AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT

1. Contract ID Code	Page
Firm-Fixed-Price	1 Of 29

2. Amendment/Modification No.	3. Effective Date	4. Requisition/Purchase Req No.	5. Project No. (If applicable)
P00050	2013FEB11	SEE SCHEDULE	

6. Issued By Code W56HZV

U.S. ARMY CONTRACTING COMMAND
PAUL D. HEWITT
WARREN, MICHIGAN 48397-5000
HTTP://CONTRACTING.TACOM.ARMY.MIL

EMAIL: PAUL.D.HEWITT@US.ARMY.MIL

7. Administered By (If other than Item 6) Code S3915A

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

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

JLG INDUSTRIES, INC.
221 SUCCESS DR
MC CONNELLSBURG, PA 17233-9502

Code 1YHH8 Facility Code

☐ **9A. Amendment Of Solicitation No.**

9B. Dated (See Item 11)

☒ **10A. Modification Of Contract/Order No.**

W56HZV-07-D-A001

10B. Dated (See Item 13)

2007JAN30

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☐ **The above numbered solicitation is amended as set forth in item 14. The hour and date specified for receipt of Offers**

☐ **is extended,** ☐ **is not extended.**

Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing items 8 and 15, and returning _____ copies of the amendments: (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. Accounting And Appropriation Data (If required)

NO CHANGE TO OBLIGATION DATA

13. THIS ITEM ONLY APPLIES TO MODIFICATIONS OF CONTRACTS/ORDERS
It Modifies The Contract/Order No. As Described In Item 14.

☐ **A. This Change Order is Issued Pursuant To: The Changes Set Forth In Item 14 Are Made In The Contract/Order No. In Item 10A.**

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

☒ **C. This Supplemental Agreement Is Entered Into Pursuant To Authority Of:** BY MUTUAL AGREEMENT OF BOTH PARTIES

☐ **D. Other (Specify type of modification and authority)**

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

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

SEE SECOND PAGE FOR DESCRIPTION

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

15A. Name And Title Of Signer (Type or print)		16A. Name And Title Of Contracting Officer (Type or print)	
		KENNY K. WONG KENNY.WONG@US.ARMY.MIL (586)282-0538	
15B. Contractor/Offeror	**15C. Date Signed**	**16B. United States Of America**	**16C. Date Signed**
_____ **(Signature of person authorized to sign)**		**By** /SIGNED/ **(Signature of Contracting Officer)**	2013FEB11

SECTION A - SUPPLEMENTAL INFORMATION

Buyer Name: PAUL D. HEWITT
Buyer Office Symbol/Telephone Number: CCTA-ADE-F/(586)282-7965
Type of Business: Large Business Performing in U.S.
Surveillance Criticality Designator: B
Contract Expiration Date: 2013JAN29
Kind of Modification: Supplemental Agreement

*** End of Narrative A0000 ***

Contract: W56HZV-07-D-A001

Modification: P00050

Amount of this Modification: $0.00

1. Modification P00050 to Contract W56HZV-07-D-A001 is issued as a bilateral modification.

2. The purpose of modification P00050 is to clarify previously ambiguous language in Section C.16 Vehicle Refurbishment of the base contract.

3. Resulting from this action Section C is reflected as follows:

a. C.16 Vehicle Refurbishment is CHANGED:

FROM

C.16 VEHICLE REFURBISHMENT
Production Verification Test (PVT) Vehicles. Upon completion of PVT, you will be responsible for transporting the PVT vehicles to your facility. You will completely refurbish the PVT test vehicles to a like new condition and offer these vehicles as part of the contract quantity. The refurbishment must allow these vehicles to meet all required inspection and acceptance criteria for production forklifts delivered under the contract. We will negotiate with you for the refurbishment of the PVT vehicles. The contract will be subject to equitable adjustment.

TO

C.16 VEHICLE REFURBISHMENT
Production Verification Test (PVT) Vehicles. Upon completion of PVT, you will be responsible for transporting the PVT vehicles to your facility. You will completely refurbish the PVT test vehicles to a like new condition and offer these vehicles as part of the contract quantity. The refurbishment must allow these vehicles to meet all required inspection and acceptance criteria for production forklifts delivered under the contract. All PVT vehicles refurbished in accordance with C.16 will upon delivery to the Government carry the contractors one year standard vehicle warranty in accordance with Attachment 018 Contractors Warranty at no additional cost to the Government. All costs pertaining to the settlement of the PVT vehicle refurbishment were executed under Modification 15 to Delivery Order 0001 on January 29, 2013.

4. As a result of this modification the total dollar value of this contract will neither increase nor decrease.

5. All work shall be performed in accordance with the terms and conditions established under the base contract.

6. Except as specified above, all other terms and conditions remain unchanged and in full force and effect.

*** END OF NARRATIVE A0053 ***

SECTION C - DESCRIPTION/SPECIFICATIONS/WORK STATEMENT

C.1 HARDWARE DELIVERIES

C.1.1 ALL TERRAIN LIFTER ARMY SYSTEM (ATLAS) II.

All ATLAS II vehicles shall meet the technical requirements of Purchase Description (PD) Truck, Fork, Variable Reach, Rough Terrain, 10,000-Pound Capacity PD No. ATPD 2325 (29 April 2005). This statement of work describes the Government and the Contractor responsibilities in support of the ATLAS II Program. Delivery Orders will specify the quantity, delivery dates, destinations, and paint color. All hardware listed in C.1.2, C.1.3, and C.1.4 shall be included in the unit price of the vehicle.

C.1.2 Basic Issue Items (BII)

BII are those minimum items essential to place the ATLAS II in operation, to operate it, and to perform routine operator maintenance and emergency repairs which cannot be deferred until completion of an assigned mission. These may include those select common and special purpose tools, operator publications, and safety equipment (for example fire extinguishers) authorized for the ATLAS II. These will be separately listed by NSN in a table as an appendix in the operator's manual. The contractor shall provide the BII list and shall overpack the components (boxed and strapped to the vehicle) with each vehicle.

C.1.3 Initial Service Package (ISP)

The contractor shall overpack (box and strap to the vehicle) the list and the components of the ISP with each vehicle. The ISP shall consist of all service parts/items required to meet warranty service intervals and perform the first scheduled maintenance. The contractor shall mark each item with the nomenclature and part number and if available, an NSN, to ensure the correct application.

C.1.4 Component of End Items (COEI)

COEI are those components that are part of the end item but which must be removed from the ATLAS II and separately packaged for military transportation. These will be separately listed by NSN in a table as an appendix in the operator's manual. The contractor shall overpack the list and the components with each vehicle.

C.2 DATA

The contractor shall deliver all data in English in accordance with the requirements in Exhibit A. All data delivered under this contract shall be submitted electronically via diskette/CD ROM or electronic mail in MS Office compatible format.

C.3 RESERVED

C.4 CONTRACT DATA STATUS AND SCHEDULE REPORT

The contractor shall prepare and submit a quarterly status report of work accomplished and data deliverables. The report will be developed in your format, with concurrence from the Government. It is the Governments intention that the quarterly status report will be divided into sections as follows: 1) Reports/Data (Transportability, Safety Assessment Report, etc.), 2) Provisioning, 3) Technical Manuals, 4) Engineering/Testing. The Contractor shall identify the objective of the work that is to be performed, work accomplished during the reporting period, deliverables provided during the reporting period, all work scheduled for the next reporting period, and any outstanding issues or problems. The report shall be submitted in accordance with CDRL A001 for the duration of the contract.

C.5 MEETINGS AND REVIEWS.

C.5.1 Objective. The contractor and government will periodically have meetings and reviews during this contract's performance period, as outlined in C.5.2 below. The objectives of these meetings are to review progress and provide guidance on technical, logistics, contractual or other issues that come up during performance. When meetings are at the contractor's facility, the contractor will make the following available for the government's use: production or other required versions of the ATLAS II needed for viewing; required technical, logistics or other documentation (including drawings, computer data bases, publications, and other required data); and computer resources, as needed.

C.5.2 Meetings. The contractor shall participate in following meetings:

a. Start-of-Work Meeting. Within 30 days of contract award, we will hold a Start of Work meeting at TACOM. This meeting may last up to three days. The contractor shall present its plan to manage and develop logistics products and services. The meeting will focus on reviewing the following:

Contract terms and conditions
All data requirements
Required specifications
Schedule

Test requirements
Logistics requirements

b. Pre-Test Meeting, to review and discuss testing, support, and training. This meeting shall be held 10 days prior to beginning government Production Verification Test/First Article Test (PVT/FAT) at Aberdeen Proving Ground, MD, and shall last one day.

c. Program Status Reviews. We will conduct Program Status Reviews (PSRs) approximately every 90 days until Full Material Release is achieved, starting 90 days after the Start of Work meeting until completion of all data deliverables. The meetings will cover the contractor's production status, data deliverable status, and progress on all logistics requirements. Supportability Integrated Product Team (SIPT) meetings will be part of the PSRs. Unless the PCO specifies otherwise, we will hold the reviews at US Army Tank-automotive and Armaments Command, Warren MI, and they will last up to two days. The government and contractor will jointly schedule the meetings and establish the agenda.

d. In-Process Reviews (IPRs). The government may request periodic IPRs at the contractors facility to identify improvements to the contractors manuals, show progress to date, or review data or QA process.

e. Provisioning Conference. Provisioning Conferences will be held in accordance with C.8.2.3.5.

C.5.3. User Jury. The contractor shall notify the Government when the initial PVT/FAT vehicle(s) have been manufactured. Upon notification that the initial ATLAS II forklifts have been produced, the Government will convene a User Jury at the contractors facility, lasting not more than 3 business days. The User Jury will consist of the Armys subject matter experts on Materiel Handling Equipment (MHE) and include a review and assessment of the ATLAS II configuration, operability and maintainability features. The User Jury assessments may result in recommended configuration changes to the ATLAS II. Changes to the ATLAS II production configuration resulting from the User Jury assessments may be subject to an equitable price adjustment.

C.5.4 Minutes. The Contractor shall develop and submit minutes for each meeting with the Government, within 5 working days after the meeting, in accordance with CDRL A002.

C.6 CONFIGURATION CHANGES

C.6.1 Vehicle Configuration Changes

The contractor shall establish a configuration baseline after completion of Production Verification Test and Government Approval of First Article Test.

C.6.1.1 Engineering Changes Contractor Initiated.

a. It is acknowledged that the contractor may want to offer to the Government configuration changes being introduced to its production during the term of this contract. However, it is important for us to assess the impact of any proposed vehicle changes to the logistics and technical requirements established for this program. The contractor is therefore required to notify the Contracting Officer prior to implementing any configuration changes. The contractor shall submit the configuration change and status information in accordance with CDRL A003.

b. A request for change must be accompanied by supporting documentation and/or information to support our review and decision process. If necessary to validate the change, we reserve the right to require the contractor to do additional tests, up to and including a full First Article Test at no additional cost to the Government.

c. Submit the requests for changes to the configuration baselines to the Contracting Officer at least 60 days before the proposed application date. We reserve the right to disapprove the change within 30 days of receipt of the request. Requests for a change must include the following:

(1) Rationale to support the necessity of making the change.

(2) Any test results, planned testing, or other information on previous application of the change to show acceptability.

(3) Identification of the affected parts and assemblies, drawings, sketches, calculations, and other data necessary to define the nature of the change the contractor is proposing.

(4) Identification of any impact to manuals, maintenance procedures, repair parts stockage, special tools and test measurement and diagnostic equipment.

(5) Any proposed decrease in contract price.

d. Government approval of your change does not relieve you from your responsibility to furnish all items in conformance with the contract performance requirements. You shall accept full responsibility for any failure in the operation of the equipment that renders the vehicle not operationally ready as a result of changes we approve.

e. Any adjustment in contract price resulting from any of the changes shall be negotiated between the parties. Downward adjustments in the contract price may occur due to replacement costs of obsolete parts, introduction of special tool, changes in logistics support, or changes to technical manuals since these types of action require Government review, processing and administrative effort. We will not be responsible for additional cost of vehicles, testing or software associated with any change. The Government will not be liable for any cost you may incur due to delay in contract performance as a result of any request for change.

C.6.1.2. Engineering Changes - Government Directed. If the Government would like to change the vehicle configuration, the Procuring Contracting Officer (PCO) will notify you by a request for a technical and price proposal. You shall furnish the proposal, at no cost, within 30 days of receipt of request. Your proposal shall include statements of impact for Integrated Logistics Support, Transportability and MANPRINT.

C.7 VEHICLE HAND-OFF

The contractor will provide a representative to participate in the hand-off of all equipment deliverable under this contract to each gaining unit. The contractor representative will provide technical and operational support and activate the vehicle warranty. The contractor shall deliver all the vehicles ready to operate prior to New Equipment Training. Vehicle hand off costs for OCONUS only will be negotiated after contract award. The hand-off effort includes:

a. Re-assembly of the vehicle to a fully operational configuration if the vehicle is shipped with any components removed. All tools and equipment required to complete the re-assembly will be the contractor's responsibility.

b. Inventory of any material shipped with the vehicle, e.g., technical publications, special tools, initial service packages. (If desired, the inventory may be done concurrently with the units inventory.)

c. Provide one-hour familiarization to 6 to 8 people from the receiving unit on first machine delivered so they can safely move the vehicle until full training is conducted. Familiarization includes operator start-up, operating and shut down procedures, safe operations, and daily and weekly service locations and checks.

d. Activation of the warranty, which includes stamping the effective date (date of delivery to gaining unit) on the vehicle warranty data plate, discussing with the unit the terms and details of warranty administration, and pointing out the warranty information included in the TMs.

