

5173-431

## Statement of Work

Field upgrade of the Computer Aided Balancing (CAB) system on a Model H4BU Schenck Trebel Corp Balancing Machine at Puget Sound Naval Shipyard & Intermediate Maintenance Facility in Bremerton, WA

1. **Background:** Five horizontal Schenck balancing machines at Puget Sound Naval Shipyard currently operate on outdated Computer Aided Balancing instrumentation systems (Schenck CAB 690 and CAB 720 platforms). Recently, the sole 20,000 lb capacity balancing machine at PSNS was transferred from Bldg 431 to Bldg 427; as a result of the move, the CAB instrumentation on this balancing machine lost important functionality. Trained operators of this balancing equipment report that they are unable to attain a specified, quantitative balancing target values during balancing runs. This is considered STOP WORK to all production output for this machine. Schenck Trebel Corp regional sales manager Wally Hunt has stated that Schenck is no longer able to provide replacement parts for CAB 690 and CAB 720 systems. This development renders all five balancing machines at PSNS unrepairable and inoperable upon failure of their Computer Aided Balancing instrumentation systems.
2. **Applicable Documents:** The following documents form a part of this specification to the extent specified herein. Unless otherwise indicated, the issue in effect on the date of invitation for bids or a request for proposals shall apply.

### THE CODE OF FEDERAL REGULATIONS

- 29 CFR 1910 Occupational Safety and Health Standards
- 29 CFR 1926 Safety and Health Regulations for Construction
- 40 CFR 261 Identification and Listing of Hazardous Waste

(Application for copies should be addressed to Superintendent of Documents, Government Printing Office, Washington, DC 20402)

### NATIONAL FIRE PROTECTION ASSOCIATION (NFPA)

- NFPA 70 National Electric Code
- NFPA 79 Electrical Standards for Industrial Equipment

(Application for copies should be addressed to National Fire Protection Association, 470 Atlantic Ave., Boston, MA 02210)

### NATIONAL ELECTRICAL MANUFACTURERS' ASSOCIATION (NEMA)

- ICS Industrial Controls and Systems
- MGI Motors and Generators

(Application for copies should be addressed to the National Electrical Manufacturers' Association, 2101 L Street, NW, Washington, DC 20037)

### INTERNATIONAL STANDARDS ORGANIZATION (ISO)

- ISO 1940/1 Balance Quality Requirements of Rigid Rotors

(Copies available online at: [http://www.iso.org/iso/iso\\_catalogue.htm](http://www.iso.org/iso/iso_catalogue.htm) or American National Standards Institute, 11 West 42nd St, New York, NY 10036)

3. **Scope:** The following Materials and Services are required to upgrade a Government owned Model H4BU Schenck Balancing Machine in Bldg 427 to modern Computer Aided Balancing instrumentation.

3.1 The vendor shall provide and install, on-site, the required components to upgrade the existing Government owned Schenck balancing machine to modern CAB instrumentation.

3.1.1 The CAB upgrade package shall include all electronics, computer(s), and balancing software required to operate the balancing machine.

3.1.1.1 The CAB upgrade package electronics, computer(s), and balancing software shall be operated using the Windows 7 Professional operating system.

3.1.1.2 The CAB software shall include Index Balancing for any set-up incorporating balancing tooling, Single Compensation to nullify residual dynamic unbalance, Key Compensation to electronically compensate for unbalance caused by missing keys, and Averaging Over Time features.

3.1.2 The CAB upgrade package shall include a 15 inch Thin Film Transistor (TFT) touch screen color display.

3.1.2.1 The CAB upgrade package shall simultaneously display vector meters (polar coordinates) and digital readouts for assessment of the test object's unbalance measurement.

3.1.3 The CAB upgrade package shall include automatic sensitivity selection so that the proper balancing sensitivity is selected by the CAB unit without additional input of balancing parameters by the operator.

3.1.4 The CAB operator interface provided by this upgrade shall use three screens for operation of the balancing machine: a set-up screen for entry of test parameters and test object specifications, a tolerance screen to determine when the test object is within the desired tolerance parameters, and a last run readout screen to compare the results of the current balancing run with the previous balancing run.

3.1.5 The CAB upgrade package shall include an electronic protractor feature which signals to the operator that the angle of unbalance on the test object is located at top dead center, or a pre-established reference angle set by the operator.

3.1.6 The CAB upgrade package shall include a printer documentation system capable of printing test graphics, rotor set-up data, and the amount of unbalance and angles of unbalance for both correction planes during a balancing test.

3.1.7 The CAB upgrade package shall include an ISO tolerance feature which automatically calculates test tolerance requirements based on ISO 1940/1 quality grades, test object weight, service speed, and location of the test object's center of gravity.

3.1.8 The CAB upgrade package shall accommodate balancing tests at rotational speeds of 100-5000 RPM.

3.1.9 All electrical components including motors, starters, relays, switches, and wiring shall conform to and be located in accordance with the applicable NFPA, NEMA, and ANSI standards for the intended application.

3.2 Additional On-Site Services

3.2.1 The vendor shall provide two (2) days of on-site training and commissioning services.

3.2.1.1 Commissioning services shall consist of the following: inspection of the instrumentation installation to ensure that the system has been installed properly, ensuring proper power connection, check for compliance of OSHA safety requirements, and a confidence test of the balancing machine and CAB instrumentation functionality with suitable work pieces provided by the shop.

3.2.1.2 Operations & Maintenance training shall consist of the following: overview of the operator manual, overview of instrumentation set-up, overview of CAB instrumentation and related software features, and recommended preventative maintenance practices.

3.3 The contractor shall furnish all necessary labor, tools, and materials to upgrade the Government owned Schenck balancing equipment on-site.

3.3.1 The entire cost for providing the services described in this statement of work (including travel, per diem, etc.) shall be covered by this contract.

4. **Deliverable items:**

4.1 The contractor shall provide three (3) hard copies and one (1) electronic (PDF) copy of the Operations & Maintenance manual for each unit of upgraded equipment.

5. **Government Furnished Property:** The contractor shall upgrade the Government owned Model H4BU Schenck Trebel Corp balancing machine at Puget Sound Naval Shipyard and Intermediate Maintenance Facility, 1400 Farragut Avenue, Bremerton, WA 98314-5001 in Building 427 per Section 3 (Scope).

6. **Quality Assurance Requirements:** Quality assurance shall consist of the vendor's best practices for commissioning of a balancing machine, including but not limited to: inspection of the instrumentation installation to ensure that the system has been installed properly, ensuring proper power connection, check for compliance of OSHA safety requirements, and a confidence test of the balancing machine and CAB instrumentation functionality with suitable work pieces provided by the shop.

7. **Security Requirements:**

7.1 **Access badges (Naval Base Kitsap) Navy Commercial Access Control System (NCACS).** Commander, Navy Installations Command (CNIC), has established the Navy Commercial Access Control System (NCACS), a standardized process for granting unescorted access privileges to vendors, contractors, suppliers, and service providers not otherwise entitled to the issuance of a Common Access Card (CAC) who seek access to and can provide justification to enter Navy installations and facilities. Visiting vendors may obtain daily passes directly from the individual Navy Installations by submitting identification credentials for verification and undergoing a criminal screening/background check. Alternatively, if the vendor so chooses, it may voluntarily elect to obtain long-term credentials through enrollment registration, backing vetting, screening, issuance of credentials at the vendor's own cost through a designated independent contractor NCACS service provider. Credentials will be issued every five years and access privileges will be reviewed/renewed on an annual basis. The cost

incurred to obtain Navy Installation access of any kind are not reimbursable, and the price(s) paid for obtaining long-term NCACS credentials will not be approved as a direct cost of this contract.

