per CDRL A006. 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 process utilizing a used (Reset) 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) into MEARS Step 7, 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.7.6 The contractor shall obtain Government concurrence with regard to appropriate classification of all Class II/Non-Design Constraints ECPs and Minor RFD/Ws. Class II/Non-Design Constraints ECPs and Minor RFD/Ws shall not be executed or implemented without written Government concurrence of classification. Written concurrence or non-concurrence will be provided by the cognizant DCMA representative within three (3) working days. For classification guidance, refer to ANSI/EIA 649-B-2011 and MIL-HDBK-61A (SE).

C.8 STANDARD GFM DISPOSITION INSTRUCTIONS

C.8.1 The contractor shall dispose of or ship parts, assemblies, or subassemblies in accordance with FAR 52.245-1 and Attachment 0006, Standard GFM Disposition Instructions.

C.8.2 The parties recognize that costs for the packaging, handling, and transportation of materials to be shipped listed in accordance

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with Attachment 0006 (except for items to be scrapped) have been excluded from the price of this Contract.

C.9 MODIFICATION WORK ORDER (MWO) REPORTING

C.9.1 The contractor shall report modifications made to the vehicle where a written MWO exists or the MWO is approved and shall be published. Reports shall be submitted to the Modification Management Information System (MMIS). Only the initial installation of the MWO shall be reported. Vehicles that are inducted and already have an MWO applied shall not be reported. 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.9.1.1 Minimum data elements for reporting are:

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

C.9.1.2 The following MWOs shall be reported only upon initial installation:M2A2 ODS-SA

9-2350-294-23-3 INSTALLATION OF NEW VEHICLE OPERATION INSTRUCTION
MARKER IDENTIFYING UPDATED SLAVE START PROCEDURES
9-2350-294-55-36 2W306 FERRITE BEADS
9-2350-294-23-5 ADDITION OF A FIRE RETARDANT SLEEVE TO THE FUEL
SHUT OFF CABLE
9-2350-373-55-01 SLD ARM IMPROVEMENT
9-2350-294-55-12 MODIFICATION OF CARGO HATCH (Install Stiffeners) \~
9-2350-294-55-29 BUSK3
9-2350-294-55-30 BUSK3 BASS-D M2
9-2350-294-55-31 BUSK3 (ERR)
9-2350-294-55-32 BUSK3 A2/A3 TASS
9-2350-294-55-33 BUSK3 BPPD

M3A2 ODS-SA

9-2350-294-23-3 INSTALLATION OF NEW VEHICLE OPERATION INSTRUCTION
MARKER IDENTIFYING UPDATED SLAVE START PROCEDURES
9-2350-294-55-36 2W306 FERRITE BEADS
9-2350-294-23-5 ADDITION OF A FIRE RETARDANT SLEEVE TO THE FUEL
SHUT OFF CABLE
9-2350-294-55-29 BUSK3
9-2350-294-55-30 BUSK3 BASS-D M3
9-2350-294-55-31 BUSK3 (ERR)
9-2350-294-55-32 BUSK3 A2/A3 TASS
9-2350-294-55-33 BUSK3 BPPD

M7 BFIST-SA

9-2350-294-55-36 2W306 FERRITE BEADS
9-2350-294-23-5 ADDITION OF A FIRE RETARDANT SLEEVE TO THE FUEL
SHUT OFF CABLE
9-2350-294-23-8 SINCGARS RADIO CABLE GUARD
9-2350-294-55-35 BFIST BUSK II SYSTEM
9-2350-294-55-29 BUSK3
9-2350-294-55-30 BUSK3 (TPE) Delta Kit, BASS-D
9-2350-294-55-31 BUSK3 (ERR) BFIST
9-2350-294-55-32 BUSK3 A2/A3 TASS
9-2350-294-55-33 BUSK3 BPPD

C.10 GOVERNMENT MATERIAL REPORTING

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C.10.1 The contractor, upon receipt of Government owned assets, shall perform an inventory 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), except for GFM BUSK III kits, which shall be inventoried and inspected within two (2) months of receipt from the Government.

C.10.2 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 GFM is found to have transportation damage. This report shall be in the format described in DID DI-MGMT-80503 and CDRL A002.

C.10.3 A GFM Consumption Report shall be provided in accordance with DID DI-MGMT-80438B and CDRL A003 (reporting format attached). Busk III kits are inventoried for production use only. Only top kit numbers are required on report.

C.11 INTEGRATION OF GOVERNMENT FURNISHED MATERIAL AND COMPONENTS

C.11.1 In the event that Government furnished material or components are determined to be faulty and in need of repair or replacement, the contractor shall report the item in accordance with the Product Quality Deficiency Report (PQDR) process with the exception of minor items in the BUSK III kit material (minor is defined as less than a lot cost of \$1,000). The contractor shall coordinate disposition of this material through the Government Plant Clearance Officer. Upon direction of Government Plant Clearance Officer, the contractor shall pack and ship to the appropriate suppliers facility. Shipping charges are paid by the supplier. The contractor shall not submit proposals or invoices for shipping charges related to shipment of defective GFM back to the vendor. The contractors Government Property Administrator, shall coordinate with the DCMA Property Administrator to process GFM that has been lost, damaged, or destroyed (LDD).

C.11.2 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 formally accept vehicles with GFM shortages, on a case-by-case basis. In the event the contractor wishes to present vehicles with GFM shortages for acceptance, the contractor shall process a conditional acceptance request for approval by the PCO. The Contractor shall document all shortages in the FIR. When the GFM becomes available, the contractor shall coordinate with DCMA for installation on the vehicles. Each GFM shortage item shall be reviewed by the contractor and DCMA to determine installation effort impact. If the parties determine there is an impact to GFM installation, the contractor shall submit a cost estimate to the Government in accordance with Paragraph C.19, Over and Above Requirements.

C.12 TRANSPORTATION OF WEAPONS

C.12.1 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 the contractor under this Contract for the purpose of Remanufacturing the gun and smoke grenade launchers. The contractor agrees and acknowledges that guns from vehicles under this Contract and smoke grenade launchers shall be treated as contractor furnished items for all purposes except for vehicle transportation.

C.13 MEETINGS AND MEETING MINUTES

C.13.1 If requested by the Government, the contractor shall be responsible for providing meeting minutes for joint Government-contractor meetings, and to provide reports for ongoing issues related to the conversion of vehicles under this Contract. The minutes may be submitted in contractor format IAW 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.13.2 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, or at such other time as is mutually agreeable to the Parties. 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 dates.

