PURCHASE DESCRIPTION for LOGISTICS SUPPORT BRIDGING

1. SCOPE

1.1 Scope. This purchase description establishes the performance requirements for Logistics Support Bridging (LSB). The LSB shall be assembled world-wide, and transported by air, sea, and rail.

1.2 Classification. This purchase description applies only to the MLC 80T/MLC110W, and does not include any other categories or variations of Logistic Support Bridges.

2. APPLICABLE DOCUMENTS

2.1 Specifications, Standards, and Handbooks. The following documents form a part of this Purchase Description to the extent specified herein. Unless otherwise specified, the issues of these documents are those listed in the Department of Defense Index of Specification and Standards (DoDISS) and supplement thereto, in effect at the time of solicitation.

SPECIFICATIONS

MILITARY

UFC 3-320-01A	Welding – Design Procedures and Inspections
UFC 3-320-05FA	Structural Design Criteria for Structures other than Buildings

STANDARDS

FEDERAL

FED-STD-595	Colors

MILITARY

DOD Directive 5000.40	Reliability and Maintainability
MIL-STD-785B	Reliability Program for Systems and Equipment, Development and Production
MIL-STD-721C	Definitions of Terms for Reliability and Maintainability
MIL-STD-129	Military Marking for Shipment and Storage

MIL-STD-130	Identification Marking of U.S. Military Property
MIL-STD-209	Interface Standard for Lift and Tiedown Provisions
MIL-STD-810	Environmental Engineering Considerations and Laboratory Tests
MIL-STD-1366E	Interface Standard for Transportability Criteria

HANDBOOKS

MIL-HDBK-1791	Designing for Internal Aerial Delivery in Fixed Wing Aircraft

(Unless otherwise indicated, copies of the above specifications, standards, and handbooks are available from the following website: http://assist.dpas.dia.mil).

2.2 Other Government documents, drawing, and publications. The following other Government documents form a part of this document to the extent specified herein. Unless otherwise specified, the issues are those in effect at the time of solicitation.

CODE OF FEDERAL REGULATIONS

CFR Title 49 - Transportation
- Chapter V -- National Highway Traffic Safety Administration
  - Part 571 - Federal Motor Vehicle Safety Standards (FMVSS)
- Chapter III -- Federal Motor Carrier Safety Regulations (FMCSR)
  - Part 393 - Parts and Accessories Necessary for Safe Operation

CFR Title 40 - Protection of Environment
- Chapter I -- Environmental Protection Agency
  - Part 85 -- Control of Air Pollution from Mobile Sources
  - Part 89 -- Controls of Emissions from New and In-Use Nonroad Compression-Ignition Engines
  - Part 1068 -- General Compliance Provisions for Nonroad Programs

CFR Title 29 - Labor
- Chapter XVII -- Occupational Safety and Health Administration

(Obtain copies from the following website: http://www.gpoaccess.gov/cfr/index.html).

CALIFORNIA CODE OF REGULATIONS (CCR)

California Air Resources Board (CARB)

CCR Title 17 – Public Health

(Obtain copies from California Air Resources Board, 2020 L Street, Sacramento, CA 95814 or the following website: http://www.arb.ca.gov)

2.3 Non-Government publications. The following documents form a part of this document to the extent specified here. Unless otherwise specified, the issues are those in effect at the time of solicitation.

NORTH ATLANTIC TREATY ORGANIZATION STANDARDIZATION AGREEMENT (STANAG)

STANAG 2010 (edition 6)	Military Load Classification Markings
STANAG 2021 (edition 6)	Computation of Bridge, Ferry, Raft, and Vehicle Classifications
STANAG 2832B	Rail Gauge GIC and Rail Gauge W6A

(Obtain copies from the Standardization Documents Order Desk, Building 4D, 700 Robbins Avenue, Philadelphia, PA 19111-5094, phone number (215) 697-2179, fax (215) 697-1462 or e-mail registry@nsa.nato.int)

AMERICAN ASSOCIATION OF STATE HIGHWAY & TRANSPORTATION OFFICIALS (AASHTO)

Standard Specifications for Highway Bridges

(Application for copies should be addressed to American Association of State Highway & Transportation Officials, 444 North Capitol Street N.W., Suite 249, Washington, DC 20001, phone number (202) 624-5800, fax (202) 624-5806, or e-mail info@aashto.org)

AMERICAN SOCIETY FOR TESTING AND MATERIALS INTERNATIONAL (ASTM)

