

STATEMENT OF WORK FOR THE PROGRAMMED REPAIR AND REFURBISHMENT OF AXLE, DIFFERENTIAL AND TRANSMISSIONS FITTED TO PINZGAUER PLATFORM.



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1.0 Introduction

1.1 The equipment covered by this Statement of Work (SoW) belongs to the Operational Support Vehicle Programme (OSVP) and Soldier Systems Project Teams and requires the repair of various axle and transmission which are listed in Table 1.

Table 1 – Equipment Details

Equipment	NATO Stock No (NSN)	Manufacturers Part / Drawing No	Domestic Management Code (DMC)
GEARBOX – AUTO	2520991318581	8001218250	7SDP
GEARBOX – MANUAL	2520123388716	1255003252	7SDP
GEARBOX – AUTO	2520991262055	7161210010	7SDP
TRANSFER BOX	2520123388717	7162230010	7SDP
TRANSFER BOX	2520991974267	7591230010	7SDP
WHEEL DRIVE – FRONT	2530991471404	7161420519	7SDP
WHEEL DRIVE – REAR	2530995635639	7161340609	7SDP
WHEEL DRIVE - FRONT	2530997595488	7161420509	7SDP
WHEEL DRIVE – REAR (ABS)	2520999025039	8001344039	7SDP
DIFFERENTIAL	2520997953551	7582320809	7SDP

1.2 This document is intended as an outline statement of work detailing the engineering requirement to enable a company to apply their expertise to produce a compliant product that meets the in-service user requirements, which shall be acceptable to the Authority and for which a warranty shall be provided. The performance of completed assemblies shall meet or exceed that of the original equipment manufacturers (OEM) specification and the criteria contained in this statement of work. Should any differences exist between the OEM and MoD specifications, either in build or test criteria, the MoD will generally take precedence. Clarification should be sought from the Babcock Repair Manager.

1.3 The demanding operational role of Armed Service equipment is significantly different to that of equivalent commercial equipment. It is essential to ensure that this equipment proves reliable when used and that the end user has the necessary confidence that it will survive the rigours of Service application.

1.4 It is a requirement of the MoD that contractors hold a current recognised third party Quality Accreditation Certification (UKAS or International equivalent). For the work requirement of this specification, the contractor shall be registered in accordance with the requirement of ISO 9001:2015 suitably scoped as a minimum.

1.5 There may be circumstances, such as urgent operational requirements (UOR) where it will be to the Authority’s benefit to accept delivery of products that do not conform to contract requirements, as detailed in Defence Standard 05-61 (Part 1) (Concessions), but there must be a clear and demonstrable benefit to the Authority and approval must be given by the Babcock Repair Manager, (in writing), before this takes place.

1.6 Any quantities referred to are estimated quantities only. The Authority may order more or less than those referred to. Any figures are for guidance only and no guarantee can be given that any specific quantities of repairable items will become available.

2.0 Publications

2.1 Contractors are responsible for obtaining the latest OEM publications, parts lists and supersession lists for the equipment.

2.2 Publications produced by the MoD for service use are, in general, based upon the commercial publications but the format is specific to the service user. Contractors are responsible for obtaining and maintaining the latest issues of these publications.

2.3 Publications applicable to the assemblies within this requirement are covered in Table 2 below:

Table 2 – Support Publications

Publication	Title
Defence Gateway	Defence Logistics Framework
DEF STAN 03-032	Part 1 – Pre-treatment and Painting of Vehicles, Engineer Equipment and Components
DEF STAN 03-030	Treatments for the Protection for Metal Parts of Service Stores and Equipment against Corrosion (issue 3 under revision)
DEF STAN 00-056	Part 1 (Issue 7) & Part 2 (Issue 5) Safety Management Requirements for Defence Material
DEF STAN 05-057	Configuration Management of Defence Material – (Issue 7)
DEF STAN 05-061	Part 1 (Issue 6) – Quality Assurance Procedural Requirements “Concessions”
DEF STAN 05-061	Part 4 (Issue 3, Amendment 1) – Quality Assurance Procedural Requirements “Contractor Working Parties”
DEF STAN 05-061	Part 9 (Issue 5) – Quality Assurance Procedural Requirements “Independent Inspection Requirements for Safety Critical Items”
DEF STAN 05-099	Part 1 (Issue 1) – Managing Government Furnished Equipment

DEF STAN 05-135	Avoidance of Counterfeit Material – (Issue 1)
DEF STAN 81-041	Part 1 (Issue 9) – Packaging of Defence Material
ISO 9001:2015	Certification is to be mandatory
AQAP 2110 Edition D	NATO Quality Assurance Requirements for Design, Development and Production
AQAP 2105 Edition C Version 1	NATO Requirements for Deliverable Quality Plans
AESP 2320-D-400	Pinzgauer AESP series
EMER T&M A028	Non Destructive Testing (NDT) Techniques

