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TARDEC Dual Use Technology Briefing



TECHNOLOGY DRIVEN. WARFIGHTER FOCUSED.

Pete DiSante

National Automotive Center

- **Small Business Innovation Research (SBIR)**
- **Testing Services Agreements**
- **Education Partnerships**
- **Cooperative Research And Development Agreements (CRADA)**





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Testing Services Agreement (TSA)

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- Allows commercial entities to **utilize unique capabilities** of Government labs and personnel
- Government is **reimbursed** for operational and equipment expenses
- **Cannot compete** with private industry
- Test data belongs only to **customer**





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Education Partnership (EP)

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- Encourage, enhance **study** in scientific disciplines;

- Set up with US non-profit **educational institutions** dedicated to improving science, math & engineering education;

- Provide assistance by...
 - Loaning or transferring **equipment**
 - Making lab **personnel** available
 - Involving students and faculty in **research**
 - Providing academic and career **advice**





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Cooperative Research and Development Agreement (CRADA)

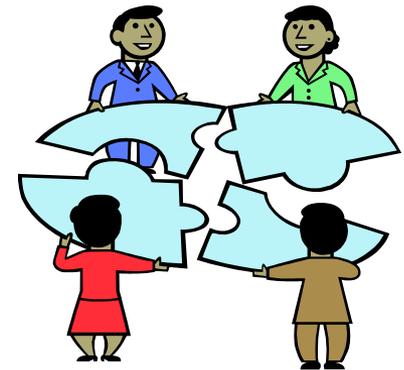
Pete DiSante

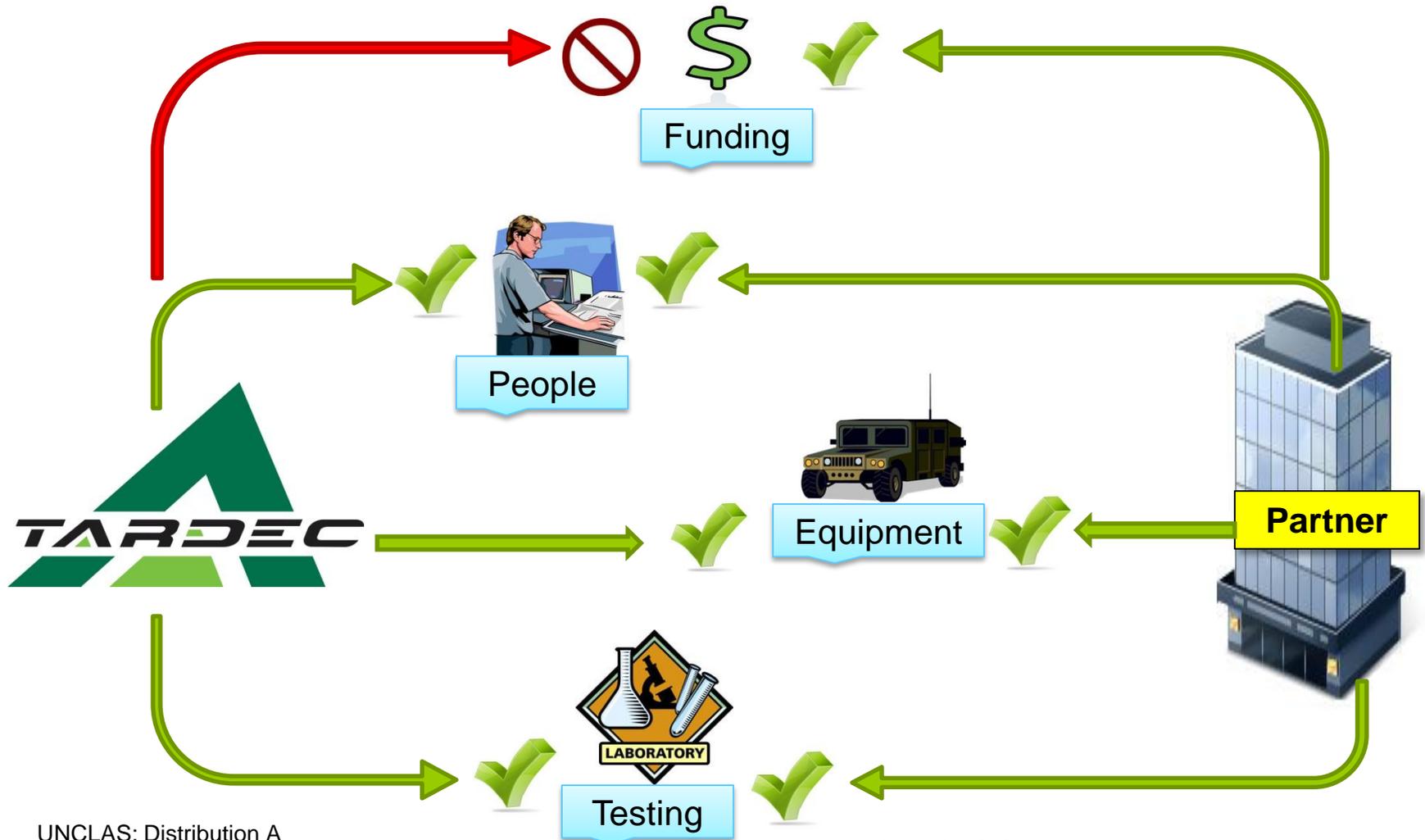
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- Created by the **Federal Technology Transfer Act** of 1986
- Extends to all **government-owned laboratories**
- Defined in U.S. Code, Title 15, **Section 3710a**
- Not a procurement contract; **Federal Acquisition Regulations do not apply**

