

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. Contract ID Code
Firm Fixed Price

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2. Amendment/Modification No. P00016	3. Effective Date 2014FEB04	4. Requisition/Purchase Req No. SEE SCHEDULE	5. Project No. (If applicable)
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6. Issued By U.S. ARMY CONTRACTING COMMAND PATRICK BURCH WARREN, MICHIGAN 48397-5000 HTTP://CONTRACTING.TACOM.ARMY.MIL EMAIL: PATRICK.BURCH1@US.ARMY.MIL	Code W56HZV	7. Administered By (If other than Item 6) DCMA CHICAGO 1523 WEST CENTRAL ROAD BLDG 203 ARLINGTON HEIGHTS IL 60005-2451	Code S1403A
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8. Name And Address Of Contractor (No., Street, City, County, State and Zip Code) DRS SUSTAINMENT SYSTEMS, INC. DRS SUSTAINMENT SYSTEMS, INC. 201 EVANS LN SAINT LOUIS, MO 63121-1126	<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-09-D-0107
	<input type="checkbox"/>	10B. Dated (See Item 13) 2009MAY20
Code 98255	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:	Changes Clause 52.243-1
<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) BRIAN G. THELEN BRIAN.THELEN@US.ARMY.MIL (586)282-2118		
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 2014FEB04

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Name of Offeror or Contractor: DRS SUSTAINMENT SYSTEMS, INC.

SECTION A - SUPPLEMENTAL INFORMATION

Buyer Name: PATRICK BURCH
Buyer Office Symbol/Telephone Number: CCTA-HTA-B/(586)282-8022
Type of Contract: Firm Fixed Price
Kind of Contract: Other
Type of Business: Large Business Performing in U.S.
Surveillance Criticality Designator: C
Contract Expiration Date: 2013MAY30

*** End of Narrative A0000 ***

CONTRACT: W56HZV-09-D-0107
CONTRACTOR: DRS Sustainment Systems, Inc.
MODIFICATION: P00016
PREPARED BY: PB

The purpose of Modification P00016 to Contract W56HZV-09-D-0107 is to incorporate the following actions:

1. Document the Consideration Agreement dated 12 DEC 2013. DRS Sustainment Systems, Inc. and the Government have agreed to consideration for PVT-RT2 Testing, Shakedown Testing, and Tire Consideration costs associated with FACAR L5-Y100029, and FACAR Group #56 in exchange for additional Tie-Down II Non Reoccurring Engineering (NRE) costs, the implementation of four (4) Proposed actions and including the refurbishment of three (3) LRIP contract trailers. The value of this consideration agreement is \$1,331,927.00

The four(4) proposed actions are:

- a. RFE 13073, replacement of GC Hydraulic Pumps with Marzocchi Pumps and installation of Marzocchi Pumps on newly built M1000 trailers
- b. RFE 13072, implementation of revised payload Tie-Down components and procedures
- c. RFE 13097, implementation into the current ILS Phase II Technical Manual update: BII/COEI lists, Disabled Offload Procedures, and HFE/Safety warnings.
- d. RFE 13109, refurbishment of LRIP trailers L001, L002, and L003

Contractor PVT-RT2 Testing occurred from April through September 2013, and Shakedown Testing occurred from November of 2011 into October 2012, both at Yuma Test Center. The cost of the testing is \$1,277,872. Final Tire Consideration in the amount of \$54,055 has been negotiated and accepted by the Government for any and all tire related concerns. Testing costs and tire consideration costs are broken down as follows:

Consideration owed to the Government

Shakedown Test	\$ 675,696
PVT RT2	\$ 602,176
Tire Consideration	\$ 54,055
Total Test & Consideration Amount	\$1,331,927

Negotiated RFE and the additional amount for Tie-Down II NRE are broken down as follows:

Items received in exchange for Test Costs and Tire Consideration:

Tie-Down II Implementation	\$1,162,157
Tie Down II NRE Addl Amount CLIN 0009AD*	\$ 26,288
Marzocchi Pump Implementation	(\$ 56,497)
ILS Phase II Addl Items	\$ 64,628
LRIP Refurb. & Improvement ECPS	\$ 135,351
Total Costs	\$1,331,927

* Tie Down II NRE Additional Amount for CLIN 0009AD is covered under contract W56HZV-08-C-0626.

With this agreement the Government considers Primary FACAR L5-Y100029, Problem FACAR Group# 56 as closed.

2. Document the approval of the M1000 Production Configuration Baseline. The final version of CDRL A025 Production Configuration Baseline was submitted on 10 DEC 2013 and was formally approved via PCO letter on 14 JAN 2014.
3. Update section J by adding the document titled M1000-TDPL-Change Baseline Report 12-10-13.xlsx as Attachment 0023.
4. Incorporate Engineering Change Proposals (ECPS) as detailed below.

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ECP Number	Rev.	Description	Date	
SSI-U6066	0107E014	R2	Chains / Load Binders / Shackles	12/16/2013 P00016**
SSI-U6126	0107E074		Marzocchi Pump	12/16/2013 P00016**
SSI-U6132	0107E080		Wing Nut Vendor Part Number Change	12/16/2013 P00016
SSI-U6133	0107E081		Create Kits - Brake and Dust Shield parts	12/16/2013 P00016
SSI-U6134	0107E082	R1	Steering Cylinder Pin Bolt Torque	12/16/2013 P00016
SSI-U6135	0107E083	R2	Ultrabusing/Axle Removal and Install Kit	12/16/2013 P00016
SSI-U6136	0107E084	R2	Central Lube System (CLS)/Axle Kits	12/16/2013 P00016
SSI-U6137	0107E085	R1	Update APU Control Box / Rectifier Obsol.	12/16/2013 P00016
SSI-U6138	0107E086	R2	Update Convoy Light Configuration	12/16/2013 P00016
SSI-U6139	0107E087		Basic Issue Items (BII) Kit Drawing	12/16/2013 P00016

** Denotes ECP Incorporated as Consideration dated 12 DEC 2013

5. Revise Section J by updating Exhibit B - APPROVED ECP LIST - W56HZV-09-D-0107, dated 14 MAR 2013 to the revision dated 19 DEC 2013.

6. Update CLIN 0016 of the base contract to include CDRL A025 - Contractual Baseline Report, and CDRL A026 - Production Plan.

7. Update Section C.9.4. Follow-on Production Test (FPT).

From:

9.4.Follow-On Production Test (FPT). Subsequent to a decision by the Government to conduct an FPT due to a reason cited in C.9.3 the test vehicle(s)/kit(s), representative of production deliveries, shall be furnished to the Government test site(s). The FPTs shall be conducted per ATPD 2130D dated April 2008, utilizing a Government-prepared test plan. The extent of testing may be reduced at the discretion of the Government. At the completion of the FPT, the contractor shall refurbish each test vehicle/kits IAW C.9.4.1, within 90 calendar days following the return of the vehicles/kits to the contractor. Should the Government decide it is important to conduct an FPT for any other reason the Government will negotiate a modification to the contract to do so.

To:

Subsequent to a decision by the Government to conduct an FPT due to a reason cited in C.9.3 the test vehicle(s)/kit(s), representative of production deliveries, shall be furnished to the Government test site(s). The FPTs will be conducted per ATPD 2130D dated April 2008, utilizing a Government-prepared test plan. The extent of testing may be reduced at the discretion of the Government. At the completion of the FPT, the contractor shall refurbish test vehicle/kits IAW C.9.4.1. Should the Government decide it is important to conduct an FPT for any other reason the Government will negotiate a modification to the contract to do so.

8. Update Section C.9.4.1. Refurbishment Standard.

From:

C.9.4.1. Refurbishment Standard - \~Servicing/lubricating of all test trailers shall be performed to the requirements specified in the applicable Technical Manuals. The test trailers shall be inspected and reworked to eliminate body damage to all areas of the trailer to include all welds and frame rails. All mechanical assemblies/components shall be tested and repaired, as required, to insure normal functional operational stability. Tires shall be replaced, if they have less than 50% of residual life. The trailers shall be painted (touch up or fully) to appear in a new condition. Each trailer shall undergo a fifty (50) mile road test. Any shortcomings discovered after the road test shall be corrected prior to acceptance. A Government representative will evaluate the trailer for acceptance.

To:

C.9.4.1. Refurbishment Standard:

a. The Contractor shall perform a complete Technical Inspection (TI) of the trailers requiring refurbishment. The TI standard shall be the Army 10/20 standard and TM operational serviceability standard. TIs shall be recorded on DA Form 2404, Equipment Inspection and Maintenance Worksheet. A copy of the completed DA 2404 for each trailer, by serial number, with all components, items, assemblies, parts to be repaired or replaced shall be submitted to the Government for review upon request. All components, items, assemblies, and parts that do not meet Army 10/20 standards and TM requirements as defined on the TI form shall be repaired, replaced, or dispositioned as instructed by the Government with one exception: the requirement for the Government to instruct the dispositioning of components, items, assemblies and parts during production shall be waived.

b. Servicing/lubricating of all trailers requiring refurbishment shall be implemented as specified in the applicable Retrofit-Production MIS document(s). The test trailers shall be inspected and reworked to eliminate body damage to all areas of the trailer to include all welds and frame rails. Tires shall be replaced, if they have less than 50% tread depth. The trailers shall be touch up painted pursuant to Army 10/20 standard.

c. Each trailer shall undergo a ten (10) mile road test. Any shortcomings discovered after the road test shall be corrected prior to

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acceptance. A Government representative will evaluate the trailer for final acceptance.
d. The refurbishment shall be completed according to the mutually agreed upon schedule.

9. Add section C.9.4.1.1 - Definitions to read:

C.9.4.1.1 Definitions.

- a. Shakedown Test Trailers: D421, D422
- b. PVT-RT Source Pool Trailers: D007*, D009, D0059*, D119*, D132*, D176*, D192*, D193, D194*, D195* and D196*
- c. PVT-RT2 Source Pool Trailers: D005*, D090, D174, D275, D287*, D333*, D373, D448*, D476, D477

All itemized source pool and test trailers are identified above, under D.O. #001 or D.O. #002. The source pool trailers not used during testing, denoted by *, shall go through the M1000 retrofit production line.

The Government-approved Production Configuration Baseline shall include all ECPs resulting from the PVT FACAR process and Government-Directed ECPs. Government-directed ECPs include (a) approved Government-directed ECPs as contractually applied to D.O.s #001 and #002 and (b) Government-directed ECPs (e.g., Marzocchi pump and Tiedown Chains) that were paid for through the Test Consideration Agreement of 12 December 2013.

10. As a result of this modification P00016, the contract value is neither increased nor decreased. In consideration of this modification agreed to herein as complete equitable adjustments per the Contractor's and Govt's 12 DEC 2013 consideration agreement, the Contractor hereby releases the Government from any and all liability under this contract for further equitable adjustments attributable to such facts or circumstances giving rise to the items listed in Section 1. above.

