Solicitation No.: FA483026Q0063
Contract No.:
Contract Title: Crash 15 power divider

23d Logistics Readiness Squadron

Crash 15 Power Divider Repair/Replace

Statement of Work (SOW)

Current as of: 1 2 August 2026

23d Contracting Squadron
Moody AFB, GA

Solicitation No.: FA483026Q0063
Contract No.:
Contract Title: Crash 15 power divider

STATEMENT OF WORK
Fire Truck Repair
Moody AFB, GA

1. Description of Work:

1.1 Project Overview

A repair or replacement is necessary for the Flightline Crash Firetruck 2008 P-19 Oshkosh 1,500-Gallon Aircraft Rescue & Fire Fighting (ARFF), Serial Number: 10TBKAK168S104292 power divider assembly. Specifically, the proposed work includes the removal, inspection, and repair or replacement of the Power Divider assembly to OEM standards using genuine OEM par

1.2 Technical Background and Justification for Repair/Replacement

During routine scheduled maintenance performed by Vehicle Maintenance personnel, a critical internal failure was identified within the vehicle's power divider. Diagnostics revealed the following discrepancies:

- Metallic Contamination: Upon draining Power Divider system fluid, substantial metallic shavings & debris were found adhered to the magnetic drain plug, indicating excessive wear or component disintegration.
- Internal Component Failure: Subsequent removal of the power divider oil pan revealed fragmented spring assemblies.

Based on these findings, a complete removal, teardown, and inspection of the Power Divider is mandatory to prevent catastrophic system failure, personnel safety mishaps, and to restore the vehicle to full-mission-capable status.

1.3 Primary Objective

The primary objective of this requirement is the complete restoration or replacement of the Power Divider to Original Equipment Manufacturer (OEM) standards. The Contractor shall ensure that all internal debris is cleared and that all failed, compromised components, and fasteners (i.e. bolts, screws, nuts, etc.) are replaced with genuine OEM parts to ensure the reliability of the ARFF mission-critical pumping and propulsion systems.

1.4 Vehicle & Power Divider Specifications

The **Power Divider** specifications are as follows:

- Manufacturer: Oshkosh
- Nomenclature: POWER DIVIDER, OSHKOSH, SERVICE
- Part Number: 3811870
- Quantity: 1 Each

The **Vehicle** Specifications are as follows:

- Flightline Crash Firetruck 2008 P-19 Oshkosh 1,500-Gallon Aircraft Rescue & Fire Fighting (ARFF)
- VIN - 10TBKAK168S104292
- Registration – 08L00862

2. Scope

2.1 Vehicle Transport

The Contractor shall provide transportation to and from Moody AFB 31699 and the Contractor's facility for all necessitated repairs to the power divider regarding one (1) Flightline Crash Firetruck 2008 P-19 Oshkosh 1,500-Gallon ARFF, Serial Number: 10TBKAK168S104292. ATTLA attached as exhibit 1 for shipping reference. The Customer will remove spray foam from the ARFF, and will configure the vehicle to conform with safe transportation standards.

2.1.1 Vehicle Transport (Contractor Pickup)

The contractor shall provide flatbed transportation to pick up one (1) Flightline Crash Firetruck, 2008 P-19 Oshkosh Legacy 1,500-Gallon ARFF, Serial Number: 10TBKAK168S104292 vehicle from Moody AFB, Vehicle Management Compound located near buildings 977/983 and transport it to the contractor's facility.

2.1.2 Vehicle Transport (Return Delivery)

Return transportation of the repaired 2008 P-19 Oshkosh Legacy 1,500-Gallon ARFF shall be provided by the contractor upon successful completion of testing and final inspection to: Moody AFB, Vehicle Management Compound, buildings 977/983.

2.2 Battery Maintenance

The Contractor shall maintain or disconnect the vehicle's batteries for the entire duration the vehicle is onsite at the Contractor's facility to ensure good battery serviceability. Failure to maintain proper battery condition will require the Contractor to supply and install new replacement batteries at no additional cost to the Government.

2.3 Power Divider Repair/Replacement
The Contractor shall remove, inspect, and repair/replace the vehicle's power divider with genuine OEM parts. The Contractor shall determine the specific parts required for the repair or replacement. This process shall include resealing the unit using Original Equipment Manufacturer (OEM) recommended sealants and torquing all bolts and nuts to strict OEM specifications. The Contractor shall replace any components that are damaged or outside of OEM tolerances with Original Equipment (OE) components; including but not limited to bolts, nuts, screws, etc.