- 7.2 **Access badges (Controlled Industrial Area)**. Upon contract award, employees or representatives of the contractor will require access to the Puget Sound Naval Shipyard Controlled Industrial Area (CIA) and shall be admitted to the work site only after they have been issued a Security Pass/ID Badge. Persons who are currently on probation or parole from a felony conviction cannot qualify for a Security Pass/ID Badge and will be denied access to the Shipyard. A request for Visitor Badge, PSNS Form 5512/127, completed by the contractor, and submitted by the Government POC to the Pass and I.D. Office, at least seven (7) business days before the badges are needed. Contractors, their sub-contractors and vendors requesting access to the CIA will be required to view an orientation videotape lasting approximately 30 minutes prior to receiving a badge. Each employee shall visibly display/wear the Government issued badge chest high over the front of their outermost clothing. It shall be the contractor's responsibility to collect and account for all Security Pass/I.D. Badges issued to their personnel upon termination of any employee, expiration of the badge, completion of the contract, or when access is no longer required. Badges, passes and permits shall be returned to the Pass and I.D. Office immediately. Contractors working within the CIA are required to be United States citizens and must show proof of citizenship prior to receiving a badge. Proof of U.S. citizenship shall be hand carried by the contract employee to the Pass and I. D. Office located at Bldg. 981, when picking up the badge. Foreign Nationals (non U.S. Citizens) or persons affiliated with, or employed by, a foreign, or foreign owned company will not be granted access to Puget Sound Naval Shipyard CIA without prior written approval from Commander, Naval Sea Systems Command (NAVSEA). Acceptable forms of proof are:

- a. Original Birth Certificate (with raised state seal)
- b. Original Department of State Birth Certificate
- c. Certificate of Person Born Abroad
- d. Original Naturalization Certificate
- e. Valid United States Passport

8. **Government Surveillance Official:**

Ramon Edquilang, Building Manager  
PSNS & IMF, Shop 51 Motor Section General Foreman  
1400 Farragut Avenue Bremerton, WA 98314-5000  
Phone: (360) 340-2938  
Fax: (360) 476-6066  
[ramon.edquilang@navy.mil](mailto:ramon.edquilang@navy.mil)

9. **Other considerations:**

- 9.1 All work is to be performed during PSNS & IMF's regular work hours from 8:00 a.m. to 4:00 p.m., Monday through Friday except for Federal Holidays.
- 9.2 All technical clarifications will be coordinated through the Government point of contact.

- 9.3 Personal health and safety: The proposed work described herein will be performed in an industrial manufacturing area under the guidelines of OSHA and the receiving activity's Environmental, Safety and Health Office. The contractor shall conduct all work in a safe manner and shall provide all necessary safety equipment. Contractor personnel shall perform all work in accordance with the latest OSHA rules and regulations issued by the Department of Labor, 29 CFR Parts 1910, 1915, 1917, and 1926 as applicable.
- 9.4 Energy control: The Government will provide the Contractor with a copy of the lockout and tag out controls (Lockout/Tags-plus) used by the Government facility where the equipment is to be installed. The Contractor shall use and follow the Receiving Activity's Lockout/tags-plus procedures and comply with 29 CFR 1915.89. Contractors shall train their employees to Vol. II Chapter 9 of the Government's Occupational Safety and Health (OSH) manual, Local Standard items, or Environmental, Safety and Health Requirements Letter provided. The Contractor shall meet with the Government Point of Contact to discuss Lockout/tags-plus interface. Audits, surveillances, and incident investigations may be performed per 29 CFR 1915.89 and the Government Activity's OSH Manual Vol. II Chapter 9 requirements.
- 9.5 Disposal of Waste: Puget Sound Naval Shipyard & Intermediate Maintenance Facility (PSNS&IMF) Bremerton site is the owner of all waste generated within its facilities. This includes waste generated by contractor personnel while working at Facility (PSNS&IMF) Bremerton site. All waste that originates or is generated must be designated and tracked, even if the waste has been designated as non-hazardous.
- 9.5.1 The Government is responsible to inform the contractor of any asbestos or other hazardous substances associated with this contract.
- 9.5.2 All waste designated by the Government as Hazardous or Dangerous generated by this contract shall be managed in a contractor operated Satellite Accumulation Area or turned over to the Shipyard for disposal prior to the end of the work shift unless otherwise stated herein.
- 9.5.3 All Waste designated by the Government as non-hazardous (e.g. Landfill Controlled Solid Waste or Recyclable) shall be properly handled, managed, and disposed of by the contractor unless other arrangements have been made.
- 9.6 Contractor Hazardous Waste Training: Contractors that anticipate generating or encountering hazardous waste during the performance of the contract shall attend Site Specific Hazardous Waste Accumulation Area Operator Training Contractor Hazardous Waste Training: Contractors that anticipate generating or encountering hazardous waste during the performance of the contract shall attend Site Specific Hazardous Waste Accumulation Area Operator Training for Contractors (Course HW49). This training is provided without charge, is held at Puget Sound Naval Shipyard & Intermediate Maintenance Facility Bremerton cite, and is approximately three (3) hours in length. Contractors require access badges to attend the training. Contractors shall provide a list of names and other required information to the Government Point of Contact of those who will be attending the training with the Shipyard Environmental, Safety and Health Office, Code 106.33.

- 9.7 Privately owned computers and cellular telephones: The use of privately owned personal computers and cellular telephones by contractor personnel at Puget Sound Naval Shipyard is restricted. Contractors requiring such devices in the performance of this contract shall obtain a copy of the applicable form(s) from the Contracting Officer. The completed applicable form(s) shall be returned and routed for Government approval. The use of cell phones are not permitted at anytime while driving anywhere within the Government Activity.
- 9.8 Photography/recording: Contractor personnel are prohibited from having photographic equipment (including cell phones and watches capable of taking pictures), tape recorders, zip drives, personal electronic management devices, or other recording devices in their possession while inside the Government Controlled Industrial Area (CIA).
- 9.9 Laydown requirements: Contractors will be allowed to bring company vehicles into the CIA based upon the nature of their work as determined by the Commanding Officer in conjunction with the Industrial Security Officer. Contractors shall clearly display an authorized company sign or logo on their vehicle. Privately owned vehicles are not authorized. The contractor shall provide current vehicle registration and insurance information in electronic format to the Receiving Activity POC a minimum of 10 business days before the vehicle pass is needed. Each contractor, sub-contractor and vendor vehicle shall be registered with the Pass and I.D. Office located in Bldg. 981. The contractor shall provide the vehicle registration or a photocopy and proof of insurance documents of each approved vehicle to the Pass and I.D. Office to obtain a Service Permit.
- 9.10 Utility requirements: Reasonable amounts of compressed air (80-90 psi) and electricity (120 Volt) will be made available adjacent to the work site. The contractor shall be responsible for any costs incurred in connecting, converting and transferring the utilities to the work.