11. All other terms and conditions remain unchanged and in full force and effect.

*** END OF NARRATIVE A0016 ***

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ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
	SECTION B - SUPPLIES OR SERVICES AND PRICES/COSTS				
0016	<u>CONTRACT DATA REQUIREMENT LIST (CDRL)</u>				
A025	<u>CONTRACTUAL BASELINE REPORT</u> SERVICE REQUESTED: CONTRACTUAL BASELINE REPORT CLIN CONTRACT TYPE: Firm Fixed Price				\$ ** NSP **
A026	<u>PRODUCTION PLAN</u> SERVICE REQUESTED: PRODUCTION PLAN CLIN CONTRACT TYPE: Firm Fixed Price				\$ ** NSP **

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SECTION C - DESCRIPTION/SPECIFICATIONS/WORK STATEMENT
Description/Specification/Work Statement

- C.1 General
- C.2 Meetings/Conferences/In Process Reviews
- C.3 Vehicle Production Requirements
- C.4 Configuration Management
- C.5 Reserved
- C.6 System Safety
- C.7 Environmental Quality
- C.8 MANPRINT Requirements
- C.9 Product Assurance and Test
- C.10 Integrated Logistic Support
- C.11 Transportability

C.1. General

C.1.1 Statement of Work. The contractor, acting as an independent contractor and not as an agent of the Government, and within the schedule and the contract constraints set forth herein, shall provide the necessary supplies and services which meet all the requirements set forth in this contract.

C.1.1.1 The vehicles and kits produced shall be in conformance with the requirements of ATPD 2130D dated April 2008 (see Attachment 0001) and DRS change orders (Attachment 0002).

C.1.1.2 The contractor shall support the capability to start production of new M1000 Semi-trailers at a rate of 10 each per month within 8 months after contract award and then having the capability to ramp up to deliver at a maximum of 20 each per month 11 months after contract award. The Government reserves the right to place orders for any monthly quantity during the life of the contract with a delivery rate not to exceed 40 each per month.

C.1.2. Vehicle Descriptions. The following vehicle/item comprise the Heavy Equipment Transporter Trailer (M1000) end item to be delivered under this contract. This end item may include kits installed on the vehicle as described in the ATPD, in accordance with the price list negotiated for this contract.

<u>Nomenclature</u>	<u>Description</u>
M1000	Heavy Equipment Transporter Trailer

C.1.3. Vehicle Configurations. Vehicles shall be built IAW the ATPD 2130D dated April 2008 (see Attachment 0001) and DS change orders (Attachment 0002). All vehicles produced under this contract shall meet the provisions set forth in this contract.

C.1.4. Integrated Product Teams (IPTs). The Government and the contractor will jointly manage the M1000 Heavy Equipment Transporter Trailer contract using the Integrated Product Team process. A joint Government/Contractor IPT shall be established and will serve as the primary tool for managing contract performance. The IPT shall provide a means for coordinating and monitoring important contract activities, schedules and performance, thereby insuring satisfactory contractor performance in accordance with contractual requirements and cost, schedule, performance and sustainment objectives. Attendees at the PRs will consist of personnel in the following disciplines as needed: management, logistics, quality, engineering, maintenance, contracts/procurement and finance.

C.1.5. Data Management. The Contractor shall prepare technical data and reports as specified in the applicable Data Item Descriptions (DIDs), DD Form 1664. The data must provide all the specified information, in accordance with the quantities and schedules set forth in the Contract Data Requirements List (CDRLs) Exhibit A. Standard DIDs may be found at ://dodssp.daps.mil/assist.htm.

C.1.6. Electronic Data Delivery. All data and information delivered under this contract shall be submitted in electronic format and in American English unless otherwise specified in the CDRL. The file format and delivery method will be dependent upon the file type and size. The files shall be MS Office Professional software compatible by default. Available methods of delivery are: electronic mail, file transfer protocol, or CD/DVD ROM.

C.1.7. Production Status Report. The contractor shall submit reports per DI-MGMT-81255, CDRL A001. The production Status Report shall provide all hardware build and delivery information, separately for each vehicle system, for the entire contract quantity.

C.2. Start of Work Conference Call/Meetings/Conferences/Reviews.

C.2.1. Meetings. The parties recognize that there will be a need to schedule meetings at strategically important points throughout the contract performance period. The purpose of the review is to review contract performance and provide progress assessments. The agenda will cover the contractor's progress in various functional areas and may include technical/systems/safety engineering, contract pricing,

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testing, integrated logistic support, configuration management, production readiness, manufacturing, fabrication and/or quality assurance issues, hardware and data delivery, compliance with regulatory requirements and other areas as required identified as high risk. Agendas will be developed jointly between the Government and the Contractor. Key IPT and management personnel shall attend meetings as necessary to insure meaningful discussion/resolution of contract issues in a timely and efficient manner. Actual versus expected performance for each area shall be addressed as applicable. Action items, responsible parties and estimated completion dates shall be documented for issues arising from these discussions. The contractor shall provide meeting minutes IAW DI-ADMN-81250A (CDRL A002).

C.2.2. Start of Work Conference Call. The contractor shall host a start of work conference call within 30 days after contract award. The contractor shall at a minimum invite the System Acquisition Manager (SAM), the Contract Specialist identified on the face page of this document, and the Administration Contracting Officer (ACO). The SAM, Contract Specialist, and ACO shall be given at least 14 days advance notice of the time, date, and phone number for the conference call. The preferred method of notification is by email. The contractor shall provide meeting minutes of the start of work conference call IAW CDRL A002.

C.3. Vehicle Production Requirements.

C.3.1. Initial Production Requirements. The contractor shall initially produce and deliver the following vehicle in accordance with the delivery schedule set forth in Section F:

New Production Model

M1000 Heavy Equipment Transporter Trailer

C.3.2. Camouflage Line Art Drawings. If requested by the Government via contract modification and if the profile of the items being procured on this contract changes from current production units, the contractor shall provide updated line art drawings for the vehicles within 60 days after profile change in accordance with DI-MISC-80176, CDRL A003.

C.4. Configuration Management Requirements (reference MIL-HDBK-61).

C.4.1. Configuration Baseline. The end item shall comply with all of the requirements of this contract, including but not limited to, end item Performance Specification and Section C. Except as provided herein, all systems delivered under this contract shall be identical in configuration to the approved Product Configuration Baseline.

C.4.1.1. Product Configuration Baseline. The Product Configuration Baseline is established with the incorporation of all approved Engineering Change Proposals. The contractor shall use the Government approved Product Configuration Baseline at the time of contract award, to include the M1000 Improvements (Improved Loading Ramps, Auto Slack Brake Adjusters, Grease Manifold System, Improved Chock Block Tiedowns, and Work Port Relief Valves) incorporated in the 6 ea. M1000s procured by letter contract award W56HZV-08-C-0626, to begin production under this contract.

C.4.2. Configuration Management Status Accounting Reports. The contractor shall submit reports per DI-CMAN-81253, CDRL A004. The Configuration Management Status Accounting Report shall reflect all changes proposed/implemented to the Product Configuration Baseline.

C.4.3. Approval of Engineering Changes. Government approval of changes following acceptance of the Product Configuration Baseline will not be construed as relieving the contractor from its responsibility to furnish all items in conformance with contract requirements, including full responsibility for failure in operation of equipment, which resulted from changes previously approved by the Government. The Government reserves the right to require the contractor to perform additional tests, to be determined by the Government, up to and including a complete Follow-On Production Test (FPT) prior to acceptance of any change at no cost to the Government, or to disapprove changes where Government review shows the changes would have an adverse affect.

C.4.4. Configuration Changes. Changes to the Product Configuration Baseline shall only be incorporated in accordance with (IAW) the following requirement. The contractor shall propose changes to the established configuration baseline via the submission of Engineering Change Proposals (ECPs), Value Engineering Change Proposals (VECPs), or Request for Deviations (RFDs). The contractor shall implement positive configuration control methods and procedures that maintain the integrity and history of the established baseline. Sufficient supporting data shall be submitted with ECPs, VECPs, or RFDs to evaluate the proposed change (for example: drawings, supplemental drawings, sketches, specifications, manufacturer's data sheets, and cost data). If the Government desires a configuration change, the PCO will direct the contractor to submit an ECP.

C.4.5. Engineering Change Proposal (ECP) Definitions.

A. Class I ECP: Engineering Change Proposals that affect the end item by any of the following: form, fit, function, cost, logistics, performance, reliability, maintainability, or delivery schedules.

B. Class II ECP: Class II Engineering Change Proposals have no affect on any of the factors listed in the above Class I ECP definition. Class II changes will be reviewed for proper classification by the PCOs designated Government representatives. The PCO may grant the on-site DCMA representative authority to approve Class II ECPs at his/her discretion.

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C.4.5.1. Class I ECP Changes-Contractor Requested. The contractor shall submit copies of proposed Class I ECP changes per DI-CMAN-80639, CDRL A005, immediately upon determination of a need for such changes. In order for the Government to evaluate and approve or disapprove an ECP submission, the contractor shall provide adequate supporting documentation that fully addresses technical and logistic issues as well as cost impacts. Cost and pricing information must accompany the ECP submission or it will be rejected. This shall include impact statements and supporting documentation which address safety, MANPRINT, transportability, integrated logistics support, reliability, maintainability, performance and total estimated cost to implement the ECP. Analysis for Integrated Logistics Support shall address impacts on provisioning (spares, tools, special tools and Peculiar Support Equipment (PSE)), maintenance and operational tasks, publications information, diagnostics planning, training, and packaging. The Contractor will be directly reimbursed for non-recurring and recurring costs, and profit for all approved Contractor requested ECPs for each individual change. Notwithstanding any configuration changes under this paragraph, the contractor shall not be relieved of its responsibility to conform to the delivery requirements of the contract.

C.4.5.2. Class I (ECPs)- Government Directed. In the event the Government requests a change to the end item configuration, the PCO will request, in writing, a technical/price proposal from the contractor. Within 10 business days of request, the contractor shall notify the PCO of the ECP submittal date.

C.4.5.3. Class II Changes. The contractor may make Class II changes contingent upon classification concurrence by the Government. These changes may be processed using contractor's Standard Engineering Change Form. If during CCB review, the Government representative determines that a proposed Class II ECP is actually a Class I, the contractor shall prepare and submit a Class I ECP in accordance with C.4.5.1.

C.4.5.4. Engineering Change Proposals (ECPs) Control Numbers. The contractor shall request a block of TACOM ECP Control Numbers by letter, addressed to the attention of AMSRD-TAR-E-PDM/268. Any required revision identifiers will be made per DI-CMAN-80639, CDRL A005. The contractor shall utilize these numbers on an individual basis as a control identifier for ECPs. Once an ECP Control Number is assigned to the first submission of a change proposal, that number shall be retained for all subsequent submissions of that change proposal. The contractor shall maintain records of where and when each ECP number was used.

