

SUPPLY AND SERVICES CONTRACT

Statement of Work

Refurbish Westinghouse Escalator Modular 100 Glide Stop Brake Boards

WMATA Stock Number V38-30-0278

1.0 Scope of Work

The Contractor shall provide all labor, materials and equipment required to refurbish Westinghouse escalator Modular 100 glide stop brake boards. The refurbished glide stop brake boards shall meet all ASME A17.1 code requirements.

The contract shall be a multi-year contract consisting of a three-year base period with each year subject to the availability of funds. Invoices shall be submitted on a monthly basis for refurbished units delivered to and accepted by WMATA.

2.0 General Requirements

The contractor shall establish and maintain a record of each refurbished glide stop brake board.

The record shall consist of the serial number of the glide stop brake boards, list of new components installed and certification that the glide stop brake board meets original specifications.

The record shall consist of a unique number for record keeping and warranty purposes. The contractor can physically adhere to a “serial number “for any boards that do not have such a number. The record shall also consist of a printout of the diagnostics used to determine which components are inoperable. The record shall also reflect any and all new components installed in the glide stop brake board and testing results.

A report shall accompany each refurbished glide stop brake board upon return to WMATA. In addition after each shipment, a report shall be provided to the Contracting Officers Technical Representative (COTR), electronically or in writing.

3.00 Specific Requirements for Refurbishment Services

In the course of the maintenance to be performed, all replacement parts must be the same, brand name or equal, to the original part with regard to form, fit, and function while exhibiting identical or superior performance characteristics of the original part, or subcomponent thereof, being replaced.

Each glide stop brake board will be completely cleaned externally and internally for examination by the contractor. Existing components that need to be replaced will be removed and discarded unless a prior request is made by WMATA to return them. Contractor must provide documentation that refurbished units meet original performance specifications. The contractor shall refurbish all glide stop brake boards in accordance with the following guidelines:

- a. Clean the glide stop brake board
- b. Each glide stop brake board shall be examined for damage from a visual standpoint. Boards that cannot be refurbished to as-new condition shall be labeled as defective and returned to WMATA with the appropriate reports.
- c. Determine and verify the failed components via electronic testing. Record the results and provide the Authority a copy of the findings.
- d. Replace failed components (ie. power supply, relay, solder joints, fuse) followed by a professional solder process without damage to components or the board. Clean the board and components of all flux and residue from the refurbishment process.
- e. Test refurbished glide stop brake board in accordance with original performance standards and report results.
- f. Package the glide stop brake board for shipping in a static guard wrap, including paperwork (Preliminary and Final Test Reports).

4.00 First article inspection

Once the contract is awarded, the contractor will make arrangements to pick up one (1) sample glide stop brake board to be refurbished from the warehouse at 3500 Pennsy Drive, Landover MD, 20874. The contractor shall refurbish the glide stop brake board as an FAI and submit it to ELES engineering for their approval. The FAI is to be completed within 30 days once the glide stop brake board has been taken from the warehouse. Once approved, the contractor can resume the refurbishment contract for the quantity mentioned to meet the contract obligation.

5.00 Additional Requirements

- a. All glide stop brake boards shall be picked up from and delivered to WMATA Office of Elevator and Escalator Service (Storeroom 320) at 3500 Pennsy Drive, Landover, MD 20784. WMATA reserves the right to name alternative delivery/pickup locations in the Washington, DC metropolitan area without additional charge. Freight charges are to be borne by the contractor.

- b. All work on glide stop brake boards shall be completed and returned to WMATA within 30 business days, excluding WMATA recognized holidays and weekends, from time of pick-up of the glide stop brake boards by contractor.
- c. All glide stop brake boards shall be warranted to be free from defects in materials and workmanship for a period of no less than 12 months from date of acceptance by WMATA.
- d. Contractor must provide their QA/QC processes for testing, inspection, and refurbishment.