C.8 LOGISTICS MANAGEMENT

C.8.1 Logistics Management. The contractor shall plan and manage an Integrated Logistics Support (ILS) program to ensure supportability for the system through testing and fielding. The contractor shall appoint an ILS Manager responsible for the entire logistics scope of this contract. The contractor shall present an overview of his plan to manage and develop logistics products and services at the start of work meeting. The contractor shall participate in (co-chair) government scheduled Supportability Integrated Product Team (SIPT) meetings as necessary.

C.8.2 ILS Development. The contractor shall conduct Supportability Analyses to develop logistics products described in this contract. The contractor will use MIL-PRF-49506, Performance Specification, Logistics Management information, in identifying content, format, delivery and related guidance for logistics data.

C.8.2.1 Maintenance Planning

C.8.2.1.1 Maintenance Analysis. The contractor shall conduct Supportability Analysis to determine the maintainability characteristics of the ATLAS II system. The analysis shall be documented in the contractors format as an LMI summary entitled Maintenance Analysis, and will identify the maintenance functions, level of maintenance, manpower, spare parts and support equipment required for each repairable item. The analysis will reflect the Army's two-level maintenance concept of Field Maintenance and Sustainment Maintenance. The analysis will be in end item hardware breakdown sequence, and will also identify Functional Group Codes In Accordance With TB 750-93-1 (with Change 5, dated 27 Jun 1983), for each repairable item. Instructions are contained in Attachment 002, Maintenance Analysis. The LMI summary shall be delivered IAW CDRL A004.

C.8.2.1.2 Support Equipment Tools and Test Equipment (STTE). The contractor shall conduct Supportability Analysis and deliver a list of Support Equipment Tools and Test Equipment in accordance with CDRL A005. The list shall be in tabular form and shall identify special tools and test equipment not contained in U.S. Army Supply Catalogs. Supply Catalogs (SC) contain common tool sets and are listed at US Army LOGSA web site at ://weblog.logsa.army.mil/sko/index.cfm. Maximum use of common tools, support equipment, and TMDE normally organic to the user is preferred. The list shall provide Nomenclature, Cage Code, National Stock Number (NSN), if assigned, Part Number, level of maintenance, and price of each item on the list.

Note: New TMDE items, those not identified in U.S. Army Supply Catalogs may require special source and calibration documentation in order to update/provide data for possible inclusion to the TMDE register (DA Pam 700-21-1). The contractor shall provide all required data for all new TMDE.

HYPERLINK: ://www.army.mil/usapa/epubs/xml_pubs/p700_60/head.xml

Note: The following paragraphs are included to clarify special tools for Army use. Special tools are not identified as components in a set, kit or outfit (SKO) SC. Special tools are--

a. Fabricated tools that are made from stocked items of bulk material, such as metal bars, sheets, rods, rope, lengths of chain, hasps, fasteners, and so forth. Fabricated tools are drawing number controlled and documented by functional group codes in RPSTLs and located in TMs as appendices. Fabricated tools are used on a single end item.

b. Tools that are supplied for military applications only (for example, a cannon tube artillery bore brush) or tools having great military use but having little commercial application.

c. Tools designed to perform a specific task for use on a specific end item or on a specific component of an end item and not available in the common tool load that supports that end item/unit (for example, a spanner wrench used on a specific Ford engine model and on no other engine in the Army inventory).

C.8.2.1.3 National Maintenance Work Requirements (NMWR).

C.8.2.1.3.1 NMWR Candidate List. The NMWR candidate list will be a product of the Maintenance Analysis (C.8.2.1.1). As part of the Maintenance Analysis, any component coded for repair at sustainment level of maintenance with a unit price in excess of $1000 will be a NMWR candidate. The contractor will annotate these components on the Maintenance Analysis and provide them on a separate list at the final Maintenance Analysis review. The government will review and approve the final list of NMWR candidates.

C.8.2.1.3.2 NMWR Data Summary.
The contractor shall perform a supportability analysis called a data summary for each component on the government approved NMWR candidate list. The summary may be in the contractor's format, and shall be documented in accordance with Attachment 003 (NMWR Candidate List). The contractor shall also indicate for each NMWR candidate whether the item is currently available as a remanufactured, rebuilt or otherwise refurbished component. In addition, the contractor shall provide the following information for each candidate item:

a. if directly available from contractor through same supply and distribution channels as all other parts/components.

b. standard to which the remanufactured, rebuilt or otherwise refurbished:
i. like-new condition, using only new components,
ii. using nonstandard (oversize/undersize) bearings or other components which may vary from the original component configuration.

c. warranty, if different from new component

d. method used to distinguish between new vs. rebuilt/remanufactured component, such as part number difference, etc.

e. if a commercial reusable container is available for the NMWR component candidate(s), and if the container has a long life(20+ trips) or a short life (10 trips).

The NMWR Data Summary shall be delivered in accordance with CDRL A006.

C.8.2.1.4 The Army Maintenance Management System. The contractor shall fill in a Department of the Army (DA) Form 2408-9, Equipment Control Records (Government furnished form) for each vehicle the contractor delivers as an Acceptance and Registration Report. The form shall be prepared IAW the sample DA Form 2408-9, Attachment 017. The contractor shall have the Defense Contract Management Command (DCMC) Quality Assurance Representative (QAR) complete blocks 22 and 23 as part of the government's final inspection. After the DCMC QAR completes blocks 22 and 23, The contractor shall distribute the DA Form 2408-9 as follows:

C.8.2.1.4.1 Submit the control copy (copy #1) within five (5) working days to:

Director
U.S. Army Material Commands Logistics Support Activity
ATTN: AMXLS-MR
Redstone Arsenal, AL 35898-7466

C.8.2.1.4.2 Submit National Maintenance Point copy (copy #2) within working five days to:

Commander
U.S. Army Tank-automotive and Armaments Command (TACOM)
ATTN: AMSTA-LC-CJMK
Warren, MI 48397-5000

C.8.2.1.4.3 Place logbook copy (copy #3) in a dry protected location, secured in the operator station, and shipped with each vehicle.

C.8.2.2 DIAGNOSTICS.

C.8.2.2.1 Electronic Diagnostic And Prognostic Testability Analysis. The contractor shall perform a testability analysis of the ATLAS II diagnostic and prognostic capability, to include number and types of diagnostic and prognostic tests available for all ATLAS II components, assemblies, systems, and sub-systems. The report shall specify number and types of required TMDE, as well as a brief narrative description of the benefits to be derived from each diagnostic and prognostic test. The report shall contain all standard and proprietary data, data descriptions and error codes necessary to communicate with the electronic control module (ECM) / electronic control unit (ECU) and to maintain the electronically controlled subsystems. The contractor shall provide data, which specifies limits for all parameters, and how to interpret data outside limits. The contractor shall maximize the use of embedded Built-in Test (BIT) / Built-in Test Equipment (BITE) diagnostic and prognostic capabilities. All data buses and diagnostic connectors shall also be identified in detail. The Analysis shall be delivered in accordance with CDRL A007.

C.8.2.2.2 Analog Diagnostic/ Prognostic testability Analysis. The contractor shall perform a testability analysis of the ATLAS II. The report shall include documentation showing complete analog fault isolation capabilities, troubleshooting methodology and prognostic capability for the ATLAS II. The contractor will refer to the list of proposed tests that are referenced in Attachment 015, the DCA Design Guide (Report # CR-82-588-003 Rev 1). The contractor can add to or delete tests from Appendix C as necessary to best obtain ATLAS II diagnostics. The contractor shall also provide the original equipment manufacturer's recommended minimum and maximum parameters for all Diagnostic Connector Assembly (DCA) and Transducer Kit (TK) monitored components. The contractor shall specify level of difficulty and time required to physically access test points and type of TMDE required. The Analysis shall be delivered in accordance with CDRL A008.

C.8.2.3 PROVISIONING

C.8.2.3.1 Provisioning Process: The contractor shall provide LMI Data Products (Engineering Data For Provisioning and Provisioning Parts Lists) for parts on each vehicle to be provisioned. Incremental submission of provisioning data is authorized. Each incremental submission shall have no more than 1500 lines per submission. The contractor shall include at least one major assembly in each increment, until all major assemblies have been provisioned. The configuration of the approved FAT vehicle will be the logistics configuration baseline for provisioning and publications.

C.8.2.3.2 Engineering Data for Provisioning (EDFP): Data shall consist of illustrations such as company drawings or commercial parts book pages that clearly identify each new item and its part number. Illustrations shall be annotated with the affected Provisioning Line Item Sequence Number (PLISN) and Provisioning Contract Control Number (PCCN) for the system. The contractor shall furnish an illustration either hard copy or electronic that is legible and representative for each new or changed part number in accordance with CDRL A009.

C.8.2.3.3 Provisioning Master Record (PMR): The contractor shall create and update a PMR for the ATLAS II. Provisioning Conferences will be held at a mutually agreed upon location. All submissions will be labeled initial, changes, deletions or any combination of the three transactions. The contractor shall submit LMI Provisioning Data (PPL) either on-line or electronically. All submissions of the LMI/PPL data must be compatible with our Commodity Command Standard System (CCSS)/Provisioning On Line System. All LMI data products shall be prepared and delivered in accordance with Attachment 004 (Provisioning Requirements Worksheet) and CDRL A010.

C.8.2.3.4. Provisioning Screening. Contractor shall conduct provisioning screening of each item on the PPL using the Federal Logistics Information System (FLIS) for standardization or NSN assignment. Provisioning screening results will be used to select valid part numbers, NSNs, and current unit of measure/issue prices for provisioning purposes. The screening results shall be provided at each Provisioning Conference.

C.8.2.3.4.1 FLIS. For additional information on requesting software and passwords, refer to the Provisioning Screening User Guide at ://www.dlis.dla.mil/PDFs/provscr.pdf.

C.8.2.3.4.2 WEBFLIS. For additional information on WEBFLIS, go to .dlis.dla.mil/webflis. There are two versions of WEBFLIS: Public Query and Restricted/Sign-on. Anyone with access to the Internet may access the Public Query version. The Restricted/Sign-on version requires a valid userid/password to access the system. Userids may be obtained by filling out a registration form. The registration forms are found on the Defense Logistics Information Service (DLIS) web site at ://www.dlis.dla.mil/. After accessing the Home Page, go into the Forms and Publications section and select the registration form for WEBFLIS. There are two forms available - one for government workers and one for government sponsored contractors.

C.8.2.3.4.3 Batch submittals to DLIS. For additional information on how to submit batch requests to DLIS, refer to the Provisioning Screening User Guide at .dlis.dla.mil.

C.8.2.3.5 Provisioning Conference. Provisioning conferences will be held at a mutually agreed upon location. The Contractor shall make available two hard copies of LMI/PPL data and a hard copy of the EDFP illustrations for each Provisioning Conference.

C.8.2.4 EQUIPMENT PUBLICATIONS

C.8.2.4.1 The following are the required Operation, Maintenance and Repair Part Manuals that will cover the ATLAS II:

TM 10-3930-XXX-10	Operators Manual
TM 10-3930-XXX-13&P	Field and Sustainment Manual including RPSTL (IETM)
TB 10-3930-XXX-14	Warranty Technical Bulletin
LO 10-3930-XXX-12	Lubrication Order (added by Modification P00005)
TB 10-3930-XXX-13&P	Armor Technical Bulletin (added by Modification P00005)

C.8.2.4.2 The Contractor shall prepare and deliver the following:

C.8.2.4.2.1 You shall develop the Operators and Field and Sustainment Manuals including RPSTL cited above as an IETM IAW MIL-STD-40051-1, Attachment 008 (Publications Requirements), Attachment 009 (RPSTL Requirements), Attachment 005 (-13&P Requirements Matrix), and related CDRLs A011 and A012, using the government furnished Electronic Maintenance System (EMS).

C.8.2.4.2.2 The Contractor will take full advantage of the intrusive testing and data bus interrogation capability of the Next Generation (NG) EMS software and the vehicles on-board Electronic Control Units/Modules. You will design the IETM troubleshooting with intrusive testing and data bus interrogation to help the mechanic accurately isolate the fault. Your IETM intrusive diagnostic approach will be based on our comment and review of your intrusive testability analysis report. The intrusive testing will minimally include the following subsystems: engine, engine history data storage, and transmission.

C.8.2.4.2.3 The Contractor shall create the IETMs via the NG EMS content creation web portal. All tools necessary to create the IETM will be available on the web portal. The IETM content generated will be stored in the NG EMS Content Management System (CMS).

C.8.2.4.2.4 You shall also develop the Operators Manual cited above as a Page-Based document/ETM IAW MIL-STD-40051-2, Attachment 008 (Publications Requirement), Attachment 006 (-10 Requirements Matrix), and related CDRL A013. This can be output from the CMS just as the -10 IETM will be.

C.8.2.4.2.5 You shall develop the Warranty TB cited above as a Page-Based document/ETM IAW MIL-PRF-63034B (Bulletins, Technical-Warranty, Preparation of), Attachment 010 (Sample Warranty TB), Attachment 007 (Content/Format Selection Summary Sheet), and related CDRL A014.