ASTM E8	Tension Testing of Metallic materials ISO/R82, R86, R375, EN 10002 PT 5 and BS 18
ASTM E9	Compression Testing of Metallic Materials at Room Temperature
ASTM E238	Pin – Type Bearing Test of Metallic Materials
ASTM E399	Test for Plain Strain Fracture Toughness of Metallic Materials
ASTM A 123/A 123M	Standard Specification for Zinc (Hot-Dip Galvanized) Coatings on Iron and Steel Products Single pieces of steel or fabrications with different types of steel products
ASTM A 153/A 153M	Standard Specification for Zinc Coating (Hot-Dip) on Iron and Hardware Fasteners and small products that are centrifuged after galvanizing to remove excess zinc
ASTM A 780	Standard Practice for Repair of Damaged and Uncoated Areas of Hot-Dip Galvanized Coatings Touch-up procedures for coating bare spots on an existing hot-dip galvanized product
ASTM A 143/A 143M	Standard Practice for Safeguarding Against Embrittlement of Hot-Dip Galvanized Structural Steel Products and Procedure for Detecting Embrittlement
ASTM A 384/A 384M	Standard Practice for Safeguarding Against Warpage and Distortion During Hot-Dip Galvanizing of Steel Assemblies
ASTM A 385/A 385M	Standard Practice for Providing High-Quality Zinc Coatings (Hot-Dip)
ASTM B 6	Standard Specification for Zinc

(Application for copies should be addressed to the ASTM International, 100 Barr Harbor Drive, Conshohocken, PA 19428-2959).

AMERICAN WELDING SOCIETY (AWS)

AWS D1.1	Structural Welding Code – Steel.
AWS D1.5M/D1.5	Bridge Welding Code

(Applications for copies should be Addressed to American Welding Society, 550 N.W. LeJeune, P.O. Box 351040, Miami, Fl 33135).

AMERICAN INSTITUTE OF STEEL CONSTRUCTION

AISC 303	Code of Standard Practice for Steel Buildings and Bridges
AISC H003	Steel Erection for Highway, Railroad and Other Bridges Structures
AISC H004	Welding of Steel Bridges
AISC H006	Mechanical Fasteners for Steel Bridges
AISC H007	Properties of Bridge Steels
AISC H009	Integral Abutments for Steel Bridges
AISC H012	Steel Bridge Bearing Selection and Design Guide

(Application for copies should be addressed to American Institute of Steel Construction, One East Wacker Drive, Suite 700, Chicago, IL 60601-1802, phone number (312) 670-2400, fax (312) 670-5403, or the following website: http://www.aisc.gov)

INTERNATIONAL STANDARD ORGANIZATION (ISO)

ISO 1461	Hot-Dip Galvanized Coatings on Fabricated Iron and Steel Assemblies Specifications and Test Methods

(ISO standards available online at http://www.iso.org)

2.4 Order of Precedence. In the event of a conflict between the text of this document and the references cited herein, the text of this document takes precedence. Nothing in this document, however, supersedes applicable laws and regulations, unless a specific exemption has been obtained.

3. REQUIREMENTS.

3.1 Description. The LSB shall provide support to maintain main and auxiliary supply routes necessary to support Expeditionary Maneuver Warfare operations. The LSB shall consist essentially of 61m clear span bridge, Ramp Sets (including `grillage beams`), and Launch and Erection Sets and be modified for tactical military requirements and world-wide transportation. As required by law for commercial sales, the LSB shall meet all applicable requirements of the Occupational Safety and Health Administration (OSHA) Standards, the Environmental Protection Agency (EPA) Emission Standards (i.e. California) and Department of Transportation

(DOT) Federal Motor Vehicle Safety Standards and Federal Motor Carrier Safety Regulations. For clarification and illustration, certain requirements of these regulations have been repeated herein. This does not release the vendor from meeting the requirements that are not specifically stated herein. The LSB and all its components shall be the current commercial production model of a standard product and, except for product improvements, shall have demonstrated industry acceptability by having been manufactured, marketed and sold to commercial users for the same or similar application for at least two years prior to quotation.

3.2 DESIGN SPECIFICATION. The Logistic Support Bridge (LSB) shall meet the following design requirements.

3.2.1 Environmental Requirements.

3.2.1.1 The bridge shall be capable of being launched and recovered at temperatures between -10°C to +40°C and operated at temperatures between -20°C to +40°C.