C.14 OBSOLESCENCE

C.14.1 For parts or 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 or system required due to parts becoming unavailable or 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 or 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.15 DEMILITARIZATION

C.15.1 Items called out under this Contract are classified as military items. Therefore, the following instructions for the disposal of

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completed or partially completed parts, assemblies, subassemblies, and end items apply. Property (including parts, components, subassemblies, and assemblies, whether title is with the Government or not) 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.15.2 Demilitarization is required in accordance with current demilitarization requirements. These requirements can be obtained through the Federal Logistics Information Service or FedLog; Defense Demilitarization Manual, DODI 4160.28-M, and DFARS 252.245-7004(d).

C.15.3 Demilitarization shall be the responsibility of the contractor. Under this Contract, demilitarization dispositioning through approved Government facilities/depots is allowed provided the Government facilities/depots agrees. This authorization in no way binds the Government facility/depot to perform demilitarization under this contract.

C.15.4 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.15.5 This clause shall be included in all applicable subcontracts.

C.15.6 This section does not apply to any items with specific disposition instructions listed on Attachment 0006.

C.16 USE OF AND ACCESS TO GOVERNMENT SUPPLY SYSTEM

C.16.1 The contractor may requisition assets from the Government Supply System through the ILSC (the Item Manager) or the TACOM Management Control Activity (MCA). In order to requisition such assets, the contractor shall adhere to the following sequence of steps: (1) Check availability of stock with the item manager through the program office (PM-HBCT); (2) Provide a list of the parts required, based on the availability and pricing information provided by the item manager(s) in (1), plus the contract information, and send it, along with a check, to the TACOM Resource Management office; (3) Confirm with one of the POCs in (2) that a Job Order Number (JON) has been established for the required parts; (4) Provide an e-mail Letter of Intent (LOI) to the PCO, with a listing of the NSNs and authorized quantities, a valid DODAAC for the Contract, as well as the assigned JON, type of funds (such as OMA, FMS, AWCF) and the appropriation code (2020, 2033, 2035) to the PCO, who will forward the LOI to the MCA office at TACOM. The MCA/GFM team will need this information to update the Management Control Activity Table before requisitions can be submitted; (5) Validate that the MCA database has been updated accordingly through the program office (PM-HBCT); (6) Submit an Excel spreadsheet with the requisitions that should be processed (NSN, quantity, unit of issue, document number, supplementary address, signal code, fund code, priority, RDD, and advice code ("should use 2L") through the program office (PM-HBCT). The contractor may contact the MCA/GFM Office via email (usarmy.detroit.tacom.mbx.ilsc-mca@mail.mil) to check the status of a requisition.

C.16.1.1 The contractor shall use webSDR (<https://www.daas.dla.mil/websdr/login.asp>) to submit Supply Discrepancy Reports (SDR) upon receipt of items that have shipping discrepancies or are damaged.

C.16.1.2 The contractor shall use web PQDR (<https://www.nslcptsmh.csd.disa.mil/>) to submit Product Quality Deficiency Report (PQDR) and Electronic Deficiency Report System (EDRS) for deficient items and assets that have quality issues.

C.16.2 Parts Reporting.

C.16.2.1 The contractor shall initiate a report for all orders placed through the Government supply system (reference CDRL A015). Once the report is generated, the contractor shall forward it, via e-mail, to the Management Control Activity at usarmy.detroit.tacom.mbx.ilsc-mca@mail.mil and furnish a copy to the PM-HBCT GFM Manager for completion, and return to the contractor (e-mail GSDProcurement@baesystems.com). The report shall be updated on at least a bi-weekly basis, and shall be reviewed, edited, and maintained by the contractor and the appropriate TACOM support elements. Questions regarding items of information for which the Government is responsible shall be directed to the PM-HBCT GFM manager, who shall forward them to the appropriate TACOM office for a response.

C.16.2.2 The following information, including the list of column headings and definitions shown below, shall be included on the report, along with the party or 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

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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.17 PARTS PLANNING

C.17.1 The updated Bradley specific Production Commitment Plan (PCC) for vehicles under this Contract shall be discussed as part of the weekly joint program meetings, in order to assist in planning of parts.

C.18 DEVIATION FROM CONFIGURATION BASELINE

C.18.1 The parties agree that a deviation shall be granted under this Contract to allow the contractors sub-contractor for the Digital Vehicle Distribution Box (DVDB), 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.19 OVER AND ABOVE REQUIREMENTS

C.19.1 During performance of this Contract, it is expected that issues may be identified which need to be resolved in order to meet performance of the ODS-SA and M7 BFIST-SA, 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.19.1.1 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:

- 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);
- d. Estimated labor hours and/or material costs; and
- e. An engineering assessment certifying the vehicle or 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.19.1.2 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 or repair and approved modification or repair procedures;
- c. Verify whether the contractors proposed designation and identification of the work as Over & Above is valid;

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- 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 or replace determinations; and
- f. Agree to the estimated hours and/or estimated material costs.

C.19.1.3 As applicable under paragraph C.19.1.1 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.19.2 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.19.3 The contractor shall maintain records, available for Government review, of the funds committed, expended, and disbursed under the clause for each requisition.

C.19.4 CLIN 0011 is only applicable to work required under the Base and Option 2 vehicles (CLINs 0001, 0002, 0003, 0007, 0008). Option 1 (CLINs 0004, 0005, 0006) over and above will require case by case approval and funding.

C.20 VALUE ENGINEERING INCENTIVE PROGRAM

C.20.1 The contractor shall capture and analyze information associated with performance and acceptability of produced vehicles to recommend potential cost saving solutions for the work performed under this contract.

C.20.2 The contractor shall perform analysis of hardware, to identify candidates for Value Engineering cost saving programs. This includes performing the necessary technical evaluations, cost studies, and analysis of proposed changes.

C.20.3 The contractor shall develop and conduct Value Engineering presentations and briefings in support of reviews, meetings, and conferences.

