

**RETURN BIDS TO:  
RETOURNER LES SOUMISSIONS À:**

**Bid Receiving - PWGSC / Réception des  
soumissions - TPSGC**

**11 Laurier St. / 11, rue Laurier  
Place du Portage, Phase III  
Core 0A1 / Noyau 0A1  
Gatineau, Québec K1A 0S5  
Bid Fax: (819) 997-9776**

**REQUEST FOR PROPOSAL  
DEMANDE DE PROPOSITION**

**Proposal To: Public Works and Government  
Services Canada**

We hereby offer to sell to Her Majesty the Queen in right of Canada, in accordance with the terms and conditions set out herein, referred to herein or attached hereto, the goods, services, and construction listed herein and on any attached sheets at the price(s) set out therefor.

**Proposition aux: Travaux Publics et Services  
Gouvernementaux Canada**

Nous offrons par la présente de vendre à Sa Majesté la Reine du chef du Canada, aux conditions énoncées ou incluses par référence dans la présente et aux annexes ci-jointes, les biens, services et construction énumérés ici sur toute feuille ci-annexée, au(x) prix indiqué(s).

**Comments - Commentaires**

<b>Title - Sujet</b> 85 TON SEMI-TRAILER	
<b>Solicitation No. - N° de l'invitation</b> W8476-144729/A	<b>Date</b> 2013-08-21
<b>Client Reference No. - N° de référence du client</b> W8476-144729	
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$HP-912-63349	
<b>File No. - N° de dossier</b> hp912.W8476-144729	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2013-10-01</b>	<b>Time Zone Fuseau horaire</b> Eastern Daylight Saving Time EDT
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input checked="" type="checkbox"/> <b>Destination:</b> <input checked="" type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Pearson, Neil	<b>Buyer Id - Id de l'acheteur</b> hp912
<b>Telephone No. - N° de téléphone</b> (819) 956-3976 ( )	<b>FAX No. - N° de FAX</b> (819) 953-2953
<b>Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:</b>  Specified Herein Précisé dans les présentes	

**Instructions: See Herein**

**Instructions: Voir aux présentes**

**Vendor/Firm Name and Address**

**Raison sociale et adresse du  
fournisseur/de l'entrepreneur**

**Issuing Office - Bureau de distribution**

**Vehicles & Industrial Products Division  
11 Laurier St./11, rue Laurier  
7A2, Place du Portage, Phase III  
Gatineau, Québec K1A 0S5**

<b>Delivery Required - Livraison exigée</b> See Herein	<b>Delivery Offered - Livraison proposée</b>
<b>Vendor/Firm Name and Address</b> <b>Raison sociale et adresse du fournisseur/de l'entrepreneur</b>	
<b>Telephone No. - N° de téléphone</b> <b>Facsimile No. - N° de télécopieur</b>	
<b>Name and title of person authorized to sign on behalf of Vendor/Firm (type or print)</b> <b>Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

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## **PART 1 - GENERAL INFORMATION**

### **1. Security Requirement**

There is no security requirement associated with this bid solicitation.

### **2. Requirement**

Canada is seeking proposals to procure:

- 2.1 Quantity one (1) 85 Ton Multi Axle Lowbed Combination Trailer and related items as described in Annex “A” - Pricing and in accordance with Annex “B”- Purchase Description 85 Ton Multi Axle Lowbed Combination Trailer.
- 2.2 Irrevocable options identified in Annex “A”- Pricing.
  - 2.2.1 The options may only be exercised by the Contracting Authority and will be evidenced, for administrative purposes only, through a contract amendment.
  - 2.2.2 The options may be exercised in whole or in part and on more than one occasion at the sole discretion of Canada, up to the maximum quantity identified in Annex “A”- Pricing.
  - 2.2.3 The options may be exercised within twelve (12) months after contract award.

### **3. Debriefings**

Bidders may request a debriefing on the results of the bid solicitation. Bidders should make the request to the Contracting Authority within 15 working days of receipt of notification that their bid was unsuccessful. The debriefing may be provided in writing, by telephone or in person.

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## PART 2 - BIDDER INSTRUCTIONS

### 1. Standard Instructions, Clauses and Conditions

All instructions, clauses and conditions identified in the bid solicitation by number, date and title are set out in the Standard Acquisition Clauses and Conditions (<http://ccua-sacc.tpsgc-pwgsc.gc.ca/pub/acho-eng.jsp>) Manual issued by Public Works and Government Services Canada.

Bidders who submit a bid agree to be bound by the instructions, clauses and conditions of the bid solicitation and accept the clauses and conditions of the resulting contract.

The **2003 (2013-06-01)** Standard Instructions - Goods or Services - Competitive Requirements, are incorporated by reference into and form part of the bid solicitation.

Subsection **5.4 of 2003**, Standard Instructions - Goods or Services - Competitive Requirements, is amended as follows:

**Delete:** sixty (60) days

**Insert:** ninety (90) days

### 2. Submission of Bids

Bids must be submitted only to Public Works and Government Services Canada (PWGSC) Bid Receiving Unit by the date, time and place indicated on page 1 of the bid solicitation.

### 3. Enquiries - Bid Solicitation

All enquiries must be submitted to the Contracting Authority no later than **seven (7) calendar days** before the bid closing date. Enquiries received after that time may not be answered.

Bidders should reference as accurately as possible the numbered item of the bid solicitation to which the enquiry relates. Care should be taken by bidders to explain each question in sufficient detail in order to enable Canada to provide an accurate answer. Technical enquiries that are of a "proprietary" nature must be clearly marked "proprietary" at each relevant item. Items identified as proprietary will be treated as such except where Canada determines that the enquiry is not of a proprietary nature. Canada may edit the questions or may request that the Bidder do so, so that the proprietary nature of the question is eliminated, and the enquiry can be answered with copies to all bidders. Enquiries not submitted in a form that can be distributed to all bidders may not be answered by Canada.

#### **4. Applicable Laws**

Any resulting contract must be interpreted and governed, and the relations between the parties determined, by the laws in force in *Ontario*.

Bidders may, at their discretion, substitute the applicable laws of a Canadian province or territory of their choice without affecting the validity of their bid, by deleting the name of the Canadian province or territory specified and inserting the name of the Canadian province or territory of their choice. If no change is made, it acknowledges that the applicable laws specified are acceptable to the bidders.

#### **5. Environmental Considerations**

Canada is committed to greening its supply chain. In April 2006, Canada issued a policy directing federal departments and agencies to take the necessary steps to acquire products and services that have a lower impact on the environment than those traditionally acquired. Environmental performance considerations include, among other things: the reduction of greenhouse gas emissions and air contaminants; improved energy and water efficiency; reduced waste and support reuse and recycling; the use of renewable resources; reduced hazardous waste; and reduced toxic and hazardous substances. In accordance with the Policy on Green Procurement, for this solicitation:

- Offerors / suppliers are requested to provide all correspondence including (but not limited to) documents, reports and invoices in electronic format unless otherwise specified by the Contracting Authority or Project Authority, thereby reducing printed material.
- Offerors / suppliers should recycle (shred) unneeded copies of non-classified/secure documents (taking into consideration the Security Requirements).
- Product components used in performing the services should be recyclable and/or reusable, whenever possible.

#### **6. Improvement of Requirement During Solicitation Period**

Should bidders consider that the specifications, Statement of Work or Purchase Description contained in the bid solicitation could be improved technically or technologically, bidders are invited to make suggestions, in writing, to the Contracting Authority named in the bid solicitation. Bidders must clearly outline the suggested improvement as well as the reason for the suggestion. Suggestions that do not restrict the level of competition nor favour a particular bidder will be given consideration provided they are submitted to the Contracting Authority at least **seven (7) days** before the bid closing date. Canada will have the right to accept or reject any or all suggestions.

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## **PART 3 - BID PREPARATION INSTRUCTIONS**

### **1. Bid Preparation Instructions**

Canada requests that bidders provide their bid in separately bound sections as follows:

Section I: Technical Bid ( 2 hard copies);

Section II: Financial Bid ( 1 hard copy);

Section III: Certifications and Additional Information (2 hard copies).

Canada requests that bidders follow the format instructions described below in the preparation of their bid:

- (a) use 8.5 x 11 inch (216 mm x 279 mm) paper;
- (b) use a numbering system that corresponds to the bid solicitation;

In April 2006, Canada issued a policy directing federal departments and agencies to take the necessary steps to incorporate environmental considerations into the procurement process Policy on Green Procurement

(<http://www.tpsgc-pwgsc.gc.ca/ecologisation-greening/achats-procurement/politique-policy-eng.html>). To assist Canada in reaching its objectives, bidders should:

- 1) use paper containing fibre certified as originating from a sustainably-managed forest and containing minimum 30% recycled content; and
- 2) use an environmentally-preferable format including black and white printing instead of colour printing, printing double sided/duplex, using staples or clips instead of cerlox, duotangs or binders.