## Statement of Work

Field upgrade of the Computer Aided Balancing (CAB) system on a Model H4UB Schenck Trebel Corp Balancing Machine at Puget Sound Naval Shipyard & Intermediate Maintenance Facility in Bremerton, WA

1. **Background:** Five horizontal Schenck balancing machines at Puget Sound Naval Shipyard currently operate on outdated Computer Aided Balancing instrumentation systems (Schenck CAB 690 and CAB 720 platforms). Recently, the sole 20,000 lb capacity balancing machine at PSNS was transferred from Bldg 431 to Bldg 427; as a result of the move, the CAB instrumentation on this balancing machine lost important functionality. Trained operators of this balancing equipment report that they are unable to attain a specified, quantitative balancing target values during balancing runs. This is considered STOP WORK to all production output for this machine. Schenck Trebel Corp regional sales manager Wally Hunt has stated that Schenck is no longer able to provide replacement parts for CAB 690 and CAB 720 systems. This development renders all five balancing machines at PSNS unrepairable and inoperable upon failure of their Computer Aided Balancing instrumentation systems.
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3. **Scope:** The following Materials and Services are required to upgrade a Government owned Model H4UB Schenck Balancing Machine in Bldg 431 to modern Computer Aided Balancing instrumentation.

3.1 The vendor shall provide and install, on-site, the required components to upgrade the existing Government owned Schenck balancing machine to modern CAB instrumentation.

3.1.1 The CAB upgrade package shall include all electronics, computer(s), and balancing software required to operate the balancing machine.

3.1.1.1 The CAB upgrade package electronics, computer(s), and balancing software shall be operated using the Windows 7 Professional operating system.

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CAB instrumentation functionality with suitable work pieces provided by the shop.

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3.3.1 The entire cost for providing the services described in this statement of work (including travel, per diem, etc.) shall be covered by this contract.

4. **Deliverable items:**

4.1 The contractor shall provide three (3) hard copies and one (1) electronic (PDF) copy of the Operations & Maintenance manual for each unit of upgraded equipment.

5. **Government Furnished Property:** The contractor shall upgrade the Government owned Model H4UB Schenck Trebel Corp balancing machine at Puget Sound Naval Shipyard and Intermediate Maintenance Facility, 1400 Farragut Avenue, Bremerton, WA 98314-5001 in Buildings 431 per Section 3 (Scope).

6. **Quality Assurance Requirements:** Quality assurance shall consist of the vendor's best practices for commissioning of a balancing machine, including but not limited to: inspection of the instrumentation installation to ensure that the system has been installed properly, ensuring proper power connection, check for compliance of OSHA safety requirements, and a confidence test of the balancing machine and CAB instrumentation functionality with suitable work pieces provided by the shop.

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- a. Original Birth Certificate (with raised state seal)
- b. Original Department of State Birth Certificate
- c. Certificate of Person Born Abroad
- d. Original Naturalization Certificate
- e. Valid United States Passport

8. **Government Surveillance Official:**

Ramon Edquilang, Building Manager  
PSNS & IMF, Shop 51 Motor Section General Foreman  
1400 Farragut Avenue Bremerton, WA 98314-5000  
Phone: (360) 340-2938  
Fax: (360) 476-6066  
[ramon.edquilang@navy.mil](mailto:ramon.edquilang@navy.mil)

9. **Other considerations:**

- 9.1 All work is to be performed during PSNS & IMF's regular work hours from 8:00 a.m. to 4:00 p.m., Monday through Friday except for Federal Holidays.
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work in a safe manner and shall provide all necessary safety equipment. Contractor personnel shall perform all work in accordance with the latest OSHA rules and regulations issued by the Department of Labor, 29 CFR Parts 1910, 1915, 1917, and 1926 as applicable.

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3.1.2.1 The CAB upgrade package shall simultaneously display vector meters (polar coordinates) and digital readouts for assessment of the test object's unbalance measurement.

3.1.3 The CAB upgrade package shall include automatic sensitivity selection so that the proper balancing sensitivity is selected by the CAB unit without additional input of balancing parameters by the operator.

3.1.4 The CAB operator interface provided by this upgrade shall use three screens for operation of the balancing machine: a set-up screen for entry of test parameters and test object specifications, a tolerance screen to determine when the test object is within the desired tolerance parameters, and a last run readout screen to compare the results of the current balancing run with the previous balancing run.

3.1.5 The CAB upgrade package shall include an electronic protractor feature which signals to the operator that the angle of unbalance on the test object is located at top dead center, or a pre-established reference angle set by the operator.

3.1.6 The CAB upgrade package shall include a printer documentation system capable of printing test graphics, rotor set-up data, and the amount of unbalance and angles of unbalance for both correction planes during a balancing test.

3.1.7 The CAB upgrade package shall include an ISO tolerance feature which automatically calculates test tolerance requirements based on ISO 1940/1 quality grades, test object weight, service speed, and location of the test object's center of gravity.

3.1.8 The CAB upgrade package shall accommodate balancing tests at rotational speeds of 100-5000 RPM.

3.1.9 All electrical components including motors, starters, relays, switches, and wiring shall conform to and be located in accordance with the applicable NFPA, NEMA, and ANSI standards for the intended application.

3.2 Additional On-Site Services

3.2.1 The vendor shall provide two (2) days of on-site training and commissioning services.

3.2.1.1 Commissioning services shall consist of the following: inspection of the instrumentation installation to ensure that the system has been installed properly, ensuring proper power connection, check for compliance of OSHA safety requirements, and a confidence test of the balancing machine and CAB instrumentation functionality with suitable work pieces provided by the shop.

3.2.1.2 Operations & Maintenance training shall consist of the following: overview of the operator manual, overview of instrumentation set-up, overview of CAB instrumentation and related software features, and recommended preventative maintenance practices.

3.3 The contractor shall furnish all necessary labor, tools, and materials to upgrade the Government owned Schenck balancing equipment on-site.

3.3.1 The entire cost for providing the services described in this statement of work (including travel, per diem, etc.) shall be covered by this contract.

4. **Deliverable items:**

4.1 The contractor shall provide three (3) hard copies and one (1) electronic (PDF) copy of the Operations & Maintenance manual for each unit of upgraded equipment.

5. **Government Furnished Property:** The contractor shall upgrade the Government owned Model H20BU Schenck Trebel Corp balancing machine at Puget Sound Naval Shipyard and Intermediate Maintenance Facility, 1400 Farragut Avenue, Bremerton, WA 98314-5001 in Building 427 per Section 3 (Scope).

6. **Quality Assurance Requirements:** Quality assurance shall consist of the vendor's best practices for commissioning of a balancing machine, including but not limited to: inspection of the instrumentation installation to ensure that the system has been installed properly, ensuring proper power connection, check for compliance of OSHA safety requirements, and a confidence test of the balancing machine and CAB instrumentation functionality with suitable work pieces provided by the shop.