C.20.4 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.21 ODS-SA AND M7 BFIST-SA VEHICLE REQUIREMENTS

C.21.1 The Government shall provide a quantity of 110 Bradley Fighting Vehicle Systems (BFVS) for this Contract, which includes the following vehicle configurations:

- a. M2A2 ODS (NSN 2350-01-405-9886) 42 each
- b. M3A2 ODS (NSN 2350-01-405-9887) 49 each
- c. M7 BFIST (NSN 2350-01-432-1526) 19 each

C.21.1.1 After the above vehicles are complete through the scope of work for this Contract, the contractor shall deliver to the Government a quantity of 110 Bradley Fighting Vehicle Systems (BFVS), in the following configurations:

- a. M2A2 ODS-SA (NSN 2350-01-565-3460) 42 each
- b. M3A2 ODS-SA (NSN 2350-01-565-3464) 49 each
- c. M7 BFIST-SA (NSN 2350-01-572-5988) 19 each

C.22 CONVERSION PLUS PROCESS REQUIREMENTS FOR ODS-SA AND M7 BFIST-SA VEHICLES

C.22.1 The contractor shall be responsible for Conversion Plus Process per the National Level Reset Policy, Procedures and Guidelines (IR 2006) for 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. The Conversion plus process shall include all material (ODS-SA and non-ODS-SA) and labor to ensure that the ODS-SA AND M7 BFIST-SA vehicles delivered meet all requirements stated in the Contract.

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UID marking clarification: Alternate UID marking methods and materials that meet the requirements of MIL-STD-130 are acceptable. It is not always possible to apply UID markings to components in the location specified by the drawing. Alternate marking locations that meet the requirements of MIL-STD-130 are acceptable.

C.22.1.2 The contractor shall paint the vehicles Desert Tan 686.

C.22.1.3 All 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-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 (*GFM):

Hot Box Restraint System 57K4837 (M2/M3A2)

Bradley Advanced Survivability Seats (BASS) 57K4825 (M2A2) and 57K4826 (M3A2)

Armored Commanders Shield (ACS) NOTE: ODS version 4269837 (A2 ACS)

Automatic Fire Extinguishing System (AFES) 57K6372

BUSK III Kits (GFM):

Bradley Advanced Survivability Seats Driver (BASS-D) for M2
Vehicles Kit P/N 57K6647

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

Bradley Advanced Survivability Seats Driver (BASS-D) for A3
BFIST Vehicles Kit P/N 57K6674

Turret Advanced Survivability System (TASS) P/N 13022377

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

Emergency Ramp Release (ERR) Kit P/N 57K6711 M2/M3(A3 BFIST)

Bradley Fuel Cell Survivability (BFCS) Kit P/N 57K6650

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)

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

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

Up-armored Hatches (GFM*)

Drivers 57K1366 (GFM*)

Commanders 12933400 (GFM*)

Gunners 12933362 (GFM*)

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M2 Cargo 57K1369 (GFM*)

M3 Cargo 57K1404-KIT-HDWR-FY08 (GFM*)

Turret Ring Armor (GFM*)

P/N 57K0509

Smoke Grenade Launcher, M257 - P/N 13-12-129 (GFM*) The

contractor shall test, inspect and correct deficiencies as necessary.

Block 1 IBAS P/N 13495284

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

Mod Kit 57K4818

57K6591 Modification kit A3 BFIST Blue Force Tracking (BFT)

CM/ED M2A2 ODS-SA/M3A2 ODS-SA, P/N 12488141, The contractor shall install in accordance with the Conversion plus process and TDP 87T0183 (M2) and 87T0184 (M3)

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

Equilibrator 100% new PN 12294539

T-161 Double Pin Track:

Sprocket, Drive	12496781
Sprocket Carrier	12496780
Track Guard Left	12496782
Track Guard Right	12496783
Track shoe	12496800-82
Track shoe	12496800-84
Shock Absorber Guard	12496798

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

Blue Force Tracking (BFT) A-Kit for BFIST: P/N 57K6591

C. 22.1.4 Additional Fleet Standard Items Peculiar to M7 BFIST-SA:

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.22.1.5: See standard GFM Disposition Instructions at Attachment 0006 for BUSK I items. The contractor shall furnish and install the Velcro only for the IBAS/DVE Sight Protection Kits on each vehicle. For BUSK II, ACS shall be boxed and supplied in the back of each vehicle.

C.22.2 Vehicle Induction. As directly funded by the contractor, RRAD shall receive vehicles, perform vehicle teardown in accordance with the National Level Reset Policy, Procedures and Guidelines, and prepare vehicles for shipment to the contractor, at the following address:

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

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C.22.3 As directly funded by the contractor, RRAD shall use the ODS-SA and M7 BFIST-SA Conversion Plus process to inspect and correct deficiencies on vehicle components and shall provide support to the contractors production line until hand-off of vehicles to the designated fielding sites.

C.22.4 ODS-SA AND M7 BFIST-SA Conversion Plus process requirements shall be developed based on reference drawings 87T0183 and RM87T0004-R5 for M2A2 ODS-SA vehicles, 87T0184 and RM87T0005-R5 for M3A2 ODS-SA vehicles, 87T0185 and RM87T0023-R7 for M7 BFIST-SA, related DMWR/NMWRs, TMs and current Remanufacturing practices. The contractor shall document these 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 updated in support of the incorporation of the Engineering Change Proposals specified in this Contract.

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

C.22.5 The vehicles to be delivered under this Contract shall be of the same variants as the seed vehicles provided by the Government (i.e., M2A2 ODS vehicle inducted, M2A2 ODS-SA vehicle delivered), unless otherwise specified as part of the fleet standard modifications, or those items affected by conversion or by the EO/ECP list.

C.22.5.1 A functional part received in a configuration other than the most current production configuration need not be replaced with the newer design, unless otherwise specified in this scope of work.

C.22.5.2 Parts missing from the seed vehicles that are part of the vehicle baseline configuration shall be replaced by the contractor with the latest configuration part. Components with cosmetic imperfections 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.22.6 Parts identified as mandatory replacement parts shall be evaluated to determine if they can be brought to standard and shall meet the performance requirements as specified herein. When the contractor applies these criteria, the items are considered unique to ODS-SA AND M7 BFIST-SA Conversion Plus. 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
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
MS75047-2 turret 24 volt (2HN style)
Shock Absorbers P/N 12369308

C.22.6.1 The following items are mandatory replacement parts and the items shall be new or overhauled to Remanufacturing requirements:

Traverse Bearing P/Ns 12292058 (New) or (12292058-R) REMANUFACTURE

C.22.7 Vehicle acceptance shall be based upon completion of a modified Final Inspection Record (FIR) for each vehicle configuration, as follows:

M2A2 ODS-SA	QF87T0183-RESET
M3A2 ODS-SA	QF87T0183-RESET
M7 BFIST SA	QF87T0185-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.22.8 RESERVED

C.22.9 Material may be physically commingled and Contract identified either when issued, transferred or by allocation. Conversion Plus items that are not functionally equivalent to Remanufactured items shall be uniquely identified and stored, issued, and consumed on the

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Bradley Conversion Plus program only. Transfer of parts from Remanufacture to Conversion Plus programs is permitted, provided it meets quality standards and does not impact production deliveries. Transfer of a part from RESET to Conversion Plus programs is permitted, provided it meets quality standards and does not impact production deliveries.