### **2. Section I: Technical Bid**

In their technical bid, bidders should explain and demonstrate how they propose to meet the requirements and how they will carry out the Work.

Bidders should complete and submit with their bid the following;

Appendix “1” - Technical Information Questionnaire -85 Ton Multi Axle Lowbed Combination Trailer;

#### **2.1 Substitutes and Alternatives**

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Bidders may propose substitutes and alternatives where "**shall<sup>(E)</sup>**" is indicated in the technical requirement description (Purchase Description/Statement of Requirement/Statement of Work). Offerors / suppliers are encouraged to offer or suggest green solutions whenever possible.

2.1.1 Substitutes and alternatives that are equivalent in form, fit, function and performance will be considered for acceptance by the Technical Authority where the Bidder:

- (a) Clearly identifies a substitute and/or an alternative;
- (b) Designates the brand name, model and/or part number of the substitute and/or of the product, where applicable;
- (c) States that the substitute product is fully interchangeable with the item specified in the technical requirement description;
- (d) Provides complete specifications and brochures, where applicable;
- (e) Provides compliance statements that include technical details showing the substitute and/or the alternative meet all technical requirements specified in the technical requirement description; and
- (f) Clearly identifies those areas in the technical requirement description and in the brochures that support the substitute and/or the alternative compliance with the technical requirements.

2.1.2 Substitutes and alternatives offered as equivalent in form, fit, function and performance will not be considered for acceptance by the Technical Authority if:

- (a) The bid fails to provide all of the information requested to allow the Technical Authority to fully evaluate the evaluate the equivalency; or
- (b) The substitute and/or the alternative fail to meet or fail to exceed the technical requirements specified in the technical requirement description.

2.1.3 In conducting the evaluation of bids, Canada may, but will have no obligation to request the bidder offering a substitute and/or an alternative, to provide a copy of the alternative standard and to demonstrate, at the bidder's sole cost, that it is equivalent to the technical requirement.



### 3. Section II: Financial Bid

Bidders must submit their prices in Annex "A" - Pricing in accordance with the Basis of Payment. The total amount of Applicable Taxes must be shown separately

#### 3.1 Exchange Rate Fluctuation

- 3.1.1 Unless otherwise specified in the bid solicitation, bids must be in Canadian currency.
- 3.1.2 Bidders may request Canada to assume the risk for exchange rate fluctuation. This request must be specifically made at time of bidding.
- 3.1.3 The foreign currency component is defined as the element of the price that will be directly affected by exchange rate fluctuations. It could include the net price FOB foreign manufacturer's plant, costs associated with applicable duty, excise tax, Applicable Taxes, entry fees, transportation costs or delivery charges payable in a foreign currency, and any other charges associated with being the importer of record if they originated from and are required to be paid in a foreign currency.
- 3.1.4 The foreign value of the foreign currency component of the bid or negotiated price must be provided before contract award. Form PWGSC-TPSGC 9411, Claim for Exchange Rate Adjustments, may be used for this purpose. If milestone payments are proposed, it is recommended to indicate on the above form the foreign currency component associated with each milestone event.
- 3.1.5 All bids are evaluated in Canadian currency. Therefore, for evaluation purposes, the noon rate quoted by the Bank of Canada as being in effect on date of bid closing, or such other date as may be specified in the bid solicitation, will be applied as the initial conversion factor for the specified currency. (Column 3 of the above form will be completed by the Contracting Authority.)
- 3.1.6 Rates proposed by bidders will not be accepted for the purposes of this exchange rate adjustment provision.
- 3.1.7 If there are two (2) identical bids, and provided that the bid selected would still be considered the most advantageous to Canada, preference will be given to the Bidder who assumes all or part of the exchange rate adjustment risk over a bidder who does not assume any of this risk. Furthermore, preference will be given to the Bidder who assumes all of the exchange rate adjustment risk over a bidder who assumes only part of this risk.

3.1.8 Canada will pay the exchange rate adjustment amount in Canadian currency using the prevailing noon rate on the date of payment by Canada or, as applicable, in accordance with clause C3015C, C3020C, C3025C, or C3030C.

#### **4. Section III: Certifications and Additional Information**

Bidders must submit the certifications required under **PART 5 - CERTIFICATIONS**.

#### **5. Section IV Additional Information**

Canada requests that bidders submit the following information:

##### **5.1.1 Delivery**

###### **5.1.1.1 Firm Quantity**

While delivery of the Trailer(s) is requested by 28 February 2014, the best delivery that can be offered is as follows:

Item 001 – Quantity one (1), 85 Ton Multi Axle Lowbed Combination Trailer and related items will be delivered within \_\_\_\_\_ calendar days from the effective date of the contract.

###### **5.1.1.2 Optional Quantity**

If an option is exercised, the best delivery that can be offered is as follows:

Item 002 – Quantity up to three (3), 85 Ton Multi Axle Lowbed Combination Trailer and related items will be delivered within \_\_\_\_\_ calendar days after an option is exercised.

##### **5.1.2 Manufacturer's Standard Warranty Period**

Canada requests that the Bidder provide details of the manufacturer's standard warranty period for the vehicle/equipment and its component that exceeds the minimum warranty period of twelve (12) months.

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## **PART 4 - EVALUATION PROCEDURES AND BASIS OF SELECTION**

### **1. Evaluation Procedures**

- (a) Bids will be assessed in accordance with the entire requirement of the bid solicitation including the technical and financial evaluation criteria.
- (b) An evaluation team composed of representatives of Canada will evaluate the bids.

#### **1.1 Mandatory Technical Evaluation Criteria**

##### **1.1.1 Mandatory Proof of Compliance**

Bidders must submit, with their bid, all proof of compliance required in the Annex B - Purchase Description and the Appendix 1 - Technical Information Questionnaire.

##### **1.1.2 Substitutes and/or Alternatives**

Bidders proposing substitutes and/or alternatives must provide all the information as detailed in Part 3, Section 1, - Substitutes and Alternatives to be considered for evaluation.

#### **1.2 Mandatory Financial Evaluation Criteria**

**1.2.1** Bidders must provide with their bid the financial information requested in the bid solicitation and at Annex A - Pricing for items 001, 002, 004.

**1.2.2** The prices of the Bids must be in Canadian dollars, DDP Delivered Duty Paid at destination, Incoterms 2000, for the firm quantity for item 001 and FCA Free Carrier at Contractor's Canadian facility, Incoterms 2000 for optional quantities items 002 and 004. Canadian Custom Duties and Excise Taxes included where applicable, and Applicable Taxes are extra.

##### **1.2.3 Aggregate Evaluated Price**

Bids will be evaluated on an aggregate price basis for the firm quantity, optional quantity and familiarization instruction/training (option) as follows:

- a) the firm unit price for the firm quantity, the optional quantity and familiarization instruction/training (option) will be multiplied by their identified estimated quantities; and
- b) the sum of all results will determine the aggregate evaluated price.

#### **4. Basis of Selection**

- 4.1 A bid must comply with the requirements of the bid solicitation and meet all mandatory requirements to be declared responsive. The responsive bid with the lowest evaluated aggregate price will be recommended for award of a contract.

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## PART 5 - CERTIFICATIONS

Bidders must provide the required certifications and documentation to be awarded a contract.

The certifications provided by bidders to Canada are subject to verification by Canada at all times. Canada will declare a bid non-responsive, or will declare a contractor in default, if any certification made by the Bidder is found to be untrue whether during the bid evaluation period or during the contract period.

The Contracting Authority will have the right to ask for additional information to verify the Bidder's certifications. Failure to comply with this request will also render the bid non-responsive or will constitute a default under the Contract.

### 1. Mandatory Certifications Required Precedent to Contract Award

#### 1.1 Code of Conduct and Certifications - Related documentation

By submitting a bid, the Bidder certifies that the Bidder and its affiliates are in compliance with the provisions as stated in Section 01 Code of Conduct and Certifications - Bid of Standard Instructions 2003.. The related documentation therein required will assist Canada in confirming that the certifications are true.

