

M67004-16-R-0011 Questions and Responses

ITEM	DOCUMENT	REFERENCE	PAGE	QUESTION	RESPONSE
1	Solicitation	Section B	6	Please clarify when the Government may exercise the options for CLINs 3 and 4?	IAW FAR 52.217-8 and FAR 52.217-9 The Government may exercise the option (CLINs 1001 and 1002) by written notice within 30 days of the end of the contract period. The Government will provide a written notice of its intent at least 60 days before the contract expires.
2	Solicitation	Section M	43	How will CLINs 2 and 4 (Over and Above) be evaluated?	Over & Above CLINs 0002 and 1002 will not be evaluated. The Government will provide an estimate dollar value that will be added to each offerors proposal, when combined will equal the offerors total proposal value.
3	Solicitation	Section F	15	FOB Origin is included in the FAR clause references, however there are delivery instructions to Albany, Georgia. What is the Government's intent for deliveries?	The Government will be responsible for transportation costs to and from the contractor's facility. DCMA will coordinate transportation to Albany GA or as directed.
4	Solicitation	Section I, FAR 52.222-42	23	Does the USG intend to issue the wage determination prior to each offerer's bid submission? Please clarify how an Offeror may obtain a Wage Determination for this proposal.	No, the government does not intend to issue a wage determination prior to bid submission. A wage determination can be obtained from www.wdol.gov select state & county where the services are to be performed.
5	Solicitation	Section G	17	In Section "G" Contract Administration Data, LOGCOM TERMS AND CONDITIONS: page 17, IMPLEMENTATION OF DFARS 252.217-7028: Standard Over and Above (O&A) work is considered to include only actual parts and materials costs. No labor for providing quotes or researching, obtaining and installing parts or contractor indirect costs such as overhead, G&A, etc. shall be included as O&A charges. This statement contradicts the DFARS clause. Paragraph (1)	The first two sentences of the IMPLEMENTATION OF DFARS 252.217-7028 have been deleted. (Delete: Standard Over and Above (O&A) work is considered to include only actual parts and materials costs. No labor for providing quotes or researching, obtaining and installing parts or contractor indirect costs such as overhead, G&A, etc. shall be included as O&A charges). Note: The labor associated with restoring the MRAP Cougar CAT I vehicles to Condition Code "A" as identified in paragraph 1.0 of the

				States the format, content, and submission of work requests by the Contractor. Work requests shall contain data on the type of discrepancy disclosed, the specific location of the discrepancy, and the estimated labor hours and material required to correct the discrepancy. Data shall be sufficient to satisfy contract requirements and obtain the authorization of the Contracting Officer to perform the proposed work; Will LOGCOM elaborate on the discrepancy?	PWS (i.e. installation and verification of MIs, TIs, CIs, MANs, SANs, and ECPs etc.) should be included in the offerors proposal.
6	Solicitation	Section L, 2.0 Organization/Distribution /Number of Copies/Page Limits	35	"Paper Copies" include the <i>Original</i> + number of copies or does the <i>Original</i> count as a paper copy? Example Corporate Capabilities = Original + 2 Paper Copies = Total of 3.	The original counts as a paper copy.
7	Solicitation	Section L 4.0 Volume II. Technical Evaluation	36 & 37	The technical capability of the offerors will be evaluated in accordance with requirements of the PWS. The 14 statements are bullets. How should we reference each statement? Will reference numbers be assigned for each bullet in Section L 4.0 Volume II.	Reference numbers will not be assigned to the 14 statements. If an offeror desires to number or alphabetize them, feel free to do so. The only requirement is to make sure the 14 bullets are clearly demonstrated in the offerors proposal.
8	Solicitation	6.0 Volume IV. Price	37 & 38	Section 6.1.1. requests a description of estimating techniques and methods used to develop pricing. Section 6.1.2 indicates that "All information relating to the proposed price including all required supporting documentation must be included in the section of the proposal designated as the Cost/Price volume". Is the intent for strictly a narrative of the techniques and methods to be provided or are calculations also to be included?	Calculations are not required. A narrative of the techniques and methods used will suffice.
9	Solicitation	Section B & M	5 & 42	The Solicitation states min 40,	The government will evaluate the

