

Performance Work Statement

For

M1A1 FEP COMPONENTS

THERMAL RECEIVER UNIT, NSN 5999-01-528-1060

BIOCULAR IMAGE CONTROL UNIT, NSN 2350-01-528-0925

BIOCULAR IMAGE CONTROL UNIT W/ CONTAINER, NSN 2350-01-537-0505

POWER CONTROL UNIT, NSN 6130-01-529-3094

POWER CONTROL UNIT W/ CONTAINER, NSN 6130-01-537-0537

NORTH FINDING MODULE W/ EMBEDDED GPS, NSN 5855-01-565-0880

NORTH FINDING MODULE W/ EMBEDDED GPS W/ CONTAINER, NSN 5895-01-566-2804

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1.0 SCOPE

This section sets forth the requirements of the Firm Fixed Price contract for the M1A1 FEP Components; Thermal Receiver Unit, NSN 5999-01-528-1060; Binocular Image Control Unit, NSN 2350-01-528-0925; Binocular Image Control Unit w/ Container, NSN 2350-01-537-0505; Power Control Unit, NSN 6130-01-529-3094; Power Control Unit w/ Container, NSN 6130-01-537-0537; North Finding Module w/ Embedded GPS, NSN 5855-01-565-0880; North Finding Module with Embedded GPS w/ Container, NSN 5895-01-566-2804 at the direction of the United States Marine Corps Logistics Command (MARCORLOGCOM) in Albany, GA. The intent is to provide materiel availability of the FEP components, a major subsystem of the M1A1 Abrams Tank. Under the agreement, the contractor shall provide sustainment support as outlined in this section to meet the agreed upon requirements for the M1A1 FEP Components.

1.1 BACKGROUND

The M1A1 Abrams Tank Firepower Enhancement Program (FEP), a Marine Corps Systems Command initiative, is intended to increase the all-weather, day and night target acquisition and engagement ranges and provides a far target location capability for the M1A1 Tank. The FEP system will include a scope of work that entails a suite of upgrades for the M1A1 Tank. These upgrades include a second-generation thermal sight and a north finding/target locating capability. The system will increase the tank crew's ability to detect, recognize, identify and accurately locate targets.

In the fall of 2004, Marine Corps Systems Command signed the Milestone C Decision for full rate production of the M1A1 Tank Firepower Enhancement Program (FEP). Installed on the M1A1 Tank, the FEP will bring the MAGTF all weather, thermal, day or night, rapid and accurate target engagement capability. Additionally, it will couple extended engagement ranges with a new Far Target Locate (FTL) function. Overall, the FEP greatly increases tank lethality and extends the Marine Corps overmatch of current and expected threat systems beyond 2018.

The Firepower Enhancement Program is a suite of upgrades for the M1A1 tank that will be installed on all 403 existing platforms. The system includes a second-generation thermal sight, the Far Target Locate capability, and an eye-safe laser rangefinder. The second-generation thermal sight consists of upgrades to the M1A1's infrared optics, an infrared local plane array, associated analog and digital electronics, display, and brackets and cables. The FTL consists of a North Finding Module (NFM), brackets, cables and inputs from the existing laser rangefinder, and a Precision Lightweight Global Positioning Receiver (PLGR). The FTL formulates a targeting solution using the inputs from the laser rangefinder, the PLGR and the NFM. The eye-safe laser rangefinder will replace the current non-eye-safe laser rangefinder.

The FEP Components have been fielded with warranty as the sustainment strategy. However, poor packing practices and battle damage have voided most of the warranty. No other sustainment strategy was put in place, causing readiness degradation of the M1A1 as a result of zero FEP Component spares in the wholesale supply system. FEP components availability is negatively impacted by significant F-condition assets and long procurement lead times for new components. Additionally, the time F-condition components remain in LOGCOM's custody awaiting disposition decisions or contract execution contributes to delays in the repair process and supply chain activities. Procurement of new parts has not alleviated the supply shortages at the RIPs or backorder issues with the OEM.

2.0 SCOPE OF WORK

USMC is seeking to initiate a Firm Fixed Price Repair contract for the M1A1 FEP Components; Thermal Receiver Unit, NSN 5999-01-528-1060, 18 ea.; Biocular Image Control Unit, NSN 2350-01-528-0925, 12 ea.; Biocular Image Control Unit w/ Container, NSN 2350-01-537-0505, 18 ea.; Power Control Unit, NSN 6130-01-529-3094, 2 ea.; Power Control Unit w/ Container, NSN 6130-01-537-0537, 8 ea.; North Finding Module w/ Embedded GPS, NSN 5855-01-565-0880, 10 ea.; North Finding Module with Embedded GPS w/ Container, NSN 5895-01-566-2804, 1 ea. The contractor will provide repair of all carcasses provided by the government to meet Form, Fit, and Function along with Repair Cycle Time (RCT) as outlined in par. 3.1 and The Quality Assurance Surveillance Plan (QASP) par. 5.1. The contractor is required to put in place the infrastructure, material, and systems necessary to meet the Government's requirements. This section of the Performance Work Statement (PWS) lists Contractor and Government responsibilities during the Period of Performance (PoP) for repair of the M1A1 FEP Components.