7. **Security Requirements:**

7.1 Access badges (Naval Base Kitsap) Navy Commercial Access Control System (NCACS). Commander, Navy Installations Command (CNIC), has established the Navy Commercial Access Control System (NCACS), a standardized process for granting unescorted access privileges to vendors, contractors, suppliers, and service providers not otherwise entitled to the issuance of a Common Access Card (CAC) who seek access to and can provide justification to enter Navy installations and facilities. Visiting vendors may obtain daily passes directly from the individual Navy Installations by submitting identification credentials for verification and undergoing a criminal screening/background check. Alternatively, if the vendor so chooses, it may voluntarily elect to obtain long-term credentials through enrollment registration, backing vetting, screening, issuance of credentials at the vendor's own cost through a designated independent contractor NCACS service provider. Credentials will be issued every five years and access privileges will be reviewed/renewed on an annual basis. The cost

incurred to obtain Navy Installation access of any kind are not reimbursable, and the price(s) paid for obtaining long-term NCACS credentials will not be approved as a direct cost of this contract.

7.2 Access badges (Controlled Industrial Area). Upon contract award, employees or representatives of the contractor will require access to the Puget Sound Naval Shipyard Controlled Industrial Area (CIA) and shall be admitted to the work site only after they have been issued a Security Pass/ID Badge. Persons who are currently on probation or parole from a felony conviction cannot qualify for a Security Pass/ID Badge and will be denied access to the Shipyard. A request for Visitor Badge, PSNS Form 5512/127, completed by the contractor, and submitted by the Government POC to the Pass and I.D. Office, at least seven (7) business days before the badges are needed. Contractors, their sub-contractors and vendors requesting access to the CIA will be required to view an orientation videotape lasting approximately 30 minutes prior to receiving a badge. Each employee shall visibly display/wear the Government issued badge chest high over the front of their outermost clothing. It shall be the contractor's responsibility to collect and account for all Security Pass/I.D. Badges issued to their personnel upon termination of any employee, expiration of the badge, completion of the contract, or when access is no longer required. Badges, passes and permits shall be returned to the Pass and I.D. Office immediately. Contractors working within the CIA are required to be United States citizens and must show proof of citizenship prior to receiving a badge. Proof of U.S. citizenship shall be hand carried by the contract employee to the Pass and I. D. Office located at Bldg. 981, when picking up the badge. Foreign Nationals (non U.S. Citizens) or persons affiliated with, or employed by, a foreign, or foreign owned company will not be granted access to Puget Sound Naval Shipyard CIA without prior written approval from Commander, Naval Sea Systems Command (NAVSEA). Acceptable forms of proof are:

- a. Original Birth Certificate (with raised state seal)
- b. Original Department of State Birth Certificate
- c. Certificate of Person Born Abroad
- d. Original Naturalization Certificate
- e. Valid United States Passport

8. **Government Surveillance Official:**

Ramon Edquilang, Building Manager  
PSNS & IMF, Shop 51 Motor Section General Foreman  
1400 Farragut Avenue Bremerton, WA 98314-5000  
Phone: (360) 340-2938  
Fax: (360) 476-6066  
[ramon.edquilang@navy.mil](mailto:ramon.edquilang@navy.mil)

9. **Other considerations:**

- 9.1 All work is to be performed during PSNS & IMF's regular work hours from 8:00 a.m. to 4:00 p.m., Monday through Friday except for Federal Holidays.
- 9.2 All technical clarifications will be coordinated through the Government point of contact.

- 9.3 Personal health and safety: The proposed work described herein will be performed in an industrial manufacturing area under the guidelines of OSHA and the receiving activity's Environmental, Safety and Health Office. The contractor shall conduct all work in a safe manner and shall provide all necessary safety equipment. Contractor personnel shall perform all work in accordance with the latest OSHA rules and regulations issued by the Department of Labor, 29 CFR Parts 1910, 1915, 1917, and 1926 as applicable.
- 9.4 Energy control: The Government will provide the Contractor with a copy of the lockout and tag out controls (Lockout/Tags-plus) used by the Government facility where the equipment is to be installed. The Contractor shall use and follow the Receiving Activity's Lockout/tags-plus procedures and comply with 29 CFR 1915.89. Contractors shall train their employees to Vol. II Chapter 9 of the Government's Occupational Safety and Health (OSH) manual, Local Standard items, or Environmental, Safety and Health Requirements Letter provided. The Contractor shall meet with the Government Point of Contact to discuss Lockout/tags-plus interface. Audits, surveillances, and incident investigations may be performed per 29 CFR 1915.89 and the Government Activity's OSH Manual Vol. II Chapter 9 requirements.
- 9.5 Disposal of Waste: Puget Sound Naval Shipyard & Intermediate Maintenance Facility (PSNS&IMF) Bremerton site is the owner of all waste generated within its facilities. This includes waste generated by contractor personnel while working at Facility (PSNS&IMF) Bremerton site. All waste that originates or is generated must be designated and tracked, even if the waste has been designated as non-hazardous.
- 9.5.1 The Government is responsible to inform the contractor of any asbestos or other hazardous substances associated with this contract.
- 9.5.2 All waste designated by the Government as Hazardous or Dangerous generated by this contract shall be managed in a contractor operated Satellite Accumulation Area or turned over to the Shipyard for disposal prior to the end of the work shift unless otherwise stated herein.
- 9.5.3 All Waste designated by the Government as non-hazardous (e.g. Landfill Controlled Solid Waste or Recyclable) shall be properly handled, managed, and disposed of by the contractor unless other arrangements have been made.
- 9.6 Contractor Hazardous Waste Training: Contractors that anticipate generating or encountering hazardous waste during the performance of the contract shall attend Site Specific Hazardous Waste Accumulation Area Operator Training Contractor Hazardous Waste Training: Contractors that anticipate generating or encountering hazardous waste during the performance of the contract shall attend Site Specific Hazardous Waste Accumulation Area Operator Training for Contractors (Course HW49). This training is provided without charge, is held at Puget Sound Naval Shipyard & Intermediate Maintenance Facility Bremerton cite, and is approximately three (3) hours in length. Contractors require access badges to attend the training. Contractors shall provide a list of names and other required information to the Government Point of Contact of those who will be attending the training with the Shipyard Environmental, Safety and Health Office, Code 106.33.

- 9.7 Privately owned computers and cellular telephones: The use of privately owned personal computers and cellular telephones by contractor personnel at Puget Sound Naval Shipyard is restricted. Contractors requiring such devices in the performance of this contract shall obtain a copy of the applicable form(s) from the Contracting Officer. The completed applicable form(s) shall be returned and routed for Government approval. The use of cell phones are not permitted at anytime while driving anywhere within the Government Activity.
- 9.8 Photography/recording: Contractor personnel are prohibited from having photographic equipment (including cell phones and watches capable of taking pictures), tape recorders, zip drives, personal electronic management devices, or other recording devices in their possession while inside the Government Controlled Industrial Area (CIA).
- 9.9 Laydown requirements: Contractors will be allowed to bring company vehicles into the CIA based upon the nature of their work as determined by the Commanding Officer in conjunction with the Industrial Security Officer. Contractors shall clearly display an authorized company sign or logo on their vehicle. Privately owned vehicles are not authorized. The contractor shall provide current vehicle registration and insurance information in electronic format to the Receiving Activity POC a minimum of 10 business days before the vehicle pass is needed. Each contractor, sub-contractor and vendor vehicle shall be registered with the Pass and I.D. Office located in Bldg. 981. The contractor shall provide the vehicle registration or a photocopy and proof of insurance documents of each approved vehicle to the Pass and I.D. Office to obtain a Service Permit.
- 9.10 Utility requirements: Reasonable amounts of compressed air (80-90 psi) and electricity (120 Volt) will be made available adjacent to the work site. The contractor shall be responsible for any costs incurred in connecting, converting and transferring the utilities to the work.