C.4.6. Request for Deviation (RFD). During the performance of this contract, if the contractor finds it necessary to deviate from a particular performance requirement of the specification, drawing or other document for a specific number of units or a specified period of time, the contractor shall seek written authorization from the Government by completing an RFD. Under no circumstances shall submission or approval of an RFD be the basis for a contract price increase.

C.4.6.1. Request for Deviation (RFD) Definitions Deviation: A deviation is a specific written authorization to depart from a particular requirement(s) of items current approved configuration documentation for a specific number of units or a specified period of time. It differs from an engineering change since a deviation does not effect a change to a configuration document. Deviations are requested by contractors prior to manufacture, during manufacture, or after an item has been submitted for Government inspection and acceptance. To be tendered for delivery or to be installed in an item to be tendered for delivery, the deviant item must be suitable for use.

C.4.6.2. (RFDs) General.

C.4.6.2.1. Format. When necessary, a RFD shall be prepared per DI-CMAN-80640, CDRL A006. The contractor shall identify the vehicle system affected on each RFD. The vehicle system can be found as a two-character code on the AWARD/CONTRACT cover sheet in the "Issued By" block following WPN SYS. The contractor shall place this code on the top of the RFD form.

C.4.6.2.2. Procedures. RFD adversely affecting safety will not be considered. Submission of recurring deviations is discouraged and shall be minimized. Where it is determined that a change would be permanent, the contractor shall process an ECP.

C.4.7. Effectivity Certification. Changes resulting from Class I ECPs and RFDs shall be incorporated into the production line through contract modification. Actual cut in of ECP/RFD changes shall be at a single END ITEM cut in point. Each ECP, RFD shall be applied to the production line at one time in their entirety. The contractor shall maintain the original effectivity point certification on file.

C.4.8. Engineering Support. When requested by the Government, the contractor shall conduct engineering studies, prototype design and fabrication, software development, design verification, drawing development and testing in sufficient detail to support transition/integration into production units. These activities will be accomplished via the issuance of work directives and contract modifications.

C.4.9. Automated Configuration Management System (ACMS). ECPs/VECPs/RFDs shall be submitted through the existing ACMS workflow between the contractor and the Government for Configuration Control Board (CCB) purposes and formal Government review/approvals.

C.5. Reserved.

C.6. System Safety.

C.6.1. Safety Engineering. The contractor shall continue to implement safety engineering principles in all system design efforts that

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are part of this contract effort including the interface with existing hardware designs. System design and operational procedures developed by the contractor shall consider but not be limited to the following:

- A. Identifying hazards associated with the system by conducting safety analyses and hazard evaluations. Analysis shall include both operational and maintenance aspects of the vehicle along with potential interface problems with planned subsystems.
- B. Eliminating or reducing significant hazards by appropriate design or material selection.
- C. Controlling or minimizing hazards to personnel which cannot be avoided or eliminated.
 - D. Locate equipment components and controls so that access to them by personnel does not expose them to chemical burns, electrical shock, cutting edges, sharp points or concentrations of toxic fumes above established safe threshold limit values. All moving parts, mechanical power transmission devices, exhaust system components, pneumatic components and hydraulic components which are of such a nature or so located as to be a hazard to operating or maintenance personnel; shall be either enclosed or guarded. Protective devices shall not impair operational functions.
 - E. Assuring that suitable warning and caution notes are included in instructions for operation, maintenance, assembly and repairs and distinct markings placed on hazardous components of equipment.
 - F. Insuring that safety is considered for both operational and maintenance phases of the system.

C.6.1.1.1. Safety Assessment Report (SAR).

C.6.1.1.1.1. If requested by the Government via contract modification and if changes made to the approved Product Configuration Baseline affect the safety assessment of a vehicle, a SAR submission is required. The contractor may provide an update to a previously submitted SAR. If an updated SAR is provided, it shall address all changes made to the vehicle since the last SAR submission. The safety assessment shall identify all safety features of the hardware, software, system design and inherent hazards and shall establish special procedures and/or precautions to be observed by Government test agencies and system users. The SAR shall be prepared in accordance with DI-SAFT-80102, CDRL A007. The report shall include a copy of Material Safety Data Sheets for all hazardous material incorporated into the systems in accordance with paragraph 10.2.5.b of DI-SAFT-80102.

C.6.1.1.2. In the event the system is modified or procedural changes are made after the final SAR is submitted, the contractor shall update the SAR to reflect those modifications or changes prior to the end of the contract period.

C.6.2. Radioactive Material. Radioactive material will not be utilized in the equipment supplied to the Government under this contract.

C.6.3. Health Hazard Assessment (HHA). If requested by the Government via contract modification and if changes made to the approved Product Configuration Baseline affect the Hazardous Material Assessment Report of the vehicle, a HHA submission is required. The update to the Health Hazard Assessment Report shall be submitted as an addendum to the Safety Assessment Report (DI-SAFT-80102, CDRL A007). This report shall identify health hazards and make recommendations concerning engineering controls, equipment, and/or protective procedures, to reduce the associated acceptable risk. Issues to be addressed within the report shall include but not be limited to:

- A. Noise.
- B. Toxic Gases.
 - (1) Carbon Monoxide
 - (2) Ammonia
 - (3) Oxides of nitrogen and sulfur
 - (4) Acrolein
- C. Toxic Chemicals.
- D. Ionizing or non-ionizing radiation.
- E. Heat and Cold (to include heat stress).
- F. Shock and vibration to crew members.
 - G. Address the chemicals identified in the Material Safety Data Sheets to be provided in the SAR (DI-SAFT-80102).

C.7. Environmental Quality.

C.7.1. Environmental Regulations. The Contractor shall manage the efforts described by this contract to ensure that all aspects of the contract execution to include, but not limited to the following Contractor activities: design, manufacturing, testing, and storage activities are in compliance with Federal, State and Local environmental regulations and requirements. The Contractor shall notify the PCO with in 72 hours, if the Government gives any direction that could result in permit violations.

C.7.2 Hazardous Materials. The Contractor shall not proliferate the use Class I or Class II Ozone-Depleting Substances, asbestos, cadmium (electroplating processes) and hexavalent chromium (electroplating, and coatings processes), radioactive materials, or other highly toxic or carcinogenic materials as defined in 29 CFR 1910.1200 beyond what has been approved for the M1000 Semi-trailers procured under Letter Contract Award W56HZV-08-C-0626, when making any changes or improvements to the product configuration baseline of the M1000

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Semi-trailer, without Governmental approval.

C.7.3. Hazardous Materials Management Program (HMMP) Report. If requested by the Government via contract modification and if changes made to the approved Product Configuration Baseline affect the Hazardous Material Management Program Report of the vehicle, a HMMP update is required. The update to the HMMP shall, at a minimum, identify all hazardous materials required for system production and sustainment, provide a listing of prioritized hazardous materials for minimization/elimination per the criteria established in the Hazardous Materials Management Plan and identify those hazardous materials/processes for which non-hazardous substitute materials/technologies may be available for implementation. This report shall be prepared in accordance with National Aerospace Standard 411 and submitted per DI-MISC-81379A, CDRL A008.

C.8. Manpower & Personnel Integration (MANPRINT). MANPRINT considerations shall be incorporated throughout the duration of this contract as follows:

C.8.1. Human Factors Engineering. Any modifications to the existing vehicle configuration shall be analyzed by qualified human factors engineering personnel to substantiate that the man-machine interface is not degraded by the change. If degradation occurs, appropriate actions will be taken to upgrade the changed area to its previous state as a minimum at no additional cost to the Government.

C.8.2. Manpower, Personnel and Training. Any modifications to the existing vehicle configuration shall be analyzed by the contractor's qualified personnel to ensure that it does not adversely affect the areas of Manpower, Personnel or Training. If such an effect occurs, appropriate actions shall be taken to reduce the impact of the change in these areas at no additional cost to the Government.

C.9. Product Assurance and Test.

C.9.1. Quality Management System. The contractor shall utilize their current ISO 9001: 2000 Quality Management System, or equivalent Quality Management System, that ensures conformance to contractual requirements. The quality manual and all levels of procedures shall be made available for Government review throughout the contract period.

C.9.2. Final Inspection Report (FIR). In addition to the FIR requirements in Section E of this contract, each FIR update shall require review and concurrence by the PCOs designated Government representative. A FIR shall be utilized for all vehicles and kits produced under this contract. The contractor may utilize the existing FIRs after a thorough review of adequacy, and seek concurrence as indicated above.

C.9.2.1. Final Inspection/Acceptance. The contractor shall perform a final inspection of each vehicle in accordance with paragraph C.9.2. and E.5. As part of the final inspection, the contractor shall perform a fifty (50) mile road test on each government selected vehicle for sampling inspection. If a deficiency is identified, all vehicles in that acceptance lot shall require screening/correction for like deficiencies by the contractor at no cost to the government. In addition, if major nonconformities, as defined in section C.9.10 (Material Review Board) are identified as a result of the fifty (50) mile road test then all vehicles in that acceptance lot shall undergo a fifty (50) mile road test, unless the government representative determines that road testing is not necessary to screen for like nonconformities. All deficiencies/nonconformities identified by the contractor shall be described in writing on the deficiency sheet, with the corrective action, attached to the FIR prior to offering the vehicle up for Government Acceptance. All defects noted during the inspection or testing shall be corrected prior to final acceptance by QAR.

C.9.2.2. Deficiency Tracking Database. The contractor shall develop and maintain a deficiency tracking database for tracking and documenting vehicle deficiencies and repair activities post DD250 through vehicle shipment. Database reports shall be available for government review which detail vehicle repair status by Vehicle S/N, Manufacture Date, Deficiency Description, Corrective Action and Date.

C.9.3. Test and Production Locations. Upon any change to the manufacturing facilities location, changed manufacturing methodology and/or equipment, or significantly changed manufacturing personnel during performance of this contract, for any vehicle model and kits, the contractor may be required to perform a complete First Production Vehicle Inspection (FPVI) and (FPT) at the discretion of the Government and at no additional cost to the Government.

*C.9.4. Follow-On Production Test (FPT). Subsequent to a decision by the Government to conduct an FPT due to a reason cited in C.9.3 the test vehicle(s)/kit(s), representative of production deliveries, shall be furnished to the Government test site(s). The FPTs shall be conducted per ATPD 2130D dated April 2008, utilizing a Government-prepared test plan. The extent of testing may be reduced at the discretion of the Government. At the completion of the FPT, the contractor shall refurbish test vehicle/kits IAW C.9.4.1. Should the Government decide it is important to conduct an FPT for any other reason the Government will negotiate a modification to the contract to do so.

