Product Technical Description

Navy-EXWC

Trailer Hydraulic Sliding Axle 40 Ton

Revised 23 June 2026

Notes to Vendors:

Vendor shall explicitly and completely identify any and all exceptions taken to the requirements of this specification. Drawings, literature, and any other information submitted with an Quote do not constitute a stated or implied exception unless specifically identified in writing as an exception and accepted and implemented by an amendment to the solicitation or modification to a contract. Any exception deemed acceptable by the Government shall only apply to the specific item, requirement, etc. cited, and shall not extend to any other requirement.

Vendors quoting other than brand name items identified below, when an "or equal" may be acceptable, shall furnish with their Quotes all technical data information, product descriptions, and specifications to ensure that a determination may be made as to the equality of the product(s) quoted

In addition, there will be no parts allowed from China.

The following shall be provided with the quote.

1. Detailed explanation, listed in a separate letter, of any exceptions to the specification, including alternate equipment proposed or a declaration of comprehensive understanding of the requirements with no exceptions taken.
2. The vendor shall submit with the quote, preliminary drawings that show the following:

a. Layout views of the proposed trailer including all equipment locations and basic dimensions verifying compliance with the requirements herein.

b. Exterior front, rear, and side view with overall dimensions.

c. Estimated curb weight and Gross Trailer Weight Rating (GVWR).

d. Documented evidence of quality assurance procedures or system.

e. Vendor shall provide access to customer and warranty service, as well as technical support via email, phone service, internet/web, or other method. Vendor shall provide detailed information describing their customer and warranty service access.

f. Vendor shall state for each line item in this specification a response of "Comply" or "Not comply"

1.0 SCOPE and BACKGROUND

Naval Facilities Engineering and Expeditionary Warfare Center (NAVFAC EXWC) has a requirement to replace an aging fleet of trailers based on current mission and support requirements. NAVFAC EXWC has documented requirements to address shortcomings of the current fleet that at a minimum comply with Military (MIL), American Welding Society (AWS) and Society of American Engineer (SAE) standards for tactical and commercial trailers. Compliance to these government and non-government standards introduces commonality with other military, Department of Defense (DOD), and civilian trailers, allowing fleet and joint operations to utilize the capabilities to their fullest. The trailers will also support operational readiness and functionality in austere conditions.

2.0 APPLICABLE DOCUMENTS

2.1 FEDERAL STANDARDS AND CODES

Code of Federal Regulations 49 CFR 393 (FMCSR) and 571 (FMVSS)

Application for copies of DOT publications should reference the code of Federal Regulations, 49 CFR, and the Federal Register and should be addressed to the Superintendent of Documents, U.S. Government Printing Office, Washington,

D.C. 20402. DOT standards may be accessed on the internet at http://www.access.gpo.gov.

MIL-STD- 209K, Interface Standard for Lift and Tie Down Provisions.

MIL-STD-1366E, Interface Standard for Transportability Criteria.

2.2 SOCIETY OF AUTOMOTIVE ENGINEERS, INC

J163 - Low Tension Wiring and Cable Terminals and Splice Clips.

J429 - Mechanical and Material Requirements for Externally Threaded Fasteners.

J551 - Measurement of Electromagnetic Radiation from Motor Vehicles and Devices.

J553 - Circuit Breakers.

J560 - Primary and Auxiliary Seven Conductor Electrical Connector for Truck-Trailer Jumper Cable.

J561 - Electric Terminals-Eyelet and Spade Type.

J575 - Tests for Motor Vehicle Lighting Devices & Components.

J576 - Plastic Materials, For Use in Optical Parts Such As Lenses and Reflectors of Motor Vehicle Lighting Devices.

J578 - Color Specification for Electric Signal Lighting Devices.

J682 – Front and Rear Wheel Splash and Stone Throw Protection.

J1128 - Low Tension Primary Cable.

J1292 -Automobile, Truck, Truck-Tractor, Trailer, and Motor Coach Wiring.

AMS-STD-595A- Colors Used in Government Procurement

Applications for copies of SAE publications should be addressed to SAE, Inc., 400 Commonwealth Drive, Warrendale, PA 15096

2.3 INTERNATIONAL STANDARDS ORGANIZATION (ISO)

ISO 668- Shipping Containers

ISO standards may be accessed on the internet at https://iso.org

2.4 NATO (STANAG)

NATO (STANAG) 4009 - Interface Geometry, Tractors and Semi-Trailers detailing the tow vehicle/trailer interface. Reference larger swing radius, 90.5 inches.

NATO standards may be accessed on the internet at https://nso.nato.int/nso/nsdd/listpromulg.html

2.5 OTHER STANDARDS

RP 803-Pre-Service Trailer Inspection

Published by the Technical and Maintenance Council of the American Trucking Association

2200 Mill Road, Alexandria, VA 22314.

TMC Recommended Practices may be accessed on the internet at https://tmcconnect.trucking.org

2.6 ORDER OF PRECEDENCE

In the event of a conflict between the text of this purchase description and the references cited above, the most stringent requirements, as determined by the government, takes precedence. Nothing in this purchase description, however, supersedes applicable state and federal safety laws and regulations.

3.0 GENERAL REQUIREMENTS

Materials shall be as specified herein. When materials are not specified, the trailer and all parts thereof shall be furnished to provide the intended function, durability, safety, and maintain good long-term appearance. All materials shall be new, shall be suitable for the intended purpose, and shall be free of any characteristics or defects in material and workmanship, which may affect the performance, function, durability, and serviceability of the finished trailer, or detract from its appearance. The government reserves the right to make the final determination of the suitability of all components and their arrangement on and in the trailer.

Trailer shall be designed to permit regular maintenance and repairs by OEM trained Naval technicians.

Must be capable of traveling on highways at 100 miles per hour while maintaining and operation availability of 85 percent additionally the hydraulic trailer shall have a 90 percent probability of completing its mission of 250 miles.

All items shall be of good quality, in safe operating condition. All safety devices shall be fully functional; to include all manual and automatic emergency shut-off devices. All safety guards, warning labels, and safety related instruction labels shall be properly affixed at all times. All trailers will be equipped with the standard DOT approved 2" King pin to properly connect to Navy tractors.

The trailers shall be compatible with the following tractors, Government Owned Vehicles:

Note: EXWC shall briefly describe their commercial and tactical tractors and salient features of each type including:

Make/Model

Mack Granite 6X4, 160K Tractor , 2500 psi, 20 gpm

Series: Mack GR64BTX

GCW: 66,000 Lbs.

GCWR: 176,000 Lbs.

FAWR: 22,000 Lbs. but limited to 20,000 Lbs. due to tires

***RAWR** for Tandem:* 46,001 Lbs. each axle

Wheelbase: Center of front axle to center of tandem spread 204.5"

5th wheel Height: 53.5"

Rear swing/clearance area Center of 5th: 75"

Front swing/clearance area center of 5th wheel : from 5th wheel to front most obstruction on cab 66.5" / from 5th wheel to rear most of tractor 75" (with adjustability of 5th wheel left at 6" toward the rear of tractor left and 17.5" inches toward the cab of tractor left.

Tractor wet line kit rating: 2500 psi. @ 20 GPM. With ¾" quick connect coupler 30-gallon reservoir

Heavy Truck Tractor (HTT),

Series: Navistar Heavy Truck Tractor

GCW: 130,000 Lbs.

GCWR: 166,000 Lbs.

FAWR: 20,000 Lbs.

RAWR *for Tandem:* 84,000 Lbs.