		Factor 3. Price Evaluation		max 129 vehicles. Will the USG be evaluating the price per vehicle based on 1 vehicle or will the USG be establishing a set number of trucks to bid on? Can the USG provide an example of how they want to see the price?	offerors proposal based on the price per vehicle.
10	PWS	Configuration	multiple	Configuration is mentioned 25 times in the PWS. Is it the Government's intention to use the Over and Above to replace, repair or make an item to the final configuration? (Example, the Transfer case on the vehicle is an older Rev than the PWS configuration calls out)	No, the labor associated with replace, repair and make an item to the final configuration should be included in the offerors bid. In the example you provided, the Transfer case would be provided as GFM but the labor should already be included in the offerors proposal.
11	Solicitation	Section F & M	15 & 42	Factor 3 Price evaluation. There is no mention of how the USG intends to evaluate price against an offerer's capability to deliver up to 129 vehicles in 12 months. How will the capability to deliver 129 trucks in one year weigh into the evaluation?	An offeror's proposal should clearly demonstrate his ability to deliver a minimum of 40 to a maximum of 129 vehicles within the stated period of performance.
12	Solicitation	Section B & F	5 & 15	Did the USG intend for the POP to remain at 12 months no matter the number of vehicles, up to 129? If not, is there a number of vehicles where the USG intends to extend the PoP?	The Government's intent is to have a minimum of 40 to a maximum of 129 vehicles delivered in a 12 month period of time. The Government does not intend to extend the POP unless the maximum capacity identified in the offeror's proposals indicates that the Government's intent is not realistic or achievable.
13	Solicitation	Section B & M	5 & 42	How will the government evaluate an offeror that could only provide 40 vehicles in 12 months vs an offerer that could provide up to 129 within 12 months? How will the prices be evaluated?	An offeror's proposal should clearly demonstrate his ability to deliver a minimum of 40 to a maximum of 129 vehicles within the stated period of performance.
14		Section B, Page 6 CLIN 1001	6	Are the Cougars specified in CLIN 1001 in addition to the 40-129 quantities specified in CLIN 0001? Please confirm that the maximum quantity of Cougars possible over the two years is 129.	The minimum quantity for CLIN 0001 is 40 and the maximum quantity is 129 for the base year. The option year CLIN 1001 is an additional minimum quantity of 40 and a maximum quantity of 129. Maximum quantity for both years is 258 vehicles.

15		Section L Page 36, Paragraph 3.0 Corporate Capabilities	36	Section M page 41 paragraph b., Evaluation Factors There are no evaluation factors identified. Will this section be evaluated? If so what is the criteria for evaluation?	Corporate Capabilities will not be evaluated. These documents are used for informational purposes.
16		Section L , paragraph 2.6 page 36	36	Since each volume is bound separately, a bidder is going to have to develop five sets of individual Glossary of Abbreviations and Acronyms. If these documents require three pages each that would mean that 15% of the evaluated documents would be consumed by abbreviations and acronyms. Is it the Government's intention to include the Glossary of Abbreviations and acronyms in the page count for each volume?	Yes, each Volume shall include a glossary of abbreviations and acronyms but Volume V is not included in your page count. It may be helpful to use a foldout.
17		Page 19, Section I,		Will the Government provide guidance on the appropriate wage determination to use in order to comply with FAR 22.1005 Requirements to Obtain Wage Determinations?	See the response at Question #4.
18		Section L, paragraph 2.1 page 35	35	The Past Performance (PP) volume cannot be effectively redacted because the Contract numbers provide additional data identifying the performer of each PP contract cited. Similarly, redaction of the offeror's name in the Contracts Volume V will be counterproductive, because the unique CAGE code identifies the provider. Will the Government consider eliminating this requirement as applied to Vol III Past Performance and Vol V Contract Documentation?	The Government agrees that the redaction in Volume III Past Performance and Volume V Contract Documentation is not necessary and may be omitted.
19		Section L, paragraph 4.1 page 37	37	CDRL A005 states that the Quality Assurance Program Plan (QASP) will be submitted 30 days after contract award. Does the Customer require a draft of QASP CDRL A005 to be submitted as part of the proposal? If a complete draft	Volume II "Technical Evaluation" of the offeror's proposal shall include a Quality Control Plan. See paragraph 4.1 of the solicitation. Volumes I through IV when combined shall not exceed 100 pages.