C.8.2.4.2.6 The Government requires the following instructions: Inspect, Test, Service, Adjust, Align, Calibrate, Remove/Install, Replace, and Repair which includes Fault Isolation/Troubleshooting, Removal/Installation, Disassembly/Assembly procedures, and Maintenance Actions to identify problems and restore serviceability to an item on all Field level (Unit and Direct Support) components and parts including the listing of items found in Attachment 008 (Publications Requirements).

C.8.2.4.2.7 The stand-alone Lubrication Order shall be prepared and submitted in accordance with CDRL A032. (added by Modification P00005)

C.8.2.4.3 You shall perform a 100% validation on all IETM/ETM data to ensure accuracy, compatibility and completeness. You shall ensure that the data accurately reflects and supports only the ATLAS II configuration procured and any and all changes to the configuration resulting from testing, vendor parts supply and production line changes. You shall notify the Government of your planned validation schedule, start date, time, and location of validation 30 days prior to start of your validation; this will allow us time to attend and observe your processes. The Government holds open the option to conduct verification separate from the Contractors validation.

C.8.2.4.4 You shall correct all errors found in all publication deliverables resulting from Contractor and Government Reviews, validation, and verification at no additional cost to the Government.

C.8.2.4.5 The Government will review the Draft manuals to determine if the manuals are complete enough to go to verification (if conducted separately from the Contractors validation) or be returned for corrections. If the Draft manuals pass this review, the Government will perform its verification of the manuals. The Government retains the right to conduct its verification by witnessing the Contractors validation.

C.8.2.4.6 You are required to validate the accuracy and usability of all publication deliverables. You shall have and use documented QA Review Processes and Inspections. The Government has the right to review validation records and witness validation processes. The Government has the right to verify all publication deliverables. Government reviews and verification may be done through statistical sampling and a mix of on-screen review and actual performance; but could include actual performance of all procedures and review of all screens, if deemed necessary by the Government. The Government does not intend to review and verify every screen 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 return products for rework and perform additional reviews on reworked product.

(SOW PARAGRAPH C.8.2.4.7 THROUGH C.8.2.4.7.12.2 ADDED BY MODIFICATION P00005)

C.8.2.4.7 Armor Kit (CPK) Technical Bulletin.

C.8.2.4.7.1 The Contractor shall prepare, validate and deliver a separate armor kit (CPK) Technical Bulletin (TB) to support the use, operation, maintenance, parts and installation and removal of the unique CPK as applied to the ATLAS II vehicle. Throughout the following paragraphs, use of the term armor kit refers to the Crew Protection Kit (CPK).

C.8.2.4.7.2 The Technical Bulletin shall be prepared and submitted in accordance with CDRL number A033. The armor kit TB shall include installation and removal instructions, Operators instructions, Field Maintenance and related Repair Parts and Special Tools List (RPSTL) data. The Commodity Command Standard System (CCSS) based RPSTL data shall be included in the TB as part of the Supporting Information Chapter/work package.

C.8.2.4.7.3 The armor kit TB shall include an Operator PMCS and a separate Field Maintenance Preventive Maintenance Checks and Services (PMCS) and a two level Maintenance Allocation Chart (MAC) supporting the armor kit. The Operator PMCS, Field PMCS and the MAC and all related data shall be tailored and confined to the armor kit as applied to the vehicle and resulting vehicle configuration changes. All other (non armor kit) operator and maintenance instructions and RPSTL data shall be supported by references to the non armor kit vehicle TM series. The contractor shall be responsible for all changes to the armor kit TB and as applied to the vehicle configuration changes resulting from testing and reviews; changes shall be at no additional cost to the government.

C.8.2.4.7.4 All armor kit instructions shall be in the form of fully illustrated, detailed start step to end step instructions. The armor kit installation instructions shall be written to maximize the efficiency of the installation process. The detailed removal instructions shall be in the same form as the installation instructions. Simply stating reverse the installation instructions or similar is not acceptable. The step by step installation and removal instructions shall be included in the back of the armor kit TB as part of the Supporting Information Chapter. The installation and removal instructions shall be part of the combined VAL/VER effort.

C.8.2.4.7.5 All instructions shall contain clear illustration of each step. Instructions shall include required modification dimensions or templates as needed to install the armor kit on the vehicle. Include appropriate Warnings, Cautions regarding welding, drilling or otherwise degrading the integrity of the vehicle/equipment structure; recertification may be required. Hardware and armor items which could be installed backwards shall be clearly shown and described in the proper orientation. In particular, the proper handling, storage and cleaning of transparent and opaque armor shall be illustrated and described in detail to avoid damage. The use of digital photos and line art are acceptable; the use of color is not acceptable. Multiple views of the after armor kit installation vehicle configuration shall be illustrated in the TB.

C.8.2.4.7.6 Previously delivered data: Installation instructions that were developed, validated and delivered under previous contract may be used, if applicable, as source data to meet the armor kit TB requirements for kit installation instructions. If this data was successfully validated/verified and the contractor has records supporting such action the installation instructions need not be physically performed again. The contractor shall insure that such data is accurately incorporated into the armor kit TB. If not part of the instructions, complete, illustrated step-by-step removal instructions must still be developed and validated as part of the armor kit TB effort under this contract.

C.8.2.4.7.7 Combined Validation and Verification:

C.8.2.4.7.7.1 The Contractor shall physically validate 100% of the TB/ETM delivery; this includes the kit installation (if not previously Validated/Verified) and removal instructions to be included in the armor kit TB. All TB data and instructions shall be concurrently verified by the government prior to the final delivery and publication. Validation methodology shall be hands-on (preferred), comparative or desk-top (only where hands-on cant be performed) and shall be sufficient to find and correct all technical inaccuracies and shortcomings in the data developed under this contract. The contractor shall maintain validation records documenting control of the validation process, the actions taken to validate each task, corrective actions and mark-ups required for each task and page and follow-up validation of corrected and reworked data. Contractor shall make available a copy of the mark-ups and re-worked pages for government records. The contractor shall provide the ability to make ongoing/same day or next day corrections to re-worked data, or pages. The Government intends to witness the contractors validation process. Witnessing the contractors validation process will serve as the Governments primary verification effort. The Contractor shall provide TACOM a minimum of 30 days advance notice prior to beginning a validation effort.

C.8.2.4.7.7.2 The Government reserves the right to perform a separate Verification for accuracy, usability, safety and incorporation of any reworked data or late configuration changes prior to acceptance of final deliveries. The contractor shall support such Verification if needed. Contractor shall make available an armor kit, ATLAS II vehicle, parts, tools and support equipment that would be required to successfully complete verification.

C.8.2.4.7.8 Delivery. Contractor shall prepare and deliver paper, digital (Adobe Acrobat 5.0 or higher .PDF ETM) and editable files. The delivered PDF ETM shall contain all intelligent text. Intelligent text is defined as text that can be selected, edited, manipulated, copied, linked, etc. The text shall not be bit-mapped type graphic data. Graphics and line drawings shall be in CGM, CCITT group 4, TIFF, or JPEG files.

C. 8.2.4.7.9 Contractor should make maximum use of existing text and line drawings in the Operators, Maintenance and RPSTL vehicle system manuals.

C.8.2.4.7.10 All TB, ETM and editable file materials will be delivered transportation cost prepaid. Delivery will be made on ISO 9660 CD-ROM to the Commander, US Army Tank-automotive and Armament Command (TACOM), ATTN; AMSTA-LC-CJL, Warren Michigan 483197-5000, unless notified otherwise. Material shall arrive at its destination no later than the delivery date scheduled on the respective CDRL. Packaging shall be adequate to assure delivery without damage. Material may be hand-carried by the contractor if so desired at no additional cost to the Government.

C.8.2.4.7.11 Contractor shall provide an unrestricted copyright release for each TB delivered and insure that the government has the right to use and distribute the related ETMs and electronic data files over the internet.

C.8.2.4.7.12 The TB Distribution Restriction Statement for the front cover and Title Block Page shall be: DISTRIBUTION STATEMENT C: Distribution authorized to US government agencies and contractors associated with PEO CS&CSS TACOM Life Cycle Management Command (LCMC) locations or providing support to the TACOM LCMC and community partners IAW AR 530-1. For Official Use Only (FOUO) caveat is assigned so as not to place US personnel at risk, or compromise security procedures, or DOD information (Critical/Technology). This document is not releasable to the public or media. Destroy by shredding or tearing to make unreadable, when no longer needed. This document should not be sent over the INTERNET unencrypted, or posted to any public website.

C.8.2.4.7.12.1 The contractor shall destroy all paper copies and electronic files upon government acceptance of final publication deliverables.

C.8.2.4.7.12.2 If the contractor sends the armor kit TB or LO via INTERNET, the TB must meet FIPS 140-2 Encryption Standard.

C.8.2.5 Packaging Development. The contractor shall develop and provide packaging data for all TACOM-managed provisioned items (i.e., P coded items other than PR or PZ), logistics data elements for non-TACOM managed items, and maintain and update packaging data for each provisioned item. The contractor shall assess changes and provide packaging impact statements with Engineering Changes submitted per paragraph C.6. For each approved change, the Contractor shall provide new data if sufficient data is not in the TACOM packaging files.

C.8.2.5.1 Packaging/Logistics Data Entry. The Contractor shall develop, maintain and update packaging data IAW Attachment 011 (LMI Packaging Data Products), Attachment 012 (LMI Packaging Data Transaction Format), and CDRL A015. LMI data is required IAW MIL-PRF-49506 and will provide for the entry of information to the computer data base known as the TACOM Packaging Data File.

C.8.2.5.2 Special Packaging Instructions (SPI). The Contractor shall develop a SPI for each TACOM-managed item. The TACOM-managed items are expected to be mainly, but not exclusively, comprised of reparable components, and would include items such as those being considered as NMWR candidate components. Packaging processes and materials shall be described for cleaning, drying, preserving, unit, intermediate (as applicable), and exterior packing, marking, and unitization. Figures and narrative data shall be developed to describe the form, fit, and function of packaging in sufficient detail for production. The format and content of SPI shall be IAW CDRL A015.

C.8.2.5.3 Validation Testing of Preservation Processing and Packaging. The Contractor shall validate packaging for each item IAW appendix F of MIL-STD-2073-1D (Standard Practice for Military Packaging). After validation the contractor shall submit a test report that includes photographic records of package and testing and shall be provided concurrently with the SPI submittal (paragraph C.8.2.5.2) IAW CDRL A015.

C.8.2.6 TRAINING

C.8.2.6.1 Test Support Training: The contractor shall develop and conduct an introduction to the vehicle for Government support personnel prior to initial testing. Training dates will be negotiated between the contractor and Government. The training will cover system operation and controls required to safely operate the vehicle. The training shall be at least 50% hands on training. The maximum length of the training class is 8 hours. The training shall be conducted at a facility negotiated by the Government. The contractor shall conduct training for a maximum of 12 personnel. Contractor may use commercially available material for this course.

C.8.2.6.2 Operational Tester Training: The contractor shall develop and conduct an Operational/Technical Training Course for Government personnel and Test Players prior to testing. Training dates will be negotiated between the contractor and Government. The training will cover system operating principles and procedures, characteristics, capabilities and limitations, and the maintenance troubleshooting and repair procedures required to satisfy Government testing. The training shall be 70% hands on training. The maximum length of the training class is 40 hours. The training shall be conducted at a facility negotiated by the Government. The contractor shall conduct training for a maximum of 12 personnel. A sample course outline is provided as follows:

Vehicle Introduction and Familiarization
Controls and Instrumentation
Safety
Operator Preventive Maintenance Checks & Services (PMCS) - Before
Operation of the Vehicle
Operator Preventive Maintenance Checks & Services (PMCS) - During
...Operation of the Vehicle continued...
Installation, Operation, and Disconnection of the Attachments & Attachment PMCS
Operator Preventive Maintenance Checks & Services (PMCS) - After

Maintenance Significant Items (Items required to be maintained during the test and anticipated problem areas)
Review and Critique

C.8.2.6.3 Instructor and Key Personnel (I&KP). The Contractor shall perform two I&KP classes, one operator and one maintenance course. The Contractor will use the NET programs developed in C.8.2.6.4 to train instructor and key personnel. The contractor shall provide vehicles, special and common tools, parts, training aides, materials, and facilities to conduct training. Target the courses for individuals who are instructors, skilled operators, and mechanics. A second Field Maintenance I&KP class may be required to train Logistics Assistance Representatives (LARs).

(PARAGRAPH C.8.2.6.4 REVISED BY MODIFICATION P00001)

C.8.2.6.4 New Equipment Training (NET) Programs

New Equipment Training Programs: ASAT Course Material Format/Media & Deliveries - The contractor shall develop the training materials using the Automated Systems Approach to Training (ASAT) software in support of course design and development for TRADOC Schools. The Government will provide access to the ASAT software. ASAT software can be downloaded at the ASAT homepage, ://www.asat.army.mil. This software will allow for interactive course design, development, pre-authoring, and authoring that is required by TRADOC. Specifically, the ASAT software supports task development, standardized critical task information, and lesson plan/Training Support package (TSP) production capabilities. The contractor shall deliver all course control documents and training materials in an editable ASAT electronic format. All training materials shall be delivered in accordance with CDRL A016.

New Equipment Training Programs - Training Materials - Non-ASAT: - The Contractor shall deliver a Plan of Instruction, Instructor Lesson Plans and a Student Training Guide. Training Materials shall contain equipment and component description, functional data, training handbooks that include, by sub-component for ATLAS II operation, setup and disassembly, inspection, testing, troubleshooting, and safety procedures. All training materials shall be formatted and delivered in accordance with CDRL A028.