2.1 CONTRACTOR RESPONSIBILITIES

The Contractor will be responsible for the requirements as identified in the contract schedule at a single price for the period of the contract. It is the responsibility of the Contractor to manage the program to provide serviceable components to the government.

The Contractor shall:

1. Meet the Delivery Dates for the FEP Components in accordance with the content of this PWS, starting with contract award date.
2. Perform all repairs and/or overhaul, or replacement of the FEP Components up to 65% of a procurement cost to meet Form Fit and Function.
3. Integrate all activities performed by its partnerships and sub-tier suppliers.
4. Deliver program data and status reports, to include failure trend analysis, root cause analysis, reliability improvements report.
5. Manage Diminishing Manufacturing Sources and Material Shortages (DMSMS) as it relates to commercial repair activity.
6. Manage Configuration management as a result of reliability improvements. Obtain Government approval in advance of configuration management stemming from reliability improvements that will negatively impact the form, fit and function.
7. Arrange for shipment of A-Condition components back to the Government.

8. Coordinate inspection/acceptance with the Government representative
9. The Contractor shall be responsible for providing a one year standard warranty.
10. The Contractor will repair all items which fail a Product Quality Deficiency Report.

2.2 GOVERNMENT RESPONSIBILITIES

The Government will ensure timely turn in of unserviceable assets from Marine Corps Stock. All unserviceable assets will be shipped directly to the Contractor.

2.2.1 MARCORLOGCOM RESPONSIBILITIES

1. Provide quality assurance personnel (DCMA) authorized to accomplish Government inspection/acceptance at the source of repair/replacement output under this contract.
2. Make timely decisions on DMSMS and Configuration Management issues.

2.2.2 PM TANKS RESPONSIBILITIES

1. Make timely decisions on DMSMS, obsolescence, reliability enhancements, and CM issues.

2.3 CONTRACTOR PROGRAM MANAGEMENT

The Contractor shall provide a Program Manager (PM) who has the authority to accomplish the program performance requirements. The PM shall be the Contractor's single point of contact to the Government for the program. Any contractual changes must be communicated and approved prior to execution through the Contracts department (Government and contractor). Responsibilities of the Contractor's PM include, but are not limited to:

1. The PM shall coordinate program requirements and information with the Contracting Agency.
2. The PM or PM's representatives shall be available to the Government during normal working hours. A working day is defined as 0800-1700 Eastern Standard Time, excluding Saturdays, Sundays, and Federal holidays.
3. The PM shall ensure timely (within 30-60 days) resolution of business and technical problems.
4. Program management costs are included in the contract and will not be priced separately.

2.4 PROGRAM MANAGEMENT REVIEWS

The contractor and government will meet for Program Management Review Boards if either party determines and validates the necessity. The preferred method in order to hold down costs would be Video Tele-Conferences but would be open for other options. PMRBs are a forum to review program performance, action items, and any other outstanding program related items, as well as to resolve any issues. PMRBs may include all relevant Industry and Government

(Program Manager AAV and Marine Corps Logistics Command) stakeholders. The agenda topics covered by the PMRB will include at a minimum the following:

1. Failure trend analysis
2. Root cause analysis
3. Repair status report
4. Beyond Economical Repair (BER) report if required
5. DMSMS, Obsolescence and configuration management report if required
6. Other action items

Additional agenda topics can be added as necessary.

3.0 PERIOD OF PERFORMANCE

The period of performance will be conducted on a schedule agreed upon by the contractor and the government, not to exceed 270 days.

3.1 PERFORMANCE REQUIREMENTS

The Contractor shall meet the time repair time frame set forth in contract.

3.2 PERFORMANCE STANDARDS

Government shall use the monitoring methods cited to determine whether the performance standards have been met. If the contractor has not met the minimum requirements the contractor will receive a negative CPARS review. Start date for below will be after receipt of carcasses at vendor facility for major repair.

a. Exceptional. Indicates performance clearly exceeds contractual requirements. The area of evaluation may contain a few minor problems for which corrective action appears highly effective. As stated in the QASP, Exceptional performance is delivery of repaired items back to stock 180 calendar days after vendor receipt of carcasses.

b. Satisfactory. Indicates performance clearly meets contractual requirements. The area of evaluation contains some minor problems for which the corrective actions appear satisfactory. As stated in the QASP, Satisfactory performance is delivery of repaired items back to stock 181 to 270 calendar days after vendor receipt of carcasses.

c. Marginal. Indicates performance meets contractual requirements. The area of evaluation contains one or more serious problems for which corrective actions have not yet been identified, appear only marginally effective, or have not been fully implemented. As stated in the QASP, Marginal performance is delivery of repaired items back to stock between 271 and 309 calendar days after vendor receipt of carcasses. Consideration is allowed here by the government for the vendor to deliver late without requesting a contract extension to save expenses for both parties however the rating will drop to marginal.

d. Unsatisfactory. Indicates the Contractor is in danger of not being able to satisfy contractual requirements and recovery is not likely in a timely manner. The area of evaluation contains one or more serious problems for which the corrective actions appear ineffective. As stated in the QASP, Unsatisfactory performance is contract extension requests which delay delivery in excess of 30 days and was no fault of the government.

