[redacted]

SPRDL1-25-R-0232 (JA-01133)
No Prior J&As are available

JUSTIFICATION AND APPROVAL
FOR OTHER THAN FULL AND OPEN COMPETITION
SPRDL1-25-R-0232

1. Requiring Activity: The Integrated Logistics Support Center Detroit Arsenal is the activity responsible for this action.

2. Contracting Agency: Defense Logistics Agency - Land Warren (DLA-WRN).

3. Description of Action: Request approval to award a new Firm Fixed-Price contract to an offeror providing the product of Oshkosh Defense, Commercial and Government Entity (CAGE) 75Q65, 2307 Oregon Street, Oshkosh, WI 54902-7062, the approved source for National Stock Number (NSN) 2530017189276, Axle, Vehicular, Nondriving, using Army Working Capital Funds (AWCF).

4. Description of Supplies/Services: The NSN 2530-01-718-9276 , part number D009U867, Axle Assembly, Vehicular, Nondriving, is used on the Heavy Equipment Transporter (HET) M1070A1 Model. The deliverable for this contract is for a base quantity of 3 each, with a 100% option quantity of 3 each, making a total quantity of 6 each. The total maximum value of this contract is [redacted]

This heavy-duty, non-driving axle is a critical component of the HET system, the military's primary means of moving tanks and other large vehicles. As a supporting axle, it ensures the HET trailer can safely and reliably carry extremely heavy loads. Replacement of this axle is necessary to maintain HET operational readiness, directly supporting the transportation of essential military equipment.

Item	*Quantity*	*Delivery Date*	*Estimated Unit Price*	*Estimated Value*
Axle, Vehicular, Nondriving	*3*	*unknown*	[redacted]	[redacted]

Period	*Period of Performance (POP)*	*Estimated Value*
Base	*240 DARO*	[redacted]
Option 1	*365 DAYS AFTER DATE OF AWARD*	
	Estimated Total Price	[redacted]

Acquisition Method Code (AMC):
4 - Acquire, for the first time, directly from the actual manufacturer.

Acquisition Method Suffix Code (AMSC):
D - The data needed to produce this item from additional sources is not

[redacted]

[redacted]

physically available.

5. Authority Cited: The statutory authority permitting other than full and open competition for this effort is 10 United States Code (U.S.C.) 3204(a)(1) as implemented by Federal Acquisition Regulation (FAR) 6.302-1, Only One Responsible Source and No Other Supplies or Services Will Satisfy Agency Requirements.

6. Reason for Authority Cited: This axle is the fourth rear axle on the HET A1 platform. Axles are a critical component of the vehicle's drivetrain assembly, which transfers power generated by the engine from the transmission to the wheels. The wheels are mounted to the axle assembly, providing mobility to the vehicle. The HET A1 is designed and produced by Oshkosh Defense, LLC.

a. Background:

The Government does not have the pertinent Technical Data Package (TDP) or specifications to enable competitive re-procurement.

Oshkosh developed the system-level requirements for the drivetrain system and possesses details regarding the design intent of this component. The performance characteristics, mounting details, materials, components, specifications, and certifications of this component are unknown. Oshkosh is the only vendor who possesses technical data and expertise to establish requirements for manufacture of this axle assembly.

The Government does not have rights to the Technical Data Package (TDP) or specifications to enable competitive re-procurement. The axle is manufactured solely by Oshkosh, who owns all the data rights to the axle assembly. Only Oshkosh has the specific technical expertise and proper facilities to manufacture the axle. Additionally, Oshkosh has experience building axle assemblies that allow the HET A1 to perform its mission. Oshkosh has manufactured axle assemblies that have successfully operated in the field and have met all mobility requirements outlined in the Army Technical Purchase Description. Unlike other commercially produced axles, this axle has been designed specifically for use on the HET A1. Oshkosh and the Government conducted developmental and operational testing during the vehicle's design and initial production phases, which proved that Oshkosh could manufacture an axle that meets the Government's performance and reliability, availability, and maintainability (RAM) requirements. If the Government were to purchase axle assemblies that have not undergone proper verification, mission failures and potential loss of mission critical functions to the vehicle could occur. Without this proper verification, it is likely that the axle assembly would not fit or function properly, which could result in failure,

Due to the lack of technical data available for the axle, Reverse Engineering (RE) is the only recourse for the Government to increase competition through the development of a

competitive build-to-print TDP. The Ground Vehicle Systems Center (GVSC) Heavy Tactical Vehicle Sustainment Team has estimated the effort that would be required to reverse engineer this axle based on conversations with Subject Matter Experts in Reverse Engineering, Test & Evaluation, and Quality Engineering. The reverse engineering process consists of procuring samples of the current part, tearing down the samples to understand and characterize the assembly's components, dimensions, and materials, and designing the reverse engineered part. Several prototypes would need to be fabricated.

The process to Reverse Engineer the part and fabricate prototypes would cost an estimated minimum of [redacted] would be used to fabricate prototypes. In addition, the prototype would have to undergo design validation and vehicle integration testing, which would cost an additional estimated minimum of [redacted]. The prototype testing would consist of a form, fit, and function test, a performance test, RAM testing, accelerated life testing, cold and hot environment testing, salt spray testing, and maximum load operation testing. To procure this axle competitively, a complete TDP would need to be developed, which would cost an estimated minimum of [redacted].

In total, reverse engineering, design validation, performance testing, and development of the TDP would require at least [redacted]. Neglecting design validation and integration testing would be a high risk as premature failures of this item in the field could jeopardize the Army's mission in a potentially adverse operational environment. Ultimately, there is a vital need for correct and approved components to be contractually obtained under this procurement to maintain readiness and avoid vehicle dead-lining due to supply shortages.