*C.9.4.1 Refurbishment Standards. \~

a. The Contractor shall perform a complete Technical Inspection (TI) of the trailers requiring refurbishment. The TI standard shall be the Army 10/20 standard and TM operational serviceability standard. TIs shall be recorded on DA Form 2404, Equipment Inspection and Maintenance Worksheet. A copy of the completed DA 2404 for each trailer, by serial number, with all components, items, assemblies, parts to be repaired or replaced shall be submitted to the Government for review upon request. All components, items, assemblies, and

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parts that do not meet Army 10/20 standards and TM requirements as defined on the TI form will be repaired, replaced, or dispositioned as instructed by the Government with one exception: the requirement for the Government to instruct the dispositioning of components, items, assemblies and parts during production shall be waived.

b. Servicing/lubricating of all trailers requiring refurbishment shall be implemented as specified in the applicable Retrofit-Production MIS document(s). The test trailers shall be inspected and reworked to eliminate body damage to all areas of the trailer to include all welds and frame rails. Tires shall be replaced, if they have less than 50% tread depth. The trailers shall be touch up painted pursuant to Army 10/20 standard.

c. Each trailer shall undergo a ten (10) mile road test. Any shortcomings discovered after the road test shall be corrected prior to acceptance. A Government representative will evaluate the trailer for final acceptance.

d. The refurbishment shall be completed according to the mutually agreed upon schedule.

****C.9.4.1.1 Definitions**

a. Shakedown Test Trailers: D421, D422

b. PVT-RT Source Pool Trailers: D007*, D009, D0059*, D119*, D132*, D176*, D192*, D193, D194*, D195* and D196*

c. PVT-RT2 Source Pool Trailers: D005*, D090, D174, D275, D287*, D333*, D373, D448*, D476, D477

All itemized source pool and test trailers are identified above, under D.O. #001 or D.O. #002. The source pool trailers not used during testing, denoted by *, shall go through the M1000 retrofit production line.

The Government-approved Production Configuration Baseline shall include all ECPs resulting from the PVT FACAR process and Government-Directed ECPs. Government-directed ECPs include (a) approved Government-directed ECPs as contractually applied to D.O.s #001 and #002 and (b) Government-directed ECPs (e.g., Marzocchi pump and Tiedown Chains) that were paid for through the Test Consideration Agreement of 12 December 2013.

C.9.4.2 Test/Vehicle Kit Acceptance. Execution of the DD Form 250 and the completion of payment shall occur after successful completion of the FPT.

C.9.4.3 Test Vehicle / Kit Failure. Failure of the FPT (Contract Section E) vehicle(s)/kit(s) as a result of any defects associated with the applicable Purchase Description FPT requirements may be cause for rejection of such test vehicles/kits and vehicles/kits being offered for acceptance until objective evidence have been provided by the contractor that corrective action has been taken to eliminate the defect. Any defect found during, or as a result of the FPT, shall be prima facie evidence that all vehicles/kits produced since the previous FPT are similarly deficient unless the contractor furnishes contrary objective evidence satisfactory to the Contracting Officer. Such a defect on all affected vehicles/kits, associated repair parts, and in the production process itself shall be corrected by the contractor in a timely manner at no additional cost to the Government.

C.9.4.4 Vehicle/Kit Failure Retest. In the event of vehicle/kit test failures, the Government reserves the right to retest the same or another vehicle/kit upon correction of the defect(s) by the contractor to the complete extent and duration specified in the test program, or to such lesser extent as the Procuring Contracting Officer deems appropriate. If another vehicle/kit is selected, the contractor shall be responsible for all deficiencies detected regardless of relationship to the original test failure and shall comply with the provisions of C.9.4.3. The contractor shall bear responsibility for all delays in the program test period resulting from vehicle/kit defects, test failures, or failure to adequately furnish parts support (within 24 hours on a scheduled test day). The contractor shall be liable for all supportable (current and accurate) retest costs charged by the test site, schedule delays as a result of vehicle/kit defects, test failures, or failure to adequately furnish parts support. Prior to the start of any PVT retest, the Government and the contractor shall mutually agree upon the support data required from the test site to be used to determine test costs.

C.9.4.5 Test Support. The contractor shall provide on-site technical support for FPTs conducted on test vehicles/kit, at a Government test site(s). The contractor's test support shall be comprised of logistics and maintenance support. The contractor's support shall also include test support equipment (i.e., repair/replacement parts, technical manuals, etc.) and personnel to support test site maintenance personnel as required to maintain the FPT vehicles/kits in a fully operational condition throughout the test. The contractor shall be responsible for shipping all test support shortages (i.e., technical and maintenance support, personnel, repair parts and equipment) within one business day of shortage notification.

C.9.4.6 Transportation Costs. The FPT vehicles/kits shall be shipped to the specified Government test sites per the requirements of this contract. The contractor shall be responsible for vehicle/kit shipment to and from the test site. Should test units require refurbishment at the contractor's facility, the contractor shall be responsible for shipment of vehicle/kit from the test site back to the contractors facility.

C.9.4.7 Test Vehicle / Kit Shipment. Under no circumstances shall any test vehicle/kit be shipped from the contractor's facility to the test site until all documented non-conformances are corrected.

C.9.4.8 Test Incident Reports (TIRs). During conduct of Government Testing, Test Incident Reports (TIRs) will be generated from the tester. The contractor shall be responsible for accessing computer databases for all TIR data during Government testing. Each TIR written will be scored by the Government IAW the Failure Definition/Scoring Criteria in each applicable ATPD. The contractor shall

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respond to TIRs with a Failure Analysis and Corrective Action Report (FACAR) per DI-RELI-81315A (T), CDRL A009. The response shall be submitted in electronic format that is compatible with the Army Test Incident Reporting System (ATIRS). Should a final response not be available within the designated time, an interim/preliminary response is required for submittal. Submittal requirements are based on the TIR release date and are expressed in calendar days. The contractor shall coordinate with the TACOM Product Quality Manager for access to TIR databases for the purpose of TIR retrieval.

C.9.5. Control Test (CNT). Control tests for demonstrating continuous control of manufacturing operations shall be conducted by the contractor at the manufacturing facility. The contractor shall conduct all referenced verifications in Table 2 of ATPD 2130D dated April 2008 for Control Tests. All Control Testing shall be executed at GVV/GCW as indicated in Table IV of ATPD 2130D dated April 2008.

C.9.5.1. Frequency. Any production lot offered by the Contractor shall be either new or retrofit and not a combination thereof. If the Contractor elects to run a new production and retrofit line during the same month, both new production and retrofit trailers shall be offered for Government acceptance inspection. From the new production trailers offered for Government acceptance inspection, the Government will select one production trailer out of each 20 successive trailers produced, or a minimum of one trailer per month if production is less than 20 trailers per month. From the retrofit trailers offered for Government acceptance inspection, the Government will select one retrofit trailer out of each 20 successive trailers, or a minimum of one trailer per month if the retrofit line is less than 20 trailers per month. However, no more than one new production and one retrofit trailer will be selected in any 30-calendar day period. The Government reserves the right to adjust the lot size.

C.9.5.1.1 Waiver. The Government reserves the right to waive the Control Test or any portions of the Control Test based on production quantities, outcome of control tests, or availability of GFE.

C.9.5.1.2 Government Initiated Suspension. The Government reserves the right to suspend the Control Test or any portions of the Control Test at any time.

C.9.5.1.3 Contractor Initiated Suspension.

C.9.5.1.3.1 The Contractor shall suspend Control Tests of an offered production lot if any of the trailers within that lot are not produced to the Government approved, final production configuration.

C.9.5.1.3.2 Control Tests shall resume once all trailers of an offered production lot are produced to the Government approved, final production configuration.

C.9.5.2. 50 Mile Road Test. Control Test vehicles shall be fully laden with either actual or simulated payloads, and operated for a distance of not less than 50 miles on a relatively level, hard surfaced test track/route. Prior to conducting control test, the selected vehicle shall have successfully completed its Quality Control Inspection QCI as indicated in the applicable FIR. All tests shall be performed in the presence of a Government representative.

C.9.5.3. Control Test Nonconformities. If major nonconformities, as defined in C.9.10 (Materiel Review Board) are identified during a control test, the Government PCO may stop acceptance examination and testing on subsequent vehicles. Any nonconformities found during, or as a result of the test shall be prima facie evidence that vehicles accepted subsequent to the previously acceptable control test are similarly deficient until such time that the contractor provides the Government PCOs representative evidence to the contrary. The contractor shall screen all effected vehicles for like nonconformities, correct noted nonconformities, take remedial action, and initiate root cause/corrective action investigation, unless the government representative determines these actions are not necessary. All nonconformities or discrepancies shall be corrected by the contractor at no cost to the Government. To verify corrective action effectiveness, the contractor shall repeat the failed Control Test on another like vehicle at no cost to the Government.

C.9.5.4. Control Test Reporting. Control Test reports shall be submitted IAW DI-NDTI-80809B(T) CDRL A010. At the Government PCOs discretion, acceptance examination and testing may be suspended should the contractor not meet the time requirements for report submittal.

C.9.6. Product Quality Deficiency Reports (PQDR) - Customer/User Generated. Reference DI-RELI-81315(T), CDRL A011. The contractor shall investigate and provide root cause failure analysis and corrective action for all PQDRs, generated on Standard Form 368 (existing form or electronic) against products or supplies produced under this contract, at no additional cost to the Government.

Upon request of the PQDR exhibit, the Government will be responsible for all costs associated with shipping the PQDR exhibit to their designated location. The contractor shall provide replacement parts for all components determined to be deficient attributable to workmanship/product nonconformance. Production/field corrective actions shall be accomplished at no additional cost to the Government. Corrective actions requiring configuration changes shall follow the Configuration requirements as specified in C.4.

C.9.6.1. PQDR Response. A final written response shall be submitted per DI-RELI-81315(T), CDRL A011. If a final response is not ready for submittal, the contractor shall submit an interim response detailing the status of the investigation. The response should report on the actions taken, root cause, corrective action, and contractor's position with respect to repair or replacement parts.

C.9.6.2. Root Cause/Corrective Action. The contractor shall perform Root Cause/Corrective Action for deficiencies identified during

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fielding/deprocessing when requested in writing by a Government representative. Root Cause/Corrective Actions shall be documented and provided for government review upon request.

C.9.7. Government Furnished Material/Government Furnished Equipment (GFM/GFE). Upon receipt of defective GFM/GFE, the contractor shall notify onsite Government representative within 3 business days of discovery.

C.9.8. Quality Records. All records of inspections, examinations, certifications, tests, supplier audits, and purchase orders shall be retained by the contractor for a period of 4 years after contract close-out. These records shall be made available to the Government, upon request. Additionally, where product or process deficiencies have occurred, the contractor's records shall provide documentation that fully describes the root cause of deficiencies and corrective actions.