C.22.10 Incoming vehicle parts are considered "consumed" as part of the process performed under this Contract. Unless otherwise specified for Government disposition, the contractor may screen all parts identified as excess to requirements under all other Bradley Contracts for use on this Contract.

C.22.10.1 The contractor shall utilize parts processed 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 processed under this Contract in those instances where the Conversion Plus 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.22.10.2 Vehicles are assumed to be complete when inducted into RESET. Parts missing from the vehicle that are part of the baseline shall be replaced based on Contractual yields. Replacement of missing parts outside of normal yields will be addressed on a case-by-case basis.

C.22.11 Bradley Fighting Vehicle Conversion Plus Standards for ODS-SA and M7 BFIST-SA.

These Conversion Plus standards take precedence over any references to Remanufacture drawings in Paragraph C.22.4.

Vehicle Subsystem Required Conversion Plus Standard to Be Used Under This Contract

1. Hull and Turret The hull and turret shall require separation to facilitate cleaning, inspection, conversion plus up-grade, and applicable repair. Since the ISU is removed from the seed vehicles and dispositioned per Attachment 6, the sight plate shall be replaced 100% for the IBAS installation.

The following drawings will be used to process these vehicles:

TOW Lift Mechanism	12292580-RST
TOW Elevation Drive	12292344-RST
Resolver Shaft	RM12325577-R

2. Suspension Complete disassembly. Clean, inspect and repair. Replace track and road wheels to at least Condition Code B.

The following components shall be processed IAW the drawings listed:

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	
Road Wheel, Steel RESET	RM12358464-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 or refurbished as defined in the THOR contract, and will be provided to the contractor as GFM.

PTOs shall be inspected and repaired IAW NMWR.

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All filters and fluids shall be replaced.
Inspect prop shaft u-joints for contamination wear. Power Pack components shall be overhauled in accordance with drawings created under the STS Contract as follows:

Engine (RM12358911-1R)
Transmission(12446500-GFM-R)

Electronic Assembly (EA) 12473785 and 12446333 -RESET and Shift Tower 12446242-RESET shall be sent to the contractor for inspection and repair. Any EAs that cannot be economically repaired shall be held and disposition instructions requested.

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 (RM12384700) shall be Reset IAW Reset Drawing RM12465990-A-RESET.

4. Structures

Inspect for armor integrity, accident and 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 when maintenance platform is removed.

Vehicle interior and exterior configurations shall be converted in accordance with drawing BFV00090 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 processed 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 processed per Drawing RM12294815-RESET.

7. Engine Access Pump

Inspect for wear and function. Inspect cylinder and Cylinder mounting welds for fracture. Replace and repair or overhaul IAW NMWR. Flush system and replace filters.

8. Ramp Pumps

Ramp pumps shall be overhauled. The hydraulic system shall be flushed. All filters shall be replaced.

For the Ramp Cylinder Lever, vehicles will be equipped with one of the following versions:

a new P/N 12296746, forged version, made from

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6061 alloy;
a new or used P/N 12296746, machined version;
or a new P/N 12540579, revision A, any version.

9. Electrical
Harnesses shall be removed from vehicles during the Conversion Plus process. Any visual defects discovered on existing harnesses during the work performed under this Contract shall be repaired in accordance with the approved Standard Repair Procedure SRP-007. All existing harnesses removed for re-use during the work performed under this contract shall be functionally tested and overhauled in accordance with drawing Electric-RESET.

LRUs shall be cleaned and checked for full function. Run on DSESTS Full Go chain.

10. Batteries
Hull Batteries shall be replaced with BUSK III style. Turret "keep alive" batteries shall be replaced with Battery Box 2HN style.
MS75047-2 turret 24 volt (2HN style)
31A925XLW hull

11. Fire Extinguishing System
Fire detection sensors (P/N 12479529) shall be RESET or replaced per Drawing RM12479529-RESET. 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% P/N 12294539

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 applicable. If any 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 only when no serviceable gun barrels are available.

25mm Gun Resolver RM12294651-AR

14. TOW Subsystem
The complete missile subsystem shall be removed, tested and overhauled. (GFM)

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 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 ECP FOM

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-V6466. 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 processed IAW Drawing RM12359348-RESET, as created under the STS Contract.
- 18. Gyros Gun Gyro shall be processed IAW Drawing 12292348-RST. Turret gyro shall be processed IAW Drawing 12292349-RST.
- 19. VIS The Vehicle Intercom System shall be processed IAW Drawing RMVIS-RESET.
- 20. Smoke Grenade Launchers (SGLs) SGLs shall be inspected, tested, and processed IAW Reset Drawing RME13-R-129-RESET.
- 21. BRAT Installation BRAT IKs shall be removed at RRAD and dispositioned in accordance with Attachment 0006.
- 22. BUSK
 If Conversion Plus vehicles are inducted without BUSK II provisions, the Government will provide BUSK II Kits to the contractor as GFM and the contractor shall install all BUSK II Subcomponents (AFES, BASS, Hot Box, ACS (ODS version). The contractor shall furnish and install the Velcro only for the BUSK I Sight Protection (IBAS and DVE).

 BUSK III kits shall be provided to the contractor as GFM and the contractor shall install them on the vehicles.

 BASS-D TASS ERR BFCS

 The contractor shall remove BUSK III kits from inducted vehicles and disposition them in accordance with the Standard GFM Disposition Instructions in Attachment 0006.

23. ODS-SA and M7 BFIST-SA Conversion Plus Components. The following components shall be processed in accordance with the listed 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
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 it and dispose of it in accordance with standard disposition instructions in Attachment 0006.

25. Global/Hunter Personnel Heater NSN 2540-01-396-2826

C.22.12 Additional Repair/Replacement Requirements for ODS-SA AND M7 BFIST-SA Conversion Plus Vehicles.

The contractor shall utilize the following for instructions regarding additional repairs and replacement requirements for components on ODS-SA and M7 BFIST-SA Conversion Plus vehicles:

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C.22.12.1 Bradley ODS-SA and M7 BFIST-SA Conversion Plus Parts Requiring Mandatory Upgrade.

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

NOTE: Shall be upgraded to latest approved revision available at time of contract award.