#### 1.2 Federal Contractors Program for Employment Equity - Bid Certification

By submitting a bid, the Bidder certifies that the Bidder, and any of the Bidder's members if the Bidder is a Joint Venture, is not named on the Federal Contractors Program (FCP) for employment equity "FCP Limited Eligibility to Bid" list ([http://www.labour.gc.ca/eng/standards\\_equity/eq/emp/fcp/list/inelig.shtml](http://www.labour.gc.ca/eng/standards_equity/eq/emp/fcp/list/inelig.shtml)) available from Human Resources and Skills Development Canada (HRSDC) - Labour's website.

Canada will have the right to declare a bid non-responsive if the Bidder, or any member of the Bidder if the Bidder is a Joint Venture, appears on the "FCP Limited Eligibility to Bid" list at the time of contract award.

Canada will also have the right to terminate the Contract for default if a Contractor, or any member of the Contractor if the Contractor is a Joint Venture, appears on the "FCP Limited Eligibility to Bid" list during the period of the Contract.

The Bidder must provide the Contracting Authority with a completed annex (C) Federal Contractors Program for Employment Equity - Certification, before contract award. If the Bidder is a Joint Venture, the Bidder must provide the Contracting

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Authority with a completed annex Federal Contractors Program for Employment Equity - Certification, for each member of the Joint Venture.

## **2. Additional Certifications Precedent to Contract Award**

The certifications listed below should be completed and submitted with the bid, but may be submitted afterwards. If any of these required certifications is not completed and submitted as requested, the Contracting Authority will so inform the Bidder and provide the Bidder with a time frame within which to meet the requirement. Failure to comply with the request of the Contracting Authority and meet the requirement within that time period will render the bid non-responsive.

### **2.1 Product Conformance**

The Bidder certifies that all vehicles/equipment proposed conform, and will continue to conform throughout the duration of the contract, to all technical specifications of the purchase description(s).

This certification does not relieve the bid from meeting all mandatory technical evaluation criteria detailed in Part 4.

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Bidder's authorized representative signature

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Date

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## PART 6 - RESULTING CONTRACT CLAUSES

### 1. Security Requirement

There is no security requirement applicable to this contract.

### 2. Requirement

- 2.1 The Contractor must deliver quantity one (1) 85 Ton Multi Axle Lowbed Combination Trailer and related items as described in Annex "A" - Pricing and in accordance with Annex "B" - Purchase Description 85 Ton Multi Axle Lowbed Combination Trailer.
- 2.2 The Contractor grants to Canada irrevocable options identified in Annex "A" - Pricing.
  - 2.2.1 The options may only be exercised by the Contracting Authority and will be evidenced, for administrative purposes only, through a contract amendment.
  - 2.2.2 The options may be exercised in whole or in part and on more than one occasion at the sole discretion of Canada, up to the maximum quantity identified in Annex "A" - Pricing.
  - 2.2.3 The options may be exercised within Twelve (12) months after contract award.
- 2.3 Optional Extended Warranty Period (**if applicable**)

The Contractor grants to Canada the irrevocable option to extend the warranty period for an additional (to be inserted by PWGSC at time of contract award) months, under the same terms and conditions and at the price stated in the Contract at Annex "A" - pricing. The option may only be exercised by the Contracting Authority and will be evidenced, for administrative purposes only, through a contract amendment.

The Contracting Authority may exercise the option within ninety (90) calendar days after contract award and/or the exercising of an option by sending a written notice to the Contractor.

### 3. Standard Clauses and Conditions

All clauses and conditions identified in the Contract by number, date and title are set out in the Standard Acquisition Clauses and Conditions Manual (<http://sacc.pwgsc.gc.ca/sacc/index-e.jsp>) issued by Public Works and Government Services Canada.

### 3.1 General Conditions

**2010A (2013-04-25) General Conditions - Goods (Medium Complexity)**, apply to and form part of the contract.

Section 09 entitled Warranty of general conditions 2010A is amended by deleting subsection 2 in its entirety and replacing it with the following:

The Contractor must pay the transportation cost associated with returning the Work or any part of the Work to the Contractor's plant for replacement, repair or making good. The Contractor must also pay the transportation cost associated with forwarding the replacement or returning the Work or part of the Work when rectified to the delivery point specified in the Contract or to another location as directed by Canada. If, in the opinion of Canada, it is not expedient to remove the Work from its location, the Contractor must carry out any necessary repair or making good of the Work at that location. In such cases, the Contractor will be responsible for all Costs (including travel and living expenses) incurred in so doing, Canada will not reimburse these Costs.

If action to effect repairs under warranty cannot be initiated within **two (2)** working days and completed within a reasonable length of time or if the Contractor has no repair facilities in the immediate vicinity (**within 100 kilometres**) of the specified delivery destinations (consignees), the Department of National Defence reserves the right to make such repairs and be reimbursed by the Contractor at the rate of **\$103.91** per hour for labour and the cost for replaced parts."

All other provisions of the warranty section remain in effect.

## 4. Term of Contract

### 4.1 Delivery of Trailer

#### 4.1.1 Firm Quantity

Delivery date of the Trailer must be made as follows:

Item 001 - quantity one (1) 85 Ton Multi Axle Lowbed Combination Trailer and related items must be delivered on or before \_\_\_\_\_ (Date to be inserted by PWGSC the Contracting Authority at time of contract award.)



#### 4.1.2 Option Quantity

Item 002 - quantity up to three (3) 85 Ton Multi Axle Lowbed Combination Trailer and related items to be delivered within \_\_\_\_\_ calendar days after an option is exercised. (Days to be inserted by PWGSC the Contracting Authority at time of contract award.)

### 5. Authorities

#### 5.1 Contracting Authority

The Contracting Authority for the Contract is:

Name: Neil Pearson  
 Title: Supply Specialist  
 Organization: Public Works and Government Services Canada - Acquisitions Branch  
 LEFT Directorate, HP Division,  
 7A2, Place du Portage, Phase 3, 11 Laurier Street, Gatineau Quebec,  
 K1A 0S5  
 Telephone: 819 956-3976  
 Facsimile: 819 953-2953  
 E-mail: neil.pearson@pwgsc-tpsgc.gc.ca

The Contracting Authority is responsible for the management of the Contract and any changes to the Contract must be authorized in writing by the Contracting Authority. The Contractor must not perform work in excess of or outside the scope of the Contract based on verbal or written requests or instructions from anybody other than the Contracting Authority.

#### 5.2 Procurement Authority

The Procurement Authority for the Contract is:

Name: \_\_\_\_\_ (To be inserted by PWGSC at time of contract award.)  
 Title: \_\_\_\_\_  
 Organization: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 Telephone: \_\_\_\_-\_\_\_\_-\_\_\_\_\_  
 Facsimile: \_\_\_\_-\_\_\_\_-\_\_\_\_\_  
 E-mail: \_\_\_\_\_

The Procurement Authority is the representative of the department or agency for whom the Work is being carried out under the Contract. The Procurement Authority is responsible for the implementation of tools and processes required for the administration of the Contract. The Contractor may discuss administrative matters identified in the Contract with the Procurement Authority however the Procurement Authority has no authority to authorize changes to the scope of the Work. Changes to the scope of Work can only be made through a contract amendment issued by the Contracting Authority.

### 5.3 Technical Authority:

The Technical Authority for the Contract is:

Name: \_\_\_\_\_ (To be inserted by PWGSC at time of contract award.)

Title: \_\_\_\_\_

Organization: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Telephone: \_\_\_\_ - \_\_\_\_ - \_\_\_\_

Facsimile: \_\_\_\_ - \_\_\_\_ - \_\_\_\_

E-mail: \_\_\_\_\_

The Technical Authority named above is the representative of the department or agency for whom the Work is being carried out under the Contract and is responsible for all matters concerning the technical content of the Work under the Contract. Technical matters may be discussed with the Technical Authority, however the Technical Authority has no authority to authorize changes to the scope of the Work. Changes to the scope of the Work can only be made through a contract amendment issued by the Contracting Authority.

### 5.4 Contractor's Representative

Name and telephone number of the person responsible for :

#### General enquiries

Name: \_\_\_\_\_ (To be completed by the bidder.)

Title: \_\_\_\_\_

Telephone: \_\_\_\_ - \_\_\_\_ - \_\_\_\_

Facsimile: \_\_\_\_ - \_\_\_\_ - \_\_\_\_

E-mail: \_\_\_\_\_

#### Delivery follow-up

Name: \_\_\_\_\_ (To be completed by the bidder.)