Wheelbase Center of Front Axle to center of intermediate axle 197.5" and then from center of front axle to center of most rear axle 258"; spacing between rear duals is 60" front center of intermediate to center of rear dual.

5th wheel Height: 52" – 59" adjustable

Rear swing/clearance area Center of 5th : 73"

Front swing/clearance area center of 5th wheel : 58" (with adjustability of 5th wheel left at 15.5" toward the rear of tractor left and 30" inches toward the cab of tractor left.)

Tractor wet line kit rating : 3000 psi. @ 57 GPM. With 1 ¼" quick connect coupler

Heavy Interim Truck Tractor (HITT);

Series: International Work Star Model 7600 SBA 6X6;

GCW: 62,000 lbs.

GCWR: 26,280 lbs.

FAWR: 16,000 Lbs.

RAWR *for Tandem:* 46,000 Lbs.

Wheelbase Center of front axle to center of tandem spread 217"

5th wheel Height 50 "- 52"

Rear swing/clearance area Center of 5th *wheel* to rear most point on tractor 99" (However 5th wheel is adjustable)

Front swing/clearance area center of 5th wheel to forward most point of obstruction 79.5 " (with adjustability of 5th wheel left 41" toward the rear of tractor and 14" inches toward the cab of tractor left)

Tractor wet line kit rating: 13-46 GPM @2500 psi with 1 ¾" female coupler

MTVR Tractor,

Series:MK31

GCW:62,000 Lbs.

GCWR:46,000 Lbs.

FAWR:16,000 Lbs.

RAWR for Tandum: 46,000 Lbs.

Tandem Spread: 56.4 " Centerline to centerline of both rear axle hubs

Wheelbase length: 212.2 "

5th wheel type: Fixed

5TH wheel height: 52" - 59" adjustable suspension.

Rear swing/clearance area Center of 5th wheel to rear most point on tractor 69";

Front swing/clearance area center of 5th wheel to forward most point of obstruction 62.5"

Tractor wet line kit rating: N/A

Anthem Tractor

Series: 64T

GCW: 80,000 Lbs.

GCWR: 120,000 Lbs.

FAWR: 14,600 Lbs.

RAWR for Tandum: 46,000 Lbs. Per axle.

Tandem Spread: 52 " Centerline to centerline of both rear axle hubs

Wheelbase length: 203 "

5th wheel type: Sliding adjustable 24" travel

5TH wheel height: 51"adjustable suspension.

Rear swing/clearance area Center of 5th wheel to rear most point on tractor 56.5";

Front swing/clearance area center of 5th wheel to forward most point of obstruction 85.5"

Tractor wet line kit rating: 2600 PSI @14-20 GPM min. 30 gal reservoir with male and female fitting ¾"

Hydraulic fittings shall be quick disconnect type, 3/4", ISO 7241 Series B with male nipple on tractor side and female coupler on trailer side for the supply line and female nipple on tractor side and male coupler on trailer side for the return line. Labels or stenciling shall be provided and installed, indicating the inlet and outlet connections.

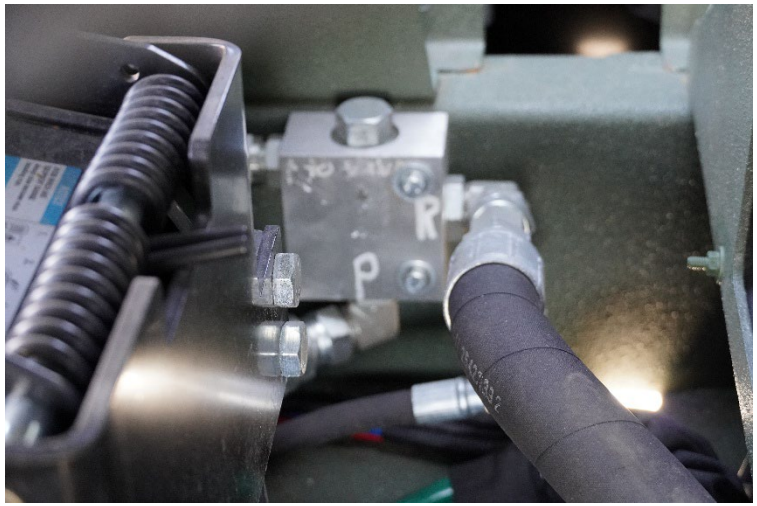
Wet line kit should also come with jumper hoses with the various fitting sizes as listed above and pictured below in order to connect to the various tractors listed above to connect to the trailers standard ¾" male female couplers.

Anthem Tractor *wet line kit rating: 2600 psi. @14-20 GPM with ¾" hydraulic fittings as specified above, this tractor will be the primary tractor used for the trailer.*

EXAMPLE ON TRAILER SIDE WITH PHOTOS:

Wet line kit bypass valves need to support minimum 2500 psi, 12-16 GPM and max of 3,000 psi, 57 GPM. Flow control valve needs to support up to maximum 57 GPM.

The image file *"#27a – Photo of Flow Control Valve to Support Max 57 GPM.jpg"* has been added to provide visual documentation of the flow control valve and its maximum 57 GPM rating.



Fittings to be 2 quick disconnect fitting, 3/4"; ISO 7241 Series B, hydraulic quick couplers with male and female coupler on trailer side; female will be pressure line (3.9 Workmanship and "Purchasers Reserves")

Photo *"27c – Female Coupler on Trailer Side.jpg"* depicts a 3/4" female hydraulic quick disconnect coupler meeting ISO 7241 Series B specifications. The female coupler serves as the pressure line connection.

Photo *“27c – Male Coupler on Trailer Side.jpg”* depicts a 3/4" male hydraulic quick disconnect coupler meeting ISO 7241 Series B specifications. The male coupler serves as the return line connection.

3.1 CONFIGURATION REQUIREMENTS

The trailers shall be rated to be true 40 tons, hydraulic traveling axle, with a fixed full width Upper Deck, and a winch.

To transport a combination of various sized ISO 668 shipping containers and/or containerized freight, breakbulk cargo, construction equipment (E.g., Skid steer loaders, Generators, Light plants, HMMWV’s), equipment attachments, palletized supplies, and/or miscellaneous construction supplies) configured in a single load, distributed evenly across the load space.

BODY

Steel Frame.

PAYLOAD CAPACITY

80,000 lbs. minimum or greater distributed. (parameter must be met must be true 40 ton capacity to include axles brake assemblies and rims and tires).
50,000 lbs. minimum or greater concentrated in 12 ft. or less, distributed evenly across the load space.

DIMENSIONS

Overall Length: 48 ft. Optimal; not to exceed 53 ft.
Overall Width: Not to exceed 8.5 ft. (102 in.)

DECKING

A combination of the following shall be acceptable:

Decking (Apitong Material or Rumber Material) all decking must be butted tight and have proper cross-member spacing to support heavy loads from construction equipment with deviations/ flexing in decking or support beams; for upper goose neck use Diamond/tread plate; Punched steel grip plate; or equivalent/combination

(Any punched steel grip plate perforations on upper goose neck shall not be placed over cross members or frame. Perforations must be clear to allow debris to fall through). (if applicable)

All decking materials utilized must be impervious to fluids, insects, mud, oil, and UV rays.

Decking to have proper cross member spacing to support decking/load without surface deviation.

A non-skid application (E.g., Applied Grit coating, Grip tape, other) should be applied to top of all horizontal steel frame surfaces for safety.

