DEPARTMENT OF THE AIR FORCE
325TH CONTRACTING SQUADRON (ACC)
TYNDALL AIR FORCE BASE FLORIDA

28 July 2026

MEMORANDUM FOR RECORD

SUBJECT: Only One Source Available (Including the use of brand-name descriptions) Authority to

Restrict Competition to One Brand-Name:

☒ RFO 12.102(a) ☐ RFO 538.7104-4(b) ☐ RFO 16.507-7(b)

1. The 325th Logistics Readiness Squadron requires three Commercial-Off-the-Shelf Utility Task Vehicles to support critical daily flight line logistics, specifically the safe transportation of personnel, equipment, and fuel bowsers weighing up to 3,000 pounds. To safely tow these heavy, shifting liquid loads on installation paved roads without risking transmission failure, braking degradation, or vehicle roll-over, the requiring activity established a strict minimum towing capacity of 4,000 pounds, alongside a three-passenger configuration, 4WD, and an enclosed cab with street-use safety features. Extensive market research spanning SAM.gov Sources Sought responses, GSA Advantage analysis, and capability reviews of major manufacturers (such as Polaris and Can-Am) determined that standard commercial UTVs max out between 2,000 and 2,500 pounds of towing capacity. Consequently, the John Deere Gator XUV845R was identified as the only commercially available UTV engineered with the heavy-duty transaxle and chassis capable of meeting this critical 4,000-pound towing threshold while simultaneously satisfying all other minimum operational needs. Restricting this acquisition to the John Deere brand is driven entirely by mission safety and operational necessity; procuring an under-rated UTV would introduce severe safety hazards, prevent 325 LRS from safely executing its primary mission, and force the Government to procure significantly more expensive, larger assets to accomplish the same tasks.

2. Point of contact for this memorandum is: SSgt Sean Maguire, Email: sean-austin.maguire@us.af.mil, DSN: 850-283-8692

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