C.8.2.6.4.1 NET Training Courses: Two courses shall be developed for the ATLAS II:

a. Operator and Operator Maintenance
b. Field Maintenance

C.8.2.6.4.1.1 Operator and Operator Maintenance: The course shall be directed to operators of the ATLAS II, covering complete operation, safety, and Operator Preventive Maintenance Checks and Services (PMCS). At a minimum, the course shall be 70% hands on. The Course shall be no more than 40 hours in length.

C.8.2.6.4.1.2 Field Maintenance: The course shall be directed to the maintainers of the ATLAS II, covering PMCS, troubleshooting, diagnosis and repair of engine, fuel, transmission, axle, braking, electrical, hydraulic, pneumatic, boom, and ancillary systems. The course shall be directed toward new technologies and items not currently in the Army system.

C.8.2.6.4.1.3 NET Classes. The NET training will be held at the fielding sites. Fielding sites will be CONUS, OCONUS (non-contingency), and OCONUS (contingency) locations as specified in the Delivery Order. Except where specified, the requirements for CONUS and OCONUS (contingency and non-contingency) NET classes are the same. The contractor shall conduct training with the approved training materials developed under this contract. The contractor shall provide parts, training aids, and materials for all training classes. A maximum of 10 students will attend each class. For OCONUS (contingency) training, there is no limitation on which days during the week that the training will be held or which hours during the day it will be held. The duration of each day will be no more than 14 hours. Each delivery order will specify the training dates, locations, and number of classes. The travel costs, lodging, meals, and incidentals will be negotiated at the time the delivery order is issued, on a firm-fixed price basis, and not to exceed the Joint Travel Regulation.

C.8.2.6.5 Training Course Control Document: For each course, the contractor shall develop a Training Course Control Document describing the course content (subject, topics, task), training material, types and duration of instruction, and resources required to conduct training in an institutional setting. The Training Course Control Document shall contain front matter, introduction, course description data, outline of instruction summary, curriculum outline of instruction, course summary and presentation schedule. Deliver in accordance with CDRL A017.

C.8.2.6.6 Training Course Completion Report: The contractor shall complete and deliver a Training Course Completion Report upon completion of each class. The report shall include the course name, vehicle system, dates, student names, rank and MOS, last four number of the social security number (if military), home unit address, and evaluation of student performance and shall be submitted in accordance with CDRL A018.

C.9 Transportability Report.

The contractor shall submit a Transportability Report covering the ATLAS II vehicle in accordance with CDRL A019 that includes data on recommended procedures for positioning and securing the vehicle for transport by trailer and rail car, slinging procedures for lifting the vehicles, and procedures, man-hours and all tools required for any disassembly and re-assembly when transported by highway, rail, marine and air.

C.10 Camouflage Pattern Data.

The contractor shall provide in electronic format top, front, rear, left side, and right side view line art pictures of the entire ATLAS II at 90 degree angle in .JPG format, and Product Drawings in the same five views in AutoCad format, in accordance with CDRL A020. The purpose of this data is to provide the Government a basis for the development of camouflage drawings.

C.11 SAFETY ENGINEERING AND HEALTH HAZARDS

C.11.1 Safety Engineering Principles and Program. The contractor shall follow good safety engineering practices as established by the industry consensus standards and other pertinent regulations. The contractor shall maintain a system safety program in accordance with the Safety System Program Guide, Attachment 013. The contractor shall establish a system safety organization or function with lines of communication between system safety and other functional elements of the program to include overall management. The system safety organization should have the authority, or shall have the means, to acquire the authority for resolution of identified hazards.

C.11.2 Safety Assessment Report (SAR)

a. As a result of system safety analyses, health hazard evaluations such as the Health Hazard Assessment Report, and any independent testing, the contractor shall provide an updated safety and health hazard assessment. The safety and health hazard assessment shall identify all safety and health features of the hardware, system design and inherent hazards and shall establish special procedures and/or precautions to be observed by Government test agencies and system users.

b. The contractor shall prepare a Safety Assessment Report in accordance with CDRL A021 and this paragraph. The contractor shall identify all new Safety and Health Hazards associated with the system and incorporate them into the SAR. In preparing the hazard list portion of the Safety Assessment Report, the contractor shall provide a description and effects of each potential or actual safety and health hazard of the vehicle as well as when the hazard may be expected under normal or unusual operating or maintenance conditions. Identify actions taken to mitigate the risk associated with the hazards and categorize these risks before and after mitigation in accordance with the System Safety Program Guide. Risks must be identified by hazard severity, hazard probability and risk level. Mitigation actions include recommended engineering controls, equipment, and/or protective procedures to reduce the associated risk. Include in the SAR copies of the Material Safety Data Sheets (MSDS) for all hazardous materials incorporated into the system. The final updated SAR is subject to TACOM approval. Examples of hazards to be included in this report, but not limited to, are compliance issues with regulatory organizations, confined spaces, fire prevention issues, ergonomic hazards, sharp edges/moving parts, physical hazards (heat or cold stress, acoustical energy, etc.), chemical hazards (flammables, corrosives, carcinogens, etc.), toxic fumes (exhaust emission hazards), electrical issues, and noise.

C.12 HAZARDOUS MATERIALS MANAGEMENT

The contractor shall not use hazardous materials in accordance with paragraph 3.2.2 of the PD.

The contractor shall prepare Hazardous Materials Management Report which, at a minimum, shall identify all hazardous materials required for system production and sustainment, including the parts/processes that require them. This report should be prepared in accordance with National Aerospace Standard 411, section 4.4.1, and delivered in accordance with CDRL A022.

C.13 WARRANTY REPORT

In accordance with CDRL A023, the contractor shall submit a report reflecting all of the warranty claims processed on each vehicle within the appropriate reporting period. In addition to the data required by the DID, the report shall include the number of operating hours on the vehicle at the time of fault.

C.14 PRODUCTION VERIFICATION TEST VEHICLES (PVT)

The contractor shall furnish six (6) All-Terrain Lifter, Army System (ATLAS II) production vehicles in accordance with Purchase Description (PD) ATPD 2325 dated 29 April, 2005, Attachment 001. The vehicles will undergo a contractor PVT and government PVT (see clauses E.4, E.5 and E.6). The DoD Index of Specifications and Standards (DODISS) in effect at time of RFP release is the issue that will be used.

C.15 CONTRACTOR SUPPORT OF PRODUCTION VERIFICATION TEST/INITIAL OPERATIONAL TEST (PVT/IOT)

The Contractor shall be responsible for performing all scheduled maintenance and any unscheduled maintenance, within 24 hours of government notification, on the PVT vehicles. The contractor shall be responsible for providing all repair parts and other supplies. The government will provide fuel and lubricants. If the contractor chooses to preposition parts and supplies, the government will provide storage facilities at no charge. The contractor shall be liable to initiate corrective action within 24 hours of notification by the Government. The contractor shall provide qualified technical personnel to support government testing on an as needed basis to provide advice, trouble shooting, maintenance, and repair of the vehicle when requested by the government. The contractor must be at the test site within 24 hours of notification by the government.

C.16 VEHICLE REFURBISHMENT

Production Verification Test (PVT) Vehicles. Upon completion of PVT, you will be responsible for transporting the PVT vehicles to your facility. You will completely refurbish the PVT test vehicles to a like new condition and offer these vehicles as part of the contract quantity. The refurbishment must allow these vehicles to meet all required inspection and acceptance criteria for production forklifts delivered under the contract. All PVT vehicles refurbished in accordance with C.16 will upon delivery to the Government carry the contractors one year standard vehicle warranty in accordance with Attachment 018 Contractors Warranty at no additional cost to the Government. All costs pertaining to the settlement of the PVT vehicle refurbishment were executed under Modification 15 to Delivery Order 0001 on January 29, 2013.

C.17 CONTRACTOR TECHNICAL ASSISTANCE

The contractor shall provide Contractor Technical Assistance CONUS, OCONUS, and during contingency and non-contingency operations. The contractor shall provide the man-days of service specified in the contract modification. These man-days may be in support of unforeseen events that require support that is not included in any other portion of this contract. We anticipate the effort to include these types of tasks: investigation and diagnosis of problems or issues in the field related to vehicle performance, maintenance, and training. The Contracting Officer shall designate the times and locations of the service to be performed, but will not supervise or otherwise direct activities. The Contracting officer or his authorized representative shall notify the contractor at least three days in advance of CONUS travel and 20 days in advance of OCONUS travel of the date representative(s) are required. Instructions and established itineraries will be provided as necessary.

a. Field Service Representative (FSR). The contractor shall provide FSRs who are thoroughly experienced and qualified to advise and make recommendations to orient and instruct key government personnel with respect to operation, maintenance, and repair of the ATLAS II and its components.

b. FSR Personal Data. The contractor shall make available personal data related to the FSRs including documentary evidence such as birth certification and such evidence as is requested by the local government installation or area in which services are to be performed. The contractor shall request approval for each FSR and include a statement of qualification for each representative. Government approval shall be limited to granting or denying security clearance for the person(s) named. The contractor shall contact local personnel and comply with local procedures. The local personnel will be identified in the contract modification.

c. Man-Days. The contractor shall provide man-days of service to locations in both CONUS and OCONUS. The government reserves the right to change the number of days of services to be furnished to the extent necessary to conform to our requirements and shall be obligated to pay for only actual services used. Each change in quantity shall be at the Man-day rate established.

(1) The Man-day rate does not include travel costs (airfare, local car rental, lodging, meals, and incidental expenses) of the FSR while performing the services. The travel costs will be negotiated prior to the issuance of the delivery order on a firm-fixed price basis, and not to exceed the Joint Travel Regulation.

(2) A Man-Day is 10 hours. The representative is to work no more than 10 hours per day, 70 hours per week, unless otherwise negotiated. A Man-day of service includes any period during which the representative is delayed or prevented from performing any task only if the delay or non-performance is solely the government's fault. Man-Day(s) of service includes travel time for initial travel from contractor's facility to site of work, for travel between sites of work, and to contractor's facility. It also includes any time that the FSR is preparing required reports at the work site and we can verify the time involved in writing the report.

(3) Saturday/Sunday. When work is not performed on a Saturday/Sunday, and the representative is on site, a man-day shall be charged at the Saturday/Sunday man-day per diem rate only.

(4) Holidays. The government will pay for federal holidays in addition to the actual days worked at the Man-day rate established. The government is not responsible for vacation and other holidays and sick leave pay.

(5) Emergency Leave. The Government is not responsible for any emergency leave that the contractor may grant to the FSR while performing work under this contract. The government is responsible for actual days worked by any qualified contractor representative. It is immaterial whether the same representative completes the assignment. The negotiated price for travel costs will include only one complete round-trip transportation and travel costs between sites of work per assignment.

(6) The Government reserves the right to grant FSRs two (2) weeks of Rest and Relaxation (R&R) leave in their country of Residence after every six months of deployment per every man-year. The FSR will be given one day of travel at the beginning and end of their R&R. There are a total of 16 days allowed for each R&R. The FSR is not to exceed 384 hours of R&R leave (16 days x 24 hours in a day (only 8 hours a day is paid for by the USG) = 384 hours). All time is counted using the time zone where the FSR is stationed by the USG (i.e. the 384 hours is based on the Afghanistan time zone from the FSR taking transportation out of Afghanistan and arriving back in Afghanistan). Any hour over the 384 hours will be deducted from the days authorized for the contractor on the CLIN. R&R leave timing starts when the FSR boards the plane (or chosen mode of transportation) out of Afghanistan or the country where the FSR is last ordered

to be by the US Government. Time tolls until the FSR is back at their assigned location in Afghanistan or the country where the FSR is last ordered to be by the US Government. The contractor must notify the contracting office of the date and time the FSR boards the plane (or chosen mode of transportation) to start the R&R and the time when the FSR lands in the country within 24 hours of the event occurring. However, leave will be staggered to ensure at a minimum of 50% FSR staffing in Theater to provide support for U.S. Army ATLAS II and the Government decides when the leave can be taken. Airfare from Kuwait to the FSR country of residence, and return trip, will be paid for by the Government. The Government will provide transportation via military air lift into and out of Afghanistan. If the Contractor desires commercial flights out of Afghanistan, the Contractor will bear all costs relating to returning the FSR to CONUS. R&R days are based on a CONUS rate and not OCONUS (i.e. R&R days are subtracted from the OCONUS rate and paid on a CLIN with a CONUS rate)
(PARAGRAPH C.17.c.6 ADDED BY MODIFICATION P00045)
(PARAGRAPH C.17.c.6 CHANGED BY MODIFICATION P00043)

d. Contract Field Service Report/Field Service Representative (FSR) Reports. Each FSR shall prepare and deliver via e-mail a report in accordance with CDRL A024 following completion of each assignment covering his activities.

C.18 ATLAS II ELECTRONIC TRAINING AID (AETA)

C.18.1 The Army requires the ability to provide operator training for the ATLAS II any where in the world, in all environments, within 24 - 48 hours of being notified of the training requirement. Use of ATLAS II forklift to train operators is not acceptable, because it ties up critical Materiel Handling assets that are required to support ongoing mission requirement.

To ensure the Army has the capability to meet these training requirements the Army requires an ATLAS II Electronic Training Aid (AETA). The AETA will be used in its stand alone mode in standard classrooms at the U.S. Army Training and Doctrine Command (TRADOC) schools, but also must come in configurations that are quickly transportable by air, (containerized in air transportable 20 and 40 foot International Standard Organization (ISO) container, highway, rail, and sea and be offered with and without power generation capabilities to enable training under any conditions that the ATLAS II would conduct actual operations.