C.9.9. Certification Requirements. The contractor shall prepare certifications for only those items identified in each applicable ATPD that are affected when new or modified major components have been installed. Certifications shall include all documentation, examinations and test results where applicable. Certification of compliance to specific contract and/or specification requirements shall be a statement to the effect that the contractor has complied. Subcontracting does not relieve the contractor of providing the required certification information from either the subcontractor or their manufacturers (not distributors). If any certification is unacceptable to the Government, the contractor shall conduct additional examinations/tests or provide additional documentation as required to validate that certification at no increase in contract price. Information on acceptable certifications is identified in Section E of this contract.

C.9.10. Material Review Board (MRB). When minor nonconforming material is found, the contractor shall conduct an MRB that includes the on-site Government representative. This board is responsible for disposition of minor nonconforming material (product, processes, etc.). Authority to approve all MRB decisions involving repair, use-as-is material, and other than non-standard repair procedures will be at the discretion of the Government representative. Both standard and nonstandard repair procedures shall include instructions for reprocessing material after repair and shall specify all contractor inspections required. The contractor shall not consider a new standard or nonstandard repair process until all assignable causes of variance or omitted processes (or process steps) have been eliminated and corrected. The Government's review or concurrence of a repair technique shall not bar the Government's right to reject the material if the Government determines that the repair does not adequately correct the nonconformity. MRBs need not be scheduled to a predetermined frequency. MRBs shall be conducted at intervals to ensure production is not affected.

C.9.10.1. A minor nonconformance is defined as a nonconformance which does not adversely affect any of the following:

- A. Health or safety
- B. Performance or function
- C. Interchangeability, reliability, or maintainability
- D. Effective use or operation
- E. Weight or appearance (when a factor)

C.9.10.2. A major or critical nonconformance shall be submitted to the PCO in the form of a deviation for disposition.

C.9.11. Corrective Action Board (CAB). The contractor shall establish a CAB consisting of management representatives of appropriate contractor organizations with the level of responsibility and authority necessary to assure that the root cause(s) of nonconforming material (product, process, etc.) has been identified and that corrective actions are timely and effective throughout the contractor's organization. The CAB shall have the authority to require investigations and studies necessary to define essential corrective actions which will result in reducing costs associated with scrap, rework and repair (standard and non-standard), and reductions in the amount of nonconforming material (product, process, etc.).

C.9.11.1. The contractor shall develop and maintain a data system for recording nonconformance information on the Heavy Equipment Transporter Trailer. The data system shall record and maintain nonconformance/corrective action information that impacts product quality, process, design, system, organization, etc. Typical data is as follows:

- A. Quantity of nonconforming items
- B. Recurrences (number and type)
- C. Root cause determinations
- D. Corrective actions (status and delinquent actions)
- E. Dispositions (number and type)

C.9.11.2. The contractor shall provide to the Government summary and analysis reports per DI-RELI-80255, CDRL A012, regarding corrective action taken on nonconformances. The summary and analysis reports shall address corrective and preventive actions taken by the CAB to resolve root cause nonconformances for product, process, system, organization, etc. In addition, the summary reports shall address the data, as prescribed by paragraph C.9.11.1.

C.9.12. Welding Requirements.

C.9.12.1. Welding Procedures. Welding procedures shall comply with American Welding Society (AWS) D1.1, D1.2, D1.3 and D14.3.

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C.9.12.2. Welder Qualification. The contractor may use his current method in effect at the time of contract award for welder qualification. The contractor shall be responsible for determining that automatic welding equipment and operators are capable of consistently producing quality welds in accordance with the prepared welding procedures. The contractor shall make available during the course of the contract all welder certification documentation.

C.9.12.3. Workmanship Specimens. Weld workmanship specimens may be used during the production process as a visual guide in determining acceptability of weldments. Weld workmanship specimens identified to AWS standards are acceptable.

C.9.12.4. Weld Inspector Qualification. Weld quality and workmanship shall be verified by qualified inspectors trained to perform the specific functions they are assigned. Acceptable training may be based on the current or previous certification as an AWS Certified Welding Inspector. Current or previous qualification using qualified inspectors trained by the Canadian Welding Bureau is also acceptable. An engineer or technician by formal training or experience, or both, in metal fabrication, inspection, and testing, who is competent in the use of weld inspection techniques/equipment, is acceptable.

C.9.12.5. Welding Symbols - Clarification of Groove Welding Symbol. Interpret welding symbols in accordance with AWS A2.4, except in the case of groove welds. In the case of groove welds, if the production drawing doesn't specify throat and/or weld size, interpret the dimensions to the left of the groove welding symbol to mean both depth of preparation and effective throat/weld size.

C.9.13. Non-Destructive Testing. Non-destructive testing and inspection shall be performed by personnel trained and certified in accordance with AIA/NAS 410 (Nondestructive Testing Personnel Qualification and Certification).

C.9.14. Acceptance Inspection Equipment. Except as otherwise expressly provided under this contract, the contractor is responsible for the supply and maintenance of all inspection and test equipment necessary to assure that the supplies conform to the contract requirements. Supplier-furnished inspection and test equipment shall equal or exceed the design criteria and shall be initially approved and certified by the supplier. All inspection and test equipment shall be made available to the Government Quality Assurance Representative when required for verification purposes.

C.9.15. Basic Issue Items (BII). The contractor shall ensure that all required BII is present for vehicle/kit issue. The contractor shall provide any items shipped short from the contractor's manufacturing facility, at no cost to the Government.

C.9.16 Source Pool

C.9.16.1 The Contractor is authorized to provide ten (10) retrofit/new production trailers as a source pool for PVT-RT2 as specified in contract W56HZV-08-C-0626. New-production trailers shall be defined as trailers that have not been produced. Retrofit-production trailers shall be defined as trailers that have been produced whether conditionally accepted or not. The Government will provide notification of the initial source pool within 7 calendar days of contract award.

C.9.16.2. Trailers designated to support PVT-RT2 will be selected by the Government as specified below.

- a. The Government will randomly select eight (8) retrofit-production trailers for the source pool. From these, five (5) trailers will be randomly selected by the Government.
- b. The Contractor shall present two (2) new-production trailers for the source pool. From these, one (1) trailer will be randomly selected by the Government.
- c. Selected trailers include two (2) RAM, two (2) performance, one (1) MIS prove-out, and one (1) ILS trailer.
- d. The MIS prove out trailer(s) shall be a manufacturing standard.

C.9.16.3 In accordance with FAR Clause 52.245-1 para (d) (1), five (5) trailers shall be transferred from contract W56HZV-09-D-0107 to contract W56HZV-06-C-0626 for PVT-RT2. The ILS trailer shall remain under this contract to support the ILS Phase 2 effort specified in C.10.1.1.

C.9.16.4 ECP Commonality. The Contractor shall ensure commonality amongst PVT-RT2 source pool trailers for each Government-directed ECP with an effectivity that includes all of Delivery Orders #1 and #2.

C.9.16.5 ECP Variability. The Government reserves the right to accept variability amongst PVT-RT2 source pool trailers for any Government-directed ECP of which commonality is not required. The Government will provide PVT-RT2 source pool variability disposition through a PVT-RT2 Government-directed Work Authorization Document (WAD).

C.9.17 The Contractor shall produce both the PVT-RT2 trailers and the production quantity at the same facility.

C.10. Integrated Logistics Support (ILS).

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a. The contractor shall be responsible for maintaining the contractors ILS program for the M1000. The contractor updates will be based on Government Furnished Material (GFM) that will be previously provided under letter contract award W56HZV-08-C-0626. The baseline GFM includes the Provisioning Master Record (PMR) and revised operator, maintenance, and RPSTL manuals in work package format and IAW two-level maintenance concept. The GFI will be in electronic format.

b. The initial non-recurring logistics effort (CLIN 0017) shall include analyzing and documenting:

1. Logistic impact of 68 DRS change orders (Attachment 2)

2. Logistic impact of incorporating 5 ea. M1000 Improvement Items (Improved Loading Ramps, Auto Slack Brake Adjusters, Grease Manifold System, Improved Chock Block Tiedowns, and Work Port Relief Valves), to include logistics analysis, logistics package update, technical publications.

c. The contractor shall provide Change 1 (CH1) to the technical manuals for the following configuration baseline:

1. TDP as used on the last production M1000 Semi-trailer produced under contract DAAE07-01-C-S010 and

2. The incorporation of the Government approved 68 change orders as noted in the W56HZV-08-C-0626 contract Paragraph C.4.1.2 and

3. The TACOM ECP SSI-U6052 submitted on 7/31/09 that defined five tech insertion product improvements (ref: email from Norma Schuetz, dated 14 Aug 09):

(a) Increased capacity 75 ton loading ramps

(b) Auto-Slack Axle Brake Adjusters

(c) Grease Manifold System

(d) Work Port Relief Valves

(e) Improved Chock Block Tiedowns and

4. Class II changes approved by DCMA at West Plains.

d. The following requirement shall form a part of the TM CH1 development effort:

1. Conduct a combined validation/verification (val/ver).

2. Conduct val/ver at contractors facility IAW Logistics Delivery Schedule.

3. Deliver final CH1 TM (Final Reproducible Copy, FRC) IAW Logistics Delivery Schedule to be over-packed with trailer during shipment. Ref: CDRls A019 and A021.

4. Complete provisioning for 68 change orders and five ECPs in time to support revised schedule.

5. Available technical information from test issues shall be incorporated during val/ver supported by the TIRs/FACARs through 30 Oct 2009.

6. Contractor should have equipment (i.e. computer) to support real-time changes for government approval during val/ver.

7. Technical manual changes resulting from test beyond the logistics baseline shall be provided as technical supplemental material supplied with each FACAR response that has an ILS impact.

C.10.1.1 Phase 2 ILS Program Objectives

a. Objective: The primary objective of this Phase 2 scope is to extend the M1000 Program ILS development activities specified in W56HZV-09-D-0107, Para. C.10. Integrated Logistics Support (ILS). The configuration baseline for the original ILS efforts had a cut-off date of 30 Oct 09 for incorporation of available technical information from the M1000 Production Verification Test (PVT) and does not allow for changes from the additional M1000 PVT tests. This scope extends the logistics baseline to include changes that occurred after 30 Oct 09 and provides flexibility to meet supportability of initial production vehicles. The period of performance is 18 months from award of contract modification.

1. Modification P00011 is issued to conserve the remaining 10 months of Integrated Logistics Support (ILS) on contract allocated for "M1000 Phase 2" ILS development activities in order to ensure sufficient time remains on contract to incorporate any configuration changes resulting from M1000 Production Validation Testing Re-Test #2 (PVT-RT2) Phases I & II and accomplish all required ILS actions. The starting and stopping of ILS work effort on an event-driven basis will effectively extend the ILS period of performance to incorporate PVT-RT2 Phase I & II events. At present, the precise date for when PVT-RT2 Phase I will commence or if/when PVT-RT2 Phase II will occur is unknown. Based on the current projected time-frame of late January/February 2013 for PVT-RT2 Phase I to commence, the remaining period of performance for ILS development activities as specified in Contract Modification P00008 will expire before completion of PVT-RT2 Phase II.