				of QCP/QASP is required as part of the proposal submission, can it be excluded from the page limit?	
20		RFP Section B, page 5-6	5 & 6	<p>CLIN 0001 and 1001 appear to indicate that four (4) MRAP Cougar variants (i.e., CAT I A1, CAT I A1 ISS, CAT I A2 and CAT I A2 ISS) may be included in this program.</p> <p>Request the Government confirm that these four (4) MRAP Cougar variants may be included in this program.</p>	There are only two variants included on this contract. All vehicles on this contract will be CAT I A1 or CAT I A1 ISS. There are no other variants included. NSNs 2355-01-564-3420 and 2355-01-578-8929 are being removed from the CLIN NSN description
21		PWS and PWS Table 1, page 2	2	<p>The PWS provided with this RFP addresses CAT I A1 and CAT I A1 ISS variants only.</p> <p>If other variants as described in RFP Section B are to be included in this program, request the Government amend this RFP and provide the appropriate PWS document(s). If only CAT I A1 and CAT I A1 ISS variants are to be included, request the Government amend Section B of the RFP to correct this apparent inconsistency.</p>	100% of the vehicles on this contract will be CAT I A1 or CAT I A1 ISS. There are no other variants included on this contract. NSNs 2355-01-564-3420 and 2355-01-578-8929 are being removed from the CLIN NSN description.
22		RFP Section B, page 5-6	5 & 6	To provide definition to this FFP contract type and a basis for estimating, what is the percent of the vehicles that will arrive in the following configurations: (1) CAT I A1; (2) CAT I A1 ISS; (3) CAT I A2; and (4) CAT I A2 ISS?	All vehicles on this contract will be CAT I A1 or CAT I A1 ISS. There is no CAT I A2 or CAT I A2 ISS included on this contract. NSNs 2355-01-564-3420 and 2355-01-578-8929 are being removed from the CLIN NSN description.
23		RFP Section B, page 5-6	5 & 6	For planning purposes, request the Government provide the quantities and projected timelines for the receipt of MRAP Cougars at Contractor facilities.	Depending on the contractor's storage capabilities, the government can ship all vehicles within 90 days after contract award. (The quantity may vary between 40 and 129)
24		RFP, Section G, page 17	17	<p>As prescribed in DFARS 252.217-7028(b)(1),(2), and (3), there appears to be some inconsistencies between the language in the RFP (Section G, page 17) and the DFARS clause. These include the following:</p> <ul style="list-style-type: none"> • The Contractor and ACO shall mutually agree to procedures for Government administration and Contractor performance of over and above work requests. 	See the response at Question #5.

				<ul style="list-style-type: none"> • If the parties cannot agree upon the procedures, the ACO has the unilateral right to direct the over and above work procedures to be followed, which can include: <ul style="list-style-type: none"> o The format, content, and submission of work requests by the Contractor. Work requests shall contain data on the type of discrepancy disclosed, the specific location of the discrepancy, and the estimated labor hours and material required to correct the discrepancy. o Government review, verification, and authorization of the work o Proposal pricing, submission, negotiation, and definitization <p>It appears the Government is limiting over and above work requests "... only actual parts and materials costs." This would preclude the successful offeror from billing for the significant costs associated with over and above work, to include: direct labor; indirect expenses on direct labor and materials; fee on the burdened labor and/or materials. The Government has invoked the DFARS Clause 252.217-7028 as part of the RFP, which limit the successful offerors options and opportunities to negotiate these procedures. Furthermore, the successful offeror cannot predict the types of repairs or the amount of labor required for the repairs without conducting an inspection. On a FFP basis, the inability to recover the labor costs associated with the Over and Above repairs creates an unnecessary financial risk for the successful offeror.</p> <p>Question: Request the Government review and clarify the intended implementation of DFARS 252.217-7028 related requirements in this RFP.</p>	
25		RFP, Section G, page 17 and PWS Para 1.1, page 1	1	Referenced PWS para states that "The objective of this program shall be to utilize the <u>best maintenance technique which</u>	See the response at Question #5.