C.18.2 The core (classroom) AETA will consist of four major components: 1) Visual Display System (VDS), 2) Operator's Station (OS), 3) Instructor's Operation Station (IOS), and 4) an Electronic Control Module (ECM). The Classroom AETA shall be on a fixed motion base.

C.18.2.1 Visual Display System (VDS). The VDS shall provide an interactive, virtual world using a high resolution fully textured displays, that will visually emulate the complete range of actual ATLAS II operations, to include: start up procedures; driving the ATLAS II on-road and off-road; loading and un-loading ammunition, supplies, and equipment onto and from various modes of transport; loading and unloading various unit deployment containers (QUADCONS, Internal Aircraft/Helicopter Slingable Unit (ISU) 60 inch and 90 inch tall containers and TRICONs); handling Air Force 463L pallets with 10,000 pound gross weight loads; using the 6,000 lb and 10,000 lb carriages, transferring palletized or break-bulk cargo onto vehicles from aircraft; using the 6,000 lb fork carriage lifting and positioning a variety of industry standard pallets onto military and commercial semi-trailers and trucks; using 10,000 lb fork carriage and equipped with roller-tines directly load or unload 463L pallets onto or off of all USAF cargo transport aircraft ramps without USAF K loaders; equipped with the 6,000 lb fork carriage stuff and unstuffy 40 inch x 48 inch pallets from chassis mounted 20 foot long International Standardization Organization (ISO) containers, and the front half of 40 foot long ISO containers without a ramp; loading and unloading palletized ordnance and supplies from 20 foot long containers, half-height ammunition containers, Palletized loading system (PLS) flat racks, and Container Roll-In/Out Platform (CROPS) flat racks.

C.18.2.2 Operators Station (OS). The OS will include an operator's seat, all cab and dash instrumentation and controls which will allow the student to virtually operate the ATLAS II forklift, controlling and performing all ATLAS II functions.

C.18.2.3 Instructor Operating Station (IOS). The IOS is the main simulation control point supporting the Instructors role in the simulated training. The IOS is attached to the students Operator Station and initializes/configures the students Operator Station, conducts training scenarios, allows the instructor to input monitors and assesses student performance, and maintains simulation scenarios and the approved curriculum.

C.18.2.4 Electronic Control Module (ECM). The ECM includes the main operating system and simulation software to allow simulation of ATLAS II operations.

C.18.3 The ATLAS ETA will be offered in the following configurations, all configurations identified below will include the four major AETA components identified in paragraph C.18.2 above:

C.18.3.1 Classroom, Single Unit (just the ATLAS ETA itself) shall be on a fixed motion base. It shall consist of the ATLAS II cab, to include the seat and all instruments and controls. It shall include a 6 foot by 8 foot rear projection screen. The keyboard shall be attached to the operators station. The power requirements are standard 120 VAC, maximum 40 Amps per IOS and 109 Amps per OS. The contract will use all ATLAS II software and electronic control modules used on the ATLAS II design. The Classroom, Single Unit ETA shall be configured with 1 visual channel to provide the operator a field of view as seen from the operator's seat and include a "rear view mirror" inset when the ATLAS II would be performing back-up mode operations.

C.18.3.2 In a climate controlled 20 foot ISO container and include the Classroom, Single Unit AETA and a JP-8 powered, wheel mounted

generator of sufficient power to operate the ETA and climate controls.

C.18.3.3 In a climate controlled 40 foot ISO container and include the Classroom, Single Unit AETA, and a table 6 foot in length, which shall be attached to the ISO container, and 6 swivel type chairs and a JP-8 powered, wheel mounted generator of sufficient power to operate the ETA and climate controls.

C.18.4 The Contractor shall add an additional electronic control module that includes an added generation II multi-drive interface co-processor for coordination. It shall include a dynamic interface recording/programming/plotting operations. The operating scenario shall be based on the Theater Distribution Center (TDC) operations, i.e. SWA, while incorporating Lessons Learned in-field real time requirements to allow pre-field training and sustainment refresher training for soldiers to interact in an atmosphere more like the TDC or AOR Support areas. Cabling required to interface two Classrooms, Single Units, that allows operational interaction between two AETA is also required.

C.18.5 The Contractor shall deliver a Technical Training Manual which will include an instructor's guide with each ATEA.

(PARAGRAPH C.19 INTERIM CONTRACTOR LOGISTICS SUPPORT (ICLS) IS MOVED BY MODIFICATION P00004 TO PARAGRAPH C.22 - PARAGRAPH C.19 IS NOW THE MODIFICATION SCOPE OF WORK FOR THE ATLAS II ELECTRONIC TRAINING AID

C.19 ATLAS II ELECTRONIC TRAINING AID MODIFICATION SCOPE OF WORK

C.19.1 To increase the training functionality of the ATLAS II ETA, the following capabilities shall be integrated into the ATLAS II ETA configuration:

C.19.1.1 Electric Motion Cue System. An Electric Motion Cue System shall be provided that has the following capabilities:

a. Two (2) Degrees-of-Freedom (pitch and roll)
b. Electric rotary actuators, gear heads, and servo amplifiers
c. Motion system controller shall have a closed loop frequency with the servo amplifiers of at least 2000 Hz
d. The motion system controller shall interface with the host computer at a frequency of at least 60 Hz
e. The pitch axis shall have the following characteristics:
f. Travel: plus or minus 6.0 degrees
g. Acceleration: 100 degrees/second squared
h. Velocity: 20 degrees/second
i. The roll axis shall have the following characteristics:
j. Travel: plus or minus 6.0 degrees
k. Acceleration: 100 degrees/second squared
l. Velocity: 20 degrees/second
m. Realistic motion cues shall be provided to the operator during vehicle acceleration and deceleration, stopping, driving, turning, collisions, and lifting/dropping loads

C.19.1.2 Visual Display System (VDS). A five (5) channel Visual Display System (VDS) shall be provided. Each channel shall be comprised of the following components:

C.19.1.2.1 Image Generator (IG). As a minimum, each IG shall be configured as follows:

a. CPU: Intel Pentium D (3.2 GHz)
b. MotherBoard: SuperMicro PDSBE (GigaBit LAN & Hi-Def Audio)
c. Memory: 1 GB Low Latency DDR2 RAM
d. Disk Drive: 80 GB SATA
e. CDROM: SATA
f. Nvidia 8600 GT 256 MB RAM

C.19.1.2.2 LCD Large Format Display. As a minimum, each display shall be configured as follows:

a. Left side of student cab

(1) Size: 40 inch diagonal LCD
(2) Resolution: 1366x768
(3) Contrast Ratio: 1300 to 1
(4) Brightness: 500 cd/m squared

b. Right side of student cab

(1) Size: 40 inch diagonal LCD
(2) Resolution: 1366x768
(3) Contrast Ratio: 1300 to 1
(4) Brightness: 500 cd/m squared

c. Front of student cab
(1) Size: 40 inch diagonal LCD
(2) Resolution: 1366x768
(3) Contrast Ratio: 1300 to 1
(4) Brightness: 500 cd/m squared

d. Above student cab
(1) Size: 32 inch diagonal LCD
(2) Resolution: 1366x768
(3) Contrast Ratio: 1300 to 1
(4) Brightness: 500 cd/m squared

e. Rear of student cab

(1) Size: 32 inch diagonal LCD
(2) Resolution: 1366x768
(3) Contrast Ratio: 1300 to 1
(4) Brightness: 500 cd/m squared

C.19.1.2.2.1 Mounting hardware and cable set (power and video)

The VDS shall be coordinated to ensure that all visual channels display the appropriate scene (based on display location) with no jitter or distracting artifacts. The visual scenes shall be synchronized with the ATLAS II controls, motion system, and aural system to reduce any transport delay and to ensure that all cues are delivered with minimized delay.

C.19.1.2.3 Full Cab Student Station Configuration

To create a more immersive feel to the operation of the ATLAS II, a full cab structure shall be integrated into the trainer configuration. The structure shall be manufactured out of aluminum and shall replicate the layout and visibility obstructions of the actual ATLAS II cab. It is not required to use glass or Plexiglas in the windows of the full cab

C.19.1.2.4 Faults/Malfunctions Model

A Fault/Malfunction Model shall be integrated into the AETA software configuration and provide 10 faults/malfunctions. This shall include integration of the following fault/malfunction models into the software configuration:

a. Auto Level Fault
b. High Water Temperature
c. Low Oil Pressure
d. High Transmission Temperature
e. Low Brake Pressure
f. Hydraulic Filter Clogged
g. Engine Warning
h. Low/Flat Tire (Front or Rear)
i. Power Steering Failure
j. Error Code Handler (Allows instructor to insert and clear error codes)

C.19.1.2.5 Environmental Model

An Environmental Model shall be integrated into the AETA software configuration. This shall include both a visual representation of the environmental effect and the appropriate degradation of the vehicle dynamics model. For example, if rain is selected the visual scene is modified to reflect the rainfall and the vehicle dynamic model is modified to reflect driving in mud. Environmental effects shall include the following:

a. Visibility (Type and Intensity)
b. Fog
c. Rain
d. Snow
e. Haze/dust

f. Wind
g. Sustained wind (Direction and magnitude)
h. Wind Gusts (Direction and magnitude)
i. Periodic direction variability
j. Time-of-Day

C.19.1.2.6 Load Delivery & Removal Model

A Load Delivery and Removal Model shall be integrated into the AETA software configuration. To provide a realistic training environment, computer controlled vehicles shall provide load delivery and removal. The instructor shall have the capability to specify the following:

a. Type of truck
b. Direction for entry and exit of the trucks
c. Type and number of loads
d. Load characteristics (weight and balance)

C.19.1.2.7 Scenario Generation Tool

C.19.1.2.7.1 A Scenario Generation Tool shall be integrated into the AETA software configuration. As the essence of the simulation, a scenario must create a comprehensive, realistic sensory environment that enhances the authenticity of the training experience. The Scenario Editor shall give the instructor full control over creating, modifying and executing scenarios that faithfully portray environments typically found in a variety of material handling equipment arenas. Instructors shall be able to set initial environmental factors such as time-of-day, visibility, wind and other weather-related circumstances in the scenario. Also, the physical features of traffic, load weights, configuration of loads and other cargo shall be created, set, and changed in the Scenario Editor.

C.19.1.2.7.2 The instructor interface to the Scenario Editor shall be an easy-to-use graphical interface that allows the instructor the flexibility of point and click editing. All available objects (Atlas II configurations, truck traffic, pedestrian traffic, loads, etc.) shall be provided on an object pallet that is available to the instructor. Once an object is selected, individual characteristics of the object shall be able to be edited. These shall include:

a. Initial carriage configuration
b. Equipment start state and location
c. Orientation
d. Speed
e. Traffic direction, path, transit and wait times
f. Load weight and balance

C.19.1.2.7.3 After editing is complete, the new scenario shall be able to be saved for use during trainer operation. As the student manipulates controls in the simulation, the scenario shall provide appropriate visual, audio and dynamic feedback. The instructor shall be able to use the Scenario Editor to set and adjust attributes of the simulation environment to achieve specific performance objectives.

C.19.1.2.8 Autonomous Traffic & Pedestrian Model

An Autonomous Traffic and Pedestrian Model shall be integrated into the AETA software configuration. To provide a realistic training environment, computer controlled (autonomous) traffic and pedestrians shall be integrated into the training scenarios. All included traffic and pedestrians shall be defined and configured by the instructor when the scenario is created. Traffic and pedestrians shall be routed and follow paths set by the instructor. Neither the traffic nor pedestrians shall be able to initiate a collision with the student-controlled Atlas II, but shall be able to be hit according to student action. Autonomous traffic and pedestrians shall include the following types:

a. Atlas II forklifts
b. Humvees
c. Trucks and trucks with trailer
d. Pedestrians

C.19.1.2.9 Animated Signalman Model

An Animated Signalman Model shall be integrated into the AETA software configuration. Using the Signalman Control Page, the instructor shall be able to display an animated signalman at several different positions on the visual system display screens. The Signalman Control Page shall provide a set of standard predefined hand signals commonly used in load/unload operations. The list of standard predefined hand signals shall be defined and approved prior to implementation.

C.19.1.2.10 ATLAS II Parameter Tuning Model

An ATLAS II Parameter Tuning Model shall be integrated into the AETA software configuration. Since not all Atlas II Forklifts are identical, several different trainer variables shall be able to be adjusted with the Parameter Tuning Model. These shall include the following:

a. Boom speed
b. Telescoping speed
c. Collision thresholds (minor, major, and fatal)
d. Joystick sensitivity and deadband

C.19.1.2.11 Second Year Extended Warranty

To provide support continuity between the end of the normal warranty and initiation of a standard support contract, a Second Year of Extended Warranty shall be provided. Pricing for this task shall include both hardware support and software upgrades. This shall include:

a. Hardware Service Support. This covers all hardware failures on the AETA during the covered period. It shall include all travel, parts (with the exception of consumable material, i.e. toner cartridge), and labor. It will not include repair of systems that have been abused, neglected, or are damaged by Force Majeure. It will also not include the container and ancillary equipment

b. Annual Preventive Maintenance. At the start of the Extended Warranty, a service technician shall travel to each AETA site and perform the following functions:

(1) Clean or replace as required all appropriate filters
(2) Lubricate motion base bearings and recalibrate controls
(3) Check and replace as required all student station lights and switches
(4) Reseat all PCBs and connectors
(5) Test display panels and realign
(6) Clean and check printer
(7) Tighten all appropriate bolts and screws
(8) Any repair support required would also be accomplished
(9) Annual PM includes all travel, parts (with the exception of consumable material, i.e. toner cartridge), and labor
(10) Product Improvement Upgrade. As a feature of this task the contractor shall work with the US Army during usage of the training system to determine enhancements than can be added to the trainer software baseline. Upon mutual agreement between GlobalSim and the customer, a software upgrade is established and shall be provided.