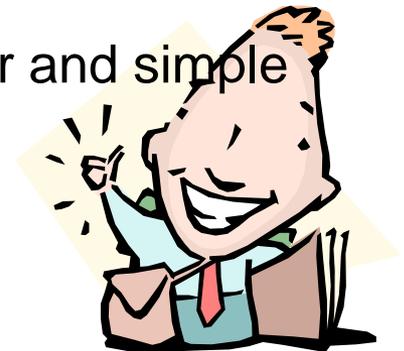


- Between **Government Laboratories** and commercial, academic, government or association partners;
- Facilitate **technology transfer** between the parties;
- Partner contributes **personnel, services, property and funding**;
- Government contributes all the above, **except funding**.



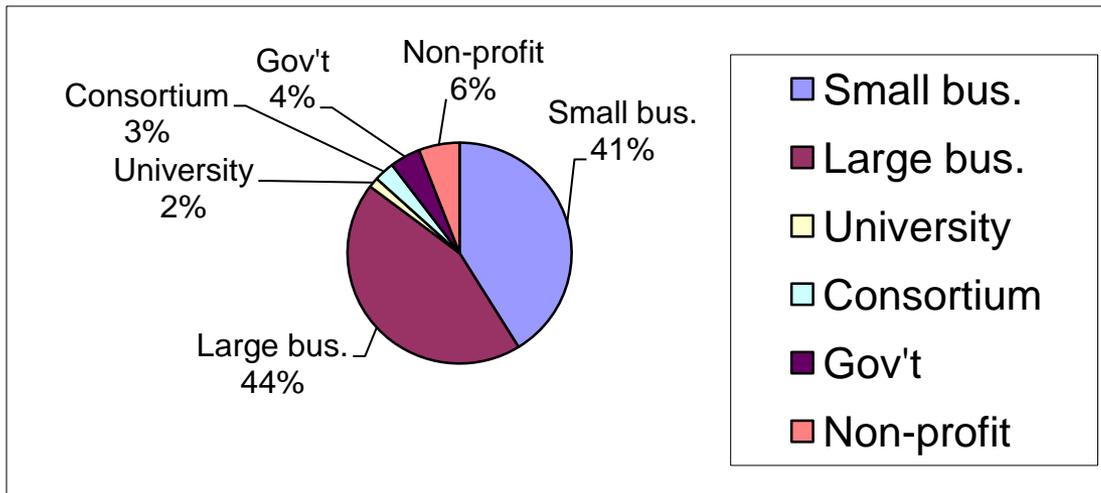
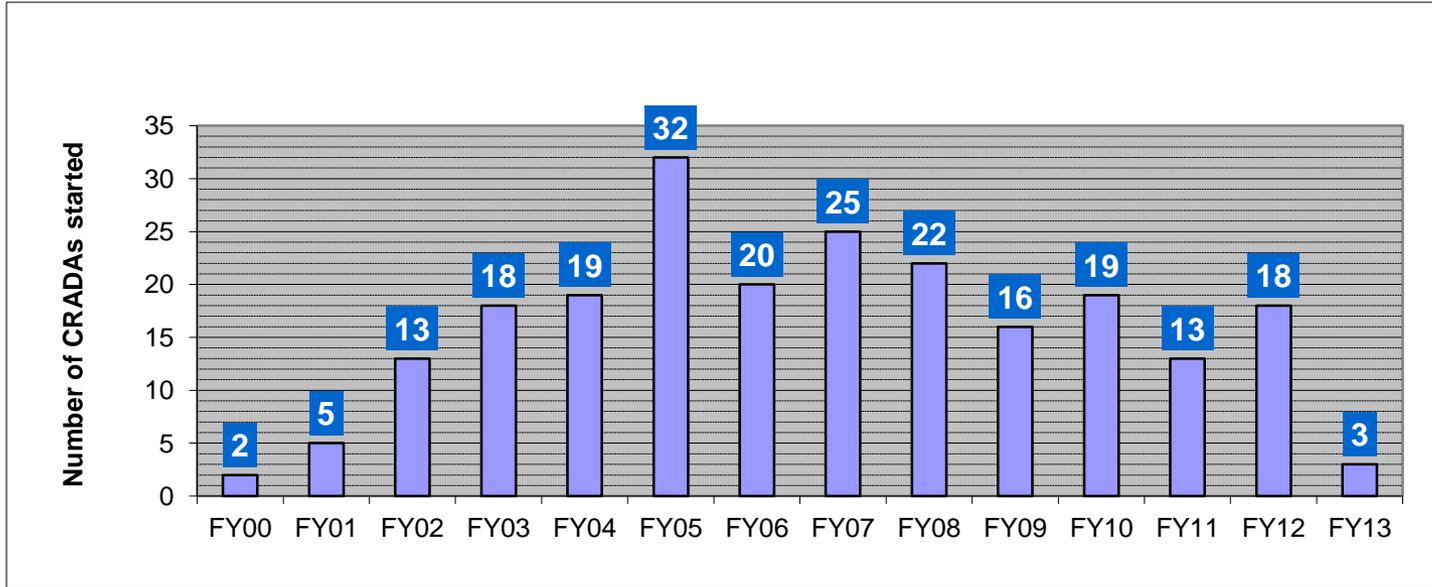


- **Quick** - Typically established within 60 days of initiation.
- **Flexible** - Leveraging of resources; each party pays for their tasks under flexible Statement of Work (SOW).
- **Mutually Beneficial** - Encourages cooperative R&D; partner has option to obtain an exclusive license for technology the Army invents under the CRADA.
- **Safe** - Proprietary information protected; all inventions developed under CRADA belongs to inventing party.
- **Simple** - Conditions and basic rights set forth in clear and simple language.



- **Duration** – Typically 3 years; renewable.
- **Termination** – Upon expiration, by mutual consent, or unilaterally (with written notice).
- **Multiple CRADAs** – A partner may have more than one CRADA with TARDEC simultaneously.
- **Special Agreements**
 - Master Agreement: many SOW's under one contract
 - 3-way: more than one partner
 - Foreign partner: requires approval from trade rep.