3.2.1.2 All bridge components and equipment shall be capable of storage, including in the open, without the need for sophisticated facilities and/or elaborate precautions, within the temperature range -20°C to +40°C.

3.2.1.3 The bridge shall be designed so as to be suitable for use in areas subject to wind speeds of 45 meters/second (100mph) mean, gusting to 60 meters/second (135mph).

3.2.2 Design Loading. The bridge shall be capable of trafficking hypothetical vehicles up to and including military load classification MLC80T, MLC110W.

3.2.3 Design Analysis. The design analysis of the bridge and its components shall be carried out in accordance with BS 5400: Part 3 Code of Practice for Design of Steel Bridges, except where the capabilities of the bridge and its components have been determined by testing.

3.2.4 Proof of Safety Factor. Where the assessment of the capacity of a bridge is based upon testing, independently certified evidence shall be provided of full scale testing of the bridge system in its various truss constructions. These tests shall prove that the bracing systems for the main longitudinal girders will adequately restrain the compression members against failure by buckling and provide a minimum factor of safety of 1.7 times the published recommended working loads for civilian design loadings, or 1.5 times the published recommended working loads for military design loadings.

3.3 MANUFACTURING SPECIFICATION. The bridge shall be specified to meet the following manufacturing specification.

3.3.1 Quality. All bridge components shall be of new manufacture by an ISO accredited factory.

3.3.2 Material Specification. Bridge materials shall conform to either the following British Standards or EuroNorm specifications, or to their equivalents within national Standards, and have mechanical properties suitable to the purpose for which they will be used:

3.3.2.1 The major structural elements of the panels and reinforced chords, including the connecting lugs, and of the transoms shall be the steel equivalent to BS 4360 weldable structural steel of Grade 55C or to EN 10113 Grade S460N.

3.3.2.2 All other major structural elements shall be of the steel equivalent to BS 4360 weldable structural steel of Grade 50A or to EN 10025 Grade S355JR.

3.3.2.3 Minor components and structural elements shall be of the steel equivalent to BS 4360 weldable structural steel of Grade 43A or to EN 10025 Grade S275.

3.3.2.4 Bolts, screws and nuts shall be in accordance with BS 3692 ISO metric bolts or other equivalent specification.

3.3.2.5 Pins shall be of steel equivalent to BS 970 wrought steel of Grade 709M40.

3.3.3 Material Thickness. The minimum thickness of steel to be used for the manufacture of bridge components shall com ply with the following:

3.3.3.1 For bridge components that are protected from corrosion by hot dip galvanizing, the minimum thickness of steel to be used for any structural element shall be 5mm and the minimum thickness of steel to be used for any minor structural element or for deck components shall be 4mm.

3.3.4 Welding. Welding of components shall only be undertaken in extreme situations as an Emergency Battlefield Repair. All welding shall be carried out in accordance with BS EN 287, welding of carbon and carbon manganese steels, or equivalent. The welding wire to be used shall be in accordance with BS EN 440, Filler rods and wires for gas shielded arc welding, or equivalent.

3.3.5 Corrosion. Bridge components shall have surface protection to the following standards:

3.3.5.1 All bolts, screws and nuts shall be spun galvanized in accordance with recommendations and requirements that are equivalent to those of BS EN 1461.

3.3.5.2 All pins shall be plated in accordance recommendations and requirements that are equivalent to those of BS 1706, electroplated coatings of cadmium and zinc on iron and steel.

3.3.5.3 All structural components shall be galvanized in accordance with recommendations and requirements that are equivalent to those of BS 5493, protective coating of iron and steel structures, and equivalent to those of BS EN 1461, hot dip galvanized coatings.

3.4 COMPONENT SPECIFICATION. The bridge main components shall be specified to have the following requirements:

3.4.1 Trusses.

3.4.1.1 The major truss components shall be comprised of prefabricated modular panels of rolled steel sections formed in such a way that they connect together solely by single pins in the top and bottom chords. No more than two different types of modular panel are to be used to form the trusses of the bridge and these shall be easily identifiable both visually and by touch.

3.4.1.2 The modular panels shall be capable of forming the trusses of bridges throughout the entire span range, 15.24m to 60.96m, in single storey construction such that a bridge span to depth ratio of 25:1 is not exceeded.

3.4.1.3 The capacity of the bridge trusses shall be capable of being increased as necessary by attaching chords to the panels. The attachment of such reinforcing components and of all bracing components shall be by bolts. These bolts may vary in length to suit the particular joints; however, they shall be all of the same diameter in order to minimize the number of installation tools required.