C.19.1.2.12 Conversion of 20 Foot Container to 40 Foot Container

This task shall only be used to convert a 20 foot ISO container configuration to a 40 foot ISO container configuration. This task shall apply to the upgrade during the manufacturing process and shall only be applied on systems that are currently configured in a 20 foot ISO container. The following components for each unit converted shall also be included:

a. Six (6) foot mounted table
b. Six (6) stackable chairs
c. Chair tie down

(PARAGRAPHS C.19.1.2.13 AND C.19.1.2.14 REVISED BY MODIFICATION P00012)

C.19.1.2.13 Reviews

The following Reviews shall be held during performance of this program:

a. RESERVED (Design Review deleted by Modification P00012)

b. In-Process Review (IPR) An IPR shall be held at GlobalSims facility in Draper, UT within 90 days after Contract Award. This review shall be used to evaluate status of updated AETA functionality.

c. First Article Factory Acceptance Test (FAFAT) The FAFAT shall be held at GlobalSims facility in Draper, UT within 90 days after contract award. The FAFAT shall be used to verify full functionality of the AETA prior to shipment of the systems to Fts. Eustis and Lee, VA.

d. First Article Customer Acceptance Test (FACAT) The FACAT shall be held at the governments facility at Ft. Eustis, VA within 60 days after FAFAT. The FACAT shall be used to verify full functionality of the AETA and customer acceptance of the device.

e. Production CAT (PCAT) Each PCAT shall be held at the governments facilities at Ft. Eustis, VA and Ft. Lee, VA within 75 days after FAFAT. The PCAT shall be used to verify full functionality of the AETA and customer acceptance of the device.

C.19.1.2.14 Delivered Documentation

The following documents shall be upgraded to reflect the changes included in this modification effort:

a. Trainer Operation & Maintenance (O&M) Manual. The contractor shall update the existing O&M Manual using Commercial Off The Shelf (COTS) literature. The O&M manual shall describe all the features, setup and configuration instructions, general operation and maintenance instructions, and a training and instructor guide. A separate O&M manual shall be delivered with each AETA. A draft copy of the O&M manual will be provided with the First Article unit. After review and modification of the O&M manual based on the comments received from the government, the final version of the O&M manual will be provided to the government. (CDRL A029)

b. Acceptance Test Procedures. The ATP shall be used to test and verify the physical and functional characteristics of the AETA. Forty-five days prior to FAFAT a draft Acceptance Test Procedures (ATP) will be provided to the government. The ATP is the official test document to validate/verify full functionality of the ATLAS II ETA. After review and modification of the ATP based on the comments received from the Government, the ATP will become the official test document of the ETA. The ATP is then used during FAFAT to validate/verify that the ETA meets the desired operational functionality. Upon successful completion of the FAFAT, the First Article ATLAS II ETA will be shipped to the government installation. After installation, the ATP will then be used during FACAT to ensure that nothing was damaged during shipping. Upon successful completion of FACAT, the ATLAS II ETA will be accepted by the Government. Each Production Unit will follow a similar (although abbreviated) process prior to acceptance of the unit by the government. (CDRL A030)

c. Train The Trainer Course Manual. The contractor shall prepare and submit a draft Training Course Manual using best commercial practices sixty days prior to the delivery of the first AETA. The government will provide comments within 30 days after review of the draft. The final training course manual shall be delivered with AETA. (CDRL A031)

C.19.1.2.15 Training

A one day course to train the trainers shall be delivered with each AETA. During the course, up to four instructors shall be trained on how to effectively use the training system. The course shall also include information on how to provide basic maintenance for the hardware components of the system.

C.19.1.2.16 Warranty

All new components delivered with this modification shall include a twelve month warranty. The warranty shall cover all defects in workmanship for the specified time period. Any damage resulting from neglect or misuse by the end user shall not be covered. The warranty shall start upon customer acceptance of each AETA.

(PARAGRAPH C.19.1.2.17 ADDED BY MODIFICATION P00012)

C.19.1.2.17 Changes To The AETAs - The AETAs were developed for use as training devices by the Transportation School, Ft. Eustis, VA. Additional AETAs will be purchased for use as training devices by not only the Transportation School but also the Ordnance and Quartermaster Schools, Ft. Lee, VA. To accomodate the training requirements for the Ordnance and Quartermaster Schools, the contractor will provide the following additional enhancements/capabilities to the software/hardware for the existing AETAs at the Transportation School and the additional AETAs purchased for the Transportation, Ordnance, and Quartermaster Schools:

- Warehouse Stacking Racks
- Working Loading Dock
- Ordnance Handling (With 2 New Loads)
- Environmental Update (Add Snow, Rain, Dynamic Shadows)
- C-17 Model
- SimFusion Tuning (Integration Of All Units At Transportation School, Ft. Eustis, VA Only)
- Point-To-Point VOX Communication System

C.20 ATLAS II CREW PROTECTION KIT (CPK) AND CPK TECHNICAL DATA PACKAGE

The contractor shall design a Crew Protection Kit, (A/B Kit), to be integrated with the ATLAS II in accordance with paragraph 3.8, Crew Protection Kits, in Purchase Description 2325 dated 20 April 2005. The design effort shall include the use of 3-D CAD models using software compatible with Pro-Engineer. The design of the CPK shall include alterations to existing vehicle systems and components as necessary for safe operation and installation of the CPK. The CPK Technical Drawing Package (TDP) shall be developed and delivered in accordance with CDRL A027.

C.21 REVISIONS TO ATLAS II PURCHASE DESCRIPTION (PD) ATPD 2325

C.21.1 Engineering Changes (Engineering Releases 49400 and 50854) delete the requirement in PD paragraph 3.3.16.2 and 3.3.16.2.1 for 2 wet type batteries in the engine compartment and 2 wet type batteries in the arctic kit that conform to MS52149 type 6TL or to ATPD 2206R6, model 6TMF, and replaces them with sealed type batteries in accordance with MIL-PRF-32143. The vehicle effectivity is all vehicles under this contract.

C.21.2 Paragraph 3.8 of the Purchase Description (Attachment 001) references ASTM A38 and MIL-A-46100. Interim Amendment 002 dated July 10, 2007 to Military Specification MIL-A-46100D(MR) and Interim Amendment 004 to Military Specification MIL-A-12560H(MR) are incorporated into the contract. The vehicle effectivity is all vehicles under this contract.

(PARAGRAPH C.22 IS MOVED FROM PARAGRAPH C.19 BY MODIFICATION P00004)

C.22 INTERIM CONTRACTOR LOGISTICS SUPPORT (ICLS)

We reserve the right to negotiate with you to provide ICLS, which would include but not be limited to spare and repair parts to support initial fielding and the initial support of the ATLAS II forklifts. The period of ICLS shall not exceed two years after the initial ATLAS II forklift is accepted by the government.

(PARAGRAPHS C.23 AND C.24 ADDED BY MODIFICATION P00006)

C.23 ATLAS II LOGISTICS DEMONSTRATION. The contractor shall host and support a Logistics Demonstration (LD) for the ATLAS II system. The LD will be government-managed and contractor supported. The LD shall be planned to last 30 days. The government shall provide 2 ATLAS II production vehicles (DD250d) to support the LD. The contractor shall provide hardware, supplies and personnel as detailed in the Final Draft Logistics Demonstration Plan (Attachment 0025). The contractor shall maintain a daily log of all occurrences during the LD, and shall provide a weekly report by close of business every Friday via email to TACOM. A final written report summarizing the entire event shall be submitted after conclusion of the LD. These reports shall be submitted in accordance with CDRL A034.

C.24 CAB/FRAME ASSEMBLY - Cab/Frame assembly to be provided by the contractor IAW the contractor's proposal dated January 23, 2008 and Section B CLIN 0210AA.
(LIST OF GOVERNMENT-FURNISHED PROPERTY CHANGED BY MODIFICATION P00019)

C.25 GOVERNMENT-FURNISHED PROPERTY (GFP)

C.25.1 The government is furnishing to the contractor the following items to be used in the performance of the contract:

a. Two complete ruggedized laptops, Maintenance Support Device-MSD, and two complete sets of Internal Combustion Engine (ICE) Kits (Deleted from Contract by Modification P00036).

b. One each Forward Repair System, NSN: 4940-01-463-7940 (Accountability for this item transferred by Modification P00019 to Hydraulic Excavator contract W56HZV-09-D-0069 - Contractor is John Deere).

c. One each Took Kit, Refrigeration, NSN: 5180-00-596-1474 (Accountability for this item transferred by Modification P00019 to Grader contract W56HZV-08-D-0037-Contractor is Caterpillar, Inc).

d. One each Reclaimer, Refrigerant, NSN: 4150-01-555-7587, P/N: EEAC325A (Snap On Company) - (Accountability for this item transferred by Modification P00019 to Grader contract W56HZV-08-D-0037-Contractor is Caterpillar, Inc).

C.25.2 The government is providing these items at no cost to the contractor.

C.25.3 The following clauses are added to the contract: 1) Government Property, FAR 52.245-1 Alt I, (Deviation), DARS Tracking #2007-00012, June 2007 and 2) Use And Charges, FAR 52.245-9, June 2007.

C.25.4 Under paragraph (h)(1) of the Alt I version of the Government Property clause, the contractor assumes the risk of, and shall be liable for, any loss, damage, destruction, or theft of Government property upon its delivery to the Contractor as GFP. However, the Contractor is not responsible for reasonable wear and tear to Government property or to Government property properly consumed in performing this contact.

C.25.5 The contractor has use of the MSDs and ICEs until the items are no longer required.

C.26 SYSTEM SUPPORT PACKAGE

The Government will conduct a Follow On Test & Evaluation (FOT&E) at Aberdeen Test Center, MD. The contractor will provide a System Support Package (spare parts) for the FOT&E. The list of spare parts is at Attachment 0029.

C.27 CHANGES TO THE IETM - JLG will update 100 work packages on the ATLAS II IETM revising the format for pre-conditions. The guidelines for the revisions are as follows:

C.27.1 References to other maintenance work packages will be used only when the tasks are done in their entirety. This is true for both preconditions and references within procedural steps.

C.27.2 No referencing to individual or selected steps inside another maintenance task will be used. Any individual steps currently referenced will be incorporated (copied) into the current task with supporting art and any applicable warnings, cautions, and notes.

C.27.3 Changes to the core technical content of the current maintenance procedure shall be avoided, as most of the data was reviewed and approved at the Government verification in May 2008. Any material copied to the current work package will be existing technical content. However, these additions will require re-indexing all of the subsequent callouts and minor art edits.

C.27.4 Any nonstandard preconditions (other than those noted below) for referenced work packages will also be included in current task. In other words, the IETM user shall need to refer out to only one task at a time before returning to the current task, rather than referring to one, then another, then another. Note that it is acceptable for referenced preconditions to list standard preconditions, i.e., Engine OFF, Wheels Chocked, Hydraulic Pressure Relieved, and/or Negative Battery Cable Disconnected.

C.27.5 Referenced maintenance procedures must be done in the correct order within the current task. If the referenced procedure can be done prior to starting the current task, then is should be listed as a precondition in the initial setup box. Otherwise it shall be listed as a step in the appropriate location within the current task.

C.27.6 The Tools, Expendable/Durable materials, Mandatory Replacement Parts items, and RPSTL references in the Initial Setup will also be updated as necessary when additional maintenance steps are copied into the current maintenance procedure.

C.27.7 All Follow-On Maintenance will be updated to reflect the new precondition sequence.

C.27.8 All revised work packages will be reviewed to ensure that the original core technical content has not changed.

C.27.9 In select cases, new simplified maintenance procedures that are used repeatedly in other maintenance procedures will be created (broken out). For example, if the upper-rear cross-member is frequently removed to complete several other maintenance procedures, a stand-alone work package covering the upper rear cross-member removal and installation will be created so that it can be used as a precondition. This work package will contain minimal steps to remove the upper-rear cross-member for access only.

C.27.10 ONeil will receive any incentive awarded by TACOM for early IETM delivery. The payment of any penalty to TACOM will be based on JLG and ONeils role in causing the late IETM delivery.

C.27.11 Delivery of FDEP IETMs (CDRL A011) is changed from September 15, 2008 to December 15, 2008.

C.27.12 The government will provide an ATLAS II vehicle for the entire 10-week period so JLG/ONeil can properly validate the revised work packages.

C.27.13 The government will perform a desktop verification of the revised work packages.

C.28 UNIQUE IDENTIFICATION (UID) MARKING MACHINE

UID Marking Machine to mark UID plates required to be affixed to ATLAS II vehicle and component parts. The contractor is authorized to use the UID Marking Machine for other government contracts.

C.29 CAB ASSEMBLY - Cab assembly to be provided by the contractor IAW the contractor's proposal dated October 10, 2008 and Section B CLIN 0308AB.