3.0 Documentation

3.1 A Deliverable Quality Plan (QP), which complies with AQAP 2105 Edition C Version 1 January 2019 is required at ITT stage to demonstrate how equipment is to be managed. The QP shall identify all risk areas and detail how they will be mitigated and managed throughout the duration of the Contract. The QP shall reference procedures, developed in accordance with the Contractors Quality Registration, which details how control of the repair relating to the Company Quality Assurance processes will be achieved. Validation of requirements, Inspection and test points shall be clearly indicated. Documentation relating to critical or safety related items and assemblies shall be highlighted.

3.2 At the commencement of the Contract, and thereafter at reasonable intervals depending upon need arising and priorities, the Babcock Repair Manager and Contractor shall agree a “production plan” for the repair. The Contractor shall provide a monthly Contract Status Report (CSR) on the progress of the repair work against the plan. This report must include expected delivery dates, financial accrual information and any mitigating factors to support repair and/or delivery variations.

3.3 Records, comprising repair, calibration, inspection, spares and test reports as applicable and defined in this specification, shall be maintained by the Contractor. Additionally the Contractor is to keep records of all visits/survey reports, approvals and costs incurred in the repair/manufacture of the Contractor deliverables. Where there is a legislative requirement, documents are to be kept for the period specified in that legal requirement. All records must be made available to the Authority as required.

3.4 The Babcock Repair Manager may establish at any time, subject to prior notification to the Contractor, a Local Equipment Repair Committee. This Committee shall be a forum to discuss the technical aspects of the Contract. The Contractor shall be responsible for providing a secretary for the meeting and the production and distribution of the minutes. The Contractor shall comply with the decision of the committee which shall be subsequently confirmed in writing. The LERC does not have the authority to vary any contractual requirement. In the event the Contractor considers a LERC instruction or decision may have this effect he must advise the Procurement Branch and take no further action on that instruction or decision pending the Procurement Branch’s response.

4.0 Repair Policy

4.1 Assemblies submitted for Repair will have been removed from service for a multitude of reasons¹. The requirement for the remanufacture of these assemblies is to give an expected life equivalent to that of a new assembly. This statement of work is not to be considered as comprehensive for the work requirement and is not to be used as a reason to limit any work on the assembly. It is the Contractor's responsibility to produce a comprehensive repair specification, in line with the OEMs specifications and drawings for each item and to ensure that the quality of the assembly returned after refurbishment shall meet the requirement of "as new" with the stated life requirement. [Manufacturer part / drawing number for this requirement are listed in Table 1 \(Equipment Details\)](#).

4.2 Fully priced estimates shall be required for any assembly not considered by the repairer as economic to repair. These must be submitted at the survey stage (before work commences) and not be a result of back stripping or cannibalisation. The Authority will only agree Beyond Economic Repair (BER) classification where the Contractor has been able to demonstrate that their cost to repair is greater than the eighty percent of new cost² as supplied to the MoD. Once BER has been agreed the Authority will issue disposal instructions for the scrapped carcass accordingly.

4.3 Any remanufacture of the assembly and its ancillaries shall be to the latest MoD approved OEM specification / drawing and modification state. The performance and quality standard of the assembly shall meet or exceed the requirement of the OEM specification. Records of test results and inspections as applicable shall be supplied as stated in this specification. All assemblies and ancillaries shall be covered by a warranty as defined in the terms and conditions of the Contract.

4.4 Procurement of all replacement parts used in the repair shall be the responsibility of the Contractor. All parts shall meet or exceed the OEM specification and shall be purchased from approved suppliers. Certificates of Conformity (COC) shall be obtained for all parts which have not been sourced through the OEM, and shall be made available to the Babcock Repair Manager or a nominated representative when requested.

4.5 The following items are to be considered as mandatory 100% replacement components, regardless of their condition:

Gearbox, Transfer Box, Differential and Axle

- a. All seals and gaskets.
- b. All throw away locking devices, tab washers, nylon nuts, lock plates, cotter / split / roll pins, shake proof / spring washers and locking wire.
- c. All bearings, bushes and wear components.
- d. Brake expanders, actuators, adjusters, return / location springs, pipes, fittings and nipples.

¹ The contractor is advised that no guarantee can be given or responsibilities accepted by the Authority regarding the completeness or correctness of equipment issued for repair, or give any indications of the level of repair required.

² This is the general guide criteria but can be varied depending upon stock levels, new buy time limits and supply urgency, the Babcock Repair Manager will advise in all BER requests.