## Statement of Work

Field upgrade of the Computer Aided Balancing (CAB) system on a Model H20B Schenck Trebel Corp Balancing Machine at Puget Sound Naval Shipyard & Intermediate Maintenance Facility in Bremerton, WA

1. **Background:** Five horizontal Schenck balancing machines at Puget Sound Naval Shipyard currently operate on outdated Computer Aided Balancing instrumentation systems (Schenck CAB 690 and CAB 720 platforms). Recently, the sole 20,000 lb capacity balancing machine at PSNS was transferred from Bldg 431 to Bldg 427; as a result of the move, the CAB instrumentation on this balancing machine lost important functionality. Trained operators of this balancing equipment report that they are unable to attain a specified, quantitative balancing target values during balancing runs. This is considered STOP WORK to all production output for this machine. Schenck Trebel Corp regional sales manager Wally Hunt has stated that Schenck is no longer able to provide replacement parts for CAB 690 and CAB 720 systems. This development renders all five balancing machines at PSNS unrepairable and inoperable upon failure of their Computer Aided Balancing instrumentation systems.
  
2. **Applicable Documents:** The following documents form a part of this specification to the extent specified herein. Unless otherwise indicated, the issue in effect on the date of invitation for bids or a request for proposals shall apply.

### THE CODE OF FEDERAL REGULATIONS

- 29 CFR 1910            Occupational Safety and Health Standards
- 29 CFR 1926           Safety and Health Regulations for Construction
- 40 CFR 261            Identification and Listing of Hazardous Waste

(Application for copies should be addressed to Superintendent of Documents, Government Printing Office, Washington, DC 20402)

### NATIONAL FIRE PROTECTION ASSOCIATION (NFPA)

- NFPA 70                National Electric Code
- NFPA 79                Electrical Standards for Industrial Equipment

(Application for copies should be addressed to National Fire Protection Association, 470 Atlantic Ave., Boston, MA 02210)

### NATIONAL ELECTRICAL MANUFACTURERS' ASSOCIATION (NEMA)

- ICS                      Industrial Controls and Systems
- MGI                      Motors and Generators

(Application for copies should be addressed to the National Electrical Manufacturers' Association, 2101 L Street, NW, Washington, DC 20037)

### INTERNATIONAL STANDARDS ORGANIZATION (ISO)

- ISO 1940/1            Balance Quality Requirements of Rigid Rotors

(Copies available online at: [http://www.iso.org/iso/iso\\_catalogue.htm](http://www.iso.org/iso/iso_catalogue.htm) or American National Standards Institute, 11 West 42nd St, New York, NY 10036)

3. **Scope:** The following Materials and Services are required to upgrade a Government owned Model H20B Schenck Balancing Machine in Bldg 431 to modern Computer Aided Balancing instrumentation.

3.1 The vendor shall provide and install, on-site, the required components to upgrade the existing Government owned Schenck balancing machine to modern CAB instrumentation.

3.1.1 The CAB upgrade package shall include all electronics, computer(s), and balancing software required to operate the balancing machine.

3.1.1.1 The CAB upgrade package electronics, computer(s), and balancing software shall be operated using the Windows 7 Professional operating system.

3.1.1.2 The CAB software shall include Index Balancing for any set-up incorporating balancing tooling, Single Compensation to nullify residual dynamic unbalance, Key Compensation to electronically compensate for unbalance caused by missing keys, and Averaging Over Time features.

3.1.2 The CAB upgrade package shall include a 15 inch Thin Film Transistor (TFT) touch screen color display.

3.1.2.1 The CAB upgrade package shall simultaneously display vector meters (polar coordinates) and digital readouts for assessment of the test object's unbalance measurement.

3.1.3 The CAB upgrade package shall include automatic sensitivity selection so that the proper balancing sensitivity is selected by the CAB unit without additional input of balancing parameters by the operator.

3.1.4 The CAB operator interface provided by this upgrade shall use three screens for operation of the balancing machine: a set-up screen for entry of test parameters and test object specifications, a tolerance screen to determine when the test object is within the desired tolerance parameters, and a last run readout screen to compare the results of the current balancing run with the previous balancing run.

3.1.5 The CAB upgrade package shall include a printer documentation system capable of printing test graphics, rotor set-up data, and the amount of unbalance and angles of unbalance for both correction planes during a balancing test.

3.1.6 The CAB upgrade package shall include an ISO tolerance feature which automatically calculates test tolerance requirements based on ISO 1940/1 quality grades, test object weight, service speed, and location of the test object's center of gravity.

3.1.7 The CAB upgrade package shall accommodate balancing tests at rotational speeds of 100-5000 RPM.

3.1.8 All electrical components including motors, starters, relays, switches, and wiring shall conform to and be located in accordance with the applicable NFPA, NEMA, and ANSI standards for the intended application.

3.2 Additional On-Site Services

3.2.1 The vendor shall provide two (2) days of on-site training and commissioning services.

3.2.1.1 Commissioning services shall consist of the following: inspection of the instrumentation installation to ensure that the system has been installed properly, ensuring proper power connection, check for compliance of OSHA safety requirements, and a confidence test of the balancing machine and

CAB instrumentation functionality with suitable work pieces provided by the shop.

- 3.2.1.2 Operations & Maintenance training shall consist of the following: overview of the operator manual, overview of instrumentation set-up, overview of CAB instrumentation and related software features, and recommended preventative maintenance practices.

3.3 The contractor shall furnish all necessary labor, tools, and materials to upgrade the Government owned Schenck balancing equipment on-site.

- 3.3.1 The entire cost for providing the services described in this statement of work (including travel, per diem, etc.) shall be covered by this contract.

4. **Deliverable items:**

4.1 The contractor shall provide three (3) hard copies and one (1) electronic (PDF) copy of the Operations & Maintenance manual for each unit of upgraded equipment.

5. **Government Furnished Property:** The contractor shall upgrade the Government owned Model H20B Schenck Trebel Corp balancing machine at Puget Sound Naval Shipyard and Intermediate Maintenance Facility, 1400 Farragut Avenue, Bremerton, WA 98314-5001 in Buildings 431 per Section 3 (Scope).

6. **Quality Assurance Requirements:** Quality assurance shall consist of the vendor's best practices for commissioning of a balancing machine, including but not limited to: inspection of the instrumentation installation to ensure that the system has been installed properly, ensuring proper power connection, check for compliance of OSHA safety requirements, and a confidence test of the balancing machine and CAB instrumentation functionality with suitable work pieces provided by the shop.