Title: \_\_\_\_\_

Telephone: \_\_\_\_ - \_\_\_\_ - \_\_\_\_

Facsimile: \_\_\_\_ - \_\_\_\_ - \_\_\_\_

E-mail: \_\_\_\_\_

## 5.5 After Sales Service

5.5.1 The following dealer and/or agent is authorized to provide after sales service, maintenance and warranty repairs and a full range of repair parts for the Trailer offered:

### Item 001

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Telephone Number: \_\_\_\_\_

Distance between the delivery location and the dealer and/or agent: \_\_\_\_\_ km

## 6. Payment

### 6.1 Basis of Payment - Firm Unit Price(s)

In consideration of the Contractor satisfactorily completing all of its obligations under the Contract, the Contractor will be paid the firm unit price(s) specified in Annex "A" - Pricing, and as follows:

Basis of Payment (BOP) Type 1: Firm unit prices in Canadian dollars, Delivered Duty Paid at destination, Incoterms 2000, including Canadian Custom Duties and Excise Taxes included where applicable, and applicable Taxes are extra.

Basis of Payment (BOP) Type 2: Firm unit prices in Canadian dollars, FCA Free Carrier, Incoterms 2000 at Contractor's Canadian facility or Contractor's Canadian distribution point, including Canadian Custom Duties and Excise Taxes included where applicable, and applicable Taxes are extra.

**Basis of Payment (BOP) Type 3:**

Price to be negotiated in Canadian dollars, Delivered Duty Paid at destination, Incoterms 2000, including Canadian Custom Duties and Excise Taxes included where applicable, and applicable Taxes are extra.

The transportation cost and/or Travel and living expense will be "negotiated" when Canada intends to exercise an option and has identified the applicable quantities and destinations. When requested by Canada, as a basis for negotiation, the Contractor must provide the transportation price(s) and/or Travel and living expense and relevant information.

**Basis of Payment (BOP) Type 4:**

If exercised, the Contractor will be reimbursed its authorized travel and living expenses reasonably and properly incurred in the performance of the Work, at cost, without any allowance for profit and/or administrative overhead, in accordance with the meal, private vehicle and incidental expenses provided in Appendices B, C and D of the National Joint Council Travel Directive (<http://www.njc-cnm.gc.ca/directive/index.php?sid=90&hl=1&lang=eng>), and with the other provisions of the directive referring to "travellers", rather than those referring to "employees".

Canada will not pay the Contractor for any design changes, modifications or interpretations of the Work, unless they have been approved, in writing, by the Contracting Authority before their incorporation into the Work.

**6.2 SACC Manual Clauses**

H1001C Multiple Payments

2008-05-12

**6.3 Exchange Rate/Payment on Delivery**

- 
- 6.3.1 The price in Canadian currency includes the foreign currency component in respect of goods, services or both originating outside Canada, as detailed in form PWGSC-TPSGC 9411, Claim for Exchange Rate Adjustments.
- 6.3.2 The price must be adjusted to reflect the exchange rate in effect and applied by Canada Border Services Agency (CBSA) on the date of importation, but only in respect of the foreign currency component detailed in the above form.
- 6.3.3 No price adjustment directly resulting from the application of the provisions contained in this clause will be applied for increases or decreases in the exchange rate within a variation of: plus or minus 2 percent of the exchange rate(s) mentioned above; or plus or minus \$100 of the total cumulative amount claimed for exchange rate adjustment under the Contract.
- 6.3.4 On each invoice or claim for payment submitted under the Contract, the Contractor must indicate the exchange rate adjustment amount (either upward, downward or no change) as a separate item. In addition, the invoice must be accompanied by a copy of CBSA Form B3-3, Canada Customs Coding Form, for the imported goods, services or both.
- 6.3.5 Canada will have the right to audit any revision to costs and prices under this clause.

## **7. Invoicing Instructions**

- 7.1 The Contractor must submit invoices in accordance with the section entitled "Invoice Submission" of the general conditions including the Client Ref # BT424. Invoices cannot be submitted until all work identified in the invoice is completed. Suppliers are requested to provide invoices in electronic format unless otherwise specified by the Contracting Authority or Project Authority, thereby reducing printed material.

Each invoice must be supported by:

- (a) a copy of the release document and any other documents as specified in the Contract;

- 7.2 Invoices must be distributed as follows:

- (a) The original and one (1) copy must be forwarded to the following address for certification and payment:

National Defence Headquarters

Mgen George R. Pearkes Bldg  
101 Colonel By Drive  
Ottawa, Canada  
K1A 0K2

Attention: DLP \_\_\_\_\_

- (b) One (1) copy must be forwarded to the PWGSC Contracting Authority identified under the section entitled "Authorities" of the Contract.

### 7.3 Holdback

A ten percent (10%) holdback will apply on the total price of each vehicle Items 001 and 002 on any due payment of the said Trailer. Release of the holdback (10%) is conditional upon receipt and certified acceptance by DND of the said trailer and all related items as identified in Annex "A" - Pricing.

Applicable Taxes must be calculated on the total amount of the claim before the holdback is applied. At the time the holdback is claimed, there will be no Taxes payable as it was claimed and payable under the previous invoice.

- (a) The original and one (1) copy of the invoice for the holdback must be forwarded to the Procurement Authority identified under the section entitled "Authorities" of the Contract.
- (b) One (1) copy must be forwarded to the Contracting Authority identified under the section entitled "Authorities" of the Contract.

## 8. Certifications

### 8.1 Compliance

Compliance with the certifications and related documentation provided by the Contractor in its bid is a condition of the Contract and subject to verification by Canada during the term of the Contract. If the Contractor does not comply with any certification, provide the related documentation or if it is determined that any certification made by the Contractor in its bid is untrue, whether made knowingly or unknowingly, Canada has the right, pursuant to the default provision of the Contract, to terminate the Contract for default.

### 8.2 Federal Contractors Program for Employment Equity - Default by the Contractor

The Contractor understands and agrees that, when an Agreement to Implement Employment Equity (AIEE) exists between the Contractor and HRSDC-Labour, the AIEE must remain valid during the entire period of the Contract. If the AIEE becomes invalid, the name of the Contractor will be added to the "FCP Limited Eligibility to Bid" list. The imposition of such a sanction by HRSDC will constitute the Contractor in default as per the terms of the Contract.

## 9. Applicable Laws

The Contract must be interpreted and governed, and the relations between the parties determined, by the laws in force in Ontario.

## 10. Priority of Documents

If there is a discrepancy between the wording of any documents that appear on the list, the wording of the document that first appears on the list has priority over the wording of any document that subsequently appears on the list.

- (a) the Articles of Agreement;
- (b) 2010A (2013-04-25) General Conditions - Goods (Medium Complexity);
- (c) Annex "A" - Pricing;
- (d) Annex "B" - Purchase Description - 85 Ton Multi Axle Lowbed Combination Trailer
- (e) Appendix 1- Technical Information Questionnaire -85 Ton Multi Axle Lowbed Combination Trailer
- (f) Annex "C", Federal Contractors Program for Employment Equity - Certification
- (g) the Contractor's bid dated \_\_\_\_\_

## 11. SACC Manual Clauses

A1009C	Work Site Access	2008-05-12
A9006C	Defence Contract	2012-07-16
A9049C	Vehicle Safety	2011-05-16
C2800C	Priority Rating	2013-01-28
C2801C	Priority Rating - Canadian-based Contractors	2011-05-16
D3010C	Dangerous Goods/Hazardous Products	2012-07-16
D5510C	Quality Assurance Authority (DND) - Canadian-based Contractor	2012-07-16
D5515C	Quality Assurance Authority (DND) - Foreign-based and United States Contractor	2010-01-11
D5540C	ISO 9001:2008 Quality Management Systems - Requirements (QAC Q)	2010-08-16
D5604C	Release Documents - Foreign based Contractor	2008-12-12

D5605C	Release Documents - US based Contractors	2010-01-11
D5606C	Release Documents - Canadian-based Contractors	2012-07-16
D9002C	Incomplete Assemblies	2007-11-30
G1005C	Insurance	2008-05-12

## 12. Inspection and Acceptance

The Technical Authority is the Inspection Authority. All reports, deliverable items, documents, goods and all services rendered under the Contract are subject to inspection by the Inspection Authority or representative. Should any report, document, good or service not be in accordance with the requirements of the Statement of Work and to the satisfaction of the Inspection Authority, as submitted, the Inspection Authority will have the right to reject it or require its correction at the sole expense of the Contractor before recommending payment.

## 13. Preparation for Delivery

The trailer must be serviced, adjusted and delivered in condition for immediate use. The interior and exterior must be cleaned before leaving the factory and being released to DND personnel at the final delivery location.

The fuel tanks must be at least half full prior to release of the trailer(s) to DND personnel.

