TARDEC
Dual Use Technology
Briefing

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Partnership Intermediaries (DoD)

Licensing of patented technologies

TechLink  SpringBoard  FirstLink
www.techlinkcenter.org  www.gospringboard.org  www.dodfirstlink.com

First Responder Technology Transfer

Partnership Intermediary (Local)

Automation Alley
www.automationalley.com
Technology Transfer Mechanisms

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

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

- 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**
Cooperative Research

CRADA

And Development Agreement
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
CRADA - Overview

- 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.
CRADA - Features & Benefits

- **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.
CRADA - Miscellaneous

- **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.
TARDEC CRADA statistics - 1

- **Number of CRADAs started**
  - FY00: 2
  - FY01: 5
  - FY02: 13
  - FY03: 18
  - FY04: 19
  - FY05: 32
  - FY06: 20
  - FY07: 25
  - FY08: 22
  - FY09: 16
  - FY10: 4

- **Small bus.**: 50%
- **Large bus.**: 24%
- **University**: 7%
- **Consortium**: 7%
- **Gov't**: 6%
- **Non-profit**: 6%

**FY00 - FY10**

**Distribution**

- **Small bus.**
- **Large bus.**
- **University**
- **Consortium**
- **Gov't**
- **Non-profit**
CRADA/SBIR – NAC Homepage


NAC will serve as the Army focal point for developing dual-use automotive technologies and their applications to military ground vehicles. It will focus on facilitating joint efforts and collaboration among industry, government and academia in basic research, technology, industrial base development and professional development.

Introduction

NAC, founded in 1993, is the Department of Defense and Army focal point for collaborative ground vehicle research and development (R&D). NAC is co-located with the U.S. Army TACOM Life Cycle Management Command at the Detroit Arsenal in the heart of the automotive capital. Tank automotive and Armaments Command (TACOM), is an integral part of the Army’s Tank Automotive Research, Development and Engineering Center (TARDEC). NAC serves as a catalyst, linking industry, academia and government agencies in the development and exchange of automotive technologies. NAC leverages government, industry and academia R&D investments and initiates shared automotive technology programs. Its primary focus is to benefit current and future military ground vehicle systems through performance improvements, service life extensions and reduction in ground vehicle design, manufacturing, production, operation and support costs.

Key Collaborative Mechanisms Used

NAC employs several key mechanisms to leverage investments in automotive technology R&D and to initiate shared technology programs. These mechanisms include: collaborative automotive technology contracts, Small
Online tool for technology submissions
Formally announced at SAE World Congress 20 April 2009