All steel framing and upper goose neck deck material and non-skid coating application product information to be submitted to USN for review/approval.

UPPER DECK

Full Width upper deck.

Front hydraulic ramp (integrated in deck to gooseneck)

Swing radius: 80 Inches (Minimum).

Recessed roller centered on

rear of upper deck (Fairlead

Winch roller).

Hydraulic Controls, and the driver side must be lighted for night operation.

Safety footsteps and grab handles, on both sides of the trailer where the transition from lower deck to vertical surface where goose neck starts.

2 speed landing gear, handle on driver side. Landing gear must not interfere with commercial or military tractor variants to prevent Tractor/Trailer or landing gear damage.

Bolt on front steel removable headache rack/headboard, detachable electrical quick couplers to disconnect.

Must include work lighting with controls on neck to allow users to switch lighting off manually

Two forklift pockets 48 inches on center, located at top of headache rack (4-inch (H) x 10-inch (W), front to back). Spacing between Fork Pockets approximately 43 inches apart.

DOT reflectors and lockable chain rack

D-Rings for lifting shall be located on upper deck, top of frame side rails, driver, and passenger side.

Diamond/Tread plate, or equivalent on upper deck

A non-skid application (E.g., Applied Grit coating, Grip tape, other) should be applied to top of all horizontal surfaces of gooseneck for safety. non-skid application product information to be submitted to USN for review/approval.

POWER/ENGINE

Pony Motor, Diesel (JP8/F24/High Sulphur) compatible engine, shall be protected from elements (E.g., At front/top of gooseneck; with top cover or similar; centered within gooseneck frame; in enclosure; other, etc.).

Motor shall be easily accessible for maintenance/service (e.g. hinged hood lockable).

Motor ignition to have keyless switch or strong tethering mechanism for key to prevent loss.

Dual hydraulic wet line connectors/couplers (Standard two-line with adapters), Multi-Purpose, ISO 7241 series B Interchange, Hydraulic Quick Couplings - 60 Series, 3/4" 14 NPTF with female coupler and one male nipple on the trailer side as per photo here in.

Hydraulic system shall regulate pressure and flow between tractor and trailer as per ranges listed above.

Hydraulic needs to be large enough to accommodate GPM as listed in tractor section above.

Hydraulic System Oil type shall be MIL-PRF-2104J (OE/HDO-10) Lubricating Oil, Engine Grade 10W.

Auto Diverter Value for automatic selection between wet line/Pony Motor Operations.

Battery Box with bottom weep holes.

Refer to Paint and Marking Section for further guidance/information on markings for Fuel and Hydraulic storage tanks.

WINCH ASSEMBLY WITH CABLE

Hydraulic winch at front of upper deck over king pin area.

Heavy Duty Recovery Winch: 20,000 lbs. (Minimum) Capacity or greater, planetary gear driven must be marked with minimum safe working load.

Winch Cable (steel): 100-foot (minimum), 9/16-inch (minimum) cable, with air shift free spool all wire rope to come with wire rope. certification documentation and cert tags.

Hydraulic controls, driver side.

Wired/manual remote for winch (wireless remote acceptable if in addition to wired remote).

Winch guard Fair Lead System at winch (upper deck mounted), skid plate on upper deck, and roller centered at front of mainframe, to prevent wire chafing during use.

LOWER DECK:

Flat approach plate, loadable.

Tilting main deck.

Load angle: not to exceed 15 degrees.

Lift capacity: 20,000 lb. minimum lift capacity, evenly distributed.

Loaded deck height: 38 inches (maximum).

Automatic or gravity lock to hold platform firmly in place when in transport mode.

Diamond/Tread plate, Punched steel grip plate, or equivalent at rear most 3' of lower deck.

Punched steel grip plate perforations shall not be placed over cross members or frame. Perforations must be clear to allow debris to fall through. (if applicable)

Cleat bars/traction aids, ¾ inch (minimum), welded on outer edges at rear of deck (minimum of 3' ft. in front of approach plate) and on approach plate, to protect from tracked equipment when loading.

Recessed D Ring, center rear of trailer ahead of approach plates.

A non-skid application (E.g., Applied Grit coating, Grip tape, other) should be applied to top of all horizontal frame surfaces for safety. All decking and non-skid application product information to be submitted to USN for review/approval.

ELECTRICAL

6–28-volt DC Electrical / LED lighting system.

Commercial male Intravehicular plug, 7-way, 12V connection.

ABS connector for ABS system commercial standard (as applicable).

ABS light, driver side rear.

Tail lamps, stop lamps, and reflectors shall be capable of operation throughout all operating conditions and shall meet Department of Transportation (DOT) standards.

All running lights should have proper weatherproofing.

All wiring harnesses shall be modular, sealed using weatherproof connectors, enclosed in protected jacket/cover, including grommets to prevent wiring damage, and be secured with hard brackets and corrosion resistant steel bolts and nuts.

All wiring connections shall be waterproof and protected where it terminates at fixtures.

All hoses must be secured to chassis with hard brackets and corrosion resistant steel bolts and nuts not attached to axle.

All wiring must have wiring fasteners positively mechanically secured to trailer (e.g. via bolted clamps) and absolutely no use of zip tires to secure wiring (zip ties may be used to bundle wiring/hose runs).

Load Lighting:

Manufacturer to provide examples of ability to meet the following:

Upper Deck Lighting:

Headache rack work-lighting (white) top of rack protected under top beam must be able function as amber strobe. Controls recessed and protected on rack, driver side, to allow user to switch off manually.

Load work lighting (white) centered at the rear of the neck under roller. Controls located driver side to allow user to switch off manually.

Lower Deck Lighting:

Flush mounted, recessed (clear) load lighting shall be mounted inside edge of outer rail of lower deck and into the ramp. A mesh or equivalent material shall be incorporated above the lighting to protect lenses from debris.

Front/rear swing out safety lighting both sides all swingouts must have positive locking device, (yellow clearance light forward/red taillight backward).

All load lighting must have manual control off-switches, one for work lighting, one for side load lighting, located driver side.

SUSPENSION/AXLES

Air Ride 25,000 lbs. Nominal.

Air ride suspension dump valve (Hold, raise, lower with auto dump). Language to be included in the Operator's Manual.

Automatic slack adjusters.

Mechanical Hub-odometer mounted on drivers' side front axle.

Oil bath hubs with visible oil level indicators.

Hydraulic traveling axles / undercarriage

BRAKES

Anti-Lock Braking System (ABS), Commercial Standard. ABS system/wiring should be adequately protected and mounted so as not to interfere with prime mover connection or operation of the trailer.

Mechanical air tank draining control, easily accessible from side or rear.

WHEELS/RIMS

Solid steel single piece wheels with lugs, dual wheels (super singles are prohibited).

Wheel/Rim size information shall be provided.

Hub pilot wheel assemblies with outboard drums.

Refer to Paint and Marking Section for further guidance/information.

TIRES

New, non-retread, Commercial Highway, Pneumatic Rubber radial tires, rated for trailer at full load weight capacity.

All tires must be same, brand matching.

Tire size information should be provided.

Manufacturer date on all tires shall be no greater than one year at time of delivery of equipment. (No double coins).

Refer to Paint and Marking Section for further guidance/information.

PERFORMANCE

Trailer shall be:

Able to withstand 10- hours of continuous use, with a 2-hour break in operations, followed by another 10-hour shift with another 2-hour break in operations for maintenance, within a 24-hour period.

Commercial design, conforming to all 50 State Department of Transportation (DOT) requirements and Federal highway and bridge laws.