All Trailers delivered to the consignee are to be delivered between the hours of 8:00 am and 4:00 pm Monday through Friday, except Federal holidays. Any attempt by the carrier to deliver trailers before or after these hours may be refused unless arrangements have been made for authorized, qualified personnel to be available to perform inspections and to accept the delivery. When the carrier is required to return due to its failure to make an appointment for delivery, Canada will not be liable to pay for additional costs.

## 14. Shipping Instructions - Delivery at Destination (For Firm quantities)

14.1 The Contractor must ship the goods prepaid DDP - Delivered Duty Paid (as detailed at Annex "A" - Pricing). Unless otherwise directed, delivery must be made by the most economical means. The Contractor is responsible for all delivery charges, administration, costs and risks of transport and customs clearance, including the payment of customs duties and taxes.

14.2 The Contractor must deliver the goods by appointment only. The Contractor or its carrier must arrange delivery appointments by contacting the contacts specified in Annex "A" - Pricing. The consignee may refuse shipments when prior arrangements have not been made.



## 15. Release Documents - Distribution

The Contractor must prepare the release documents and distribute them as follows:

- (a) Copy 1: mail to consignee marked: "Attention: Receipts Officer";
- (b) Copies 2 and 3: with shipment (in a waterproof envelope) to the consignee;
- (c) Copy 4: to the Contracting Authority;
- (d) Copy 5: to:  
National Defence Headquarters  
Mgen George R. Pearkes Building  
101 Colonel By Drive  
Ottawa, ON K1A OK2  
  
Attention: DLP \_\_\_\_\_
- (e) Copy 6: to the Quality Assurance Representative;
- (f) Copy 7: to the Contractor;
- (g) Copy 8: all non-Canadian Contractors to:

DQA/Contract Administration  
National Defence Headquarters  
Mgen George R. Pearkes Building  
101 Colonel By Drive  
Ottawa, ON K1A OK2  
E-mail: ContractAdmin.DQA@forces.gc.ca.

## 16. Post-Contract Award Meeting/Pre-Production Meeting

Within ten (10) working days of the receipt of the Contract, the Contractor must contact the Technical Authority to determine the details of a pre-production meeting. The meeting will be held at the Contractor's plant \_\_\_\_\_ (specify location). Cost of holding such pre-production meeting must be included in the price of the bid. Please note that the travel and living expenses for Government Personnel will be arranged and paid for by the Canada.

## **17. Progress Reports**

The contractor must prepare and submit monthly progress reports in two (2) copies, one to the DND Procurement Authority and one copy of the report must also be forwarded to the PWGSC Contracting Officer.

Each progress report must address the following questions:

- (a) Is the delivery on schedule?
- (b) Is the Contract free of any areas of concern in which the assistance or guidance of Canada may be required?
- (c) Each negative response must be supported with an explanation.

## **18. Tools and Loose Equipment**

For shipment verification, all items and tools, which are shipped loose with the vehicle/equipment must be listed on the Inspection Certificate (CF 1280) or on an attached packing note.

## **19. Spare Parts Availability**

The contractor must ensure that spare parts required to properly maintain and repair the complete trailer covered by this specification will be available for purchase by the Department of National Defence, or its authorized agents, for a period of **10 years**.

## **20. Material**

Material supplied must be new unused and of current production by manufacturer. (2013 model-year or newer).

## **21. Design Changes**

The "Design Change, Design Deviation and Waiver Procedure" as defined in National Defence Standard D-02-006-008/SG-0001 must apply.

## **22. Interchangeability**

Unless changes during the production run are authorized by Procurement Authority, all trailers supplied against any one item of a contract must be the same make and model, and all like assemblies, sub-assemblies and parts must be interchangeable.

## **23. Packaging**

The methods used for preservation and packaging must be in conformity with the Contractor's normal standard for domestic shipment or, if necessary, with standards for overseas shipment as below deck cargo.

## **24. Service at Delivery**

The Contractor must send a Service Representative to each delivery destination to perform the assembly/preparation on all trailers delivered. Cost to provide this service must be included in the price of each trailer.

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**ANNEX “A” - PRICING****Item 001 85 Ton Multi Axle Lowbed Combination Trailer (Firm Quantity)**

The Contractor must deliver the Trailer including the sample manuals, CD of all manuals, data summary, photographs, warranty letter(s) and familiarization training in accordance with the attached Annex “B” - Purchase Description - 85 Ton Multi Axle Lowbed Combination Trailer

The 85 Ton Multi Axle Lowbed Combination Trailer and related items must be delivered to:

3 ASG Gagetown Supply Company  
Major Equipment Section  
BLDG B10  
Oromocto New Brunswick, E2V 4J5

Delivery contact: \_\_\_\_\_ (Name to be inserted by PWGSC at time of contract award.)

Date of delivery: \_\_\_\_\_ (Date to be inserted by PWGSC at time of contract award.)

Firm unit price of \$ \_\_\_\_\_ per Trailer, including all equipment and related items, in accordance with Basis of Payment Type 1 (as detailed at Clause 6.1 Basis of Payment).

Quantity: one (1)

**Item 002 85 Ton Multi Axle Lowbed Combination Trailer(Optional Quantity)**

If this option is exercised, the Contractor must deliver the Trailer including approved manuals and warranty letter in accordance with the attached Annex “B” - Purchase Description - 85 Ton Multi Axle Lowbed Combination Trailer

Firm unit price of \$ \_\_\_\_\_ per Trailer in accordance with Basis of Payment Type 2 (as detailed at Clause 6.1 Basis of Payment).

Quantity: Up to three (3)

**Item 003 Transportation Cost (optional Quantities)**

If optional trailers are exercised, the contractor must deliver the trailers to final destination detailed below.

The 85 Ton Multi Axle Lowbed Combination Trailer and ancillary items must be delivered to:

\_\_\_\_\_ (to be provided by PWGSC if an option is exercised)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Delivery contact: \_\_\_\_\_ (Name to be inserted by PWGSC if an option is exercised.)

Date of delivery: \_\_\_\_\_ (Date to be inserted by PWGSC if an option is exercised.)

Quantity: Up to \_\_\_\_\_ (insert qty)

Negotiated price: \$(to be negotiated if an option is exercised) per vehicle/equipment, for transportation cost, Delivered Duty Paid at destination, in accordance with Part 6, Basis of Payment Type 3.

*(This item will not be included in the financial evaluation)*

**Item 004 Familiarization instructions/training (Option)**

If this option is exercised, the Contractor must provide familiarization instruction/training, in accordance with the attached Annex "B" - Purchase Description - 85 Ton Multi Axle Lowbed Combination Trailer

Firm unit price of \$\_\_\_\_\_ in accordance with Basis of Payment Type 2 (as detailed at Clause 6.1 Basis of Payment).

Quantity: Up to three (3)

**Item 005 Travel and Living for Familiarization Instruction/Training (Option)**

All travel must have the prior authorization of the Technical Authority. All payments are subject to government audit.

All travel and living expenses incurred in the performance of the work outside Canada will be the Contractor's responsibility.

When requested by Canada, the Contractor must provide an estimated cost for the travel and living.

Estimated cost: \_\_\_\_\_ Familiarization Instruction/Training, for Travel and Living expenses, Delivered Duty Paid at destination, in accordance with Part 6, Basis of Payment Type 4.

*(This item will not be included in the financial evaluation)*

#### **Item 006 Optional Extended Warranty Period**

**Optional warranty coverage available:** YES \_\_\_\_\_ NO \_\_\_\_\_

If yes, Canada requests that the Bidder provide details and pricing information of any optional extended warranty period available for the vehicle/equipment and any related items.

*(This item will not be included in the financial evaluation)*

If exercised, the warranty period will be extended for an additional period of \_\_\_\_\_ months/calendar days.

Firm unit price of \$\_\_\_\_\_ Basis of Payment Type 2 (as detailed in Part 6)



## NOTICE

This documentation has been reviewed by the technical authority and does not contain controlled goods.

## AVIS

Cette documentation a été révisée par l'autorité technique et ne contient pas de marchandises contrôlées.

20 August 2013

## ANNEX "B"

### PURCHASE DESCRIPTION

#### FOR

#### 77-TONNE (85-TON) MULTI AXLE LOWBED COMBINATION (TRIDEM JEEP, TRIDEM LOWBED & TRIDEM BOOSTER)

### 1 Scope

**1.1 Scope** This document covers the requirement for a 77 tonne (85 ton) multi axle lowbed combination (tridem jeep, tridem lowbed & tridem booster). The trailer will be used to transport heavy equipment and battle tanks.