Lever, Ramp Cylinder See C.22.11, Number 8

C.23 ODS AND M7 BFIST VEHICLE RESET & CONVERSION REQUIREMENTS OPTION 1

C.23.1 Upon exercise of the option under SubCLINs 0004 through 0006, the Government shall provide a quantity of up to 135 Bradley Fighting Vehicle Systems (BFVS) for Reset, which may include the following vehicle configurations:

- a. M2A2 ODS (NSN 2350-01-405-9886) 101 each
- b. M3A2 ODS (NSN 2350-01-405-9887) 22 each
- c. M7 BFIST (NSN 2350-01-432-1526) 12 each

C.23.1.1 After the above vehicles are Reset and converted, the contractor shall deliver to the Government a quantity of up to 135 Bradley Fighting Vehicle Systems (BFVS), in the following configurations:

- a. M2A2 ODS-SA (NSN 2350-01-565-3460) 101 each
- b. M3A2 ODS-SA (NSN 2350-01-565-3464) 22 each
- c. M7 BFIST-SA (NSN 2350-01-572-5988) 12 each

C.24 RESET AND CONVERSION REQUIREMENTS FOR ODS AND M7 BFIST VEHICLES
OPTION 1

C.24.1 Upon exercise of the option under SubCLINs 0004 through 0006, the contractor shall be responsible for full Reset of the quantity of ODS vehicles in C.23.1 above, and conversion of the vehicles into the ODS-SA configurations detailed in C.23.2 above, in accordance with the below requirements.

C.24.1.1 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 shieldMod Kit, Block Hinge, Cargo Hatch (M2A2 ODS-SA) - (GFM)
57K4506-GFMDAGR 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

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

BUSK II Kits(GFM*):
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 (GFM):

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Bradley Advanced Survivability Seats Driver (BASS-D) for M2
Vehicles Kit P/N 57K6647

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

Bradley Advanced Survivability Seats Driver (BASS-D) for
A3 BFIST Vehicles Kit P/N 57K6674

Turret Advanced Survivability System (TASS) P/N 13022377

Emergency Ramp Release (ERR) Kit - P/N 57K6652 M2/M3

Emergency Ramp Release (ERR) Kit - P/N 57K6711(A3 BFIST)

Bradley Fuel Cell Survivability (BFCS) Kit P/N 57K6650

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)

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

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

Up-armored Hatches (GFM*)

Drivers 57K1366 (GFM*)

Commanders 12933400 (GFM*)

Gunners 12933362 (*GFM*)

M2 Cargo 57K1369 (GFM*)

M3 Cargo 57K1404-KIT-HDWR-FY08 (GFM*)

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

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 0010.

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

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

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

Equilibrator 100% New, P/N 12294539

T-161 Double Pin Track:

Sprocket, Drive 12496781

Sprocket Carrier 12496780

Track Guard Left 12496782

Track Guard Right 12496783

Track Shoe 12496800-82

Track Shoe 12496800-84

Shock Absorber Guard 12496798

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

C. 24.1.2 Additional Fleet Standard Items Peculiar to M7 BFIST-SA:

BUSK II Items**:

FSSO Seat 57K6609

BASS Seat (Jump Seat)- 57K6625

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

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.24.1.3 See standard GFM Disposition Instructions at Attachment 0006 for BUSK I items. The contractor shall install the Velcro only for the IBAS and DVE Sight Protection Kits on each vehicle. For BUSK II, ACS shall be boxed and supplied in the back of each vehicle.

C.24.2 Vehicle Induction. As directly funded by the contractor, RRAD shall receive vehicles, perform Phase I teardown, and prepare vehicles for shipment to the contractor, at the following address:

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

C.24.3 As directly funded by the contractor, RRAD shall Reset vehicle components and shall provide support to the contractors production line until hand-off of vehicles to the designated fielding sites.

C.24.4 Reset process requirements shall be developed based on reference drawings 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. The contractor 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 or updated in support of the incorporation of the Engineering Change Proposals specified in this Contract.

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

C.24.5 The vehicles to be delivered under this Contract shall be of the same variants as the seed vehicles provided by the Government (i.e., M2A2 ODS vehicle inducted, M2A2 ODS-SA vehicle delivered), unless otherwise specified as part of the fleet standard modifications, or those items affected by conversion or by the EO/ECP list.

C.24.5.1 A functional part received in a configuration other than the most current production configuration need not be replaced with the newer design, unless otherwise specified in this scope of work.

C.24.5.2 Parts missing from the seed vehicles that are part of the vehicle baseline configuration shall be replaced by the contractor with the latest configuration part. Components with cosmetic imperfections 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.24.6 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 the contractor 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
Engine Oil Filter Element Kit, P/N 12307596, 1/vehicle
NSN 2940-01-113-1248, P/N 12294530, Filter Element, Intake, 2/vehicle
Batteries
MS75047-2 turret 24 volt (2HN style)
Shock Absorbers PN 12369308
Equilibrator
NBC Filter Element, NSN 4240-00-866-1825, P/N C5-19-1175, Filter,
Particulate 1/unit (M3A3)

C.24.6.1 The following items are mandatory replacement parts and the items shall be new or overhauled to remanufacturing requirements:

Traverse Bearing P/Ns 12292058 (New) or (12292058-R) REMANUFACTURE

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C.24.7 Vehicle acceptance shall be based upon completion of a modified Final Inspection Record (FIR) for each vehicle configuration, as follows:

M2A2 ODS-SA	QF87T0183-RESET
M3A2 ODS-SA	QF87T0183-RESET
M7 BFIST SA	QF87T0185-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 the Government for approval.

C.24.8 The Government and the contractor 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 may be incorporated into the Contract at the time of PCO approval. The requirement of the ODS & M7 BFIST/ODS-SA & M7 BFIST-SA Reset program is to Reset a vehicle to reach 1,500 miles without a major (NMC) fault. For the ODS-SA AND M7 BFIST-SA vehicles, NMC faults are described in TM-2350-373-10-1 and TM-2350-373-10-2.

C.24.9 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/Conversion Plus program only. Transfer of parts from Remanufacture to Reset/Conversion Plus programs is permitted, provided it meets quality standards and does not impact production deliveries.

C.24.10 Incoming vehicle parts are considered "consumed" as part of the process performed under this Contract. Unless otherwise specified for Government disposition, the contractor may screen all parts identified as excess to requirements under all other Bradley Contracts for use on this Contract.

C.24.10.1 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.24.10.2 Vehicles are assumed to be complete when inducted into RESET. Parts missing from the vehicle that are part of the baseline shall be replaced based on Contractual yields. Replacement of missing parts outside of normal yields will be addressed on a case-by-case basis.