Operable cross country on highways, paved secondary, gravel, unimproved, or cobblestone roadways.

Able to traverse on, though, over, and across multiple on-and-off road terrains and surfaces for transfer, transport, or on/offloading of cargo, equipment, or material.

Wheels must be equipped with oil bath site glasses and must be equipped with a minimum of one mechanical hub meter (no digital meters will be accepted).

Capable of operating in a wide variety of climatic conditions and environments, able to function in operating temperatures ranging from -25 degrees to 130 degrees Fahrenheit.

Ground Clearance: Should be sufficient to prevent damage to the axles or frame when trailer in operation on unimproved terrain while loaded.

Air, brake, hydraulic lines, and fittings shall be free from leaks and mounted to prevent damage during vehicle operation.

All welding, to include welded, bolted, and riveted construction utilized, shall be in accordance with the highest standards of industry and must conform to Structural Welding Code for Steel and Stainless Steel IAW American Society of Mechanical Engineers (ASME) Section IX and American Welding Society (AWS) Standards.

All welds shall be free of excess slag and splatter.

All welds shall be uniform, have adequate penetration, and be free of voids.

All rubber components shall be ozone and UV resistant.

AUXILIARY

Trailer must come equipped with permanently affixed recess below deck height twist lock ISO container locks and must have enough ISO locks to meet the configurations below for the trailer to secure and carry all at once. Twist locking handles shall not hang down while in transport mode, and ISO lock when not in use shall not protrude above the surface of the main deck surface.

ISO/CONEX Container Twist Lock Pockets and removable twist locks to accept the following configurations:

- One (1) ISO Container 40ft.
- Two (2) ISO Containers 20ft.
- Six (6) ISO Container TRICONs
- Eight (8) ISO Container QUADCONs
- (6ft 5-1/ 2 in. (L) x 8ft. (W) x 8ft. (H).
- (Size 4ft. 9-3/8 in. (L) x
- 8ft. (W) x 6ft. 10in. (H).

Glad hand covers firmly affixed with chain to glad hands. Dummy plugs to protect disconnects from debris.

D-rings, Twelve EA (12) Minimum per side, 10,000 pounds or greater rating each. D-Rings must be sufficient for load and welded properly. Additional five D-rings down center of trailer and must be recessed below surface line of trailer.

Ratchet winch reels/spools (Fixed), twelve (12) (minimum) driver side, with 4-inch nylon winch straps, rated at 5,500 pounds (WLL) (minimum).

Two lockable steel toolboxes/storage compartments with bottom weep holes, lockable lid latches, reinforced flush fitted door hinge(s) and to hold binder, chains, electrical pigtails, cargo straps, tools, etc. (position of boxes recommended by OEM to be approved by USN). must have lights inside boxes.

One (1) new, spare tire/wheel to match other tires/wheels on trailer. Mounted spare should not interfere with prime mover connection, loading to aircraft or ship via ramp, lift or tie down, or operation/loading of the trailer. (Spare tire location must be approved by USN prior to construction)

Chain Slots: 2-Way on Outer Side Main Beams to accommodate 3/8 inch size chains (qty TBD).

Chain/Key slots on main beams, sides, rear to be no less than 16” apart.

Chain/Key slots to complement outer chain key-slots.

Flag holders (2 pair); one (1) pair each at front and back of trailer.

Tools: to include breaker bar, lug wrench, socket tool, Jack or other for removal of wheels see index list below.

Toolbox Key: Two (2) ea. per box.

Heavy Duty black rubber mud guards without markings.

Reflective Tape to meet NHTSA FMVSS 108 DOT C2.

All ancillary items i.e., (collateral) must be crated and banded with an inventory prior to shipment.

TRAILER HYDRAULIC SLIDING AXLE W/WINCH 40T

COLLATERAL INVENTORY

GLOSSARY LINK

ERO TASKING: INVENTORY, INSPECT, SERVICE/REPAIR, REPAIR, & PROPERLY STOW OR STORE, ALL COLLATERAL EQUIPMENT, ANY MISSING, DAMAGED, & OR UN-SERVICEABLE ITEMS WILL REQUIRE REPLACEMENT, ORDER AS REQUIRED

MECHANIC:
DATE:

USN:		**SEMI-TRAILER HYDRAULIC SLIDING AXLE W/WINCH 40T**		**EC: 080912**	**ERO#:**
NSN:		**DATE INV.UPDATED:**		**COLL MGR:**	

LINE ITEM#	NSN	P/N	ITEM DESCRIPTION	QTY	QTY OH	PICTURE
MANUFACTURE PROVIDED COLLATERAL						
1		275/70R X 17.5	TIRE, SPARE, 275/70R X 17.5	1		
2			RIM, SPARE,	1		
3			4-WAY TIRE LUG NUT "T" HANDLE			
4			33MM BUDD WHEEL SOCKET	1		

5			BREAKER BAR 3/4" x 20" HINGE HANDLE	1		
6			EXTENTION	1		
7			WINCH CABLE WIRELESS REMOTE	1		
7			WINCH CABLE WIRELESS REMOTE CHARGER CORD	1		
8			WINCH CABLE CORD CONTROL	1		

9			CAUTION FLAGS	4		
10			WHEEL CHOCK			
11			TOOLBOX LOCK KEY	4		

MILITARY MODIFICATIONS

The trailer shall be able to interface with standard and tactical prime mover models with **49-to-57-inch** 5th wheel height.

LIFT AND TIE DOWN PROVISIONS:

The trailer shall be equipped with lift and tie down provisions to ensure interoperability between transported equipment and lifting and tie down devices commonly used in the transportation environment.

Lifting:

Lift provisions (such that no spreader bar is required) shall meet the Interface Standards and requirements for transportability in accordance with MIL-STD-1366E, and shall permit lifting of the trailer, without payload, in accordance with MIL-STD-209K.

Total lift capacity, to include maximum sling lift weight, shall be reflected via data plate.

All design loads for lift provisions shall be for maximum curb weight of trailer (Gross Vehicle Weight).

Total Lift Ring "Rating" capability shall be reflected via data plate and on the D-Ring. The capacity of each Lift D-Ring shall be a Raised Casting located on the body of the D-Ring and mounted so that the capacity information is facing outward.

All lift provisions must be seated, properly welded to frame, and rated for capacity of load for visibility.

Refer to Paint and Marking Section for further guidance/information.

Tie Down:

Tie Down provisions and hardware shall meet the Interface Standards and requirements for transportability in accordance with MIL-STD-1366 to permit transport of the trailer, with or without payload, in accordance with MIL-STD-209K and MIL-STD-1791D CHG-1.

All design loads for tie down shall be for full load capacity of trailer.

Total Tie Down "Rating" capacity shall be reflected via data plate and on the D-Ring. The capacity of each tie down D-Ring shall be a Raised Casting located on the body of the D-Ring and mounted so that the capacity information is facing outward for visibility.

All lift provisions must be seated, properly welded to frame, and rated for capacity of load for visibility.

Refer to Paint and Marking Section for further guidance/information.

ANALYSIS:

The contractor shall perform a structural analysis of the tie down and lifting provisions and the surrounding structural elements in accordance with MIL-STD 209 and MIL-STD-1791D CHG-1 requirements. In cases when the structural analysis indicates the provisions will clearly pass the requirements, actual physical testing may not be necessary. In cases where the structural analysis indicates the provisions will marginally pass the requirements, redesign or testing shall be required of the contractor. In cases where the structural analysis indicates the provisions will clearly fail the requirements, a redesign of the provisions shall be required.