**1.2 Instructions** - The following instructions shall be applied to this Purchase Description:

- (a) Requirements, which are identified by the word "shall", are mandatory. Deviations will not be permitted.
- (b) Requirements identified by "shall<sup>(E)</sup>", are mandatory. However, the Technical Authority will consider alternatives for acceptance as a Technical Authority Approved Equivalent. "Technical Authority Approved Equivalent" is defined as an alternative standard, design, feature, or component that is evaluated by the Technical Authority and determined to meet the specified requirements for equivalent standard, form, fit, function and performance as applicable.
- (c) Requirements identified with a "will" define actions to be performed by the Crown and require no action/obligation on the Contractor's part.
- (d) Where "shall", "shall<sup>(E)</sup>", or "will" are not used, the information provided is for guidance only.
- (e) In this document "provided" shall mean, "provided and installed".

- (f) Where a standard is specified and the Contractor has offered an equivalent, that equivalent standard shall be provided, upon request;
- (g) Where certification is required, the Contractor shall provide the certification or acceptable proof of compliance, upon request.
- (h) Metric measurements shall be used as defining the requirement. Other measurements are reference only and may not be exact conversions.
- (i) Dimensions stated as nominal shall be treated as approximate dimensions. Nominal dimensions reflect a method by which materials or products are generally identified for sale commercially, but which differ from the actual dimensions.

**1.3 Definitions** - The following definitions shall be applied to the interpretation of this Purchase Description:

- (a) “Technical Authority” (TA) is the government official responsible for technical management of this requirement. The Technical Authority is the Director Support Vehicles Program Management.
- (b) “Guidance” is defined as a requirement that may be followed. The guidance is provided to indicate a preferred component Make and Model or dimension that would be best for the application. However, deviating from a guidance doesn’t consider the bid non-compliant.
- (c) “System” is defined as the multi axle lowbed combination that includes tridem jeep, tridem lowbed & tridem booster as specified in this Purchase Description.

## **2. APPLICABLE DOCUMENTS**

### **2.1 Government Furnished Documents - NOT APPLICABLE**

**2.2 Other Publications** - The following documents form part of this Purchase Description. Web sites for the organization are given when available. Effective documents are those in effect on date of manufacture. Sources are as shown:

Canadian Motor Vehicle Safety Standards (CMVSS)

Society of Automotive Engineers SAE Handbook

## **3. REQUIREMENTS**

### **3.1 Standard Design** - The system shall:

- (a) Be the manufacturer's latest model having demonstrated industry acceptability by having been manufactured and sold commercially for at least 2 years, or, shall be manufactured by a company that has at least 5 years experience in design and manufacturing of a comparable type of equipment of equivalent or greater complexity.
- (b) Have engineering certification available, upon demand, for this application from the original manufacturers of major equipment systems and assemblies.



- (c) Conform to all applicable laws, regulations and industrial standards governing manufacture, safety, noise levels and pollution in effect in Canada at the time of manufacture.
- (d) Have system and component capacities not greater than their published ratings (i.e. product or component brochures).

**3.2 Safety Standards** - The system **shall** meet the provisions of the Canada Motor Vehicle Safety Act in effect on the date of manufacture of the system.

**3.3 Maintainability** All maintenance and repair tasks, especially routine operator maintenance, **shall** be easy to perform with a minimum of special tools and skills.

**3.4 Operating Conditions** The system, under all load conditions, **shall** operate safely and efficiently as follows without degradation in performance, reliability and maintainability:

- (a) On paved roads, gravel roads and dirt roads with severe washboard and pot holes.
- (b) In the temperature range of -40°C to 37°C (-40°F to 98°F).
- (c) With the stated payload under all operating conditions.

**3.5 Speed** The system **shall**<sup>(E)</sup> be capable of being towed at a nominal speed of 110-km/h (68-mph).

**3.6 Jeep** A tridem axle, dual wheel, jeep with air suspension and landing legs **shall** be provided.

**3.6.1 Dimensions** The following nominal dimensions **shall**<sup>(E)</sup> be provided:

- (a) Overall width – 3,048-mm (120-inches) from outside to outside of tire side walls.
- (b) Overall length – 8,687-mm (342-inches).
- (c) Variable height Kingpin – 1,219 to 1,397-mm (48-55 inches).
- (d) Kingpin location – 533-mm (21-inches) from front of trailer.
- (e) Swing clearance – 2,133-mm (84-inches).

**3.6.2 Capacity** The jeep **shall** be capable of carrying a load up to 45.36-tonne (50-ton).

**3.6.3 Brakes** The jeep **shall** be equipped with an air brake system compatible with the trailer. The brake system **shall** be equipped as follows:

- (a) S-Cam type air brakes.
- (b) All jeep axles equipped with long stroke, spring actuated, brake chambers.
- (c) Equipped with remote cable operated drain valves.

- (d) Cables for air tank drain valve. The cables shall<sup>(E)</sup> be gathered at rear of the jeep.
- (e) Automatic slack adjusters.
- (f) Brake housing dust shields.
- (g) Colour coded visual brake stroke indicators.
- (h) Colour coded glad hand couplers with dummy glad hand couplers equipped with a safety chain provided for each glad hand.

**3.6.4 Tridem Axle** The axle capacity shall be at least 11,340-kg (25,000-lbs) each.

**3.6.5 Suspension** The suspension capacity shall be at least 11,340-kg (25,000-lbs) each. The suspension shall be equipped with the following:

- (a) Automatic height control valve.
- (b) Manual suspension air dump valve.
- (c) Shock absorbers on all axles.
- (d) An air gauge to assist the operator in evenly distributing the load between the trailer and the Jeep adapter.
- (e) Suspension travel limiters. These are devices that prevent suspension over-travel while slinging or lifting the trailer for decking or sea transport. The devices shall<sup>(E)</sup> be cables or chains fastened to the suspension beam or axle and the under frame at a length approximately equal to or less than the shock absorber extended stroke. The use of shock absorbers as travel limiters is not acceptable.
- (f) A handle attached to the king pin-locking mechanism. It shall<sup>(E)</sup> be within easy access when trailer is connected to the jeep fifth wheel.

**3.6.6 Tires and Wheels** The wheels, tires and rims shall:

- (a) Have size and ply ratings comply with Tire and Rim Association Standards.
- (b) Have sufficient tire load capacity so the trailer loaded to rated capacity and equipped with all options does not exceed the full speed capacity of the tires. Tire pressures shall be marked near the tire location.
- (c) Be non-polished aluminum wheels
- (d) A hubodometer reading in kilometres.
- (e) Be interchangeable with the trailer.
- (f) Have wheel nut torque indicator.

**3.6.7 Electrical System** The electrical system shall have the following features:

- (a) 12-volt negative ground electrical system.
- (b) Sealed harnesses and all connections treated with dielectric grease.
- (c) Standard 7-pin trailer receptacle.
- (d) All wiring protected by insulating grommets where passing through metal.

**3.6.8 Lighting** The jeep lighting system shall have the following features:

- (a) All lights LED.
- (b) Stop and signal lights.
- (c) Clearance lights and reflectors that include:
  - i Three red identification lights in a cluster, at the centre of the rear of the jeep.
  - ii At least one license plate light.
  - iii Four red clearance lights.
  - iv Two amber clearance lights one each side at the front.
  - v Four red reflectors positioned at each rear corner.
- (d) **Protected Wiring** The wiring shall be protected by design and positioning to prevent damage and contact with spilled hydrocarbon fuels. This shall meet the minimum requirements of NFPA 407 (paragraph referring to **Vehicle Lighting and Electrical Equipment**). This shall include as a minimum electrical wiring used for the connection to the tractor vehicle designed for heavy-duty use, with positive engaging connectors, which are mounted securely to the trailer.
- (e) Coloured wiring schematics for the 12-volt LED wiring system.

**3.6.9 Body Construction** The following applies:

- (a) **Frame** The frame shall be reinforced at lifting points. The mainframe beams shall<sup>(E)</sup> be constructed of high strength steel with yield strength of 689-MPa (100,000-psi) and load bearing cross members constructed of high strength steel with yield strength of 552-MPa (80,000-psi).
- (b) Body construction shall allow for future installation of flip over extension on jeep.
- (c) **Landing Gear** The jeep shall be equipped with at least 22,680-kg (50,000-lbs) inter-connected two-legged landing gear.