C.24.11 Bradley Fighting Vehicle Reset Standards for ODS-SA AND M7 BFIST-SA

These Reset Standards take precedence over any references to Remanufacture drawings in Paragraph C.24.4.

<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. Since the ISU is removed from the seed vehicles and dispositioned per Attachment 6, the sight plate shall be replaced 100% for the IBAS installation.
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The following drawings will be used to process these vehicles:

TOW Lift Mechanism	12292580-RST
TOW Elevation Drive	12292344-RST
Resolver Shaft	RM12325577-R

2. Suspension	Complete disassembly. Clean, inspect and repair. Replace track and road wheels to at least Condition Code B.
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The following components shall be Reset IAW the drawings listed:

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

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 or refurbished as defined in the THOR contract, and will be provided to the contractor 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 (RM12358911-1R)
Transmission(12446500-GFM-R)

Electronic Assembly (EA) P/Ns 12473785 and 12446333-RESET and Shift Tower P/N 12446242-RESET shall be sent to York for inspection and repair. Any EAs that cannot be economically repaired shall be held and disposition instructions requested.

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 (RM12384700) shall be Reset IAW Reset Drawing RM12465990-A-RESET.

4. Structures

Inspect for armor integrity, accident and 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 when the maintenance platform is removed, if serviceable mounting provisions are not already present.

Vehicle interior and exterior configurations shall be Reset in accordance with drawing BFV00090 Titled: Armor Configuration Standardization - RESET.

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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 or overhaul IAW NMWR. Flush system and replace filters. For the Ramp Cylinder Lever, vehicles will be equipped with one of the following versions:
- a new P/N 12296746, forged version, made from 6061 alloy;
a new or used P/N 12296746, machined version;
or a new P/N 12540579, revision A, any version.
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 cleaned and checked for full function. Run on DSESTS Full Go chain.
10. Batteries Hull Batteries shall be replaced with BUSK III style. Turret "keep alive" batteries shall be replaced with Battery Box 2HN style. MS75047-2 turret 24 volt (2HN style) (*) 31A925XLW hull
11. Fire Extinguishing System Fire detection sensors P/N 12479529) shall be RESET or replaced per Drawing RM12479529-RESET. 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% P/N 12294539
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 only when no serviceable gun

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barrels are available.
25mm Gun Resolver RM12294651-AR

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 ECP FOM-V6466. 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 Reset Drawing RME13-R-129-RESET.
21. BRAT Installation Kits (IKs) BRAT IKs shall be removed at RRAD and dispositioned in accordance with Attachment 0006.
22. BUSK If Conversion Plus vehicles are inducted without BUSK II provisions, the Government will provide BUSK II Kits to the contractor as GFM and the contractor shall install all BUSK II subcomponents. The contractor shall furnish and install the Velcro only for the BUSK I sight protection (IBAS and DVE).
- M2/M3 BUSK II Components:
- BASS SEAT HOT BOX AFES ACS (ODS VERSION)
- M7 BFIST-SA BUSK II Components:
- FSSO Seat 57K6609
BASS Seat (Jump Seat) - 57K6625
Hot Box 57K6608
Restowage mod kit 57K6619
- BUSK III kits shall be provided to the contractor as GFM and the contractor shall install them on the vehicles.

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BASS-D TASS ERR BFCS

The contractor shall remove BUSK III kits from inducted vehicles and disposition them in accordance with the Standard GFM Disposition Instructions in Attachment 0006.

23. ODS-SA Reset Components. The following 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
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 dispose in accordance with the standard disposition instructions in Attachment 0006.

25. Global/Hunter Personnel Heater NSN 2540-01-396-2826

C.25 ODS VEHICLE CONVERSION PLUS REQUIREMENTS OPTION 2

C.25.1 Upon exercise of the options under CLINs 0007 through 0008, the Government shall provide a quantity of up to 108 Bradley Fighting Vehicle Systems (BFVS) for Conversion Plus, which may include the following vehicle configurations:

- a. M2A2 ODS (NSN 2350-01-405-9886) 95 each
- b. M3A2 ODS (NSN 2350-01-405-9887) 13 each

C.25.1.1 After the above vehicles are complete through the scope of work under this Contract, the contractor shall deliver to the Government a quantity of 108 Bradley Fighting Vehicle Systems (BFVS), in the following configurations:

- a. M2A2 ODS-SA (NSN 2350-01-565-3460) 95 each
- b. M3A2 ODS-SA (NSN 2350-01-565-3464) 13 each

C.26 CONVERSION PLUS PROCESS REQUIREMENTS FOR ODS-SA VEHICLES OPTION 2

C.26.1 The contractor shall be responsible for Conversion Plus Process per the National Level Reset Policy, Procedures and Guidelines (IR 2006) for 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. The Conversion plus process shall include all material (ODS-SA and non-ODS-SA) and labor to ensure that the ODS-SA vehicles delivered meet all requirements stated in the Contract.

UID Marking clarification: Alternate UID marking methods and materials that meet the requirements of MIL-STD-130 are acceptable. It is not always possible to apply UID markings to components in the location specified by the drawing. Alternate marking locations that meet the requirements of MIL-STD-130 are acceptable.

C.26.1.2 The contractor shall paint the vehicles Desert Tan 686.

C.26.1.3 All 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

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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

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

BUSK II Kits:
Hot Box Restraint System 57K4837 (M2/M3A2)
Bradley Advanced Survivability Seats (BASS) 57K4825 (M2A2) and
57K4826 (M3A2)
Armored Commanders Shield (ACS) NOTE: ODS version 4269837 (A2 ACS)
Automatic Fire Extinguishing System (AFES) 57K6372

BUSK III Kits (GFM):

Bradley Advanced Survivability Seats Driver (BASS-D) for M2
Vehicles Kit P/N 57K6647
Bradley 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 M2/M3
Bradley Fuel Cell Survivability (BFCS) Kit P/N 57K6650

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)

SINGGARS Installation Kits (Hardware only, excludes
electrical components. (See GFM list)
SINGGARS Installation Kits, P/N MK-2394/VRC

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

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

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

Block 1 IBAS P/N 13495284

CM/ED M2A2 ODS-SA/M3A2 ODS-SA, P/N 12488141 The contractor shall
refurbish in accordance with the scope of work at Attachment 0010.