7. **Security Requirements:**

- 7.1 **Access badges (Naval Base Kitsap) Navy Commercial Access Control System (NCACS).** Commander, Navy Installations Command (CNIC), has established the Navy Commercial Access Control System (NCACS), a standardized process for granting unescorted access privileges to vendors, contractors, suppliers, and service providers not otherwise entitled to the issuance of a Common Access Card (CAC) who seek access to and can provide justification to enter Navy installations and facilities. Visiting vendors may obtain daily passes directly from the individual Navy Installations by submitting identification credentials for verification and undergoing a criminal screening/background check. Alternatively, if the vendor so chooses, it may voluntarily elect to obtain long-term credentials through enrollment registration, backing vetting, screening, issuance of credentials at the vendor's own cost through a designated independent contractor NCACS service provider. Credentials will be issued every five years and access privileges will be reviewed/renewed on an annual basis. The cost incurred to obtain Navy Installation access of any kind are not reimbursable, and the price(s) paid for obtaining long-term NCACS credentials will not be approved as a direct cost of this contract.

7.2 Access badges (Controlled Industrial Area). Upon contract award, employees or representatives of the contractor will require access to the Puget Sound Naval Shipyard Controlled Industrial Area (CIA) and shall be admitted to the work site only after they have been issued a Security Pass/ID Badge. Persons who are currently on probation or parole from a felony conviction cannot qualify for a Security Pass/ID Badge and will be denied access to the Shipyard. A request for Visitor Badge, PSNS Form 5512/127, completed by the contractor, and submitted by the Government POC to the Pass and I.D. Office, at least seven (7) business days before the badges are needed. Contractors, their sub-contractors and vendors requesting access to the CIA will be required to view an orientation videotape lasting approximately 30 minutes prior to receiving a badge. Each employee shall visibly display/wear the Government issued badge chest high over the front of their outermost clothing. It shall be the contractor's responsibility to collect and account for all Security Pass/I.D. Badges issued to their personnel upon termination of any employee, expiration of the badge, completion of the contract, or when access is no longer required. Badges, passes and permits shall be returned to the Pass and I.D. Office immediately. Contractors working within the CIA are required to be United States citizens and must show proof of citizenship prior to receiving a badge. Proof of U.S. citizenship shall be hand carried by the contract employee to the Pass and I. D. Office located at Bldg. 981, when picking up the badge. Foreign Nationals (non U.S. Citizens) or persons affiliated with, or employed by, a foreign, or foreign owned company will not be granted access to Puget Sound Naval Shipyard CIA without prior written approval from Commander, Naval Sea Systems Command (NAVSEA). Acceptable forms of proof are:

- a. Original Birth Certificate (with raised state seal)
- b. Original Department of State Birth Certificate
- c. Certificate of Person Born Abroad
- d. Original Naturalization Certificate
- e. Valid United States Passport

8. **Government Surveillance Official:**

Ramon Edquilang, Building Manager  
PSNS & IMF, Shop 51 Motor Section General Foreman  
1400 Farragut Avenue Bremerton, WA 98314-5000  
Phone: (360) 340-2938  
Fax: (360) 476-6066  
[ramon.edquilang@navy.mil](mailto:ramon.edquilang@navy.mil)

9. **Other considerations:**

- 9.1 All work is to be performed during PSNS & IMF's regular work hours from 8:00 a.m. to 4:00 p.m., Monday through Friday except for Federal Holidays.
- 9.2 All technical clarifications will be coordinated through the Government point of contact.
- 9.3 Personal health and safety: The proposed work described herein will be performed in an industrial manufacturing area under the guidelines of OSHA and the receiving activity's Environmental, Safety and Health Office. The contractor shall conduct all

work in a safe manner and shall provide all necessary safety equipment. Contractor personnel shall perform all work in accordance with the latest OSHA rules and regulations issued by the Department of Labor, 29 CFR Parts 1910, 1915, 1917, and 1926 as applicable.

- 9.4 Energy control: The Government will provide the Contractor with a copy of the lockout and tag out controls (Lockout/Tags-plus) used by the Government facility where the equipment is to be installed. The Contractor shall use and follow the Receiving Activity's Lockout/tags-plus procedures and comply with 29 CFR 1915.89. Contractors shall train their employees to Vol. II Chapter 9 of the Government's Occupational Safety and Health (OSH) manual, Local Standard items, or Environmental, Safety and Health Requirements Letter provided. The Contractor shall meet with the Government Point of Contact to discuss Lockout/tags-plus interface. Audits, surveillances, and incident investigations may be performed per 29 CFR 1915.89 and the Government Activity's OSH Manual Vol. II Chapter 9 requirements.
- 9.5 Disposal of Waste: Puget Sound Naval Shipyard & Intermediate Maintenance Facility (PSNS&IMF) Bremerton site is the owner of all waste generated within its facilities. This includes waste generated by contractor personnel while working at Facility (PSNS&IMF) Bremerton site. All waste that originates or is generated must be designated and tracked, even if the waste has been designated as non-hazardous.
- 9.5.1 The Government is responsible to inform the contractor of any asbestos or other hazardous substances associated with this contract.
- 9.5.2 All waste designated by the Government as Hazardous or Dangerous generated by this contract shall be managed in a contractor operated Satellite Accumulation Area or turned over to the Shipyard for disposal prior to the end of the work shift unless otherwise stated herein.
- 9.5.3 All Waste designated by the Government as non-hazardous (e.g. Landfill Controlled Solid Waste or Recyclable) shall be properly handled, managed, and disposed of by the contractor unless other arrangements have been made.
- 9.6 Contractor Hazardous Waste Training: Contractors that anticipate generating or encountering hazardous waste during the performance of the contract shall attend Site Specific Hazardous Waste Accumulation Area Operator Training Contractor Hazardous Waste Training: Contractors that anticipate generating or encountering hazardous waste during the performance of the contract shall attend Site Specific Hazardous Waste Accumulation Area Operator Training for Contractors (Course HW49). This training is provided without charge, is held at Puget Sound Naval Shipyard & Intermediate Maintenance Facility Bremerton cite, and is approximately three (3) hours in length. Contractors require access badges to attend the training. Contractors shall provide a list of names and other required information to the Government Point of Contact of those who will be attending the training with the Shipyard Environmental, Safety and Health Office, Code 106.33.
- 9.7 Privately owned computers and cellular telephones: The use of privately owned personal computers and cellular telephones by contractor personnel at Puget Sound Naval Shipyard is restricted. Contractors requiring such devices in the performance of this contract shall obtain a copy of the applicable form(s) from the Contracting Officer.

The completed applicable form(s) shall be returned and routed for Government approval. The use of cell phones are not permitted at anytime while driving anywhere within the Government Activity.

- 9.8 Photography/recording: Contractor personnel are prohibited from having photographic equipment (including cell phones and watches capable of taking pictures), tape recorders, zip drives, personal electronic management devices, or other recording devices in their possession while inside the Government Controlled Industrial Area (CIA).
- 9.9 Laydown requirements: Contractors will be allowed to bring company vehicles into the CIA based upon the nature of their work as determined by the Commanding Officer in conjunction with the Industrial Security Officer. Contractors shall clearly display an authorized company sign or logo on their vehicle. Privately owned vehicles are not authorized. The contractor shall provide current vehicle registration and insurance information in electronic format to the Receiving Activity POC a minimum of 10 business days before the vehicle pass is needed. Each contractor, sub-contractor and vendor vehicle shall be registered with the Pass and I.D. Office located in Bldg. 981. The contractor shall provide the vehicle registration or a photocopy and proof of insurance documents of each approved vehicle to the Pass and I.D. Office to obtain a Service Permit.
- 9.10 Utility requirements: Reasonable amounts of compressed air (80-90 psi) and electricity (120 Volt) will be made available adjacent to the work site. The contractor shall be responsible for any costs incurred in connecting, converting and transferring the utilities to the work.