C.30 FOLLOW-ON TEST & EVALUATION - Engineering and technical support for the government-conducted ATLAS II Follow-On Test And Evaluation to include training events, update of ATLAS II Armor Technical Bulletin, and install of ATLAS II armor kit.

C.31 AUTHORIZED STOCKAGE LIST (ASL) - PART NUMBER 2902557 - Authorized Stockage List consists of the following:

NOUN	PART NUMBER	QTY
Element Assembly, Air Cleaner	7026573	1
Element Assembly, Air Cleaner Safety	7026572	1
Filter, Fuel Primary	70020617	1
Filter, Fuel Final	70020618	1
Belt, V-Ribber Alternator	70020615	1
Blade Wiper, Rear	8036717	1
Blade Wiper, Front	8866304	1

Filter, Engine Oil	91534005	1
Canister, Lubricity	70020616	1
Filter, Transmission	8320268	1
Filter, Hydraulic	90201617	1

Items will be packed/packaged/preserved IAW MIL-STD-2073-1D. Marking in accordance with MIL-STD-129

C.32 SPECIAL TOOLS & TEST EQUIPMENT (STTE) - PART NUMBER 10011149485 - STTE List consists of the following:

NOUN	PART NUMBER	QTY
Front Seal Removal Tool	1001114898	1
Crankshaft Gear & Front Oil Seal Installer	1001114899	1
Seal & Wear Sleeve Remover	1001114900	1
Rear Oil Seal/Wear Sleeve Installer Set	1001114901	1
Fuel Injector Nozzle Removal Tool	1001114902	1
EGR Removal Tool	1001114903	1
Flywheel Turning Tool	1001114904	1
Timing Pin	1001114905	1
Dipstick Removal, Collet (5/16 inch)	1001114906	1
Dipstick Removal, Actuator Pin	1001114907	1
Variable Geometry Turbocharger Actuator Link Tool	1001114912	1
Driver, Dipstick	1001114919	1
10,000 PSI Transducer	1001114913	1
Wrench Adjustable Spanner	1001098065	1
King Pin Seal Tool	1001114915	1
King Pin Bush Tool	1001114916	1
Shaft Bushing Tool	1001114917	1
Spindle Nut Tool	1001114918	1
Sling, 4 Ft	1001115748	1
Sling, 8 Ft	1001115749	1
Coupling, Half, Quick, Disconnect	8430045	1
Adapter, Straight, Pipe To Tube	1001115752	1
Elbow, Pipe	8540218	1
Reducer, Pipe	2220437	1
Coupling, Pipe	1001115750	1
Adapter	2220880	1
Tee, Tube	2170704	1
Adapter, Straight, Pipe To Tube	1001115751	1
Bone, Chisel Tool	70022165	1
Vacuum Cup 4.5	70022166	1
Window, Remove, Kit	70022164	1
Cap, Plug Set	1001117512	1

Items will be packed/packaged/preserved IAW MIL-STD-2073-1D. Marking in accordance with MIL-STD-129

C.33 USER JURY CHANGES

Paragraph C.5 established the requirement for the User Jury.

This paragraph C.33 establishes the requirement for the contractor to provide the engineering effort and modify all ATLAS II vehicles incorporating the User Jury changes.

a. Exhaust Pipe Turned 90 Degrees - The original location exposes the operator to fumes and dust in reverse gear plus it protrudes excessively creating both obstacle and safety risk when opening the engine compartment. Turning the exhaust pipe 135 degrees directs the exhaust gasess to the other side of the vehicle.

b. Rerouting Of Arctic Hoses - The original routing of these hoses precluded access to the starter and oil dipstick. The arctic hoses are re-routed to make the starter and oil dipstick more accessible for service.

c. Oil Filter Changes - The original location of the oil filter made it difficult to access for service. The oil filter will be

remote filter mount allowing the filter to be conveniently located for service.

d. Axle Breathers - The original configuration has hoses and fitings which could come into contact with the axle breathers. The hoses and fittings are re-routed so they do not come into contact with the axle breathers.

e. Axle Brake - A different axle brake supplier for ATLAS II was chosen for business and supply reasons. Changing back to the original ATLAS vehicle brake will lessen the logistics impact with no detriment to machine performance. The axle brake meets the requirement of PD paragraph 3.3.7.

f. Hydraulic Lines - The original configuration did not allow the forks on the carriage to be moved manually if the carriage hydraulic system became inoperable. A bypass feature was added using quick disconnect fittings and the bypass hose from the BII for towing. Installing the bypass hose to the quick disconnect fittings in the fork hydraulic circuit makes it possible for the operator to manually move the forks. This will allow the operator to continue his mission until maintenance can be performed. This was completed on both the 6K and 10K carriages.

g. Pressure Reading - A change was made addding 10 hydraulic readings to the diagnostic display for troubleshooting of the hydraulic system. Pressure transducers are placed in the hydraulic circuits and dthe outputs are routed to the diagnostic system controller that interfaces with the display in the cab dashboard. The pressure readings can be viewed by the operator or a maintenance technician while operating the machine functions to evaluate each hydraulic circuit. With this feature, one maintenance person can troubleshoot the machine for hydraulic problems. The results on the diagnostic display can also be provided to the IETM for troubleshooting instructions and instructions for fixing the vehicle.

h. Emergency Boom System - Change emergency boom lowering system to provide better user interface and additional functionality. The revised emergency boom system meets the requirements of PD paragraph 3.3.11.9.

i. Transmission Sending Unit - The transmission temperature switch was originally located at the bottom of the transmission. This was the lowest point on the machine and made the switch vulnerable to damage from objects on the ground. The sender was relocated to the top of the transmission where it is protected from damage.

j. Front Pintle Hitch - The front pintle hitch is mounted to the 6K carriage for maneuvering equipment on and off aircraft. The contractor will perform the engineering effort for incorporating the front pintle hitch. However, the front pintle hitch will be incorporated into production ATLAS II vehicles at a later date.

The vehicle effectivity is all vehicles under this contract. The paragraphs in the PD will be revised after the ATLAS II vehicle configuration is finalized.

C.34 ENGINEERING CHANGE

Engineering Change Number ER#58485 changes the process for cleansing and pretreatment of the ATLAS II operator's cab from blasting/washer primer in accordance with MIL-DTL-53072C and TT-C-490E to an Electro-Deposition (E-Coat) process. The vehicle effectivity is ATLAS II vehicle serial number 10KB0055. This is a no cost change.

C.35 ACTIVE RADIO FREQUENCY IDENTIFICATION TAGS (RFID)

Active unprogrammed RFID tags (model no. Savi ST-0654) for 69 ATLAS II vehicles.

C.36 WOOD SHORING

Wood shoring for air transport of ATLAS II vehicles from Charleston AFB, SC.

C.37 NEW EQUIPMENT TRAINING (NET) MATERIALS

Copying and over-pack of 100 sets of NET materials.

C.38 FIELD SERVICE REPRESENTATIVES FOR AFGHANISTAN

a. The contractor will provide two Field Service Representatives (FSRs) for the 180 days each in Afghanistan. One FSR will be stationed at Bagram Airfield. The second FSR will be stationed at Kandahar Airfield. The government reserves the right to call up 360 days per FSR support on a single delivery order.
(PARAGRAPH C.38 (a.) REVISED BY MODIFICATION P00045)

b. The FSRs will be required to submit a Weekly Performance Report. See Exhibit A, CDRL A035.

C.38.1 Vehicle Deprocessing and Fielding. The FSR may also be required to deprocess and support hand off of all equipment delivered

under this contract to potential gaining units. The FSR will also administer the vehicle warranty.

C.38.1.1. If required, the FSR shall prepare documentation consisting of a joint inventory report, supported by DA Form 3161 for the gaining and fielding commands signature, to the gaining unit for proper posting of material that was issued. The signed DA Form 3161 by the gaining command is used for PBUSE Property Accountability and transfer and must be electronically submitted to the technical POC John W. Syers John.W.Syers@us.army.mil, TEL commercial: 586-282-8869 within 5 days of vehicle handoff

C.38.2 Maintenance/Repair Services.

C.38.2.1 The FSR shall perform maintenances services IAW published Original Equipment Manufacturers (OEM) procedures or U.S. Army Technical Manuals as required.

C.38.2.2 Repair Of Damaged ATLAS II Vehicles - The FSRs will be responsible to repair the 24 ATLAS II vehicles that were damaged while in-transit to Afghanistan. The repair shall bring the vehicles to Full Mission Capability (FMC) condition and its original configuration.

C.38.2.2.1 FMC and original configuration is defined as follows:

C.38.2.2.1.a FMC: The vehicle and all components, subassemblies, and systems are full functional and meet all performance requirements for which they were originally designed, configured and delivered to the Army. This includes any missing items or items that are leaking, damaged or defective.

C.38.2.2.1.b Original Configuration: The original arrangement of the vehicle including all its components, subassemblies and systems, as delivered to the Army for initial fielding purposes.

C.38.2.3 Final Acceptance Inspection: A functional test shall be conducted on all repaired ATLAS IIs. The contractor shall conduct a functional test as defined in Attachment 0032 (ATLAS II Function Test IC7).

C.38.2.4 Parts Management. The FSRs shall manage the parts being sent in support of the repair effort for the ATLAS II systems damaged during transit. The FSRs shall advise the government if parts are missing or additional parts are needed. The COR will determine disposition and advise of any parts left over.

C.38.2.5 Repair Facility. The government will provide at a minimum a covered bay for repair of the vehicles damaged in transit. There will be two locations for repair: Bagram and Kandahar.

C.38.3 Evacuation: The U.S. Army will provide recovery and evacuation of any ATLAS II vehicles that cannot be repaired on site to supporting maintenance facilities. The contractor shall provide supervision of recovery activities as needed. If repairs are not able to be completed at the FSRs location, the government will be responsible for evacuation of any subsequent materials or system components to any specialized repair facility and/or subcontractor facility. For non-warranty repairs completed at any specialized repair facility and/or subcontractor facility.

C.38.4 The Contractor shall provide its FSRs personal tool kits, communications IT equipment (including satellite hookup where necessary and cell phones). In the event the Contractor is unable to provide communications, notify the PM, Contracting Officer, and COR. The Contractor shall provide its employees ATLAS II service and parts manuals. The Government reserves the right to provide funding for FSR cell phones with an official action from the PCO with a negotiated price at time of a FSR Call-Up Delivery Order.
(PARAGRAPH C.38.4 REVISED BY MODIFICATION P00045)

C.38.5 The Government will provide standard petroleum, oil and lubricants (POL) supply and overhead lift support for fielded ATLAS IIs in Afghanistan.

C.38.6 Work Hours. All contractor employees are authorized to work a flexible 10 hour per day workday, seven days a week, to accommodate vehicle availability, or may be directed to work a compressed schedule of not less than six days, 70 hours per week, at the discretion of the Program Officer or COR.

C.38.7 NET Classes.

Operator Training: If necessary, the FSR shall provide Operator New Equipment Training, (NET) classes on the ATLAS II to operators when the loaders are fielded. Upon request, the FSR shall also perform Maintenance Training.

Operator and Maintenance training classes may not be the fully approved class length. Class length will be determined by the gaining unit and may vary from 8 hours of training to the 40 hours of training. Depending on the needs of the unit, classes may have 2 to 10 students.

C.38.8 Warranty. The contractor shall not bill the Government under this contract for any parts or service covered by manufacturers warranty.

C.38.9 Individual Replacement Deployment Operation (IRDO)

C.38.9.1 All FSRs must participate in training through the IRDO for deployment to Southwest Asia (SWA). The FSRs shall report to Camp Atterbury, IN for processing through IRDO prior to deploying. This schedule is subject to change based on space availability at IRDO.

C.38.9.2. The contractor shall provide transportation for their personnel from point of origin to IRDO, Camp Atterbury, IN and return. The government will provide transportation from IRDO to the area of operation (theater) and return upon completion on the mission. The government will provide an Official Government Travel Memo (the completed LOA) for each contractor employee that will be traveling.

C.38.10 Living and Working Conditions

C.38.10.1 The Government reserves the right to add additional sites for FSR service as the mission requirements change. Some of the work may require FSRs to travel to installation sites within the Iraq, Afghanistan, and Kuwait to provide assistance and support for ATLAS II.

C.38.10.2. As authorized in the LOA or elsewhere in this contract, contractor employees will be provided Government subsistence which includes meals, billeting, emergency medical care, emergency dental are, and access to morale and welfare activities and available chaplains. If subsistence changes during deployment (e.g. the Combatant Commander or subordinate Commander changes the authorizations), the Contractor must notify the Contracting Officer.

C.38.10.3. As the contractor employees for this effort will be located in various locations in SWA, the PM CE/MHE is identified as the entity that will provide all support for the contractor employees including emergency medical and dental care, transportation, billeting, security and logistical needs to support this effort. Routine medical care is the responsibility of the contractor unless the FSR is retired military and has a military retired identification card. The transportation to Kuwait for routine medical care will provided by the Government. While performing duties IAW terms and conditions of the contract, the Service Theater Commander will provide force protection to the contractor employees commensurate with that given to Service/Agency (e.g. Army, Navy) civilians in the operations area.

C.38.10.4. As required by the operational situation, the Government may at its discretion relocate contractor employees, who are citizens of the United States or Allied Country Citizens, to a safe area or evacuate them from the area of operations. The U.S. State Department has responsibility for evacuation of non-essential personnel.