The contractor shall be required to provide engineering analysis or other documentation, to include design data plate with specifications and drawings mounted to trailer, to validate tie down and lift provision testing and certification to include maximum tie down and lifting/sling weight capacity in accordance with MIL-STD-209K and MIL-STD-1791D CHG-1.

A transportation/shipping data plate shall be furnished, secured to the unit with screws, rivets, or other mechanical devices in accordance with MIL-STD-209K and MIL-STD-1791D CHG-1, and shall conform to composition A (class 1 or 2) or composition C of A-A-50271. The shipping data plate shall be inscribed with a diagram showing the lifting points/attachments and lifting slings, capacity of each lift point/attachment, maximum sling lift capacity, and the required length and size of each sling cable. A silhouette of the trailer showing the center of gravity shall be provided on the transportation/shipping plate.

Data plates/stenciled/painted markings shall identify all lifting and tie down points/attachments and capacity. Alternative use of decals, laser engraved, or riveted, or welded plates by OEM in place of stencil/paint must be submitted for review/approval by USN.

Removal or relocation of mechanically attached (non-welded, non-riveted, etc.) components with common tools, requiring not more than 1 man-hour total to remove, relocate and tie down, and not more than 1 man-hour total to return the trailer to its original, as opposed to reduced, configuration; shall be acceptable. The self-mobility of the trailer shall not be affected by reducing its configuration. Tie downs for removed or relocated equipment shall be furnished. The rated capacity of the axles and suspension system shall be not less than 1.25 times the load imposed on each by the curb weight of the trailer. The trailer shall be transportable as described above without any other special provisions and without any shoring. The trailer shall not be delivered to the Government in its reduced configuration.

PAINT AND MARKING

PRIMER, PAINT, FINISH, CORROSION CONTROL

Preparation:

Trailer to be primed/painted **prior** to installation of air, brakes, decking, electrical, and hydraulic lines.

Steel; Rumber, or Apetong; decking shall be installed post paint/coatings so that no unsightly paint or coating overspray is evident on any portion of the decking material.

Chassis frame, undercarriage, underbody, and all base materials (E.g. I-beams, axles, wheels, etc.) should be free of cracks, burrs, sharp edges, and any weld slag, splatter, or rust that may affect the corrosion performance and coatings adhesion to frame, undercarriage, and wash down areas.

Before painting, all steel/metal surfaces shall be cleaned to remove any dirt, grease, oil, moisture, silicone, rust, sanding residue, scale, wax, or other foreign matter that may have accumulated, and surface prepared properly to ensure coating adhesion.

Primer/Base:

Two-part Epoxy corrosion resistant coat or zinc rich primer shall be **> or = to 4 MILS** Minimum dry-film thickness (DFT).

Paint:

Shall be industry standard color.

Finish:

Poly Urethane corrosion resistant coat shall be utilized in industry standard color and be the following thicknesses **> or = to 4 MILS Minimum** dry-film thickness (DFT).

Finish shall be suitable for outdoor/UV exposure without undue fading of colors, pigment, or chalking.

Combined total:

Primer, paint, and finish coats shall be **no less than 8 MILS Minimum** dry-film thickness (DFT).

A non-skid application (E.g., Applied grit coating, Grip tape, other) should be applied to all trailer surfaces. All Product information to be submitted to USN for review/approval.

Undercoat Corrosion Protection:

A corrosion resistance and wear protection preventive undercoating to prevent corrosion. (E.g., Tectyl, LINE-X, or equivalent) shall be applied evenly to top flanges and outer webs, and all surfaces, frame down, including wash down areas, for protection from corrosion and road debris. Undercoat shall be dry to touch (not tacky), and reflect no excessive running, sagging, or build-up. Any overspray shall be removed.

All Product information to be submitted to USN for review/approval.

VENDOR SUITABLE PRIMER/PAINT/FINISH/UNDERCOAT ALTERNATIVES:

Vendors may propose **ALTERNATIVE** primer/paint/finish and undercoat applications to the USN.

Manufacturers must supply the USN with product chip samples and product technical data sheets (TDS) for primer, paint, finish, and undercoat coatings, (to include product numbers, application, viscosity, certifications/testing documentation (E.g. salt spray, gravel, hardness, etc.), and MIL thickness minimums for review and approval by the USN prior to OEM application.

Alternate coatings shall meet or exceed performance requirements stated above, including:

(1) Be capable of withstanding 240 hours of salt spray in accordance with ASTM B117/D1654 without rusting or blistering on un-scribed area and rust creepage rating of 5 or higher on scribed specimen

(2) Chipping resistance in accordance with ASTM D3170.

Suitable primer/paint/finish and undercoat coating alternatives must be compatible and shall be field repairable.

A non-skid application (E.g., Applied grit coating, Grip tape, other) should be applied to all trailer surfaces.

All Product information to be submitted to USN for review/approval.

REGISTRATION MARKINGS/LABELS:

Alternative use of decals, laser engraved, or riveted, or welded plates by OEM in place of stencil/paint must be submitted for review/approval by USN.

Any trailers requiring concealed markings shall be furnished with a name/data plate only, to be permanently attached to a concealed but readily accessible surface of the trailer, or in another concealed area. To be preapproved by USN.

WHEELS/RIMS:

Wheels/Rims shall be prepped, painted, and finished based on industry standard.

TIRE PRESSURE MARKING:

Tire pressure shall be stenciled/painted matte black on visible area of frame/side beams each side between the 1st and 2nd axle wheel well.

Marking shall be in following Font Format, Size, and Stroke:

- Font Format: Stencil.
- Size and Stroke: 1-inch high 5/32-inch stroke.
- Dash: ½-inch high, 1-inch long.
- Color: painted contrasting color to stand out from trailer paint color
- Example: **TP – 120** PSI.

LIFT AND TIE DOWN PROVISION MARKING:

LIFT POINT MARKING

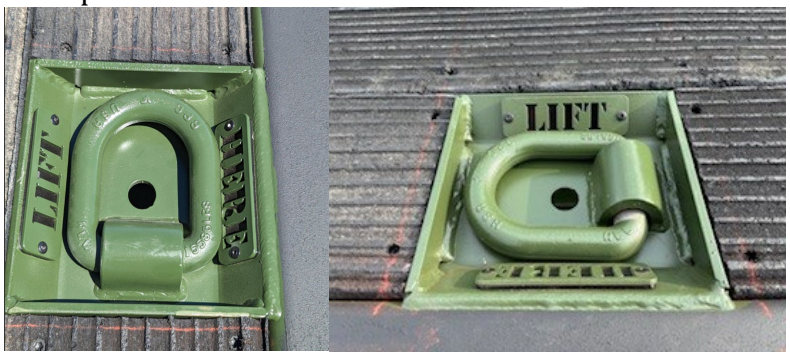
Lift provision markings shall be as follows.

Lift Provisions shall be identified /stencil/painted contrasting color to stand out from trailer paint color on a visible area of frame or side beam next to the lift provision.

Lift devices shall be identified by the words **LIFT HERE**.

Markings shall be in the following Font, Format, and Size:

- Font Format: Stencil.
- Size and Stroke: 1-inch high ½-inch stroke.
- Color: painted contrasting color to stand out from trailer paint color
- D-Ring Color: to be in line with DOT standard and color.
- Example: **LIFT HERE**



Alternative use of decals, laser engraved, or riveted, or welded plates by OEM in place of stencil/paint must be submitted for review/approval by USN.