Upon completion of the Validation/Verification (VAL/VER) and Provisioning effort at DRS during the 21-29 AUG 2012 time-frame for those maintenance procedures and associated component items impacting the RESET Trailer configuration, DRS shall cease all further ILS effort until such time as the Government authorizes a start-up of ILS work effort.

Upon agreement between DRS and Government on the date that PVT-RT2 Phase I will commence, the Government will authorize a start-up of ILS effort, for a period not to exceed 30 days, for DRS to review and update draft Technical Manual "Change 1" prior to the start of PVT-

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RT2 Phase I.

At the 3,000 Mile point in PVT-RT2 Phase I, the Government will evaluate M1000 Test Trailer performance and make a decision on whether to authorize DRS to start-up the ILS effort, or for the Government to identify a decision point later in test to allow further evaluation of M1000 Test vehicle performance. The Government reserves the right to issue a start or stop directive for the ILS work effort at any point during the remaining M1000 Trailer Contract period of performance.

b. The following objectives are part of the scope:

1. Initiate Phase 2 update and capture all logistics changes prior to fielding the M1000. The logistics configuration baseline for this effort is further defined in paragraph C.10.1.1 c.

2. The Government is withholding publishing the change 1 package previously provided and will update it to include the new configuration baseline logistics information.

3. Conduct follow-on Technical Manual (TM) Verification on the change package.

4. The final draft Technical Manual change shall be delivered at completion of the Contractor Verification Test.

c. This scope covers all existing ILS development activities specified in W56HZV-09-D-0107, Para. C.10. Integrated Logistics Support (ILS). Deliverables shall meet the requirements specified by Section C.10 of W56HZV-09-D-0107, including Contract Data Requirements List (CDRLs), and this scope of work. The Phase 2 ILS configuration baseline requirements are extended to include all design changes and shall encompass the following activities:

1. M1000 Test Program, including PVT, PVT Re-Test (PVT-RT), Contractor Verification Test, TIR/FACAR process and TM Verification. The logistics data provided under Phase 2 shall represent the configuration of the Contractor Verification Test trailers.

2. Changes made for producibility reasons that have any effect on logistics products.

3. All approved Engineering Change Proposals (ECPs), Engineering Change Orders (ECOs) that have any effect on logistics products.

4. 5 Year Service Work Package

a. The contractor shall add a work package to the M1000 technical manual with detailed instructions on how to complete a 5 year service. Work package will include tools, procedures, expendable durables and all other required materials to complete the service. Identify a detailed list of mandatory replacement parts (MRP) with associated NSNs, item nomenclature, cage code, part number and quantity that will be required.

b. As part of this effort, provide the estimated time and number of personnel to complete the 5 year service.

5. Insert GFI provided into TM.

6. Insert Government approved TM discrepancy reports generated by the Contractor into TM. The Contractor shall plan for a combined Government and Contractor review of the discrepancy reports prior to incorporating the information into the TMs.

7. The Contractor shall update the Governments provisioning database to reflect the configuration baseline identified in paragraph C.10.1.1 c. The Government will provide an updated Provisioning Master Record NLT the start of work meeting.

d. Deliveries of the ILS products under this scope shall be submitted as changes to the initial products delivered under W56HZV-09-D-0107, D.O. 0001 and D.O. 0002.

e. ILS deliveries shall meet the objectives in C.10.1.1 b. An ILS schedule with key milestones and delivery dates shall be provided with the Contractors proposal and presented at each ILS review. ILS delivery schedule adjustments are allowed and shall be agreed to by both parties should program issues arise.

f. The contractor shall:

1. Have the contractors provisioning representative on-site during technical manual verification to ensure RPSTL issues are identified and resolved.

2. Provide a provisioning parts list (CDRL A017) that identifies recommended Initial Support Items. The list shall be based on the number of parts required to support the 1st year M1000 production quantity for 1 year. The list shall include nomenclature, part number, NSN, provisioning price, essentiality code, and recommended quantity. The initial list shall be provided IAW the ILS delivery schedule, and updated as required during subsequent IPRs with a final list IAW the ILS delivery schedule. Changes made to the initial list shall be clearly indentified.

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C.10.1.2 Technical Manual Auxiliary Power Unit (APU) Update - The Logistics impact resulting from the current M1000 Auxiliary Power Unit (APU) obsolescence is to update the M1000 Technical Manuals and the Provisioning file with the new APU kit. An ECP IAW section C.4.5.1 (CDRL A005) is required at no additional cost, with marked up TM pages, as well as the processing of work orders to the DRS subcontractor producing the new TM.

Updated TM change pages and Provisioning DCNs will be provided per ILS CDRLs for Government review. TM validation and verification will be accomplished on the affected pages and DCNs by the ILS Phase II Provisioning Conference, as per section C.10.1.1, as well as any delivery date changes corresponding to delivery due date changes in DO 01 and 02 CLINs 0018AA.

C.10.1.3 Central Lubrication System (CLS) Installation Kits - The Logistics impact resulting from the new M1000 CLS is to update the M1000 Technical Manuals and the Provisioning file with the following new kits:

- A. Front Steering CLS Kit with Kit drawings
- B. Rear Steering CLS Kit with Kit drawings
- C. Axle CLS Kit with Kit drawings

An ECP IAW section C.4.5.1 (CDRL A005) is required at no additional cost, with CLS Kits with drawings that will permit legacy M1000 Trailers to be upgraded to the current production configuration. Kits to be developed as follows:

a. The Front Steering, Rear Steering, and Axle CLS Kits shall each consist of component items, packing list, and installation instructions (to include welding procedures where applicable) sufficient for a Sustainment Level Maintenance work effort to upgrade an M1000 Trailer to a fully functioning CLS capability.

b. TM 9-2330-381-13 Auto Slack Axle Work Package maintenance instructions and TM 9-230-381-24P Repair Parts Special Tools List (RPSTL) shall be updated to reflect Auto Slack Axle Zerk Fitting Kit, to include installation instructions.

Best commercial practices shall be applied to the kits for packaging. All tools and materials required for kit installation shall be identified and listed as part of the kit content list/instructions in the ECP. Estimated Kit prices are to be provided on each Kit for provisioning purposes. Note: The Government will have unlimited data rights to the technical data associated with these Kits.

Draft kit contents list, operation, installation and removal instructions (to include trouble shooting tasks) and illustrations shall be prepared and scheduled for a Government Validation/Verification (VAL/VER) of the CLS Kits. The ECP will be updated, as necessary, for any changes identified at the CLS Kits Val/Ver.

Updated TM change pages and Provisioning DCNs will be provided per ILS CDRLs for Government review. TM validation and verification will be accomplished on the affected pages and DCNs by the ILS Phase II Provisioning Conference, as per section C.10.1.1, as well as any delivery date changes corresponding to delivery due date changes in DO 01 and 02 CLINs 0018AA.

C.10.1.4 - Axle Ultra Bushing Installation/Removal Special Tool Kit The Logistics impact resulting from the new M1000 Axle Ultra Bushing is to update the M1000 Technical Manuals and the Provisioning file. An ECP IAW section C.4.5.1 (CDRL A005) is required at no additional cost, with kit drawings that will provide for a 50 Ton Ram, including all necessary adaptive hardware for use with the existing M1000 Axle Installation/Removal Kits (Part Numbers SW34256 and SW34257). The Kit shall consist of component items, packing list, and installation instructions sufficient for a Unit Level Maintenance work effort to install or remove an axle from an M1000 Trailer. ETM 9-2330-381-13 Work Package (WP) 0150 & 0151 maintenance instructions and 9-2330-381-24P Repair Parts Special Tools List (RPSTL) WP 0116 shall be updated to reflect the 50T Ultra Bushing Installation/Removal Special Tool Kit. Best commercial practices shall be applied to the kit for packaging. All tools and materials required for kit usage shall be identified and listed as part of the kit content list/instructions. Estimated Kit prices are to be provided for provisioning purposes. Note: The Government will have unlimited data rights to the technical data associated with the 50 Ton Axle Ultra Bushing Installation/Removal Special Tool Kit.

Draft kit contents list, operation, installation and removal instructions (to include troubleshooting tasks) and illustrations shall be prepared and scheduled for a Government Validation/Verification (VAL/VER) of the 50T Ultra Bushing Installation/Removal Kit. The ECP will be updated, as necessary, for any changes identified at the Val/Ver.

TM updated pages will be provided via provisioning DCNs. TM validation and verification will be accomplished on the affected pages and DCNs by the ILS Phase II Provisioning Conference, as per section C.10.1.1, as well as any delivery date changes corresponding to delivery due date changes in DO 01 and 02 CLINs 0018AA.

C.10.2 Logistics Management.

C.10.2.1 ILS Management Responsibilities. The contractor shall provide as ILS Manager as an integral part of the contract management team who: 1) will be the primary point of contact for the contractor development of logistics products, 2) will serve as the lead for the contractor for ILS Reviews, 3) will participate in milestone planning and will ensure logistics products are developed and delivered based on contract schedule (reference Attachment 7), 4) will oversee all contractor logistics development activities, 5) will provide the interface between engineering and logistics development to ensure design enhancements are fully addressed in the logistics support

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package, 6) will be responsible for accuracy and quality of the logistics products delivered under this contract.

C.10.2.2 ILS Meetings.

C.10.2.2.1 ILS Reviews. The contractor shall host quarterly ILS Reviews via teleconference along with annual face-to-face reviews at the contractors facility. Initial ILS Review shall be combined with the first annual face-to-face review at the contractors facility within 90 days after contract award. ILS Reviews will be event driven and agreed to by the Government and contractor. Meeting agendas will be jointly developed and will focus on the status of the logistics support package, logistics planning, development, schedules, issues and actions. A record of all key decisions and actions will be maintained by the contractor, and approved by the Government and contractor.

C.10.2.2.2 ILS Hardware. The contractor shall maintain any dedicated ILS hardware provided under this contract, ensuring that hardware is representative of the current configuration M1000 and is available for the development, validation and/or verification of each systems ILS package.

C.10.3. Logistics Analysis.

C.10.3.1. Logistics Data Interface. Logistics impacts will be fully addressed in each recommended engineering change package, to include technical publications by TM, task, paragraph, appendices, figure, item number, provisioning, transportability, packaging and training impacts. Logistics data that supports all approved engineering changes will be developed concurrent with the hardware development.

C.10.3.2. ILS Configuration Management Control Log. The contractor shall maintain an ILS Configuration Management Control Log (contractor format, electronic file) with supporting documentation for Government review, as required, that tracks all changes to the product configuration baseline and subsequent ILS/LMI impact, to include the following: (IAW DI-ALSS-81529, CDRL A013)

- a. Change Control Number (system, sub-system, component, part).
- b. Provisioning Change (Required/Not Required), by affected system, sub-system, assembly, subassembly, component P/N, CAGE, and NSN, if available via screening.
- c. Operation/Maintenance Instruction Change (Technical Manual) (Required/Not Required), by affected paragraph(s), paragraph(s).
- d. Operation/Maintenance Training Material Change (Required/Not Required), by affected training package(s), paragraph(s), page(s).
- e. Repair Parts/Special Tools List Change (Required/Not Required), by affected TM, figure and items.
- f. Training Program of Instruction Change(s).
- g. Packaging documentation (Required/Not Required) changed data or new data required.