C.38.10.5. The Contractor shall ensure that each employee hired by the Contractor (including subcontractors) shall be a citizen of the United States or Allied Country Citizens and acknowledges in writing that they understand the danger, stress, physical hardships, and field living conditions that are possible if the employee deploys in support of military operations. The Contractor shall ensure that contents of this paragraph are included in all subcontracts.

C.38.10.6. Due to further force security issues and concerns in theater, many commands are asking for verification of the status of our contractors security background. As a result, the Contractor must maintain a completed background check on file for each employee that will be deployed.

C.38.11 Medical Information

C.38.11.1 Prior to deployment, the Contractor shall ensure that all deployable personnel are medically and physically fit to endure the rigors of deployment in support of a military operation. Contractor employees who fail to meet medical or fitness standards, or who become unfit through their own actions, will be removed from the area of operations and replaced at the Contractors expense. All personnel must have a complete set of immunizations and inoculations for entry into SWA.

C.38.11.2 Deploying contractor employees shall carry with them a minimum of a 180 (or 360 days when called up for 360 days) day supply of any medication they require. Military facilities will not be able to replace many medications required for routine treatment of chronic medical conditions such as high blood pressure, heart conditions, asthma, and arthritis. Contractor employees will review both the amount of the medication and its suitability in the foreign area with their personal physician and make any necessary adjustments prior to deployment.
(PARAGRAPH C.38.11.2 REVISED BY MODIFICATION P00045)

C.38.11.3 If glasses are required, the contractor employees will deploy with two pairs of glasses and a current prescription. Copies of the prescription will be provided by the employee to the IRDO so that eyeglass inserts for use in a compatible chemical protective mask can be prepared.

C.38.11.4 The Government does require a medical screening at the Individual Replacement Deployment Operation (IRDO) for FDA approved immunizations, which shall include DNA sampling.

C.38.12 Clothing and Equipment Supplies

C.38.12.1 The Government shall provide the contractor employees with Chemical Defensive Equipment (CDE) familiarization training commensurate with the training provided to Department of Defense civilian employees. The training and equipment will be provided at the IRDO for employees traveling from CONUS.

C.38.12.2. The Government shall provide the contractor employees with the necessary Isolated Personnel Report (ISOPREP) and Survival Evasion Resistance Escape (FPI/SERE) training. This training will be conducted at the IRDO. The Contractor shall ensure that all deploying individuals have the required identification tags and cards prior to deployment. In addition to the DD FM 489 (Geneva Convention Card) issued at the point of deployment, all Contractor employees will be issued personal identification tags and Common Access Cards (CAC), if available before deployment. Personal identification tags will include the following information: full name, social security number, blood type, and religious preference. Contractor employees will maintain all issued cards and tags on their person at all times while OCONUS. These cards and tags shall be obtained through IRDO, and shall be promptly returned to the Government upon redeployment.

C.38.12.3 The Contractor shall ensure that their employees obtain any appropriate VISAs before they will be allowed to enter IRDO. The contractor employees accompanying the force are not authorized to wear military uniform, except for specific items required for safety and security. The Combatant Commander, subordinate Joint Force Commander (JFC), or Army Force (ARFOR) Commander may require that Contractor employees be issued and be prepared to wear Organizational Clothing and Individual Equipment (OCIE), to include Chemical, Biological, and Radiological Element (CBRE) and High-Yield Explosive defensive equipment, necessary to ensure Contractor personnel safety and security. The contractor employees shall sign for all issued OCIE to acknowledge receipt and acceptance of responsibility for the proper maintenance and accountability of the OCIE. The contractor employees shall return all issued OCIE to the Government at the place of issue unless directed otherwise by the Contracting Officer. The Contracting Officer shall require the Contractor to reimburse the Government for OCIE lost, stolen, or damaged due to Contractor negligence or misconduct.

C.38.12.4 Contractor employees deployed in support of U.S. military operations are not permitted to carry personally owned firearms. Contractor employees normally shall not be armed during active military operations; however, the Combatant Commander may authorize issue of standard military side arms and ammunition to selected personnel for personal self-defense. In this case, weapons familiarization, qualification, and briefings on rules of engagement, shall be provided to the contractor employees, completed at the IRDO. Even if authorized, acceptance of weapons by the personnel is voluntary, and must also be permitted by their employer.

C.38.12.5 Before deployment, the Contractor shall ensure that each contractor employee completes at least three (3) DD Forms 93, Record of Emergency Data Card. One completed form is for the IRDO, one copy for the Army's Casualty & Memorial Affairs Operations Center (CMAOC), and one copy for the Army Materiel Command (AMC) Logistics Support Element (LSE) Contractor Coordination Cell (CCC) or other designated liaison.

C.38.12.6 As Executive Agent for mortuary affairs, the Army will facilitate the notification of Next of Kin (NOK) in the event that a U.S. citizen contractor employee accompanying the force OCONUS dies, requires evacuation due to injury, or is reported missing. The Department of the Army will ensure that the Contractor notifies the employees primary and secondary NOK. In some cases, an Army notification officer may accompany the employers representative. Notification support by the Army is dependent upon each contractor's employee completing and updating as necessary, the DD Form 93, Record of Emergency Data Card. The Contractor is responsible for the evacuation of contractor's employee's remains from Kuwait.

C.38.12.7 The Contractor shall ensure that health and life insurance benefits provided to its deploying employees are in effect in the theater of operations and allow traveling in military vehicles.

C.38.12.8 Unless prohibited by international agreement, the Contracting Officer shall provide a Letter of Authorization (LOA) for deployed Contractor personnel. This is the document contractor employees must carry with them as authorization for use of Government transportation, medical facilities, billeting, and other entitlements. Contractor employees are not authorized to use Invitational Travel Orders.

C.38.12.9 The FSRs may be required to travel to other countries within the SWA AOR on a temporary basis to provide assistance.

C.39 EQUITABLE ADJUSTMENT FOR CREW PROTECTION KITS (ADD ON ARMOR-AOA)AND ADDITION OF RANGE PRICING FOR CREW PROTECTION KITS (ADD ON ARMOR-AOA) FOR ORDERING PERIODS 4 AND 5

a. The contract is equitable adjusted for an incorrect specification for the Crew Protection Kits (CLIN 0409AA).

b. Range Pricing is established for the Crew Protection Kits (Add On Armor-AOA) for Ordering Periods 4 and 5 (CLINs 0404AA and 0504AA). The range pricing includes pack/packaging of the Crew Protection Kits (Add On Armor-AOA) in accordance with Special Packaging Instruction No. 1001094554, ATLAS II Armor Kit, Revision A, dated July 23, 2009.

C.40 ENGINEERING CHANGES

a. Engineering Change Number (Engineering Release) 59745 changes the part number for the tack used to secure the boom angle indicator plate to the vehicle from 8309030 to 2080075. The new part has more grip length (.040 vs .020) which will allow for a more secure attachment of the plate to the vehicle. The vehicle effectivity is serial number 10KB0212. This is a no cost change.

b. Engineering Change Number (Engineering Release) 59572 revises the carriage weldment and forks on the 6,000 lb. carriage so the forks do not come into contact with the side shift cylinder. The vehicle effectivity is serial number 10KB0008. This is a no cost change.

C.41 FINAL REVISION TO ADD ON ARMOR TECHNICAL BULLETIN (CLIN 0410AA)

Final revision by the contractor adding gear limiting harness, adding nameplates to door exterior, changing the configuration for the combat latch for the door and escape hatch, and removing door alignment device.

C.42 ENGINEERING CHANGES NO. 14 AND NO. 15 REVISION 2

a. Engineering Change Proposal No. 14 changes the dimensions of the forks for the 10,000 lb. carriage and also the dimensions for the right and left hand hook plates which are subweldments on the 10,000 lb. carriage.

b. The vehicle effectivity for the forks is 10KB0445. The vehicle effectivity for the carriage weldment is 10KB0331. This is a no cost change.

c. Engineering Change Proposal No. 15 Revison 2 replaces lock washers with hardened flat washers on part number 1001096575 (Shaft,Drive, Rear), part number 1001096576 (Shaft, Drive, Front), and part number 1001100175 (Shaft, Transmission Drive). In addition, Locktite 242 will be used to a quantity of 24 bolts mounting the above 3 drive shafts to the machine. The torque requirements remain the same.

d. The vehicle effectivity for ECP No. 15 Revision 2 is 10KB0482. This is a no-cost change.

C.43 ATLAS II VEHICLES FOR COUNTRY OF AFGHANISTAN (FOREIGN MILITARY SALES)

ATLAS II vehicles for the country of Afghanistan will be to the same configuration as ATLAS II vehicles for the U.S. Army except the vehicles will not have Vehicle Registration (U.S.A.) Numbers.

C.44 REPAIR PARTS FOR ATLAS II VEHICLES - AFGHANISTAN

Contractor will provide repair parts for ATLAS II vehicles.

The repair parts on Attachment 0033/CLIN 0415AA to be delivered to Bagram Airbase, Afghanistan.

The repair parts on Attachment 0034/CLIN 0416AA to be delivered to Kandahar Airbase, Afghanistan.

The repair parts will be installed on three ATLAS II vehicles at Bagram Airbase, Afghanistan and 21 ATLAS II vehicles at Kandahar Airbase, Afghanistan by contractor Field Service Representatives in accordance with Section C, scope of work paragraph C.38.2, Maintenance/Repair Services.

C.45 REVISION 1 TO ENGINEERING CHANGE PROPOSAL NO. 18

a. Revision 1 to Engineering Change Proposal No. 18 changes the part number for the Diagnostic Display on the ATLAS II dashboard from part number 2420217 to part number 1001128670.

b. The contractor will incorporate the part number change into the ATLAS II Repair Parts & Special Tools manual at no cost to the government.

c. The vehicle effectivity is vehicle serial number 10KB0757.

C.46 ACTIVE RADIO FREQUENCY IDENTIFICATION TAGS (RFID)

Active unprogrammed RFID tags (model no. Savi ST-0654) for 17 ATLAS II vehicles.

C.47 WOOD SHORING

Wood shoring for air transport of 17 ATLAS II vehicles from Charleston AFB, SC.

C.48 ACTIVE RADIO FREQUENCY IDENTIFICATION (RFID) TAGS

Active unprogrammed RFID tags, model no. Savi ST-0654, JLG P/N 1001108926, for ATLAS II vehicles.

C.49 ATLAS II VEHICLES FOR COUNTRY OF IRAQ (FOREIGN MILITARY SALES)

ATLAS II vehicles for the country of Iraq will be to the same configuration as ATLAS II vehicles for the U.S. Army except the vehicles will not have Vehicle Registration (U.S.A.) Numbers.

C.50 ATLAS II VEHICLES FOR COUNTRY OF GEORGIA (FOREIGN MILITARY SALES)

ATLAS II vehicles for the country of Georgia will be to the same configuration as ATLAS II vehicles for the U.S. Army except the vehicles will not have Vehicle Registration (U.S.A.) Numbers

C.51 VALUE ENGINEERING CHANGE PROPOSALS 19 AND 20; ENGINEERING CHANGE PROPOSALS 21, 22, 23, and 25.

a. VECP NO. 20 REVISION 1; Transient Voltage Suppression (TVS)
1. The contractor shall incorporate VECP 020 beginning with vehicle 10KB0954 and continuing through the life of this contract.

b. VECP NO. 19 REVISION 2; Supplier Change For Attachment Weldment (0240151)
1. The contractor shall incorporate VECP 019 beginning with vehicle 10KB1090 and continuing through the life of this contract.

c. ECP NO. 21 REVISION 1; Fuel level sender
1. The contractor shall incorporate ECP 021 beginning with vehicle 10KB1084 and continuing through the life of this contract.

d. ECP NO. 22 REVISION 1; Charge Air Cooler (CAC) Clamp
1. The contractor shall incorporate ECP 022 beginning with vehicle 10KB1160 and continuing through the life of this contract.

e. ECP NO. 23 REVISION 1; Flood light torque
1. The contractor shall incorporate ECP 023 beginning with vehicle 10KB1138 and continuing through the life of this contract.

f. ECP NO. 25 REVISION 1; UID Tag Improvement
1. The contractor shall incorporate ECP 025 beginning with vehicle 10KB1172 and continuing through the life of this contract.
Section C, paragraph C.51 added on modification P00046.

Section C, paragraph C.51 added on modification P00046.

C.52 ENGINEERING CHANGE PROPOSAL (ECP) 28 AND REQUEST FOR DEVIATION (RFD) 001

a. ECP NO. 28 REVISION 1; Hardware change for ether start kit & A/C Driver
1. The contractor shall incorporate ECP 028 beginning with vehicle 10KB1266 and continuing through the life of this contract.

b. RFD NO. 001 REVISION 1; ATLAS II Seat Shock Absorber - Temporary Stock
1. The contractor shall incorporate RFD 001 beginning with vehicle 10KB1207 and continuing through 10KB1285. This changes affects vehicles on DO 0027 and 0028.

Section C, paragraph C.52 added on modification P00047.

C.53 VALUE ENGINEERING CHANGE PROPOSAL (VECP) 24

a. VECP NO. 24 REVISION 2; ATLAS II Infrared (IR) Work Lamps
1. The contractor shall incorporate VECP 024 beginning with vehicle 10KB1305 and continuing through the life of this contract.

C.54 ENGINEERING CHANGE PROPOSAL (ECP) 27

a. ECP NO. 27 REVISION 1; Transmission Bearing
1. The contractor shall incorporate ECP 027 beginning with vehicle 10KB1362 and continuing through the life of this contract.

*** END OF NARRATIVE C0001 ***