## Statement of Work

Field upgrade of the Computer Aided Balancing (CAB) system on a Model H6UVB Schenck Trebel Corp Balancing Machine at Puget Sound Naval Shipyard & Intermediate Maintenance Facility in Bremerton, WA

1. **Background:** Five horizontal Schenck balancing machines at Puget Sound Naval Shipyard currently operate on outdated Computer Aided Balancing instrumentation systems (Schenck CAB 690 and CAB 720 platforms). Recently, the sole 20,000 lb capacity balancing machine at PSNS was transferred from Bldg 431 to Bldg 427; as a result of the move, the CAB instrumentation on this balancing machine lost important functionality. Trained operators of this balancing equipment report that they are unable to attain a specified, quantitative balancing target values during balancing runs. This is considered STOP WORK to all production output for this machine. Schenck Trebel Corp regional sales manager Wally Hunt has stated that Schenck is no longer able to provide replacement parts for CAB 690 and CAB 720 systems. This development renders all five balancing machines at PSNS unrepairable and inoperable upon failure of their Computer Aided Balancing instrumentation systems.
  
2. **Applicable Documents:** The following documents form a part of this specification to the extent specified herein. Unless otherwise indicated, the issue in effect on the date of invitation for bids or a request for proposals shall apply.

### THE CODE OF FEDERAL REGULATIONS

- 29 CFR 1910            Occupational Safety and Health Standards
- 29 CFR 1926           Safety and Health Regulations for Construction
- 40 CFR 261            Identification and Listing of Hazardous Waste

(Application for copies should be addressed to Superintendent of Documents, Government Printing Office, Washington, DC 20402)

### NATIONAL FIRE PROTECTION ASSOCIATION (NFPA)

- NFPA 70                National Electric Code
- NFPA 79                Electrical Standards for Industrial Equipment

(Application for copies should be addressed to National Fire Protection Association, 470 Atlantic Ave., Boston, MA 02210)

### NATIONAL ELECTRICAL MANUFACTURERS' ASSOCIATION (NEMA)

- ICS                      Industrial Controls and Systems
- MGI                      Motors and Generators

(Application for copies should be addressed to the National Electrical Manufacturers' Association, 2101 L Street, NW, Washington, DC 20037)

### INTERNATIONAL STANDARDS ORGANIZATION (ISO)

- ISO 1940/1            Balance Quality Requirements of Rigid Rotors

(Copies available online at: [http://www.iso.org/iso/iso\\_catalogue.htm](http://www.iso.org/iso/iso_catalogue.htm) or American National Standards Institute, 11 West 42nd St, New York, NY 10036)

3. **Scope:** The following Materials and Services are required to upgrade a Government owned Model H6UVB Schenck Balancing Machine in Bldg 427 to modern Computer Aided Balancing instrumentation.

3.1 The vendor shall provide and install, on-site, the required components to upgrade the existing Government owned Schenck balancing machine to modern CAB instrumentation.

3.1.1 The CAB upgrade package shall include all electronics, computer(s), and balancing software required to operate the balancing machine.

3.1.1.1 The CAB upgrade package electronics, computer(s), and balancing software shall be operated using the Windows 7 Professional operating system.

3.1.1.2 The CAB software shall include Index Balancing for any set-up incorporating balancing tooling, Single Compensation to nullify residual dynamic unbalance, Key Compensation to electronically compensate for unbalance caused by missing keys, and Averaging Over Time features.

3.1.2 The CAB upgrade package shall include a 15 inch Thin Film Transistor (TFT) touch screen color display.

3.1.2.1 The CAB upgrade package shall simultaneously display vector meters (polar coordinates) and digital readouts for assessment of the test object's unbalance measurement.

3.1.3 The CAB upgrade package shall include automatic sensitivity selection so that the proper balancing sensitivity is selected by the CAB unit without additional input of balancing parameters by the operator.

3.1.4 The CAB operator interface provided by this upgrade shall use three screens for operation of the balancing machine: a set-up screen for entry of test parameters and test object specifications, a tolerance screen to determine when the test object is within the desired tolerance parameters, and a last run readout screen to compare the results of the current balancing run with the previous balancing run.

3.1.5 The CAB upgrade package shall include a printer documentation system capable of printing test graphics, rotor set-up data, and the amount of unbalance and angles of unbalance for both correction planes during a balancing test.

3.1.6 The CAB upgrade package shall include an ISO tolerance feature which automatically calculates test tolerance requirements based on ISO 1940/1 quality grades, test object weight, service speed, and location of the test object's center of gravity.

3.1.7 The CAB upgrade package shall accommodate balancing tests at rotational speeds of 100-5000 RPM.

3.1.8 All electrical components including motors, starters, relays, switches, and wiring shall conform to and be located in accordance with the applicable NFPA, NEMA, and ANSI standards for the intended application.

3.2 Additional On-Site Services

3.2.1 The vendor shall provide two (2) days of on-site training and commissioning services.

3.2.1.1 Commissioning services shall consist of the following: inspection of the instrumentation installation to ensure that the system has been installed properly, ensuring proper power connection, check for compliance of OSHA safety requirements, and a confidence test of the balancing machine and

CAB instrumentation functionality with suitable work pieces provided by the shop.

- 3.2.1.2 Operations & Maintenance training shall consist of the following: overview of the operator manual, overview of instrumentation set-up, overview of CAB instrumentation and related software features, and recommended preventative maintenance practices.

3.3 The contractor shall furnish all necessary labor, tools, and materials to upgrade the Government owned Schenck balancing equipment on-site.

- 3.3.1 The entire cost for providing the services described in this statement of work (including travel, per diem, etc.) shall be covered by this contract.

4. **Deliverable items:**

4.1 The contractor shall provide three (3) hard copies and one (1) electronic (PDF) copy of the Operations & Maintenance manual for each unit of upgraded equipment.

5. **Government Furnished Property:** The contractor shall upgrade the Government owned Model H6UVB Schenck Trebel Corp balancing machine at Puget Sound Naval Shipyard and Intermediate Maintenance Facility, 1400 Farragut Avenue, Bremerton, WA 98314-5001 in Building 427 per Section 3 (Scope).

6. **Quality Assurance Requirements:** Quality assurance shall consist of the vendor's best practices for commissioning of a balancing machine, including but not limited to: inspection of the instrumentation installation to ensure that the system has been installed properly, ensuring proper power connection, check for compliance of OSHA safety requirements, and a confidence test of the balancing machine and CAB instrumentation functionality with suitable work pieces provided by the shop.

7. **Security Requirements:**

7.1 **Access badges (Naval Base Kitsap) Navy Commercial Access Control System (NCACS).** Commander, Navy Installations Command (CNIC), has established the Navy Commercial Access Control System (NCACS), a standardized process for granting unescorted access privileges to vendors, contractors, suppliers, and service providers not otherwise entitled to the issuance of a Common Access Card (CAC) who seek access to and can provide justification to enter Navy installations and facilities. Visiting vendors may obtain daily passes directly from the individual Navy Installations by submitting identification credentials for verification and undergoing a criminal screening/background check. Alternatively, if the vendor so chooses, it may voluntarily elect to obtain long-term credentials through enrollment registration, backing vetting, screening, issuance of credentials at the vendor's own cost through a designated independent contractor NCACS service provider. Credentials will be issued every five years and access privileges will be reviewed/renewed on an annual basis. The cost incurred to obtain Navy Installation access of any kind are not reimbursable, and the price(s) paid for obtaining long-term NCACS credentials will not be approved as a direct cost of this contract.