TIE DOWN MARKING

Tie Down provision markings shall be as follows.

Tie-down provisions and hardware (for air, sea, and highway) shall be painted same color as trailer accordance with SAE AMS-STD-595A.

Tie down markings shall be identified via data plate and laser engraved/stencil/paint, shall also clearly indicate the points/attachments of which it is intended for.

Tie Down devices shall be identified by the words **TIE DOWN**.

Markings shall be in the following Font, Format, and Size:

- Font Format: Stencil.
- Size and Stroke: 1-inch high by ½-inch stroke
- Color: Contrasting color from body of trailer
- D-Ring / Steel Gusset Color: D-ring to be DOT standard color/ steel gusset color shall be color of trailer.
- Example: **TIE DOWN**

Alternative use of decals, laser engraved, or riveted, or welded plates by OEM in place of stencil/paint must be submitted for review/approval by USN.

FUEL TANK MARKING:

Fuel Storage Tank shall be marked/labeled as; Diesel (JP8/F24/High Sulphur)

Alternative use of decals, laser engraved, or riveted, or welded plates by OEM in place of stencil/paint must be submitted for review/approval by USN.

HYDRAULIC TANK MARKING:

Hydraulic Storage Tank shall be marked/labeled with the Oil type; MIL-PRF-2104J (OE/HDO-10) Lubricating Oil, Engine Grade 10W.

Alternative use of decals, laser engraved, or riveted, or welded plates by OEM in place of stencil/paint must be submitted for review/approval by USN.

MARKING EXAMPLES:

DATA PLATES:

All data, shipping, transportation, and Instruction plates shall be metal, non-ferrous material, and mounted on all trailers using screws, rivets, or other mechanical devices IAW NAVFAC Requirements.

No sticker type data plates shall be acceptable.

Safety decals must be of highest quality for long lasting durability.

The following information shall be embossed /engraved onto the plates:

Nomenclature: As applicable to the type of vehicle specified in the contract (E.g., Trailer Hydraulic Traveling Axle)

Manufacturer Name, make and model: _____.

Manufacturer's serial number/VIN: _____.

National Stock Number (NSN): _____.

Vehicle curb weight: _____ kg (pounds).

Payload, maximum: _____ kg (pounds).

Gross vehicle weight rating (GVWR) max. _____kg (pounds).

Gross combination weight rating, max. _____kg (pounds).

Engine Manufacturer name, make, and model: _____

Engine Manufacturer's serial number: _____

Date of delivery: _____ (month and year)>

(Date of delivery shall be left blank until the vehicle is accepted by the Government inspector.

Date of delivery shall be not prior to date of acceptance indicated on form DD 250.)

Contracting Agency: _____.

Contract number: _____.

Warranty: _____ mo. _____ km (miles).

U.S. Property

TECHNICAL SUPPORT:

The Vendor shall provide access to customer and warranty service, as well as technical support via email, phone service, internet/web, or other method.

Initial response for technical support from the Vendor or certified dealer shall be within three (3) business days.

An after-hours emergency phone number shall be made available to provide first response assistance to help resolve emergency service /maintenance issues.

Parts supportability shall be provided utilizing commercial-off-the-shelf (COTS) parts to the maximum extent possible

OPERATOR, MAINTENANCE, PARTS, SERVICE MANUALS, AND SUPPORT

All printed and computer materials shall be written in English.

Operator and Maintenance instructions manuals and original equipment manufacturer parts listings shall be provided in the following formats:

PDF reader / search capable on a CD or web-based access.

Traditional paper copies.

Operator's manuals shall contain procedures for the safe operation of all system and sub-system components along with associated safety cautions and warnings applicable to equipment operation.

Operator's manual to include 1(800) phone number, email, or other method for access.

Service Maintenance Manual(s) shall contain:

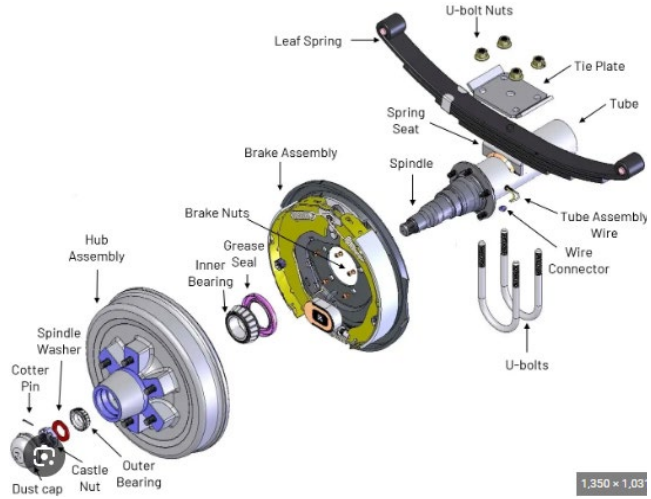
Original equipment manufacturer's preventive maintenance schedules, procedures, and safety precautions applicable to each maintenance task.

Instructions and procedures for inspecting, testing, calibration, service, repair, replacement, and overhaul of all installed components, equipment systems, and sub-systems (E.g., trailer, brakes, engine, electrical system, etc.)

Parts Manuals shall be an illustrated parts breakdown, include military modification items, and contain:

A pictorial representation (**i.e., exploded view**) of all system and sub-system components, indentured to the item level, identified by individual item numbers.

Example Exploded View



Shall list complete item names, original equipment manufacturer part numbers, quantity per end item, and the quantity per assembly.

Shall provide manufacturer name, cage code, and part numbers for all replacement parts.

Supplemental Manuals for all work tool attachments shall be included as applicable.

Operator/Maintenance/Parts manuals to include Point of Contact phone number, email, or other method to respond to customer questions/requests for manual support.

<u>The following shall be delivered 30-45 days After Receipt of Order (ARO):</u>

One (1) Standard Commercial off the Shelf (COTS) Product Manual, with parts list, for past build or similar equipment/product configuration to allow customer to begin Product Support Development.

<u>The following shall be delivered 150-180 days After Receipt of Order (ARO)</u>:

<u>Draft:</u>

One (1) set of Tech Manuals (PDF reader / search capable with **editing capabilities** on a CD or web access)

The contractor shall provide details of the major systems and components in the draft,
(i.e.: axles, brakes, wheels, pony engine, etc.)

Prior to submission of the DRAFT Technical Manual, individual component cut sheets may be Quoted or provided by OEM as they are finalized. Final as Built Tech Manuals shall include same component cut sheets if submitted. Preferably a set of manuals shall be included in the delivery of the trailer(s) in a secure compartment.

To:
Naval Facilities Engineering Command (NAVFAC)
Engineering and Expeditionary Warfare Center (EXWC)
1000 23rd Avenue, Bldg. 1100
Port Hueneme, CA 91343
Attn: Ground Vehicles (ExPO EX222)
(POC to be provided)

The following shall be completed and delivered prior to GSA acceptance at origin:

Final As Built:

One (1) set of Tech Manuals (PDF reader / search capable with editing capabilities on a CD or via web-based access)

To:
Naval Facilities Engineering Command (NAVFAC)
Engineering and Expeditionary Warfare Center (EXWC)
1000 23rd Avenue, Bldg. 1100
Port Hueneme, CA 91343
Attn: Ground Vehicles (ExPO EX222)
(POC to be provided)

The following shall be delivered with each trailer.

One (1) set of Tech Manuals (CD or via web-based access, and paper copy format)

OEM Quality control print out to ship with each trailer.