2.4 Power Divider System Inspection
The Contractor shall comprehensively inspect every component connected to the power divider system. All mating surfaces must be verified to be free of cracks, deep scoring, or other defects. Additionally, the Contractor shall inspect the internal drive gears within the power divider to ensure there is no damage, wear, or pitting on the gear teeth. Furthermore, the Contractor shall repair any threaded holes that are damaged or found to be out of specification during the repair process.

2.5 Body Panel Alignment and Installation
The Contractor shall carefully remove and reinstall any body panels necessitated by the repair process. All panels must be realigned, and mounting hardware must be torqued to OEM specifications. The Contractor shall ensure that all compartment doors close, latch, and seal properly following the realignment and installation of body panels.

2.6 Hose Routing and Replacement
The Contractor shall carefully remove and reinstall any hoses required to complete the repair. Upon reinstallation, all hoses shall be rerouted to their original OEM locations, properly tightened, and pressure-tested to ensure zero leakage. The Contractor shall replace, at their own expense, any hoses or fittings that are damaged, rounded, or stripped from mechanic error during the maintenance process.

2.7 Electrical Harness Routing and Functionality
The Contractor shall safely disconnect, remove, and reinstall any electrical wiring harnesses required to complete the repairs. All harnesses shall be securely routed to their original OEM locations to prevent chafing or thermal damage. The Contractor shall verify the full functionality of every electrical component and system that was disconnected during the repair phase.

2.8 Over And Above Work
Upon inspection, if additional items require repair or replacement – (Over and Above Work), the Contractor will submit itemized pricing, in writing, to the government before purchasing materials and before applying any additional labor. Pricing shall be categorized by labor, positions of labor, and materials. At that time, the government will evaluate if any or all additional labor and parts are needed, and will notify the Contractor how to proceed. Over and above work must be negotiated prior to performance of work and are within the scope of the contract. Refer to Clause 252.217-7000.

2.9 Post-Repair Testing and Quality Assurance
Upon completion of all repairs, the Contractor shall perform comprehensive operational testing of the vehicle. The Contractor shall ensure there are no fluid or air leaks from any serviced component and verify that the pump system performs to OEM standards. The vehicle must be fully operational and ready to be placed into immediate service upon return to Moody AFB.

2.10 Warranty Requirements
The Contractor shall provide formal documentation for a comprehensive 12-month warranty covering all parts and labor associated with this repair. This warranty documentation must be signed, dated, and delivered upon completion of the vehicle. If a covered part or labor claim is initiated by the customer, The Contractor must respond to, initiate, and complete necessary repairs within ten (10) working days – setting aside any parts delays.

2.11 Lead Time Requirements
Upon receipt of the vehicle, the Contractor is required to inspect the vehicle, provide Moody AFB with a repair/replacement course of action, and order necessary parts (subject to availability) within 14 calendar days. 120 days is the expectation for completion of repairs and return delivery. The Contractor shall promptly provide lead time information on status of repairs, especially if there are any delays in receiving parts or delays in delivering installation/repair requirements.

3. Deliverables: The vehicle has been restored to fully operational condition with all listed and necessary repairs completed IAW OEM standards. Contractor has performed all pre- and post-testing IAW OEM standards and ready to be placed into service.

4. Sub-Contracting: A Small-business may act as prime contractor and use an experienced Oshkosh qualified technical subcontractor to perform the specialized ARFF power-divider repair work and vehicle transportation. **FAR 52.219-14** applies since this RFQ is a Small Business Set Aside. If you are subbing out more than 50 percent of the amount paid by the government for the service portion of the contract, you must use a "similarly situated" business, as in, another small business venture that also has annual revenues under $9M (per NAICS 811111). See below…

52.219-14 (e) - By submission of an offer and execution of a contract, the Contractor agrees that in performance of a contract assigned a North American Industry Classification System (NAICS) code for—

52.219-14 (e)(1) - Services (except construction), it will not pay more than 50 percent of the amount paid by the Government for contract performance to subcontractors that are not similarly situated entities. Any work that a similarly situated entity further subcontracts will count towards the prime contractor's 50 percent subcontract amount that cannot be exceeded. When a contract includes both services and supplies, the 50 percent limitation shall apply only to the service portion of the contract.