- e. All brake friction material (either by lining replacement or complete shoe or pad) **Note: All linings used must be Asbestos free and in accordance with OEM and MoD latest specification.**
- f. Wheel nuts and studs.
- g. Automatic gearbox brake bands.
- h. Synchromesh baulk rings and wear rings.
- i. Any perishable items
- j. Any shelf-life items.

4.6 The Contractor has an obligation towards safety. Any failures or incidents in relation to the equipment which affects safety shall be reported to the Babcock Repair Manager without delay. The Babcock Repair Manager shall be entitled to require action to be taken to correct the failure and to prevent reoccurrence.

4.7 All modifications approved by the OEM & MoD as defined in the latest technical documentation shall be incorporated as part of the repair. Unauthorised modifications shall not be incorporated.

5.0 Repair Requirement

5.1 Articles covered under this contract listed in Table 1 when received by the Contractor for repair are to be checked for correct nomenclature and part number.

5.2 No work shall be carried out by the contractor without authorisation from Babcock I&RM in the form of a Purchase Order.

5.3 The scope of repairs to be carried out shall be full strip, inspection (including NDT crack detection where appropriate), build and test to Material Condition (MATCON) A1 OEM specification. Any articles received by the Contractor that appear to be MATCON A1 are to be reported to the Babcock Repair Manager, who will advise further. Such equipment is usually subject to full test to determine its condition.

5.4 When the Contractor considers an Article to be Beyond Economical Repair (BER) the Contractor shall immediately advise the Repair Manager of their findings on Form P2. P2 shall include a clear description of failure and if the asset is deemed repairable at additional cost, a breakdown of these costs and a final total price for repair to consider. If repair is agreed, the Repair Manager shall reply with authorisation on Form P2. If declined Form P2 will be annotated as such and also issue an AFG1043 which shall detail disposal instructions.

5.5 Any discrepancies in the articles delivered should be reported using MoD Form 445 (Discrepancy Report). These reports shall be completed in accordance with the criteria laid down in JSP 886, Volume 4, Chapter 3 and distributed as required by the Contractor with one copy to the Material Accounting Cell, Donnington and one to the Babcock DSG Repair Manager.

5.6 All articles are to be repaired in accordance with the latest OEM specification and drawings using reclaimed and new components, incorporating all approved modifications where applicable.

5.7 All testing and inspection of the Articles shall be carried out in accordance with OEM / MoD procedures and standards. Where discrepancy exists between the OEM and MoD test specification, the MoD specification will generally take precedence. The Contractor shall however ultimately seek clarification from the Babcock DSG Repair Manager. Inspection/test records shall be retained for all assemblies for a period of four years in accordance with DEFCON 609 and made available for the Babcock DSG Repair Manager or nominated representatives of the Authority upon request. All test and inspection equipment used is to be provided, maintained and calibrated by the Contractor.

5.8 All Articles are to be stored at all times in a secure facility with an environment that shall prevent damage or deterioration prior to packing and distribution back to the authority storehouse.

5.9 All Articles repaired under the Contract shall have attached a nomenclature plate fitted in a prominent position and stamped with the following information:

- a. PR... No.
- b. Date of Repair
- c. Assembly Manufacturers Part Number
- d. Contract Number

Contractors are advised not to fit plates quoting their name and address or telephone number.

5.10 On completion of Repairs to the required technical standards as defined within the Contract, The Contractor is responsible for the return of repaired Articles, Carriage Paid To, (CPT), and deliver to;

Defence Fulfilment Centre
Hortonwood 50
Donnington
Telford
Shropshire TF1 7AE (Sat Nav use TF1 7GZ)

Defence Fulfilment Centre booking request forms can be obtained and returned to goodsin.dfc@kuehne-nagel.com

For all DFC booking queries: 01952 953110 or 953104

5.11 Upon expiry of the contract, any repair pool stock held by the Contractor shall be returned to the Authority.

6.0 Preservation & Packing

6.1 All completed assemblies are to be painted (if applicable) to OEM specification to DEFSTAN 80-208 and in accordance with the general procedures as laid down in DEF STAN 03-32.

6.2 Completed assemblies are to be packed in accordance with DEFSTAN 81-041, to the relevant Service Packaging Instruction Sheet (SPIS) and to the level shown in the contract or order.

6.3 All articles repaired under the Contract shall have attached (to the packing) a human readable Barcode 39 font label with the Order Number, NATO Stock Number, PR Number and Quantity.

6.4 Any replacement wood used in packaging must be ISPM 15 compliant and carry the Forestry Commission, Heat Treated, mark (see below) (DEFCON 129 refers).





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