7.2 Access badges (Controlled Industrial Area). Upon contract award, employees or representatives of the contractor will require access to the Puget Sound Naval Shipyard Controlled Industrial Area (CIA) and shall be admitted to the work site only after they have been issued a Security Pass/ID Badge. Persons who are currently on probation or parole from a felony conviction cannot qualify for a Security Pass/ID Badge and will be denied access to the Shipyard. A request for Visitor Badge, PSNS Form 5512/127, completed by the contractor, and submitted by the Government POC to the Pass and I.D. Office, at least seven (7) business days before the badges are needed. Contractors, their sub-contractors and vendors requesting access to the CIA will be required to view an orientation videotape lasting approximately 30 minutes prior to receiving a badge. Each employee shall visibly display/wear the Government issued badge chest high over the front of their outermost clothing. It shall be the contractor's responsibility to collect and account for all Security Pass/I.D. Badges issued to their personnel upon termination of any employee, expiration of the badge, completion of the contract, or when access is no longer required. Badges, passes and permits shall be returned to the Pass and I.D. Office immediately. Contractors working within the CIA are required to be United States citizens and must show proof of citizenship prior to receiving a badge. Proof of U.S. citizenship shall be hand carried by the contract employee to the Pass and I. D. Office located at Bldg. 981, when picking up the badge. Foreign Nationals (non U.S. Citizens) or persons affiliated with, or employed by, a foreign, or foreign owned company will not be granted access to Puget Sound Naval Shipyard CIA without prior written approval from Commander, Naval Sea Systems Command (NAVSEA).

Acceptable forms of proof are:

- a. Original Birth Certificate (with raised state seal)
- b. Original Department of State Birth Certificate
- c. Certificate of Person Born Abroad
- d. Original Naturalization Certificate
- e. Valid United States Passport

8. **Government Surveillance Official:**

Ramon Edquilang, Building Manager  
PSNS & IMF, Shop 51 Motor Section General Foreman  
1400 Farragut Avenue Bremerton, WA 98314-5000  
Phone: (360) 340-2938  
Fax: (360) 476-6066  
[ramon.edquilang@navy.mil](mailto:ramon.edquilang@navy.mil)

9. **Other considerations:**

- 9.1 All work is to be performed during PSNS & IMF's regular work hours from 8:00 a.m. to 4:00 p.m., Monday through Friday except for Federal Holidays.
- 9.2 All technical clarifications will be coordinated through the Government point of contact.
- 9.3 Personal health and safety: The proposed work described herein will be performed in an industrial manufacturing area under the guidelines of OSHA and the receiving activity's Environmental, Safety and Health Office. The contractor shall conduct all

work in a safe manner and shall provide all necessary safety equipment. Contractor personnel shall perform all work in accordance with the latest OSHA rules and regulations issued by the Department of Labor, 29 CFR Parts 1910, 1915, 1917, and 1926 as applicable.

- 9.4 Energy control: The Government will provide the Contractor with a copy of the lockout and tag out controls (Lockout/Tags-plus) used by the Government facility where the equipment is to be installed. The Contractor shall use and follow the Receiving Activity's Lockout/tags-plus procedures and comply with 29 CFR 1915.89. Contractors shall train their employees to Vol. II Chapter 9 of the Government's Occupational Safety and Health (OSH) manual, Local Standard items, or Environmental, Safety and Health Requirements Letter provided. The Contractor shall meet with the Government Point of Contact to discuss Lockout/tags-plus interface. Audits, surveillances, and incident investigations may be performed per 29 CFR 1915.89 and the Government Activity's OSH Manual Vol. II Chapter 9 requirements.
- 9.5 Disposal of Waste: Puget Sound Naval Shipyard & Intermediate Maintenance Facility (PSNS&IMF) Bremerton site is the owner of all waste generated within its facilities. This includes waste generated by contractor personnel while working at Facility (PSNS&IMF) Bremerton site. All waste that originates or is generated must be designated and tracked, even if the waste has been designated as non-hazardous.
- 9.5.1 The Government is responsible to inform the contractor of any asbestos or other hazardous substances associated with this contract.
- 9.5.2 All waste designated by the Government as Hazardous or Dangerous generated by this contract shall be managed in a contractor operated Satellite Accumulation Area or turned over to the Shipyard for disposal prior to the end of the work shift unless otherwise stated herein.
- 9.5.3 All Waste designated by the Government as non-hazardous (e.g. Landfill Controlled Solid Waste or Recyclable) shall be properly handled, managed, and disposed of by the contractor unless other arrangements have been made.
- 9.6 Contractor Hazardous Waste Training: Contractors that anticipate generating or encountering hazardous waste during the performance of the contract shall attend Site Specific Hazardous Waste Accumulation Area Operator Training Contractor Hazardous Waste Training: Contractors that anticipate generating or encountering hazardous waste during the performance of the contract shall attend Site Specific Hazardous Waste Accumulation Area Operator Training for Contractors (Course HW49). This training is provided without charge, is held at Puget Sound Naval Shipyard & Intermediate Maintenance Facility Bremerton cite, and is approximately three (3) hours in length. Contractors require access badges to attend the training. Contractors shall provide a list of names and other required information to the Government Point of Contact of those who will be attending the training with the Shipyard Environmental, Safety and Health Office, Code 106.33.
- 9.7 Privately owned computers and cellular telephones: The use of privately owned personal computers and cellular telephones by contractor personnel at Puget Sound Naval Shipyard is restricted. Contractors requiring such devices in the performance of this contract shall obtain a copy of the applicable form(s) from the Contracting Officer.

The completed applicable form(s) shall be returned and routed for Government approval. The use of cell phones are not permitted at anytime while driving anywhere within the Government Activity.

- 9.8 Photography/recording: Contractor personnel are prohibited from having photographic equipment (including cell phones and watches capable of taking pictures), tape recorders, zip drives, personal electronic management devices, or other recording devices in their possession while inside the Government Controlled Industrial Area (CIA).
- 9.9 Laydown requirements: Contractors will be allowed to bring company vehicles into the CIA based upon the nature of their work as determined by the Commanding Officer in conjunction with the Industrial Security Officer. Contractors shall clearly display an authorized company sign or logo on their vehicle. Privately owned vehicles are not authorized. The contractor shall provide current vehicle registration and insurance information in electronic format to the Receiving Activity POC a minimum of 10 business days before the vehicle pass is needed. Each contractor, sub-contractor and vendor vehicle shall be registered with the Pass and I.D. Office located in Bldg. 981. The contractor shall provide the vehicle registration or a photocopy and proof of insurance documents of each approved vehicle to the Pass and I.D. Office to obtain a Service Permit.
- 9.10 Utility requirements: Reasonable amounts of compressed air (80-90 psi) and electricity (120 Volt) will be made available adjacent to the work site. The contractor shall be responsible for any costs incurred in connecting, converting and transferring the utilities to the work.