3.4.1.4 All surfaces of the major structural elements shall be fully accessible for inspection and maintenance.

3.5 TRANSOMS.

3.5.1 Transoms shall be manufactured from rolled steel universal beams.

3.5.2 Transoms shall be restrained against overturning, by their connections to the trusses and by vertical braces between adjacent transoms. Vertical braces shall be connected at the centerline of each transom.

3.5.3 The transom restraints shall be capable of resisting a horizontal longitudinal force of 2 tonnes applied at deck to each cross girder.

3.6 ROADWAY DECKS.

3.6.1 The roadway decking shall consists of prefabricated modular steel deck units that span between adjacent transom. The deck units shall be capable of being attached to the transom from above, thus avoiding the need for access to the underside of the decking when the bridge is in-situ.

3.6.2 Each deck unit shall be comprised of longitudinal stringer sections welded to a steel plate wearing surface which has a raised skid resistant pattern, namely “Durbar Plate”.

3.6.3 Deck units with an alternative factory applied anti-skid wearing surface (such as a polyurethane bonded bauxite chip system) shall be available, as an optional extra as and when required.

3.7 DESIGN PARAMETERS. The bridge shall be designed against the4 following parameters.

3.7.1 Bank Conditions.

3.7.1.1 Height difference between banks shall be related to the maximum longitudinal slope of the bridge which is ± 1:30.

3.7.1.2 Longitudinal slope of the approaches shall be = ± 1:50.

3.7.1.3 Transverse slope of the approaches shall be = ± 1:200.

3.7.1.4 Grillages shall be designed for a minimum ground bearing pressure of 200KN/m².

3.7.2 Wind Speeds.

3.7.2.1 During construction/launching, maximum wind speed = 15m/s.

3.7.2.2 On bridge and vehicle, maximum wind speed = 20m/s.

3.7.2.3 On bridge alone, maximum wind speed = 30m/s.

3.7.3 Vehicle Crossing Speed.

3.7.3.1 For normal crossing; up to and including MLC30 = 40 km/h (25mph), above MLC30 = 25km/h (15mph).

3.7.4 Braking Loads.

3.7.4.1 Ramps and grillages are designed for a braking load = 25% of MLC80T weight.

3.7.5 Skewing Load.

3.7.5.1 Transverse horizontal load due to tacked vehicles skewing = 10% of MLC80T weight.

3.7.6 Ramps.

3.7.6.1 At each end of the bridge the change in gradient between the deck (within the bridge) and the ramps shall not exceed 1:10 (10%).

3.7.6.2 Within the length of the ramp, the changes in gradient between points 3m apart shall not exceed 1:2 (5%).

3.7.6.3 For any combination of longitudinal slope of the bridge and longitudinal slope of the approach roads, the maximum gradient anywhere on the ramp shall not exceed ± 1:5 (20%)

3.7.6.4 All ramp components shall be designed for a minimum ground bearing pressure 200KN/m².

3.8 Tools and Accessories. Any special tools and accessories required for the erection and dismantling of the Logistic Support Bridge shall be provided.

3.9 Physical Characteristics.

3.9.1 Transportability. The LSB shall be capable of being transported worldwide by rail, marine, highway, and air modes.

3.9.1.1 Weight. Due to air transportability constraints, the GVW of the LSB and components shall not exceed 270,000 lbs (C-5), 170,900 lbs (C-17) and 40,000 lbs (C-130) in a ready condition.

3.9.1.2 Size. Due to Maritime Pre-Position Force (MPF) Ship constraints, the LSB and components shall not exceed the following dimensions (Vendor responsibility):

a. Width: not more than 102 inches.
b. Height: not more than 148 inches.
c. Length: not more than 425 inches.

3.9.1.3 Transport on C-5, C-17 or C130 Aircraft. The LSB and components must be air transportable on C-5, C-17 or C-130 aircraft. Air transport guidelines for the C-5, C-17 or C-130 aircraft are provided, some specific limitations are:

C-5
a. Width: 19 feet
b. height: 13.5 feet
c. length: 143 feet, 9 inches
d. Tie-downs shall be designed in accordance with MIL-STD-209 and tested

C-17
a. Width: 12 feet, 4 inches
b. height: 18 feet
c. length: 88 feet
d. Tie-downs shall be designed in accordance with MIL-STD-209 and tested

C-130
a. Width: 119 inches
b. height: 108 inches
c. length: 480 inches
d. Tie-downs shall be designed in accordance with MIL-STD-209 and tested

3.9.1.4 Transportation by Rail. Tie-down restraint shall be subjected the greatest forces encountered in normal transport. Restraint shall withstand 4.0 g in the longitudinal direction, 1.5 g in the lateral directions, and 2.0 g in the vertical direction. The LSB and components shall be capable of withstanding the rail impact test in accordance with MIL-STD-810, Method 516.5.