The Government would not be able to recover, through subsequent competition, the duplication of costs involved in either procuring proprietary data or reverse engineering the item to create a competitive build to print TDP within a reasonable time frame. At the current average usage rate of 1 unit each year, a current unit cost of [redacted] and assuming 25% savings achieved through competition, the [redacted] in annual savings would take over [redacted] to offset the estimated [redacted] the item and qualifying another source.

b. Alternatives:

Suspension of contract support was considered; however, the Government has a current need for component. [redacted] Conducting a competitive acquisition was determined not to be feasible due to the lack of technical data as described above. Extension of the current contract, or establishing a noncompetitive contract was also considered, however a justification would still be

required, and a current contract does not exist for this item.

c. Impact if not approved:

If the Justification is disapproved, the Government would be forced to incur the unacceptable delay as described above.

7. Efforts to Obtain Competition:

a. Effective competition: Due to the reasons cited in Section 5, the Government is limiting the competition to the sources cited in Section 2 above. Notices required by FAR 5.201 will be posted. Sole Source Notices required by FAR 5.201 will be posted.

b. Subcontracting competition: Unless the contract is awarded to a small business, the solicitation and resulting contract will include FAR clauses 52.219-8, "Utilization of Small Business Concerns"; 52.244-5, "Competition in Subcontracting"; 52.219-16, "Liquidated Damages--Subcontracting Plan";" and Defense Federal Acquisition Regulation Supplement (DFARS) 252.219-7003, "Small Business Subcontracting Plan (DoD Contracts)," to maximize small business opportunities and utilization.

Actions to Increase Competition: There are no plans to increase competition for future procurements due to the reasons cited above.

There are no plans to increase competition for future procurements due to the reasons cited above. There are no current or planned efforts to qualify additional sources or reverse engineer the axle assembly to develop a competitive TDP due to the reasons cited in section 5. The Government does not possess a fully defined and validated TDP for this item. The source of supply, Oshkosh, owns detailed technical data regarding this item.

8. Market Research: A Sources Sought Notice was posted to SAM.gov on 18 July 2025 and was open for 15 days until 04 August 2025.

Market research was conducted by the GVSC Heavy Tactical Vehicle Sustainment Team during July of 2025 to find suitable competition for the Oshkosh Axle Assembly. Axles are identified by characteristics such as weight rating, wheel end hardware and thermal characteristics, as well as interfaces with suspension and wheel/tire assemblies. The materials, dimensions, mounting details, and performance requirements are not available for this assembly. Due to the lack of a TDP or in-depth technical specifications of the sole-source part, the validity of researched axles is difficult to evaluate. Other manufacturers offer similar axles, but the form, fit, and/or function of alternatives are not identical to the sole-source part.

Keywords searched: axle assembly, military axle, HET axle, heavy truck axle, and

heavy equipment manufacturers.

https://fleetpride.com
https://www.aam.com
https://www.meritor.com/products/axles
https://www.rockwellaxles.com/rockwell_axle_specs.htm
https://spicerparts.com/parts?category=1
https://www.hendrickson-intl.com/search?ti=product&st=axle

Commercial axles offered by American Axle & Manufacturing, Meritor, Rockwell, DANA/Spicer, and Hendrickson were reviewed. There is not enough information to determine if these options will fit the vehicle and operate in the same manner as the sole-source part. For this assembly, Oshkosh purchases a commercial axle from a supplier but modifies it for military use. The modification, which involves adding components to increase performance and properly interface with military suspensions, is proprietary to Oshkosh and is not known by the Government.

Additionally, a visual comparison of the axle from the Army technical manual to the researched alternatives was conducted, but none of the commercially available parts appear to be identical in mounting, size, or shape. Due to internal components, even a part that appeared the same externally could vary in performance, capability, or manufacturing.

9. Interested Sources: To date additional sources have expressed interest as listed above in section 8.

One response was received from BHPE LLC expressing interest. [redacted]

10. Other Facts: Procurement History:

No procurement history is available.

11. Technical Certification: I certify that the supporting data under my cognizance

which is included in the justification is accurate and complete to the best of my knowledge and belief.

Name: [redacted]
Title: ENG Branch Chief
Signature:

9/9/2025

X [redacted]

Signed by: [redacted]

[redacted] **Requirement Certification:** I certify that the supporting data under my cognizance which is included in the justification is accurate and complete to the best of my knowledge and belief.

Name: [redacted]
Title: Procurement Branch Chief
Signature:

9/10/2025

X [redacted]

Signed by: USA

13. Fair and Reasonable Cost Determination: I hereby determine that the anticipated cost to the Government for this contract action will be fair and reasonable. This determination will be based on the results of a detailed cost and / or price analysis. The contractor will not be required to submit certified pricing data as this item has been determined to be a commercial product.

Name: Martinez, Drake G CIV DLA LAND AND MARITIME (USA)
Title: Contracting Officer
Signature:

9/10/2025

X Drake Martinez

Signed by: MARTINEZ.DRAKE.GREGORY.1174856814

14. Contracting Officer Certification: I certify that this justification is accurate and

complete to the best of my knowledge and belief.

Name: Martinez, Drake G CIV DLA LAND AND MARITIME (USA)
Title: Contracting Officer
Signature:

9/10/2025

X Drake Martinez

Signed by: MARTINEZ.DRAKE.GREGORY.1174856814