4.0 METRIC TRACKING

If the Contractor fails to meet the delivery requirement, the Government reserves all rights and remedies under the contract. The evaluation of contractor's Delivery Date will be reviewed at time of last shipment report provided by contractor.

5.0 DATA AND REPORTING

All Forms will be submitted electronically to Marine Corps Customer.

The Contractor shall provide the Failure Trend Analysis report as requested in the Contract Data Requirements List (CDRL) A001 within 10 days after preliminary evaluation of unserviceable assets with a final report after completion of repairs. Failure trend analysis is the process of collecting and analyzing data to determine the cause of a failure. Trend analysis refers to attempting to spot a pattern, or trend. The failures and faults of both hardware and software will be formally reported, analysis will be performed to the extent that the failure cause is understood and positive corrective actions are identified, implemented and verified to prevent further recurrence of the failure.

Root Cause Analysis will be conducted as a result of the trend analysis. The Root Cause analysis will be an engineering evaluation based on repair data. CDRL A002 requires a report after 10 days of preliminary evaluation and a final report after completion of repairs.

The Contractor shall report, via electronic form, the Repair Status Report (CDRL A003) on a monthly basis to include the component level details for the FEP Components.

The Contractor shall provide a Beyond Economical Repair (BER) Report (CDRL A004) as needed citing failures and root cause analysis. BER's will be based on 65% replacement value of a new production AAV FEP Components. If contractor has determined the unit to be BER, the government must approve cannibalization and destruction of material prior to vendor performing such. Vendor will also provide to Marine Corp Logistics Command the appropriate signed destruction paperwork if approved referencing required information under the CDRL A004.

6.0 REPAIR, REPLACE, AND OVERHAUL

The Contractor shall return all units undergoing major repair to Ready For Issue condition (RFI) or "A" Condition, where RFI (A) condition is defined as that condition where the equipment performs in accordance with its performance specifications in an operational environment and is in new like condition.

7.0 GOVERNMENT SOURCE INSPECTION REQUIREMENT

All product audits performed at the discretion of the DCMA QAR or other appropriate government representative shall be conducted by witnessing Contractor inspections or tests on a non-interference basis. When appropriate advance notification is furnished of the time of Contractor inspections or tests and the DCMA QAR is unavailable to witness the tests or inspections, the Contractor may proceed with the inspections or tests. The Contractor shall maintain records adequate to allow verification of all required inspections and tests. When necessary, Government verification of inspections or testing may be accomplished by records review.

8.0 TRANSPORTATION

The Government will ship all wholesale material to the Contractor at the Government expense. The Contractor will be responsible for transportation and in transit tracking of cargo within the Continental United States (CONUS) to the designated Marine Corps activity (DLA Albany).

The Marine Corps will be responsible for:

- a. Shipment of retrograde material to the Contractor.
- b. Retrograde packaging in proper equipment containers.

The Contractor will be responsible for:

- a. Shipment and Tracking of material to the Government (A DD Form 1348-1A shipping document must be prepared for each unit being shipped).
- b. Shipment of material to sub-vendor repair facilities.
- c. Proper packaging of material.

9.0 GOVERNMENT FURNISHED PROPERTY (GFP)

The Government material referenced within this contract is considered Government Furnished Property. If material while in the vendor's possession is Missing, Lost or Stolen, the vendor will be required to furnish the government replacement costs equal to current market prices.

10.0 DIMINISHING MANUFACTURING SOURCES AND MATERIAL SHORTAGES MONITORING

The Contractor will manage DMSMSM over the entire period of the contract to ensure compliance with all performance and contract requirements. Responsibility includes all costs associated with locating part replacement, vendor interface, and engineering efforts. The Contractor shall develop a plan for managing the loss, or impending loss, of manufacturers or suppliers of components, assemblies, or materials used in the system. Changes considered necessary by the Contractor to ensure the continued manufacture and/or repair of the equipment shall be made in accordance with the Configuration Management requirements of this PWS.

11.0 CONFIGURATION MANAGEMENT

The Contractor may develop, prepare, submit, and incorporate configuration changes for approval by the Government in order to improve the reliability, availability, and maintainability of the FEP Components.

12.0 RELIABILITY IMPROVEMENTS

This PWS will not incorporate any cost improvements. The government will however entertain contractor suggestions at no cost to the government.

13.0 DELIVERABLES

ID	Deliverable	Timeframe	Owner
A001	Failure Trend Analysis Report	At end of Vendors Evaluation	Submit to Contract Specialist
A002	Root Cause Analysis Report	At end of Vendors Evaluation	Submit to Contract Specialist
A003	Repair Status Report by Serial Number	Monthly	Submit to Contract Specialist
A004	Beyond Economical Repair Report	As required	Submit to Contract Specialist

CONTRACT DATA REQUIREMENTS LIST

M1A1 FEP COMPONENTS

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