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Partnership Resources

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Partnership Intermediaries (DoD)

Licensing of patented
government technologies

First Responder
Technology Transfer

TechLink

SpringBoard

FirstLink

www.techlinkcenter.org

www.gospringboard.org

www.dodfirstlink.com

Partnership Intermediary (Local)

Automation Alley

www.automationalley.com

Authorized by 15 USC 3715

More info at http://globals.federallabs.org/pdf/2008/Partnerships_Gonsalves.pdf



www.dodtechmatch.com

DoD TechMatch is a web-based portal designed to provide industry and academia a Department of Defense-sponsored solution to find Research & Development Opportunities, Licensable Patents, and information on approximately 120 DoD Labs located across the United States. Registered users will receive a daily e-mail taking them to their matching R&D opportunities from FedBizOpps, Grants.gov, and SBIR/STTR solicitations; Calendar events; and Licensable Patents relevant to your business.

National Automotive Center - NAC

Encouraged by the advantages of collaboration, the U.S. Army Tank Automotive Research, Development and Engineering Center (TARDEC) worked with the Secretary of the Army to charter the National Automotive Center (NAC) in June 1993.

The NAC is the connection point for U.S. Army and Marine Corps ground vehicle technology, serving as the Army focal point for the development of dual-use automotive technologies and their applications to military ground vehicles. The NAC acts as the principal and primary point of contact, linking TARDEC with the automotive industry, other government agencies and academia to build relationships based on mutual technical interests to further this mission.

Have a question about the NAC? Send us an email at usarmy.detroit.rdecom.mbx.tardec-ground-vehicle-gatewav@mail.mil

Connection Point

The NAC is co-located with the U.S. Army TACOM Life Cycle Management Command (LCMC) at the Detroit Arsenal in Warren, MI, in the heart of the world's automotive capital.

The NAC's collaborative approach makes it possible to improve vehicle performance, safety, energy use and endurance, while also reducing the military's design, manufacturing, operations and maintenance costs. The application of jointly developed, or "dual-use," technology has similar impacts — safer cars and trucks, more advanced consumer technology and lower cost due to the broader commercial market base.

The Army can take advantage of the sophisticated equipment and highly skilled workforce developing automotive products and technologies that lead to dual-use partnerships with large companies, tier-one suppliers, universities, small businesses and technology innovators. Some examples of these partnerships follow.

ADVANCED VEHICLE POWER TECHNOLOGY ALLIANCE (AVPTA)

A partnership between the Department of Energy (DoE) and Department of the Army (DA), the AVPTA is a joint technology research initiative for ground vehicle power and energy technology research, development and transition. The AVPTA mission is to leverage resources and research involving commercial automotive and defense ground vehicle manufacturers to transition technologies into both the commercial and military marketplaces and increase precompetitive research and development (R&D).

The NAC is crucial in establishing relationships between TARDEC and industry to leverage new developments from both partners in the areas of hybrid-electric vehicles, advanced batteries, alternative fuels and microgrid technology. Many of these advances will be validated through collaborative efforts in TARDEC's new Ground Systems Power and Energy Laboratory (GSPEL).

THE HYBRID TRUCK USERS FORUM (HTUF)

Operated under collaborative partnerships between the NAC and non-profit clean transportation agency CALSTART, HTUF continues to work with

<http://tardec.army.mil/business/NationalAutomotiveCenter.aspx>

Leveraging Opportunities

TARDEC is eager to partner with industry and academia to harness new technologies for emerging systems, integrate new energy and propulsion initiatives, reduce operating and maintenance costs of fielded systems, and ensure that Soldiers have the best performing, most