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

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

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Equilibrator 100% New PN 12294539

T-161 Double Pin Track - (GFM) P/Ns 12496800-82-GFM and 12496800-84-GFM

T-161 Double Pin Track:

Sprocket, Drive	12496781
Sprocket Carrier	12496780
Track Guard Left	12496782
Track Guard Right	12496783
Shock Absorber Guard	12496798

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

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.26.1.4: See standard GFM Disposition Instructions at Attachment 0006 for BUSK I items. The contractor shall furnish and install the Velcro only for the IBAS/DVE Sight Protection Kits on each vehicle. For BUSK II, ACS shall be boxed and supplied in the back of each vehicle.

C.26.2 Vehicle Induction. As directly funded by the contractor, RRAD shall receive vehicles, perform teardown in accordance with the National Level Reset Policy, Procedures and Guidelines, and prepare vehicles for shipment to the contractor, at the following address:

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

C.26.3 As directly funded by the contractor, RRAD shall use the ODS-SA Conversion Plus process to inspect and correct deficiencies on vehicle components and shall provide support to the contractors production line until hand-off of vehicles to the designated fielding sites.

C.26.4 ODS-SA Conversion Plus process requirements shall be developed based on 87T0183 and RM87T0004-R5 for M2A2 ODS-SA vehicles, 87T0184 and RM87T0005-R5 for M3A2 ODS-SA vehicles, related DMWR/NMWRs, TMs and current remanufacturing practices. The contractor shall document these 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 updated by the contractor in support of the incorporation of the Engineering Change Proposals specified in this Contract.

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

C.26.5 The vehicles to be delivered under this Contract shall be of the same variants as the seed vehicles provided by the Government (i.e., M2A2 ODS vehicle inducted, M2A2 ODS-SA vehicle delivered), unless otherwise specified as part of the fleet standard modifications, or those items affected by conversion or by the EO/ECP list.

C.26.5.1 A functional part received in a configuration other than the most current production configuration need not be replaced with the newer design, unless otherwise specified in this scope of work.

C.26.5.2 Parts missing from the seed vehicles that are part of the vehicle baseline configuration shall be replaced by the contractor with the latest configuration part. Components with cosmetic imperfections 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.26.6 Parts identified in RM87T0004-R5 and RM87T0005-R5, and RM87T0023-R7 as mandatory replacement parts shall be evaluated to determine if they can be brought to standard and shall meet the performance requirements as specified herein. When the contractor applies these criteria, the items are considered unique to ODS-SA Conversion Plus. 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,

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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
 MS75047-2 turret 24 volt (2HN style)
 Shock Absorbers P/N 12369308

C.26.6.1 The following items are mandatory replacement parts and the items shall be new or overhauled to remanufacturing requirements:

Traverse Bearing P/Ns 12292058 (New) or (12292058-R) REMANUFACTURE

C.26.7 Vehicle acceptance shall be based upon completion of a modified Final Inspection Record (FIR) for each vehicle configuration, as follows:

M2A2 ODS-SA	QF87T0183-RESET
M3A2 ODS-SA	QF87T0183-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.26.9 Material may be physically commingled and Contract identified either when issued, transferred or by allocation. Conversion Plus items that are not functionally equivalent to remanufactured items shall be uniquely identified and stored, issued, and consumed on the Bradley Conversion Plus program only. Transfer of parts from Remanufacture to Conversion Plus programs is permitted, provided it meets quality standards and does not impact production deliveries. Transfer of a part from RESET to Conversion Plus programs is permitted, provided it meets quality standards and does not impact production deliveries.

C.26.10 Incoming vehicle parts are considered "consumed" as part of the process performed under this Contract. Unless otherwise specified for Government disposition, the contractor may screen all parts identified as excess to requirements under all other Bradley Contracts for use on this Contract.

C.26.10.1 The contractor shall utilize parts processed 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 processed under this Contract in those instances where the Conversion Plus 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.26.10.2 Vehicles are assumed to be complete when inducted into RESET. Parts missing from the vehicle that are part of the baseline shall be replaced based on Contractual yields. Replacement of missing parts outside of normal yields will be addressed on a case-by-case basis.

C.26.11 Bradley Fighting Vehicle Conversion Plus Standards for ODS-SA.

These Conversion Plus standards take precedence over any references to Remanufacture drawings in Paragraph C.26.4.

Vehicle Subsystem Required Conversion Plus Standard to Be Used Under
This Contract

- Hull and Turret The hull and turret shall require separation to facilitate cleaning, inspection, conversion plus up-grade, and applicable repair. Since the ISU is removed from the seed vehicles and dispositioned per Attachment 6, the sight plate shall be replaced 100% for the IBAS installation.

The following drawings will be used to process these vehicles:

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TOW Lift Mechanism	12292580-RST
TOW Elevation Drive	12292344-RST
Resolver Shaft	RM12325577-R

2. Suspension

Complete disassembly. Clean, inspect and repair. Replace track and road wheels to at least Condition Code B.

The following components shall be processed IAW the drawings listed:

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

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 or refurbished as defined in the THOR contract, and will be provided to the contractor 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 drawings created under the STS Contract as follows:

Engine (RM12358911-1R)
Transmission(12446500-GFM-R)

Electronic Assembly (EA) 12473785 and 12446333 -RESET and Shift Tower 12446242-RESET shall be sent to York for inspection and repair. Any EAs that cannot be economically repaired shall be held and disposition instructions requested.

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-RESET) shall be processed IAW Drawing RM12384700-A-RESET.

4. Structures

Inspect for armor integrity, accident and 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 when maintenance platform is removed, if serviceable mounting provisions are

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not already present.

Vehicle interior and exterior configurations shall be converted in accordance with drawing BFV00090 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 processed 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 processed per Drawing RM12385123-RESET.
7. Engine Access Pump Inspect for wear and function. Inspect cylinder and Cylinder mounting welds for fracture. Replace and repair or overhaul IAW NMWR. Flush system and replace filters.
8. Ramp Pumps Ramp pumps shall be overhauled. The hydraulic system shall be flushed. All filters shall be replaced.
- For the Ramp Cylinder Lever, vehicles will be equipped with one of the following versions:
- a new P/N 12296746, forged version, made from 6061 alloy;
a new or used P/N 12296746, machined version;
or a new P/N 12540579, revision A, any version
9. Electrical Harnesses shall be removed from vehicles during the Conversion Plus process. Any visual defects discovered on existing harnesses during the work performed under this Contract shall be repaired in accordance with the approved Standard Repair Procedure SRP-007. All existing harnesses removed for re-use during the work performed under this contract shall be functionally tested and overhauled in accordance with drawing Electric-RESET.
- LRUs shall be cleaned and checked for full function. Run on DSESTS Full Go chain.
10. Batteries Hull Batteries shall be replaced with BUSK III style. Turret "keep alive" batteries shall be replaced with Battery Box 2HN style. MS75047-2 turret 24 volt (2HN style) 31A925XLW hull
11. Fire Extinguishing System Fire detection sensors(P/N 12479529) shall be RESET or replaced per Drawing RM12479529-RESET. 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% P/N 12294539
13. 25mm Gun Enhanced Guns shall be inspected and

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repaired, as necessary, in accordance with TM 9-1005-200-23 and NMWR 9-1005-200 applicable. If any 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 only when no serviceable gun barrels are available.