**3.7 Semi-Trailer** A tridem, dual wheel, axle semi-trailer shall be provided.

**3.7.1 Payload** The trailer shall be capable of carrying a uniformly distributed load up to 77-tonne (85-ton).

**3.7.2 Dimensions** The following nominal dimensions shall<sup>(E)</sup> be provided:

- (a) Overall width – 3,048-mm (120-inches), extendable to 3,556-mm (140-inches) through the use of deck extensions.
- (b) Overall length – 23.3-meters (76-feet) jeep extension lowered. 20.09 metres (65.9-feet) with jeep extension folded back.
- (c) Main deck length - 7.3-m (24-feet).
- (d) Front of Trailer to Kingpin - 457-mm (18-inches) with jeep extension and 610-mm (24-inches) without jeep extension.
- (e) Main deck height – 965-mm (38-inches) - unladen.
- (f) Kingpin height - 1,219-mm (48-inches) in lowest position to 1,397-mm (55-inches) in highest position.
- (g) Minimum Landing Wheel Clearance from kingpin (LWC) - 2,057-mm (81-inches).

**3.7.3 Chassis and Auxiliary Power Systems**

**3.7.3.1 Auxiliary Engine Systems** The following shall<sup>(E)</sup> be provided:

- (a) An engine to power the hydraulic system(s). The engine shall<sup>(E)</sup> be located in the gooseneck and mounted on appropriate mounts to reduce vibration.
- (b) The engine compartment access door(s) mounted on hinges that are designed to allow the door(s) to be swung open or lifted straight up. This feature is required to allow the operator access to the engine compartment when the trailer is transporting a load that prohibits the door(s) from being swung open. The door(s) shall<sup>(E)</sup> have means to stay open when the operator is working on the engine. The door(s) shall have louver(s) to allow air flow into the engine compartment. Louver dimension shall<sup>(E)</sup> be 20-cm (8-inches) x 20-cm (8-inches).
- (c) All engine controls and instrument gauges mounted in a luminated, weatherproof compartment on the left exterior side of the gooseneck.
- (d) A magnetic drain plug for the oil pan.
- (e) Engine compartment heater.
- (f) A 120-volt engine block/oil heater.
- (g) Engine compartment working lights. The light switch control shall<sup>(E)</sup> be mounted in the weatherproof compartment indicated in paragraph “b”.
- (h) The exhaust directed away from all controls, wiring and hoses.

- (i) Single slave cable connector with cover with 12-volt.

**3.7.3.2 Shut-down Protection** The following **shall** be provided:

- (a) An automatic low oil pressure shutdown device.
- (b) An automatic high temperature shutdown device.

**3.7.3.3 Instruments** The following **shall** be provided with integral lighting:

- (a) A temperature gauge.
- (b) An oil pressure gauge.
- (c) A voltmeter or ammeter.
- (d) An hour meter.

**3.7.3.4 Batteries** A heavy-duty maintenance free battery(s) **shall** be provided. The battery(s) **shall** have a minimum total capacity of 700-CCA.

**3.7.3.5 Filtration Systems** The following **shall** be provided:

- (a) A dry type air filter with replaceable elements.
- (b) Spin off replaceable oil and fuel filters.

**3.7.3.6 Fuel Tank** A fuel tank with a capacity of at least 18-litres (4-imp gals) and equipped with a fuel gauge **shall**<sup>(E)</sup> be provided.

**3.7.3.7 Brakes** The trailer **shall** be equipped with an air brake system. The brake system **shall** be equipped as follows:

- (a) An anti-lock braking system (ABS) equipped with Four Sensors and Two Modules – 4S/2M, and the center axle slaved to the forward axle.
- (b) S-Cam type air brakes.
- (c) All trailer axles equipped with long stroke, spring actuated brake chambers.
- (d) Automatic slack adjusters.
- (e) Brake housing dust shields.
- (f) Air tanks equipped with remote cable operated drain valves and heated moisture expelling valve
- (g) Colour coded glad hand couplers with dummy glad hand couplers equipped with a safety chain provided for each glad hand.

**3.7.3.8 Axles** Tridem, 3048-mm (120-inches) wide, dual wheel axles shall be provided. The axle capacity shall be at least 11,340-kg (25,000-lbs) each.

**3.7.3.9 Suspension** The suspension capacity shall be at least 11,340-kg (25,000-lbs) each. The suspension shall be equipped with the following:

- (a) Automatic height control valve.
- (b) Manual suspension air dump valve.
- (c) Shock absorbers on all axles.
- (d) An air gauge to assist the operator in evenly distributing the load between the trailer and the Jeep adapter.
- (e) Suspension travel limiters. These are devices that prevent suspension over-travel while slinging or lifting the trailer for decking or sea transport. The devices shall<sup>(E)</sup> be cables or chains fastened to the suspension beam or axle and the under frame at a length approximately equal to or less than the shock absorber extended stroke. The use of shock absorbers as travel limiters is not acceptable.

**3.7.3.10 Tires and Wheels** The wheels, tires and rims shall:

- (a) Have size and ply ratings comply with Tire and Rim Association Standards.
- (b) Have sufficient tire load capacity so the trailer loaded to rated capacity and equipped with all options does not exceed the full speed capacity of the tires. Tire pressures shall be marked near the tire location.
- (c) A hubodometer reading in kilometres.
- (d) Be non-polished aluminum wheels.
- (e) Have wheel nut torque indicator.
- (f) **Spare Tires** Two spare tire/wheel assemblies shall be provided. The spare tire/wheel assemblies shall<sup>(E)</sup> be mounted on the trailer gooseneck. The Technical Authority shall approve the spare tire mounting location.

**3.7.3.11 Electrical System** The electrical system shall have the following features:

- (a) A keyless ignition “Start/Stop” switch.
- (b) Equipped with a suitably sized alternator that will maintain the batteries fully charged.
- (c) Equipped with a 12-volt negative ground electrical system in accordance with CMVSS.
- (d) Connector located in accordance with SAE Recommended Practice J702.
- (e) A seven-pin 12-volt trailer receptacle for commercial use.

- (f) Lights and reflectors recessed or otherwise protected from damage.
- (g) All components easily accessible for servicing.

**3.7.3.12 Lighting** The trailer lighting system shall have the following features:

- (a) All lights LED.
- (b) Clearance lights and reflectors in accordance with CMVSS standards for commercial operations. This shall include:
  - i Three red identification lights in a cluster, at the centre of the rear of the trailer.
  - ii At least one license plate light.
  - iii Four red clearance lights.
  - iv Two amber clearance lights one each side at the front.
  - v Four red reflectors positioned at each rear corner.
  - vi Trailer mid section clearance and signal lights.
- (c) Two detachable amber strobe lights, one at each rear corner of the trailer. The amber strobe lights shall be activated when the trailer running lights are activated.
- (d) Four adjustable working lights mounted on outside of engine compartment. Two shall<sup>(E)</sup> be facing forward and two facing rearward. The light switch shall<sup>(E)</sup> be mounted outside the compartment.
- (e) Strobe light bar for the wide load sign. The light shall be activated when trailer running lights are activated.
- (f) **Protected Wiring** - The wiring shall be protected by design and positioning to prevent damage and contact with spilled hydrocarbon fuels. This shall meet the minimum requirements of NFPA 407 (paragraph referring to **Vehicle Lighting and Electrical Equipment**). This shall include as a minimum electrical wiring used for the connection to the tractor vehicle designed for heavy-duty use, with positive engaging connectors, which are mounted securely to the trailer.
- (g) Coloured wiring schematics for the 12-volt LED wiring system.

### **3.7.4 Trailer Construction**

**3.7.4.1 Trailer Frame** The following applies:

- (a) The frame shall be reinforced for towing points.
- (b) The main frame beams shall be constructed of high strength steel with yield strength of at least 689-MPa (100,000-psi) and load bearing cross members constructed of high

strength steel with yield strength of at least 552-MPa (80,000-psi). A pin joint ahead of the transition (first axle) in order to assist with pre-loading the deck and suspension to carry maximum payloads shall be provided.

- (c) The trailer deck shall be equipped with side extensions (outriggers). The side extensions shall add at least 254-mm (10-inches) to each side of the trailer, for a total of at least a 508-mm (20-inch) increase to the overall width. The side extensions shall be equipped with suitable, removable planking. The planking shall be the length of the working/main deck. The side extensions shall have the capacity to support a load equivalent to the deck area and shall have a lockable device to secure the side extensions in place. When not in use, the side extensions shall fold out of the way and flush with the top flange.
- (d) The trailer shall be equipped with two tapered, flip-up, ramps one on each side of the trailer. The ramps shall<sup>(E)</sup> be located between the outside edge and the side of the gooseneck, and be as wide as possible. Ramps shall be securely stowed using chains while not in use. The ramps will be used to facilitate the loading of wheeled vehicles.
- (e) Two hinged bridging plates located between the main deck and the rear portion of the trailer over the axles shall be provided. These plates will allow wheeled vehicles to access the rear of the trailer, when the main deck is in its highest position, and shall<sup>(E)</sup> be approximately the same width as the front flip-up ramps. The plates shall be capable of supporting an 8,165-kg (18,000-lbs) front axle load of a vehicle.
- (f) All pin and pivot holes shall be equipped with replaceable bushings. The surface of each pin shall<sup>(E)</sup> be knurled/spiralled to allow grease to encircle the pin and reach the end plate.
- (g) Connection at rear of frame to suit tridem booster.