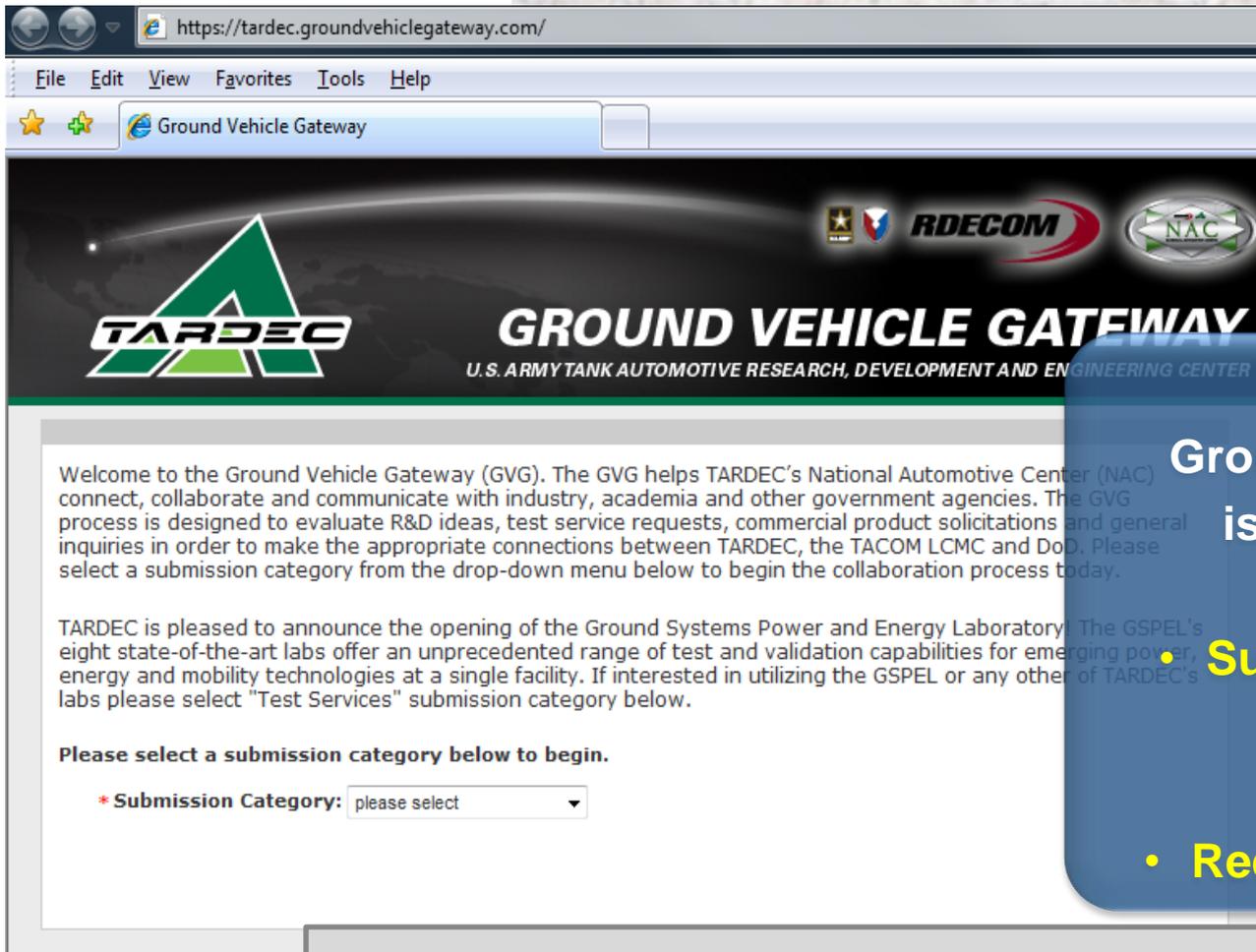
Ground Vehicle Gateway

TARDEC has created a Ground Vehicle Gateway (GVG) to assist in identifying new technologies. The Gateway is an online portal that will help forward inquiries or proposals directly to NAC or TARDEC researchers. The GVG will log, track and evaluate ideas, facilitating dialogue and prospective partnerships with industry, academia and other government organizations that submit proposals.

To access TARDEC's new GVG, go to <https://tardec.groundvehiclegateway.com>.

<http://tardec.army.mil/business/GroundVehicleGateway.aspx>

We're Open for Innovation!



**TARDEC's
Ground Vehicle Gateway
is YOUR entry point!**

- Submit your technology for review**
- Request Testing Services**

<https://tardec.groundvehiclegateway.com/>



usarmy.detroit.rdecom.mbx.tardec-ground-vehicle-gateway@mail.mil