C.10.3.3. Common Logistics Data Source Material. In completing the requirements of this contract, the contractor shall make use of a web-centric system that maximizes logistical data re-use and re-purposing. This should be achieved by the use of a Content Management System that provides the tools to import, warehouse and publish or distribute data as required. The key to this functionality is the ability to break down and store the data in a fine-grained format that allow the systems business rules modules and Content Packaging system to prepare the data for its target utilization. This includes common use of digital and graphic files for parts provisioning, technical manual, Diagnostic Program Set, Training, and Packaging documentation usage. This system shall be compatible with the Armys EMS Next Generation software.

C.10.3.4 Logistics and Maintenance Analysis. The contractor shall conduct logistics and maintenance analysis on end item modifications, their assemblies, sub-assemblies, spare parts, kits and tools to define optimal maintenance activities that fully support the end item maintenance concept. This analysis shall be the basis for the development of detailed maintenance planning, parts provisioning documentation, Technical Manuals, NMWRs, Training and Packaging, products.

C.10.3.5 Maintenance Planning. Maintenance Planning shall be done utilizing the Armys Two Level Maintenance concept. The Armys Two Level Maintenance concept consists of Field and Sustainment Maintenance. Field Maintenance (FLM) performs all services and maintenance actions on the system. Sustainment Maintenance (SM) performs on-bench or production line repair work of components that have been removed from the system.

C.10.3.6 Maintenance Task List. The contractor shall analyze the end item modifications and identify impacts to the current Operator and Maintenance tasks required to operate, service and maintain the end item new production vehicles. The contractor shall prepare an Operator and Maintenance task list in a Microsoft Office or compatible spreadsheet format. The spreadsheet shall contain at a minimum, the task title, maintenance level to perform the task, the task frequency (predicted occurrences of the task per system per year defined to two (2) decimal places), task time and special tools identified. These lists shall be in line-by-line format, not Maintenance Allocation Chart format. The contractor shall maintain these lists in hardware generation (top down breakdown) sequence. The contractor shall update each task list based on approved engineering changes and deliver any updated list annually (DI-ALSS-81529, CDRL A014). The contractor shall assign maintenance procedures and provisioning codes based on the approved task list.

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C.10.3.7 Level of Repair Analysis (LORA) COMPASS LITE Modeling. The contractor shall perform a Level of Repair Analysis (LORA) using the Governments COMPASS LITE Model on all new potentially repairable components changed or added as part of engineering or vendor changes. The COMPASS LITE Model is available free of charge to Government contractors. The results of the LORA effort shall be incorporated into the approved task list. The contractor shall present COMPASS LITE LORA at the related Logistics IPRs. (CDRL A014)

C.10.4. Logistics Package Development and Update.

C.10.4.1. Provisioning Program. The contractor shall maintain a Parts Provisioning program and provisioning database for all end items required by this contract. The contractor shall both maintain an in-house database and use that database to update the Governments PMR(s) by providing the Government with data IAW Attachment 3, Logistic Management Information (LMI) Data Product Delivery. The contractor shall maintain his own in house data base and use that data base to update the governments own Provisioning Master Record (PMR). Both databases shall contain all data for the assemblies, sub-assemblies, spare parts and kits to include Components of the End Item (COEI), Basic Issue Items (BII), Additional Authorized Items (AAL) and Special Tools, Expendable and Consumable items required to support the M1000. A drawing shall support each new item being provisioned (See Attachment 3).

C.10.4.1.1. Logistics Management Information Summaries/Pre-Procurement Screening (PPS), (DI-ALSS-81530). The contractor shall conduct pre-procurement screening of parts and /or technical characteristics screening for all items to be provisioned. Drawings are not required for items accompanied by a copy of pre-procurement screening which indicates the item has a valid National Stock Number (NSN). For guidance see DI-V-7016F (DI-ALSS-81529 CDRL A015)

C.10.4.1.2. Logistics Management Information Products/Supplementary Provisioning Technical Documentation (SPTD)/Drawings. The contractor shall have available at each Logistics Review two hard copies SPTD-drawing for each item on the PPL that required NSN assignment. These drawings shall include a parts list, detail and assembly drawings, interface control data, diagrams, performance characteristics, assemble/make-from instructions, and details of material for each assembly, sub-assembly, spare part(s), kits, special tools, BII, AAL, or COEI on the M1000. The contractor shall also have available and deliver installation drawings needed to establish the relationship between individual assemblies and piece parts and the M1000 (DI-ALSS-81529, CDRL A016)

- a. The drawings shall be in Provisioning List Item Sequence Number (PLISN) sequence.
- b. After approval of each drawing as being suitable for NSN assignment, the drawings shall be submitted on a CD/DVD in Adobe Acrobat, PDF file, or some other software product that is agreed to, one (1) week after completion of each Logistics IPR.
- c. Text on all drawings shall be in English language.
- d. The contractor shall have all approved vendor commercial and Government Entity (CAGE) Code typed, stamped or written legibly with an authorized signature and date cited on all drawings.
- e. Substitutes for drawings, such as commercial catalogs or catalog descriptions, sketches or photographs with brief descriptions of dimensions, material, mechanical, electrical or other descriptive characteristics are acceptable when drawings are not available.
- f. In all cases, the contractor shall deliver the most complete drawing available to support the provisioning process.

C.10.4.1.3. Next Higher Assembly (NHA) Provisioning Line Item Sequence Number (PLISNs) and Overhaul Quantities.

a. Next Higher Assembly (NHA) PLISNs and overhaul quantities (OVHL QTY) are used to identify and forecast repair parts requirements for all assemblies/subassemblies/components. OVHL QTY is the estimated number needed to support overhaul of 100 NHA.

b. The contractor shall enter with each LMI Data Product the NHA Genesis. The contractor shall identify, as a minimum the immediate NHA PLISN (Hardware), the NHA of the XC (LCN identification) and the End Item PLISN with the proper Indicator Code and overhaul quantities for each item identified as a NHA having a Source Code of P. For non-P coded items only the NHA and Indicator Codes are required.

C.10.4.1.4. Provisioning data presentation and delivery requirements. The contractor shall have data available for each Provisioning review:

- a. Two hard copies of the contractors LMI Data Product. LSA -036 Summary (PPL) format are acceptable (DI-ALSS-81529 Attachment 3 and (DI-ALSS-81529 CDRL A017). For guidance see MIL-STD-1388-2B, LSA-036 summary.
- b. Two copies of drawings or tech data for each part list on the LMI Data Product Report that does not have an NSN (DI-ALSS-81529 CDRL A016). For guidance see Supplementary Provisioning Technical Documentation (SPTD) DI-V-7000A.
- c. A copy of the contractors Pre-Procurement Screening results (DI-ALSS-81529, CDRL A015). For guidance see DI-V-7016F.
- d. The contractor shall provide Logistics Management Information Summaries/Provisioning Parts List Index (PPLI) containing a listing by manufacturers reference numbers of all items listed in the LMI Data Products, cross-referenced to each PLISN. The contractor may use LSA-151 Report format during Logistics/Provisioning reviews (DI-ALSS-81530, CDRL A018).
- e. The contractor shall ensure that all submitted LMI Data Products are compatible with our Commodity Command Standard System

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(CCSS)/Provisioning On Line System (POLs), ADSM-18-LEA-JBE-ZZZ-UM-06. The data shall be capable of being loaded into our PMR without any modification to the data.

f. Upon completion of corrections, the contractor shall deliver all provisioning data from the completed conference as follows:

(1) The drawings shall be in PLISN sequence to include all approved vendor Commercial And Government Entity (CAGE) code typed, stamped or written legibly with an authorized signature and date cited on all drawings.

(2) After the Government approves each drawing as being suitable for NSN assignment, the drawings shall be submitted on a CD/DVD in Adobe Acrobat, PDF file, or some other software product format that the government agrees to, 30 calendar days after completion of each Logistics and Provisioning Review.

(3) Text on all drawings shall be in the English Language.

(4) The contractor shall present and deliver provisioning drawings (SPTD) for item(s) that do not currently have a valid NSN. The contractor shall also present and deliver installation and assembly drawings that show the relationship between the end item or repairable component and the provisioned parts. The contractor shall not create new drawings for this effort but shall provide the best available drawing(s) and documentation for each part.

g. The contractor shall correct rejects within 10 calendar days after the Government notifies the contractor of noted problems. The corrections shall be made either through the Provisioning On Line System (POLs) or/and disc/e-mail file submittal with accompanying LMI Data. Method of correction submittal shall be determined by the Government (LSA 036 Report acceptable).

h. The contractor may access the Provisioning On-line System (POLs) to make Provisioning Suspense File (PSF) corrections as an alternate to receiving validation reject reports from the government and making the corrections on a subsequent submittal by Magnetic tape/disc.

C.10.4.2 Reserved.

C.10.4.3. Technical Publications.

C.10.4.3.1. All technical manual update and delivery requirements with the exception of RPSTL (A019) and Operator's Manual (A021) updates will be established by contract modification. When new or revised publications are required by contract modification the following apply:

C.10.4.3.2. General. When required by contract modification the contractor shall create Electronic Technical Manuals (ETMs) or Technical Manual revisions for the M1000. The technical manuals shall include all operations tasks, scheduled and corrective maintenance procedures and repair parts for the M1000 system. The Technical Manuals shall be developed as a Military format manual IAW the version of MIL-STD-40051 and MIL-STD-2361 current at the time of contract modification award. The Technical Manual shall be based the approved Operations and Maintenance Task List and the approved COMPASS LITE analysis. The contractor shall develop and deliver Preliminary Draft Equipment Publications (PDEP), Draft Equipment Publication (DEP) and Final Reproducible Copy (FRC) deliveries of technical manuals based on the schedule provided in specific contract modifications. PDEP, DEP and FRCs shall be delivered in hard copy (paper copies) and Computer Disk (CD or DVD).

C.10.4.3.3 Reserved.

C.10.4.3.4. Reserved.

C.10.4.3.5. Enhanced Schematics. As part of the Technical Manual development effort the contractor is required develop or updated, as required, enhanced electrical, hydraulic and pneumatic schematics for the M1000 system. The contractor is to update or create enhanced schematics that allow the Technical Manual user to view schematic information on a single page or minimal number of pages. The contractor may use color coding and 3 dimensional images in creating or updating enhanced schematics. However, the objective is to create a schematic that is readily usable in an Electronic Technical Manual (ETM) environment, not to create a training tool. Enhanced schematics shall be delivered, reviewed and approved as part of the publications review and approval process.