3.10 Cleaning, Treatment and Painting. Unless otherwise specified, all exposed external surfaces shall have a finish coat of Chemical Agent Resistant Coating (CARC) meeting MIL-DTL-64159, Type II. All surface rust shall be removed and surface areas treated prior to delivery.

3.12 Name Plate. A corrosion resistant metal nameplate, permanently and legibly marked with the following information shall be securely attached to the LSB.

a. Nomenclature
b. Vendor's model number
c. Vendor's serial number
d. Vendor's name
e. Contract number
f. Date of manufacture

3.13 Item Unique Identification (IUID) Plate. An IUID shall be provided in accordance with MIL-STD-130, and shall be securely attached and registered through Wide Area Work Flow.

3.14 Standards of Manufacture.

3.14.1 Materials, Processes and Parts. The minimum number and variety of materials, processes, and replaceable parts compatible with performance requirements shall be used in the LSB. The use of commercially procured new parts designed and constructed to industry standards and capable of meeting functional and performance requirements shall be acceptable in lieu of specially fabricated items built to meet these performance requirements. All separate parts are to be shipped created and secured by one key.

3.14.2 Metal Fabrication. The metal used in fabrication shall be free from kinks, sharp bends, and other conditions which would be damaging to the finished product. Manufacturing processes shall not reduce the strength of the metal to a value less than intended by the design. Manufacturing processes shall be done neatly and accurately. All bends shall be made by controlled means to ensure uniformity of size and shape.

3.14.3 Bolted Connections. Bolt holes shall be completely punched or drilled and shall have burrs removed. Washers or lock washers shall be provided in accordance with good commercial practices, and all bolts, nuts, and screws shall be tight.

3.14.4 Riveted Connections. Rivet holes shall be accurately punched or drilled and shall have the burrs removed. Rivets shall be driven with pressure tools and shall completely fill the holes. Rivet heads, when not countersunk or flattened, shall be approved shape and uniform size for the same diameter of rivet. Rivet heads shall be full, neatly made, concentric with rivet holes, and in full contact with the surface of the member.

3.14.5 Welding. The surface of parts to be welded shall be free from rust, scale, paint, grease, or other foreign matter. All welding spatter and projections on mating surfaces where members are in contact for fabrication or assembly shall be ground to a suitable flat surface. Weld penetration shall be such as to provide transference of maximum stress through the base metal juncture. Manual and machine welding processes and materials shall be in accordance with AWS D 1.1.

3.15 Nameplates and Product Markings. An identification plate shall be suitably located describing any special or important procedures to be followed in operating and servicing the LSB. Plates shall be of a material that will last and retain legibility for the life of the LSB. Plates shall be securely affixed to the equipment with nonferrous screws or bolts of not less than l/8-inch diameter.

3.16 Workmanship. There shall be no imperfections that could reasonably be expected to prevent the requirements of this purchase description from being met. All fitting, joints, coatings,

and finishes shall meet the workmanship criteria of the applicable process documents. There shall be no evidence of detrimental sharp comers or edges, burrs, dents, scratches, gouges, cuts, cracks, or other similar conditions. Fastening, clamping, supporting and locking devices shall be correctly installed without damage. There shall be no detrimental foreign matter internally or externally. Markings shall be non-injurious, legible, and of necessary permanence.

3.17 Interchangeability. All LSB and components of the same classification furnished with similar options under a specific contract shall be identical to the extent necessary to insure interchangeability of component parts, assemblies, accessories, and spare parts. All separate parts are to be shipped created and secured by one key.

3.18 Maintainability. The LSB and components shall be designed such that components are readily accessible for repair or replacement with minimum removal or disturbance of adjacent parts or components using general-purpose tools.

3.19 Custom Military Markings. The military markings on the LSB shall consist of the words "US NAVY" and the Navy registration number (USN). Markings shall be applied.