			<p><u>determines the minimum repairs necessary</u> to restore equipment components or assemblies to prescribed maintenance serviceability standards by utilizing all available diagnostic equipment and test procedures in order to minimize disassembly and parts replacement." This conflicts with the Over and Above language which would require Contractors to include in their pricing labor hours for tasks that will never be performed or may only be required on a small percentage of the vehicles. The purpose of the Over and Above work (labor, parts and ODCs) is to ensure the Government only pays for what is required on a specific vehicle, that is, "...the minimum repairs necessary..."</p> <p>Request the Government clarify the intended implementation of DFARS 252.217-7028 related requirements in this RFP.</p>	
26		RFP & PWS (General)	<p>The PWS provides specific definition on the general requirements and tasks to be completed as part of the IROAN process. However, the combined RFP documents do not provide clear definition of the requirements associated with the specific 40 to 129 MRAP Cougar CAT Is in this RFP. This lack of definition of the requirements for these vehicles does not align with the fundamental definition of a Firm Fixed Price (FFP) contract type. The Site Visit was useful, but there are no guarantees that the vehicles viewed will be the IROAN vehicles nor was it possible to technically inspect a large enough sample size to draw firm conclusions/tendencies. Accordingly, offerors cannot base their pricing on Site Visit information alone.</p> <p>Without clearer definition of the condition of all vehicles to be included in the IROAN, request this RFP be amended to include one or more of the following:</p>	<p>The site visit was provided for each offeror to inspect the condition of the same or similar vehicles that would be repaired under this contract. The sample size provided access to approximately 85 CAT I vehicles.</p> <p>The Government's does not intend to pursue a T&M contract.</p>

				<p>-- Government to provide Contractors access to the 129 specific vehicles to be included under this contract to perform technical inspections. Time frames/number of inspectors would be equal for all offerors.</p> <p>-- Government to provide Contractors access to a representative set of vehicles (i.e., condition, configuration) to allow for technical inspection. The RFP would need to indicate what percentage of each sample vehicle will be part of the contract effort.</p> <p>-- Government modifies this contract type from FFP to Time and Materials (T&M) and eliminate the Over and Above work.</p>	
27		PWS Para 3.2.2.2 & 3.2.2.3, page 7	7	<p>PWS para 3.2.2.2 requires a detailed hull inspection in numerous concentrated areas. PWS para 3.3.2.3 states "After inspection and repair of cracks..." establishing the requirement to repair the cracks. However, the condition of the vehicles has not been provided by the Government so the repairs could range from a hairline crack needing minor welding repairs (with defined dimensions) to significant levels of hull fractures/battle damage. The PWS does not delineate what threshold of hull crack repairs are included in the basic effort and what would reasonable be expected to be classified as Over and Above work.</p> <p>Since this is a Firm Fixed Price (FFP) effort with all the risk being borne by the Contractor, request the Government provide clear definition/metric of how extensive damage must be to qualify as Over and Above work.</p>	All hull inspection and repairs costs should be included in the offeror's proposal. There is no metric or definition that qualifies these repairs as Over and Above work, whether hairline or battle damage.
28		PWS Para 3.2.2.2 & 3.2.2.3, page 7	7	<p>PWS para 3.2.2.3 requires the repair of hull cracks that could range from a hairline crack needing minor welding repairs (with defined dimensions) to significant levels of hull fractures/battle damage. The PWS does not delineate what</p>	See the response at Question #5

				<p>threshold of hull crack repairs are included in the basic effort and what would reasonable be expected to be classified as Over and Above work. Further, hull repair is primarily labor with a minor amount of materials (no parts).</p> <p>As labor is the primary component of this potential Over and Above work, request the Government clarify how the Government and Contractor will negotiate and mutually agree upon the procedures for administration/performance of Over and Above work IAW DFARS 252.217-7028.</p>	
29		PWS Para 3.2.2.4.a, page 8	8	<p>Referenced PWS para contains a requirement for the Contractor to all previously un-installed referenced MI'sffl's, and/or TB'S/ECPS/SANs as required by the current modernization strategy. Although the IROAN process requirement is defined (i.e., install previously uninstalled MI'sffl's, and/or TB'S/ECPS/SANs), the requirement for this RFP (i.e., vehicle condition/configuration) is undefined. Since it is undefined as to what has been/is yet to be installed, it will force the contractor to estimate the cost of installing all these items. Accordingly, the price paid by the Government will include the cost labor that is not potentially required.</p> <p>Since this is a Firm Fixed Price (FFP) effort with all the risk being borne by the Contractor, request the Government revise this requirement to include the purchase and installation (labor) of missing assemblies & piece parts as part of the Over and Above CLIN.</p>	<p>Missing assemblies and piece parts will be provided by the Government and should not be charged as Over and Above. The labor associated with the installation of the missing assemblies and piece parts should already be included in the offerors proposal. The Indentured Bill of Material (IBOM) identifies all parts associated with the MRAP Cougar CAT I vehicle and should be taken into consideration when preparing the offeror's proposal.</p>
30		PWS Para 3.2.2.4.b, page 8	8	<p>Referenced PWS para contains a requirement for the Contractor to purchase and replace any missing assemblies or piece parts on the vehicle (that are not covered by MI, TI, TS, ECP, SAN, etc.). Although the IROAN</p>	<p>See the response at question #29.</p>