OEM End of line report to be provided with manuals.

Onboard Tools (E.g., Breaker bar, Lug wrench handle, and socket to remove wheels, keys for toolbox; see attached collateral listing above).

The CD-ROMs or web-based access will incorporate a navigation page with electronic links to the Operator's Manual, Service Manual, Parts Manual, and Warranty information, as well as instructions on how to use the manual. The copy will include a table of contents with links to the specified documents or illustrations.

OEM shall allow for reproduction and distribution of Proprietary and/or Copyrighted Data, for government purposes and

Include a parts list (E.g., bolts, filters, gaskets) and a list of collateral Items as applicable (E.g., Spare tire, spare rim, cargo straps, crank handles, etc.). Parts and collateral lists shall be included as part of the Technical Manual.

Provide a Build Sheet or line setting ticket for each trailer, listing manufacturer, VIN, component part names, part numbers, serial numbers, and UID tag numbers.

3.8 GSA FORM 1398

Unless otherwise specified, the Successful Vendor shall affix one copy of GSA Form 1398, GSA Purchased Trailer, after final inspection is made. Copies of GSA Form 1398 are available from the Contracting Officer.

3.9 WORKMANSHIP

A. Trailers shall be free from defects that may impair their serviceability or detract from appearance.

B. All bodies, systems, equipment, and interfaces with the chassis shall be done in accordance with the OEM's Body Builders Book. Whenever dissimilar metals are used, they shall be insulated against corrosive action.

C. All components shall be new. Defective components shall not be furnished. Parts, equipment, and assemblies, which have been repaired or modified to overcome deficiencies, shall not be furnished without the approval of the purchaser. Purchaser reserves the right to make the final determination of the suitability of all components and their arrangement on and in the trailer. Component parts and units shall be manufactured to definite standard dimensions with proper fits, clearances and uniformity. All welding, to include Welded, bolted, and riveted construction utilized shall be in accordance with the highest standards of industry and must conform to Structural Welding Code for Steel and Stainless IAW American Society of Mechanical Engineers (ASME) and American Welding Society (AWS) Standards.

All welds shall be free of excess slag and spatter.

All welds shall be uniform, have adequate penetration, and be free of voids.

All rubber components shall be ozone and UV resistant.

D. All components shall be suitable for the intended purpose and shall be free of any characteristics or defects in material and workmanship, which may affect the performance, function, durability, and serviceability of the finished trailer, or detract from its appearance.

E. All items shall be of good quality, in safe operating condition. All safety devices shall be fully functional; to include all manual and automatic emergency shut-off devices. All safety guards, warning labels, and safety related instruction labels shall be properly affixed at all times. General appearance of the trailer shall not show any evidence of poor quality or workmanship.

The following shall be reason for rejection:

1. Rough, sharp, or unfinished edges, burs, seams, corners, and joints.
2. Non-uniform panels. Edges that are not radius, beveled, etc.
3. Improper preparation of steel, frame, or other parts and equipment to prevent rust or corrosion.
4. Paint runs, sags, streaks, wrinkles, pin holes, craters, grit, seeds, orange peel, "fisheyes", etc.., and any other imperfection, non-uniformity, improper application, or lack of complete coverage of primers, paints, or coatings.
5. Body panels or components that are uneven, unsealed, or contain cracks, dents or have voids.
6. Misalignment of body fasteners, glass, viewing panels, light housing, other items with large or uneven gaps, spacing etc. such as doors, body panels and hinged panels.
7. Improperly fabricated and routed wiring or harnesses, and electrical connections. Wiring should be adequately protected and mounted so as not to interfere with prime mover connection or operation of the trailer.
8. Improperly supported or secured hoses, wiring harnesses, mechanical controls etc., including interference with other components. Cables must flex between moving parts, with supporting clips securely mounted and cables secured in a permanent manner. Zip tied cables to hold ABS or other wiring in place are not acceptable. All hydraulic lines and wiring shall possess enough slack to prevent taught lines during operation or during maintenance in addition any hydraulic line or electrical wiring that may contact moving parts must be protected by sheathing at a minimum with intent of providing protection from damage.
9. Interference of chassis components, body parts, doors, etc.
10. Leaks of any gas, vacuum, or fluid lines (air conditioning, coolant, oil, etc.).
11. Noise, panel vibrations etc.
12. Inappropriate or incorrect use of hardware, fasteners, components, or methods of construction.
13. Incomplete or improper welding, riveting, or bolting, not IAW ASME and AWS standards
14. Lack of uniformity and symmetry where applicable.
15. Loose, vibrating, abrading body parts, components, subassemblies, hoses, wiring harnesses or trim.
16. Improper body design or interface between prime mover and the chassis that could cause injury during normal use or maintenance, and which fail to provide access to perform routine or mandatory repairs or maintenance on trailer electrical

and mechanical systems. In addition, the improper combination of options which by their combination and installation are inherently incompatible regarding function or safety.

17. Incomplete or incorrect application of rust proofing corrosion prevention coatings, or undercoat, to all parts, equipment, and applicable surfaces.
18. Visual deformities and equipment malfunctions.
19. Unsealed appurtenances or other body components, gaskets, etc.
20. In addition, any deviation from specification requirements or any other item, whether or not stipulated herein, that affects form, fit, function, finish, durability, reliability, safety, performance or appearance shall be cause for rejection.

3.10 VERIFICATION REQUIREMENTS

The contractor shall host a design review meeting onsite or on TEAMS to include GSA and the government in attendance. Intent of meeting is to ensure design as intended between the contractor and USN and to clarify any questions that either party may have prior to full production of trailers.

The contractor shall verify compliance to the requirements herein prior to first trailer production release. Verification may be in the form of contractor production line bill of material, drawings, instructions, test results, vendor documentation, certifications, or design analytical data.

The contractor shall not proceed with production before receiving agreement from the Government that verification of compliance is satisfactory. Acceptance of designs by the Government does not relieve the contractor from the contractor's responsibility to meet all the requirements and specifications herein, whether reviewed by the Government or not.

It shall be the contractor's responsibility to assure all production documentation results in the production of trailers that are in compliance with these requirements and specifications.

PAC	Post Award Conference	Receipt of Order + 5 Days
VDR	Verification Design Review	Receipt of Order + 60 days
FDR	Final Design Review	Receipt of Order +90 Days
VI	Trailer Inspection	
BOM	Bill of Material	

The type of verification to be submitted for acceptance is listed below:

ET Engineering Test – to be performed by the contractor and results accepted by the Government. Engineering tests are tests resulting in data output from engineering instruments used to take measurements of parameters such as temperatures, sound levels, etc. Verification may be in the form of an engineering report, test result sheet, or test summary with results documented.

COC Confirmation of Compliance – Validation by analysis or production builds documentation to be performed by the contractor and submitted for acceptance by the Government. Verification may be in the form of analysis summaries, build documentation, purchase orders, or similar written documentation.

QAPVT Quality Assurance Performance and Verification Testing – Testing to be performed and verified by the contractor to the Government. QAPVT tests are functional tests that do not involve instrumentation. The results are observable and recorded as pass/fail, i.e. trailer functions as intended; lights function as intended, etc. Systems or components that fail shall be annotated with the corrective action taken and retested until passed.

The contractor shall, within 45 days after receipt of order, submit detailed plans for the performance of all ET tests. These plans, at a minimum, shall include all instruments to be used, their calibration certification, and the procedures to be followed.