25mm Gun Resolver RM12294651-AR

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 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 ECP FOM-V6466. 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 processed IAW Drawing RM12359348-RESET, as created under the STS Contract.
18. Gyros Gun Gyro shall be processed IAW Drawing 12292348-RST. Turret gyro shall be processed IAW Drawing 12292349-RST.
19. VIS The Vehicle Intercom System shall be processed IAW Drawing RMVIS-RESET.
20. Smoke Grenade Launchers (SGLs) SGLs shall be inspected, tested, and processed IAW Reset Drawing RME13-R-129-RESET.
21. BRAT Installation Kits (IKs) BRAT IKs shall be removed at RRAD and dispositioned in accordance with Attachment 0006.
22. BUSK If Conversion Plus vehicles are inducted without BUSK II provisions, the Government will provide BUSK II Kits to the contractor as GFM and the contractor shall install all BUSK II Subcomponents. The contractor shall furnish and install the Velcro only for the BUSK I Sight Protection (IBAS and DVE).
- AFES BASS Hot Box ACS (ODS Version)

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BUSK III kits shall be provided to the contractor as GFM and the contractor shall install them on the vehicles.

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The contractor shall remove BUSK III kits from inducted vehicles and disposition them in accordance with the Standard GFM Disposition Instructions in Attachment 0006.

23. ODS-SA Conversion Plus Components. The following components shall be processed in accordance with the listed 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
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 it and dispose of it in accordance with standard disposition instructions in Attachment 0006.

25. Global/Hunter Personnel Heater NSN 2540-01-396-2826

C.26.12 Additional Repair/Replacement Requirements for ODS-SA Conversion Plus Vehicles.

The contractor shall utilize the following for instructions regarding additional repairs and replacement requirements for components on ODS-SA Conversion Plus vehicles:

C.26.12.1 Bradley ODS-SA Conversion Plus Parts Requiring Mandatory Upgrade.

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

NOTE: Shall be upgraded to latest approved revision available at time of contract award.

Lever, Ramp Cylinder See C.26.1.3, Number 8

C.27 In the event a failed transmission needs to undergo root cause analysis, the contractor shall be authorized to split the power pack to facilitate transmission analysis on site at BAE York by the L-3 FSR, and to re-mate the engine to the transmission, once the analysis and any required rework has been completed.

C.28 Power Packs

C.28.1 In accordance with Modification 12, the contractor shall perform the following tasks for any GFM transmissions that need to be returned to the L3-COM representative at BAE-York for rework:

- Remove Power Pack, Engine Door, and Intake Grille from Vehicle
- Separate Engine and Transmission (then send Transmission Assembly to L3-COM representative for re-work)
- Marriage of Engine and Transmission
- Perform Reset Power Pack Test
- Install Power Pack, EAD and Intake Grille on Vehicle
- Perform Automotive Testing (including an additional 10-mile test run beyond the initial 40 mile requirement completed) and re-sign all FIR items in accordance with the Bradley retest matrix (Slope, Steering, Pivot, etc).

C.28.2 The contractor shall generate a Product Quality Deficiency Report (PQDR) and enter into the Product Data Reporting and Evaluation Program (PDREP) for each failed transmission sent to L3-COM for repairs.

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C.28.3 A Non-Conforming Report (NCR) shall be generated by the contractor to track progress of the Power Pack re-work. When the engine is re-mated with a transmission and the reset power pack test completed, the NCR shall be closed. The power pack shall then be installed into the next available vehicle and shall be documented in the EFIR. The contractor shall upload the re-signed FIR in Wide Area Workflow (WAWF) for acceptance and payment. This document shall serve as evidence that the effort was completed in accordance with this scope of work.

C.28.4 This effort applies to a total of 10 power packs. In the event the total number of power packs requiring the above effort is less than 10, at the time of contract completion, the CLIN will be adjusted to reflect the final quantity.

C.29 Testing and RESET of Position Interface Boxes (PIBs)

C.29.1 In accordance with Contract Paragraph C.19, Over and Above Requirements, and CLIN 0011, Modification 23 incorporates the negotiated settlement of \$11,100.00 for the testing and/or Level 1 Reset of a total of 15 each PIBs provided as Government Furnished Material (GFM) under Delivery Order 0010.

C.29.1.1 BAE Systems-Red River Army Depot (RRAD) performed DSESTS testing on 15 each PIBs with three failures. In accordance with PIB Reset drawing RM12976508-RESET, the contractor performed a Level 1 Reset on the remaining 12 PIBs, Serial number 1123, 1132, 1180, 1248, 1433, 1465, 1557, 1620, 1629, 1637, 1720 and 1743.

*C.30 Out-of-scope Weld Repairs

*C.30.1 In accordance with Contract Paragraph C.19, Over and Above Requirements, CLIN 0011, and Modification 28, the contractor shall perform welding work on inducted vehicles that were received in a configuration not up to acceptable standards for induction into the ODS-SA conversion program under this contract.

*C.30.2 A quantity of 121 of the 353 vehicles received for induction under this contract were confirmed to be A0, A1, or early A2 configurations rather than the contractual requirements for later configuration A2 seed vehicles (in accordance with Paragraph C.22.5). This requirement covers additional manufacturing labor hours required for repairing or incorporating additional scope associated with the receipt of these older configuration vehicles.

*C.30.3 This effort includes grinding the excess weld left from previous conversions in areas such as ball ports, access holes for wiring harnesses and bilge tubes; grinding weld seams in all areas where armor must be applied during reassembly; grinding set screw plugs flush to hull surface; plugging pre-existing mounting provision holes down both sides and across the engine access slope of hull; plugging pre-existing holes; and other welding needed to bring the seed vehicles to an acceptable condition for conversion.

(*) Revised per Modification 28

*** END OF NARRATIVE C0001 ***