

STATEMENT OF WORK

LSVW Brake Shoes

1. SCOPE

1.1. Objective

The objective of this SOW is to describe the tasks necessary to return quantity 80 sets of LSVW Brake Shoes to a satisfactory operating condition and up to 8 SE to beyond economical repair. (BER)

1.2. Background

The repair and overhaul of the LSVW is a function traditionally completed by an independent contractor under a Repair and Overhaul contract where the Contractor would be selected through a competitive process.

1.3. Terminology

CAF – Canadian Armed Forces
LSVW – Light Support Vehicle Wheeled
R&O – Repair and Overhaul

2. REFERENCE DOCUMENTS

C-30-230-000/MP-001 Book 2 Part 3

3. REQUIREMENTS

3.1 The successful contractor will be required to provide services including labor; cleaning; inspection; repair; overhaul; calibration, testing and packaging to restore to a serviceable condition the following item:

3.1.1 Brake Shoes (Set of 4 shoes) NSN 2530-15-151-1484

3.2 All work must be performed in accordance with the relining data as follows:

3.2.1 The contractor shall remove the existing lining and all traces of any bonding materials which may have been used in bonding the existing linings to the cores. This process shall be done in such a fashion as to not alter or mar the cores of the brake shoes. This process shall prepare the surfaces of the cores for installation of the new lining material.

3.2.2 The lining to be used shall be FERODO 3915F material cut from one-half inch (1/2") thick bulk sheet material.

3.2.3. The bulk lining material shall be cut/sized to match the original length and width dimensions of the linings which are removed. The dimensions of the linings are as follows:

3.2.3.1 Primary linings: 250 mm long x 60 mm Wide

3.2.3.2 Secondary Linings: 290 mm long x 60 mm Wide.

3.2.4 The contractor shall machine cutouts in all the linings in the same location and of the same dimensions as the cutouts in the existing shoes.

3.2.5 The contractor shall bond the linings to the cores using an equally equivalent quality commercial brake lining adhesive material. The linings shall be in the same place on the shoe as the lining which was removed.

3.2.6 After installation of the linings to the cores, the linings shall be contoured to match the diameter of the drum. The contouring diameter shall be as follows:

3.2.7 Diameter: 324.5 mm (+ 0.00 mm / -0.30 mm)

The ends of the linings shall be chamfered in the same fashion as the existing linings. This requirement is called up in SAE Specification J662.

3.3 Any proposed amendment or changes to the above relining data, must be authorized by the Technical Authority through the Contracting Authorities.

4. PACKAGING

4.1. Brake linings to be packaged in sets of four (4) (two (2) Primary & two (2) Secondary) to good commercial practice and labelled with the NSN and description, on two surfaces.

5. CONTRACTOR SUPPLIER ACCOUNTS.

5.1. Contractor Supply Accounts from Annex B applies to this requirement.

5.2. To provide traceability of DND supplied material the Contractor must be registered with DND DRMIS system.

5.3. When a Prime Contractor is awarded a contract for the repair of DND materiel, a Storage Location (SLOC)/Repairable Materiel Account (RMA) code will be allocated to the Prime Contractor and represented within the DRMIS system by a three Alpha SLOC character format followed by a Number "1" e.g., "WAL1". It must have a Serviceable and non-Serviceable virtual Storage Location (SLOC).

6. CORPORATE PROFILE

- 6.1. The Contractor **must** have a total of at least three (3) years of directly related experience in the repair of brake shoes, in the last eight (8) years.

7. REPAIR AND OVERHAUL MANAGER (R&OM):

- 7.1. The Contractor **must** assign an R&OM for this R&O contract. The R&OM **must** have the responsibility and authority to manage all aspects of the work and be able to make decisions on behalf of the Contractor. The R&OM **must** be the main interface with DND.
- 7.2. The R&OM **must** have a minimum of three (3) continuous years of experience in the last eight (8) years in managing similar R&O activities as contained in this SOW.
- 7.3. The Contractor **must** advise the TA and the PA of any changes in the assigned R&OM within 10 days of changes.
- 7.4. The contractor **must** employ technicians with experience in the repair and overhaul of automotive brake components to complete the work of this contract.

8. DND and Contractor Quality Assurance

- 8.1 The Contractor must provide all reports when requested as detailed in Annex A - Statement of Work, LSVW Brake Shoes – Annex B LSVW Logistic SOW (LOGSOW) including Failure Report and R&O Contractor Effectiveness Report.
- 8.2 The Contractor repaired Brake Shoes must meet the acceptance criteria as per C-30-230-000/MP-001 Book 2 Part 3
- 8.3 The Contractor is to prepare a Quality Control Plan in accordance with ISO 9001:2000 standards and NDQAR representative must review the plan and make any necessary suggestions to improve the output.
- 8.4 NDQAR must review the application of the Quality Control Plan for compliance.