

NOTE: The responses below are for informational purposes only and all proposals should be in response to information provided in the RFP only.

Government response to Industry Day questions:

Q1. How many FSR's support sites are anticipated and what are their locations?

A1. We cannot anticipate OCONUS sites at this time. The Government will not determine the amount of locations required, or where these locations are required. This is a Contractor determination with the requirements of the SOW to be met.

Q2. What is the expectation for the FSR, i.e., 1 or 2 individuals per site.

A2. Sections C.12.2.2 - The contractor shall provide an ICLS Point of Contact (POC) to the unit possessing the Heavy Crane in need unscheduled maintenance or repair within 12 hours of receipt of the maintenance or repair request. For all non-mission capable machines, the contractor shall provide an ICLS FSR to the CONUS location of the Heavy Crane to perform necessary on site diagnostics, maintenance and repairs within 24 hours of notification. For all machines that are in a FMC status, yet in need of maintenance or repair, the contractor shall provide on-site diagnostics, maintenance and repairs within 48 hours from time of notification.

How many FSRs are required will differ depending on the requirement.

Q3. Please explain simulator pricing for years 2 through 7. The anticipation is 8 simulators for training with 4 instructor stations. The assumption is that all systems are necessary to begin training, not spread out over 6 years. I don't understand "2 through 7".

A3. The plan is to start the simulator effort and fill the requirement at the same time. However, we do not know when we will require the effort to be performed (i.e., it could occur in year 2, year 3, year 4, etc); therefore, we anticipate asking for pricing for the effort to be performed in years 2 through 7.

Q4. Will the simulators need to be coordinated and approved by PEO-STRI?

A4. No, PM CE/MHE is the requirements office.

Q5. What, if any, C4 equipment (ex. DAGR, DVE, Radios, FBCBZ, etc.) will be required/needed to be integrated on the Heavy Crane.

A5. No C4 equipment required.

Q6. Will the OEM be responsible to integrate said C4 equipment, if required?

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A6. No C4 equipment required.

Q7. Is XML a requirement for your TM deliverables?

A7. Yes. All manual shall be developed using XML tags. XML files shall be provided to the Government along with all source files.

Q8. Will there be a Q&A period post section L&M release.

A8. Q&A will be throughout the solicitation stage through PROCNET.

Q9. Will draft section L&M be preleased prior to final RFP?

A9. It is currently our plan to release DRAFT versions of Sections L and M prior to FINAL RFP release.

Q10. Is an IETM a requirement for all levels of maintenance?

A10. No. We will have an IETM for field level maintenance and RPSTL only (-23 & D). EMS next Gen is the Government Software that shall be used. All other manuals shall be paper based.

Q11. Will the contractor be required to use DOORS for requirement analysis/traceability?

A11. DOORS is a data repository system. We do not use DOORS in this PM; buy may use a data repository system for deliverables. Contractor will be give access to the applicable data repository system at contract award.

Q12. Will JP8 be required or DF-Z as primary fuel?

A12. JP8 will be required.

Q13. For packaging, who determines what is "selective" and what is "special"?

A13. Once items go through provisioning the Government packaging team and the contractor will work together to specifically indicate which items are "selective" and "special". Final determinations on what is "selective" or "special" are based off of the Provisioned Parts List which identifies which items are "coded out" to be packaged.

Q14. Could you describe the intent of the falling object protection structure (FOBS)? The understanding is that carrier cab/driver cab should be protected. However, there should be a drive in the carrier/driver cab during operations. Please explain.

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A14. Refer to Questions & Answer numbers 19, 27, 49, 69, 73, and 79-83 at the PROCNET heavy crane website:

<https://contracting.tacom.army.mil/majorsys/HeavyCrane/HeavyCrane.htm>

Q15. What are the technical sub-factors which will be used evaluate the proposal?

A15. Sections L&M are not finalized so this information is not yet confirmed.

Q16. Will this be a “best value” or an LPTA?

A16. We anticipate using the FAR 15 “best value” tradeoff process.

Q17. Why 8 months between RFP release of FEB 2014 to target award date of OCT 2014.

A17. The source selection process shall be used for this procurement. We anticipate allowing 2 months for submittal of proposal after final RFP release and 6 months to conduct the source selection process.

Q18. Why 60 days, it has taken the Government over 1 year to get here?

A18. Government information has been available to industry for over 8 months on the Heavy Crane ProcNet site. 60 days is the anticipated time frame to submit a proposal after release of the final RFP.

Q19. Will the Government release a draft L&M prior to formal RFP release?

A19. See Q&A 9, above.

Q20. Will the Government commit the proposal submission requirements will be clear & complete and sized, so a well constructed proposal can be submitted in 60 days?

A20. It is always the Government’s intent to release a clear and complete RFP.

Q21. Will any example/samples be provided regarding NET?

A21. The Government will post New Equipment Training (NET) samples on the PROCNET website in the coming weeks.

Q22. Will there be a classified volume needed/required for this solicitation?

A22. As per the PROCNET website, it is anticipated that all offerors must possess SECRET Facility Security Clearance at the time of proposal submission. Sections L&M will describe any additional requirements.

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Q23. Will a classified portion of the solicitation be released (i.e. survivability requirements)? If required, when will it be available?

A23. No, classified information, if any, will not be released prior to the final RFP release. The RFP will contain information on how to obtain the required classified data. Please note that as per the PROCNET website, it is anticipated that all offerors must possess SECRET Facility Security Clearance at the time of proposal submission.

Q24. Will "Buy in America" for major components like engine, transmission, axles and transfer case be a requirement?

A24. It is anticipated that the RFP and contract will contain the following clauses:

DFARS 252.225-7013, "Duty-Free Entry"
FAR 52.225-13, "Restrictions on Certain Foreign Purchases"

Q25. We've done power point notes pages in the past. Will this format be acceptable for an Instructor/student guide?

A25. Without seeing the content we cannot comment of acceptability. The content and format must meet the requirements of the scope and CDRL A033.