Government acceptances of verification and designs shall constitute design freezes and enable the contractor to proceed with production activities relative to the accepted designs. The design freeze shall be effective for the duration of the production of the entire quantity of trailers being procured.

3.11 OPTIONAL REQUIREMENTS

3.11.1 GOOSENECK When this option is ordered, a gooseneck with a minimum swing clearance of 90.5” shall be provided. The intent and purpose of this option is to assure compatibility with tow tractors.

3.11.2 INITIAL/NEW EQUIPMENT TRAINING

(Option for trailer platform/type ordered, per training location)

The Original Equipment Manufacturer (OEM) of the trailer shall develop and provide initial/new equipment operator and maintainer training at multiple live events that incorporates and leverages existing training techniques, methods, and resources.

Initial equipment operator and maintainer training shall:

Include a complete equipment system overview and operations demonstration for participants designed to include review of regular maintenance and routine repair actions to be conducted by operators/military technicians.

Provide students with knowledge and understanding of the capabilities, functions, interfaces, limitations, and operation and external diagnostics and other tests required to support the system. Training should include information on general safety, personal protective equipment, and preventive and corrective maintenance tasks/skills and procedures.

Be of sufficient depth to ensure that students are qualified to properly operate and maintain the trailer system in the field.

Be comprised of hands-on practical applications, video, and/or virtual instruction; or combination of multiple equivalent methods to support learning.

Take place onsite at a government facility, or other designated scheduled location via mutual agreement between the Contractor and Government.

INITIAL training shall consist of:

Total consisting of two, 2-day training sessions held consecutively.

Each 2-day training session will consist of:

- One half day of training classroom instruction on Operation (knowledge) to include review of the Operations, Maintenance, and Technical manuals.
- One and a half training days of practical field/hands on application (skill) to include instruction on maintenance/repair of trailers.
- Each training day shall include two 15-minute breaks and one, 1-hour lunch break.

The Contractor shall provide operator and maintainer training for **up to fifteen (15) formal students**, for **each** 2-day training session, to include Military/Government instructors and key personnel. Training shall also include space for an additional **six (6) to eight (8)** key personnel to audit the training to include instructors, mechanics, observers (i.e.: Product team personnel, USN Fleet representatives, customers), parts/technical/preventative maintenance support, or others).

The OEM shall provide the Government. Operator and technical Manuals may be utilized as alternative training materials.

The Government shall be granted right to reproduce training material.

As part of the training package, the OEM shall provide hard copies of Student Guides (Operator and Maintainer) and all references and training material required to conduct the training at the time of the respective training events. There shall be enough hard-copy Student Guides for key personnel (to include instructor and observers).

The OEM shall provide all materials required for the training of Government personnel, to include actual materials, parts (E.g., bolts, hoses, tools, etc.) to be used during the training for contractor technician to demonstrate removal and replacement of parts, as applicable.

The OEM shall not put time constraints or expiration dates on purchased training.

4.0 TESTING, INSPECTION, ACCEPTANCE

4.1 TRAILER WEIGHT

The completed trailer shall be weighed on a certified scale, to determine the curb weight and axle weights.

4.2 PRE-SERVICE INSPECTION

The successful Vendor shall perform a pre-service inspection of the production trailers based, as a minimum, on TMC RP 803- Pre-Service Trailer Inspection. All items listed in RP 803 shall be inspected and verified as satisfactory with all adjustments noted and verifications that all needed repairs have been made. The successful Vendor's own form may be used in lieu of the form in RP 803 if the successful Vendor's inspection form includes, as a minimum, all the inspection criteria in RP 803 applicable to the trailer. A copy of this completed inspection form shall be made available to any government inspector and shall be kept in the trailer as part of the documentation shipped with the trailer.

4.3 VOCATIONAL TEST

All equipment shall be functionally tested and verified to operate in accordance with manufacturer's operating instructions.

5.0 WARRANTY

The successful Vendor shall provide a 60-month comprehensive bumper to bumper warranty.

The warranty shall include the trailer manufacturer's commercial warranty, including the body and all other parts and components required herein, against parts failure or malfunction due to design, construction or installation errors, defective workmanship, and missing or incorrect parts, for a minimum period of 60 months from date of delivery of destination.

If the successful Vendor receives from any supplier or subcontractor additional warranty on the whole or any component of the trailer, in form of time, including any prorated arrangements, or the successful Vendor generally extends to its commercial customers greater or extended warranty coverage, the government shall receive corresponding warranty benefits.

The warranty coverage shall begin when the Government accepts the trailer from the successful Vendor at destination.

The Vendor shall provide access to warranty service via email, phone service, internet/web, or other method.
Initial response for on-site warranty repairs from the Vendor or a certified dealer shall be within three business days.

Cost for parts and shipping for warranted repairs shall be the responsibility of the selected vendor. This shall include 3rd party Original Equipment Manufacturer (OEM) selected vendors for corrective action or warranty issues on the trailer if applicable.

If service or repair is needed, the OEM will provide an authorized location within the Continental United States (CONUS), to allow for staged equipment to be repaired and will supply parts and labor for all items under standard warranty agreement.

OEM replacement parts shall be shipped via the most expedient shipping method (E.g., FedEx, DHL, UPS, etc.) to CONUS Government locations for distribution.

The successful Vendor shall furnish the Government with warranty certificates showing evidence that the warranty requirements above have been met.

Warranty registration card shall also be provided as applicable.

6.0 POST AWARD MEETINGS

The successful Vendor shall participate in a post award review meeting (PAC/VDR/FDR). Attendees typically include, but are not limited to, GSA engineering personnel, Navy and the end user representative(s), and GSA contracting personnel. The meetings will be scheduled by the GSA as soon after award of contract as practicable. No production of any trailer shall be started prior to conclusion of post award meeting.

7.0 DELIVERY LOCATIONS

The trailers shall be delivered (Final Destination) to the locations identified on the applicable GSA Motor Trailer Delivery Order.

All drivers shall possess a valid form of federal identification (license, TWIC card, Veterans ID card, etc.). If the drivers' Commercial Driver License (CDL) states "NOT FOR FEDERAL IDENTIFICATION" the driver will not be allowed on Federal Property. The drivers shall show proof of insurance.

The contractor may stack trailers (wheels down only) for transport to destination; the contractor shall be responsible to offload and present the trailers for final destination inspection with wheels on ground. The Navy shall inspect for damage in transit prior to acceptance at destination and shall submit claims in accordance with the Vendor's proposed damage in transit terms and conditions.

Receiving officers will coordinate physical equipment deliveries with transportation drivers. All trailers must be delivered un-stacked. Any material handling material required to unstack trailers at the delivery location will be the full responsibility of the vendor delivering the trailers

7.1. Delivery Location: Tinker AFB, Oklahoma for 7 each trailers.

Tinker AFB Delivery Address:
Naval Expeditionary Logistics Spt Gp
7641 Mercury Road, BLDG 825
Tinker AFB, OK 73145-6550

<u>Tinker AFB Delivery Point of Contact is:</u>
Mr. Joe O'Malley
joseph.j.omalley8.civ@us.navy.mil
7641 Mercury Road Bldg 825
Tinker AFB OK 73145-6550
Point of Contact at site 405-739-4861

7.3. NAVY HOURS OF OPERATIONS

Delivery hours are Monday through Thursday 0800 AM to 1430 PM local time.
N**o Friday or after-hours availability. Closed Federal holidays**.

The contractor shall schedule all delivery activities with the identified delivery points of contact.