4. QUALITY ASSURANCE PROVISIONS

4.1 Responsibility for Inspection. Unless otherwise specified in the contract, the vendor is responsible for the performance of all inspection requirements as specified herein. Except as otherwise specified in the contract or purchase description, the vendor may use his own or any other facilities suitable for the performance of the inspection requirements specified herein, unless disapproved by the Government. The Government reserves the right to perform any of the inspections set forth in the purchase description where such inspections are deemed necessary to assure supplies and services conform to prescribed requirements.

4.2 First Article Inspection and Test. The vendor shall furnish one complete unit for first article inspection and testing. The first article shall be identical to the production items in accordance with the terms of the contract. The first article shall be inspected and tested by the vendor in the presence of Government representatives, at the site selected by the vendor. Costs of testing including test scheduling, transportation, fuel, power, and material shall be borne by the vendor. The vendor is not responsible for travel expenses incurred by Government representatives. Approval of the first article shall not relieve the vendor of the responsibility to furnish the LSB and components in accordance with contract and purchase description requirements. No change or deviation from the approved first article, including substitution of component parts, will be acceptable without prior written approval.

4.3 Examination. Each LSB and components shall be examined for compliance with the requirements specified in Section 3 of this purchase description. Any redesign or modification of the commercial product to comply with specified requirements, or any necessary redesign or

modification following failure to meet specified requirements shall receive particular attention for adequacy and suitability. This element of inspection shall encompass all visual examinations and dimensional measurements.

4.4 First Article Tests. The vendor shall test the first article as specified herein. Test data conducted for previous production units may be provided to verify compliance with these requirements.

4.4.1 Performance Tests. Each LSB and components shall be given a performance test. All components and devices shall be operated to determine that they are functioning properly and that they conform to Section 3 requirements. All controls shall be operated a sufficient number of times to ascertain that the components and mechanisms actuated by the controls operate properly, fully, and without restriction or malfunction. Vendor shall, as a minimum, shall conduct the necessary tests to confirm that the requirements of Section 3 are met:

4.4.2 Mobility Tests.

Note: After completion of the tests specified herein, the LSB shall be checked at all locations where a permanent deformation may occur to include but not be limited to: Welds shall initially be checked visually, with xyglo or magna flux inspections following for further investigation, if necessary. All check points shall be logged; measurements taken of failure to meet performance requirements, and failure to complete any test. If such deficiencies do arise, they shall be corrected and the affected tests shall be repeated as required at the cost of the vendor.

4.4.3 Rail Impact Test. The vendor shall test the LSB and components in accordance with MIL-STD-810, method 516 to verify the structural integrity and the adequacy of the tie-down system and tie-down procedures.

4.4.4 Air Transportability Confirmation. Vendor shall confirm to Government personnel that the LSB and components meets the dimensional and other requirements of the C-5, C-17 or C-130 fixed wing aircraft. Vendor may use a mockup of C-5, C-17 or C-130 aircraft ramp and door dimensions if required, or may prove using dimensional checks that the LSB and components will fit on a C-5, C-17 or C-130 aircraft.

4.4.5 Lifting and Tie-Down Provisions. Lifting and tiedown provisions shall be tested according to the loads called out in MIL-STD-209. Certified/calibrated test equipment shall be utilized.

4.4.6 Adhesion Test. This method covers a procedure suitable for establishing acceptability of the galvanization and surface adhesion of the coating system of the LSB and components.

4.5 Quality Conformance Test. Each production unit shall be completely assembled, adjusted, lubricated, or otherwise serviced for operation. Each production unit shall be subjected to the examination of 4.3. Failure to pass any test shall be cause for rejection.

5. PREPARATION FOR DELIVERY AND MARKING

5.1 LSB Processing. The LSB and components shall be processed for shipment from the vendor's facility to final Navy destinations in accordance with the vendor's standard commercial practice. The vendor is responsible for shipping all units to final destinations.

5.2 Preservation and Packaging. The vendor's standard commercial practice shall apply for U.S. surface shipping or overseas shipping of LSB and components. All materials supplied by this contract (if required), shall be packed in weatherproof reusable containers. These containers shall be constructed of grade #2 wood or better and lined with 3/8-inch marine plywood. Containers shall have lid hasps; lid chains; dividers to secure materials; and data plates secured to the upper left front corner of each container identifying its contents. Packing shall be reusable and undamaged due to repeated use. Various packaging is stated for various equipment and material stipulated in Section 3 where applicable.

6. NOTES

(This section contains information of a general or explanatory nature that may be helpful but is not mandatory.)

6.1 Intended Use. The Logistic Support Bridge will be used to support multiple Battalion training exercises consistent with the current approved Fleet Response Training Plan.