

**M67004-16-R-0011 Questions and Responses 2**

ITEM	DOCUMENT	REFERENCE	PAGE	QUESTION	RESPONSE
1		Answer 32, Amendment 0001 - PWS 3.2.2.4.i. j. and k., pages 8 – 9.		Request the government provide historical data on the number of failed engines, transmission and transfer cases because of the requirement to estimate labor for these repairs.	This information is not available.
2		PWS Appendix G		Appendix G, Cougar ECP Checklist is missing from the revised PWS. Please provide Appendix G or explain why it is excluded from Amendment 0001.	Transmission/administrative error. Appendix G should be included in Amendment 0001 and is attached to this document for inclusion.
3		Answer 10, Amendment 001		Please confirm that all labor, to include that associated with the O&A repair, is to be included only in CLIN 0001 and CLIN 1001.	CLIN 1001 is no longer applicable. Yes, labor, to include that associated with O&A repair is to be included in CLIN 0001.
4		PWS 2.5 and 3.1.1		Which version of the Handbook is 3.1.1 referring to? Section 3.1.3.a references MIL-HDBK-61A.	Handbook MIL-HDBK-61A
5		Question 27 Clarification Request		<p>Would it be at the contractor's discretion as to how much hull damage is repairable vs. replacement of the hull?</p> <p>Would a replacement hull be considered Over &amp; Above?</p> <p>At what level of overall vehicle damage would the Cougar be considered beyond economic repair?</p> <p>Is the contractor allowed to reject a vehicle for excessive levels of battle damage?</p>	<p>No, that decision would be a mutual decision between the contractor and the Government.</p> <p>A replacement hull would be considered Over &amp; Above.</p> <p>The Government gauge is 65% of the cost of the vehicle.</p> <p>No, that decision would be a mutual decision between the contractor and the Government.</p>