C.10.4.3.6. Technical Manual and NMWR Validation. The contractor is required to validate the accuracy and usability of all new information in publication deliverables. The Government has the right to review validation records and witness validation processes. The Government has the right to verify all publication deliverables. The Government does not intend to edit all materials at every review, but relies on complete, careful editing and review by the contractor. If there are indications that the contractor has performed incomplete or inadequate QA reviews, the Government may elect to perform additional reviews and/or return products for rework. Note: Validation applies to newly written or prepared material not the reformatting of existing material; however the contractor shall accurately transfer ALL reformatted material. The Government may reject any material in which data has not been accurately transferred.

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C.10.4.3.7. Technical Manual Verification. The changed material in the M1000 Technical Manuals will be verified by the Government at the contractors facility. The contractor shall make all identified corrections to the M1000 Publications. This shall include corrections to minor errors found by the Government during verification and applies only to pages affected by the change.

C.10.4.3.8. Paper Technical Publications Final Production. When required to deliver a paper based manual or manuals, the contractor shall prepare a publications List of Effective Pages and change transmittal page, as required for the paper technical publications cited above. Each final paper technical publications package shall have circle folio camera-ready pages (bottom center) and a corresponding printer's running sheet. Specific guidance on the List of Effective Pages and change transmittal page preparation shall be furnished at the Start of Work meeting.

C.10.4.3.9. All publication materials will be delivered transportation costs prepaid. Delivery will be made to: Commander, U.S. Army Tank-automotive and Armament Command LCMC, ATTN: AMSTA-LC-CHHE, Warren, Michigan 48397-5000.

C.10.4.3.10. Technical Manual Development. The contractor shall deliver corrected draft technical manuals consisting of the "Operator and Field Maintenance Manual", and the "Repair Parts and Special Tool List (RPSTL) Manual", within 30 calendar days after the conclusion of Publications Verification. The Government will make a final review of the Technical Manuals within 30 calendar days and the contractor shall make any final corrections within 15 calendar days of receipt of final comments from the Government. The contractor shall deliver both draft and final Technical Manuals in paper and Electronic Technical Manual (ETM) format. This ETM shall be developed and delivered as an intelligent linkable .pdf file. The contractor shall deliver all source files as well as editable CGM or TIFF illustration files used to generate the manuals (CDRLs A019 and A021).

C.10.4.3.10.1 Technical Manual Delivery. The contractor shall deliver a full-up PDF of each entire manual with change pages incorporated and running sheets of the changed pages. CD/DVD copies of the verified and approved Technical Manuals shall be over packed with every trailer. Additionally, printed (paper) verified and approved Technical Manuals shall be over packed with every trailer.

C.10.4.3.11 Repair Parts and Special Tools List (RPSTL). The contractor shall continually update the M1000 system RPSTL based on approved engineering changes, changed vendor data and error corrections. The contractor shall deliver effected RPSTL pages with each ILS Review and deliver an updated RPSTL for the M1000 system annually. RPSTL figures and corresponding parts lists for newly provisioned items shall be incorporated and re-sequenced as part of the change/revision process. The RPSTL shall be prepared and delivered as a completed RPSTL containing not only the new figures developed under this contract, but also all the figures contained in the M1000 RPSTL. If fewer than 75 percent of the current RPSTL pages are effected, the contractor shall develop, validate and deliver a formal change package and a full technical manual (with change package incorporated). If more than 75 percent of the current RPSTL pages are effected, the contractor shall develop, validate and deliver a formal revision IAW MIL-STD-40051. Refer to C.10.4.3.2, C.10.4.3.6, C.10.4.3.7, C.10.4.3.8, C.10.4.3.9 and C.10.4.3.10, IAW MIL-STD-40051, CDRL A019).

C.10.6. The Army Maintenance Management System (TAMMS). DA Form 2408-9, Equipment Control Record (Government Furnished Information) shall be prepared for each end item of equipment. The contractor shall prepare the form to report shipment of the end item from the acceptance point to the initial accountable Army consignee. One copy of the DA Form 2408 shall be over-packed with each vehicle before shipment to its fielding destination. (CDRL A020)

C.10.7. Scope. This Statement of Work (SOW) prescribes contractor procedures for marking electronic/mechanical items with Unique Item Identification (UID). This requirement applies to all end items and components of end items described below and in the Attachment 4:

a) Applicable References.

DFARS 211.274-1
DFARS 252.211-703
MIL STD 129P w/Change 1(or latest version) Military Marking for Shipment and Storage
MIL STD 130L (or latest version) Identification Marking of US Military Property
EIA Standard 836 Configuration Management Data Exchange and Interoperability
ANSI/EIA 649 National Consensus Standard for Configuration Management
ISO/IEC Standard 15418
EAN/UCC Application Identifiers and ASC MH10 Data Identifiers and Maintenance
ISO/IEC Standard 15434 Syntax for High Capacity ADC Media

b) Unique Item Identification (UID). A combination of data elements for an item that is globally unique and unambiguous, to ensure data integrity and data quality throughout life, and to support multi-faceted business applications and users. Unique identifiers rely upon two methods of serialization: (1) Serialization within the enterprise (see Figures 2.a and 2.b), and (2) Serialization within the original part number of the enterprise (see Figures 2.c and 2.d).

C.10.7.1. Requirements for Unique Item Identification (UID). The contractor shall mark all end items and all parts identified below.

C.10.7.2. Specific parts to be uniquely identified. For the purposes of this effort, only the following specific items will be assigned UID and marked accordingly:

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- a. End Item
- b. APU

C.10.7.3. Commercial Markings. The Contractor shall ensure that all other items have acceptable commercial markings that meet the guidelines in Department of Defense Guide to Uniquely Identifying Items. The guidelines may be found at [://www.acq.osd.mil/uid](http://www.acq.osd.mil/uid).

C.10.7.4. Permanency and Legibility. The UID marking and identification plates, tags, or labels when used on equipment, parts, assemblies, subassemblies, units, sets, or groups shall be permanent during the normal life expectancy of the item and be capable of withstanding the environmental test and cleaning procedures specified for the item. Legibility shall be as required for ready readability per MIL-STD-130L or latest version.

C.10.7.5. Deleterious Effect. Marking of items shall be accomplished in a manner that will not adversely affect the life and utility of the item. Marking materials creating hazardous conditions shall not be used.

C.10.7.6. UID Coding. UID markings and readability requirements shall comply with MIL-STD-130L or latest version.

C.10.7.7. The human readable characters and the machine readable UID symbology will be marked on the hardware. First priority for UID marking location will be any pre-existing data plate that currently reflects part number, manufacturer, etc.

C.10.7.8. If the technical data has not specified the marking location, markings shall be located such that they are visible during item use, provided that sufficient space is available.

C.10.7.9. Serial Numbers. The contractor shall meet the requirements of MIL-STD-130L or latest version to establish the UID. The contractor shall ensure that the UID is unique for that item throughout the life of that part until disposal and from all other items.

C.10.7.10. RESERVED.

C.10.7.11. Government Purchase of Product/Technical Data.

C.10.7.12. Specifications. If the Government is procuring equipment specification(s), Depot Maintenance Work Requirement(s) (DMWRs) or National Maintenance Work Requirements (NMWRs) on this contract, such specification(s), DMWRs and NMWRs shall include a requirement to mark all parts, subassemblies, assemblies, modules, units, groups, sets and systems that fit the UID criteria.

C.10.7.13. UID Requirements. All efforts required by this SOW, including the preparation of ECPs or notification of marking deficiencies and the actual marking of hardware, will be included in the base contract price.

C.10.7.14. Interim UID Data Submittals: The contractor shall use one of the following interim UID submittal methods if the Wide Area Work Flow (WAWF) system is not yet set up to process UID data.

C.10.7.15. UID version of the WAWF File Transfer Protocol (FTP) Format. The contractor shall submit the UID version of the WAWF FTP format. This method requires adherence to the WAWF interface guides. The WAWF FTP method requires access to WAWF. For existing WAWF users, these files would be in addition to the current interface files; using the same userid but by placing the UID related files into a directory separate from the current production directory.

C.10.7.16. Ship Notice/Shipment and Billing Notice (856/857). The X12 submission method requires access to the DEBX; go to [://ec.ogden.disa.mil/ecip.htm](http://ec.ogden.disa.mil/ecip.htm) for access information. A specific Application Receiver Code (GS03) will be identified for the UID submission transactions. These files would be in addition to current WAWF Electronic Data Interchange (EDI) transmissions.

C.10.7.17. Produce File in the UID XML Format. Another UID electronic submission method is to produce a file in the UID XML format. The format particulars can be found at [://www.acq.osd.mil/uid](http://www.acq.osd.mil/uid). Submissions of the file would be to the DEBX that has the ability to communicate via many methods including FTP, HTTPS, email, etc. The DEBX will pass the information on to the UID Registry.

C.10.7.18. Manual Entry. The Contractor shall submit manual entries via the UID Web Entry site. Information on getting access to the website and instructions on entering the data will be posted to [://www.acq.osd.mil/uid](http://www.acq.osd.mil/uid) when Quality Assurance testing has been completed.

C.10.7.19. UID Example. See Attachment 4.

C.11 Transportability.

C.11.1 Transportability Report. If requested by the Government via contract modification and if changes made to the approved Product Configuration Baseline affect the Transportability Report of the vehicle, a Transportability Report update is required. The current report submitted to the government for the M1000 is acceptable; however, the contractor shall update the report with any and all changes as the result of this contract. If an updated transportability report is required, the contractor shall submit a revised report per DI-

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Name of Offeror or Contractor: DRS SUSTAINMENT SYSTEMS, INC.

PACK-80880C (CDRL A022). This information shall include as a minimum engineering descriptions of lifting and tie-down provisions including type, location, strength, and all vehicle/accessory dimensions including GVW/GCW, length, width, height, axle loads and locations, CG at GVW, and CG at GCW width, height, axle loads and locations, CG at GVW, and CG at GCW.

- * Updated via Mod P00016
- ** Added via Modification P00016

*** END OF NARRATIVE C0003 ***

CONTINUATION SHEET**Reference No. of Document Being Continued****Page 24 of 24****PIIN/SIIN** W56HZV-09-D-0107**MOD/AMD** P00016**Name of Offeror or Contractor:** DRS SUSTAINMENT SYSTEMS, INC.

SECTION J - LIST OF ATTACHMENTS

<u>List of</u> <u>Addenda</u>	<u>Title</u>	<u>Date</u>	<u>Number</u> <u>of Pages</u>	<u>Transmitted By</u>
Exhibit B	APPROVED ECP LIST - W56HZV-09-D-0107	19-DEC-2013	002	
Attachment 0023	M1000-TDPL-CHANGE BASELINE REPORT 12-10-13.XLSX	14-JAN-2014	007	EMAIL

Data not printed.