				<p>process requirement is defined (i.e., purchase and replace any missing assemblies or piece parts), the requirement for this RFP (i.e., vehicle condition/configuration) is undefined. Since it is undefined as to what is missing, it is impossible to tell if the missing assemblies or piece parts and the labor to install same will cost \$0, \$5,000 or \$50,000.</p> <p>Since this is a Firm Fixed Price (FFP) effort with all the risk being borne by the Contractor, request the Government revise this requirement to include the purchase and installation (labor) of missing assemblies & piece parts as part of the Over and Above CLIN.</p>	
31		PWS 3.2.2.4.a, page 8	8	<p>CLIN 0001 and 1001 appear to indicate that four (4) MRAP Cougar variants (i.e., CAT I A1, CAT I A1 ISS, CAT I A2 and CAT I A2 ISS) may be included in this program.</p> <p>Request the Government confirm that these four (4) MRAP Cougar variants may be included in this program.</p>	See the response at question #22.
32		PWS 3.2.2.4.i, j. & k., page 8-9	8 & 9	<p>IAW with the referenced PWS paras, every engine and transmission is dynamometer tested and every transfer is spin tested to ensure all components meet the OEM specifications. A percentage of those components will fail to meet the OEM specification and will require the remanufacture of the failed component to bring it back within the OEM specification and Condition Code A.</p> <p>Request the Government confirm that remanufacture of the failed engine, transmission and transfer case will be the required course of action.</p>	The Government confirms that remanufacture of a failed engine, transmission and transfer case will be a required course of action.
33		PWS 3.2.2.4.i, j. & k., page 8-9	8 & 9	<p>IAW with the referenced PWS paras, every engine and transmission is dynamometer tested and every transfer is spin tested to ensure all components meet the OEM specifications. A</p>	The Government confirms that the remanufacture of a failed engine, transmission and transfer case will NOT be addressed as an Over and Above effort. Parts will be provided by the Government but labor should

				<p>percentage of those components will fail to meet the OEM specification and will require the remanufacture of the failed component to bring it back within the OEM specification and Condition Code A. Since there is no available information in the RFP on the condition and wear of the vehicles, the percentage of remanufacture requirements cannot be projected and is viewed as an Over and Above effort. Further, that these cost effective remanufacture efforts require labor, parts and ODCs (dyno re-test).</p> <p>Request the Government confirm that failed engine, transmission and transfer case will be addressed as an Over and Above work effort, inclusive of labor, parts/materials and ODCs.</p>	already be factored in the offeror's proposal.
34		PWS Para 3.2.2.4.1, page 9	9	<p>In order to properly estimate the Firm Fixed Price (FFP) labor level of effort associated with the referenced PWS para, offerors' will need to know the percentage of vehicles that will arrive : (1) without a turret; (2) with a MCTAGS installed; and (3) with an OGPK.</p> <p>To provide definition to this FFP contract type and a basis for estimating, what percent of the vehicles will arrive : (1) without a turret; (2) with a MCTAGS installed; and (3) with an OGPK?</p>	This information is not available.
35		PWS Para 3.2.2.4.1, page 9	9	<p>In order to properly estimate the Firm Fixed Price (FFP) labor level of effort associated with the referenced PWS para, offerors' will need to know for those vehicles with OGPK already installed upon arrival, how many will require the installation of a Government provided (1) Improved Turret Drive System (ITDS) and (2) M 1114 Turret Bearing Catcher Ring.</p> <p>To provide definition to this FFP contract type and a basis for estimating, what percent of the vehicles that arrive with an OGPK turret will have the: 1) Improved</p>	The information is not available.

				Turret Drive System (ITDS) and (2) M 1114 Turret Bearing Catcher Ring?	
36		PWS 3.3, page 12	12	Request the Government confirm that the USMC will be responsible for the transportation costs associated with the GFE, to include delivery to the Contractor's facility and return of any unused GFE.	The Government will be responsible for GFE transportation costs to and from the contractor's facility.