**3.7.4.2 Deck Floor** The floor deck shall:

- (a) Be 64-mm (2.5-inches) minimum, rough, fir planks. The rear deck area shall be steel checker plate.
- (b) Be treated with Linseed oil.
- (c) Not have top wheel openings as this area will be used to transport vehicles or cargo.

**3.7.4.3 Gooseneck w/Jeep Adapter** The following applies:

- (a) Gooseneck length shall suit tridem jeep connected to a tandem drive axle tractor.
- (b) A hydraulically operated, removable, non-load bearing, gooseneck w/Jeep Adapter shall be provided. The gooseneck shall<sup>(E)</sup> permit kingpin heights between 1,219-mm (48-inches) and 1,397-mm (55-inches), nominal, when the trailer is carrying its full rated load.
- (c) The gooseneck shall be equipped with a flip-up extension nose, designed to accommodate a tridem Jeep, as well as allow the trailer to be towed without using a jeep and reduce the overall length of the trailer. The extension nose shall<sup>(E)</sup> be capable of being deployed or flipped back onto the gooseneck remotely through the use of the trailer hydraulic system.



- (d) The mechanism to lock the gooseneck at the various heights shall<sup>(E)</sup> be a cam and lever design, not pins (An antler system is the preferred design).
- (e) The gooseneck shall be equipped with a hydraulic stinger that is capable of supporting the weight of the gooseneck during loading and unloading procedures. The design of the stinger shall<sup>(E)</sup> be such as to eliminate any lateral movement of the gooseneck when it is only attached to the vehicle fifth wheel and the vehicle is moving.
- (f) All hydraulic controls shall<sup>(E)</sup> be mounted on the left side of the stinger. If any hydraulically related operations are required on the right side of the gooseneck, a control shall<sup>(E)</sup> be installed on that side.
- (g) The main vertical locking pin and pin lock shall<sup>(E)</sup> be air operated, with the controls on the exterior left side of the gooseneck.

**3.7.4.4 Kingpin** A 51-mm (2-inch) kingpin shall be provided.

**3.7.4.5 Hydraulic System** The following shall<sup>(E)</sup> be provided:

- (a) A 45-litre (10-imp gal) capacity hydraulic reservoir tank that includes;
  - i An intake filter screen.
  - ii An inspection plate bolted to a raised lip located on the top of the tank.
  - iii An external fluid level indicator.
- (b) Two hydraulic filters, one located in the pressure line and the other located in the return line.
- (c) Auxiliary couplers with captive protective caps and a selector valve in order to power the system from an external source. The couplers and selector valve shall<sup>(E)</sup> be conveniently mounted on the left or right exterior side of the gooseneck.
- (d) Wet kit connector on the front of the gooseneck and on the front gooseneck extension.
- (e) All forward hydraulic controls shall<sup>(E)</sup> be conveniently located on the left exterior side of the gooseneck.
- (f) Hydraulic schematics for the entire hydraulic system.

**3.7.4.6 Features** The following, with nominal dimensions, shall be provided:

- (a) Exterior Side Tie-down Points. The trailer shall<sup>(E)</sup> be equipped with eight tie-down points (D-rings) on each exterior side beam and an additional four tie-down points (D-rings) on each side of the decking above the tridem axles. Two additional flush mounted tie-down points (D-rings), one on each side, at the rear of the trailers shall<sup>(E)</sup> be provided. Tie-down rating shall be at least 9,072-kg (20,000-lbs).

- (b) **Main Deck/Rear Deck Mounted Tie-down Points.** Two rows, evenly spaced, recessed flush mounted tie-down rings with drain holes, bolted to the main deck floor and not more than 203-mm (8-inches) from the sides **shall<sup>(E)</sup>** be provided. Each row will contain nine tie-downs. Additional tow rows of four tie-downs on each side of the rear deck **shall** be provided. Tie-down rating **shall** be at least 9,072-kg (20,000-lbs).
- (c) **Gooseneck Mounted Tie-down Points.** Two rows of two tie-downs on the gooseneck **shall** be provided. Tie-down rating **shall** be at least 9,072-kg (20,000-lbs).
- (d) **Storage Compartments.** Two, lockable, upper deck, storage compartments **shall** be provided. The compartments floor **shall<sup>(E)</sup>** be covered with DRI decking. The floor of the compartment(s) **shall** be equipped with drain holes with evacuation valves.

The following compartment size is provided as guidance: 152-mm (6-inches) high by 279-mm (11-inches) wide by 737-mm (29-inches) deep.

**3.8 Booster** A, dual wheel, tridem axle booster **shall** be provided. The booster **shall<sup>(E)</sup>** be articulating booster with non-steering axles.

**3.8.1 Payload** The booster **shall** be capable of carrying a uniformly distributed load up to 22.7 tonne (25 ton).

**3.8.2 Dimensions** The following nominal dimensions **shall<sup>(E)</sup>** be provided:

- (a) Overall width – 3,048-mm (120-inches) from outside to outside of tire sidewall.
- (b) Overall length – 5,588-mm (220-inches).

**3.8.3 Brakes** The booster **shall** be equipped with an air brake system. The brake system **shall** be equipped as follows:

- (a) S-Cam type air brakes.
- (b) All axles equipped with long stroke, spring actuated brake chambers.
- (c) Remote cable operated drain valves.
- (d) Cables on friction free rollers gathered at rear of booster.
- (e) Heated moisture expelling valve.
- (f) Brake housing dust shields.
- (g) Colour coded visual brake stroke indicators.
- (h) Colour coded glad hand couplers with dummy glad hand couplers equipped with a safety chain provided for each glad hand.

**3.8.4 Axles** The axles **shall**:

- (a) Be self-contained, gas engine powered, hydraulic bump-steer with wireless remote to assist in the operation of the combination in the reverse direction.
- (b) Have a capacity of at least 11,340-kg (25,000-lb) each.

**3.8.5 Suspension** The booster shall be equipped with air suspension. The suspension capacity shall be at least 11,340-kg (25,000-lbs) each. The suspension shall be equipped with the following:

- (a) Automatic height control valves.
- (b) Manual air suspension dump valve(s) and over ride for air ride suspension.
- (c) Shock absorbers on all axles.
- (d) Manually adjusted, regulated pressure valve with air gauge for air shims
- (e) Manually adjusted shim blocks
- (f) Suspension travel limiters. These are devices that prevent suspension over-travel while slinging or lifting the trailer for decking or sea transport. The devices shall<sup>(E)</sup> be cables or chains fastened to the suspension beam or axle and the under frame at a length approximately equal to or less than the shock absorber extended stroke. The use of shock absorbers as travel limiters is not acceptable.

**3.8.6 Tires and Wheels** The wheels, tires and rims shall:

- (a) Have size and ply ratings comply with Tire and Rim Association Standards.
- (b) Have sufficient tire load capacity so the trailer loaded to rated capacity and equipped with all options does not exceed the full speed capacity of the tires. Tire pressures shall be marked near the tire location.
- (c) Be non-polished aluminum wheels.
- (d) A hubodometer reading in kilometres.
- (e) Have wheel nut torque indicator.

**3.8.7 Electrical System - The trailer shall:**

- (a) Be equipped with a negative ground electrical system in accordance with CMVSS.
- (b) Be capable of functioning with vehicles operating with 12-volt electrical systems.
- (c) Have connector located in accordance with SAE Recommended Practice J702.
- (d) Have a seven-pin 12-volt trailer receptacle for commercial use.
- (e) Have lights and reflectors recessed or otherwise protected from damage.

- (f) Have strobe light bar for the wide load sign. The light shall be activated when trailer running lights are activated.
- (g) Have all components easily accessible for servicing.

**3.8.8 Lighting** - The booster lighting system shall have the following features:

- (a) All lights LED.
- (b) The booster shall have clearance lights and reflectors in accordance with CMVSS standards for commercial operations. This shall include:
  - i Three red identification lights in a cluster, at the centre of the rear of the trailer.
  - ii At least one license plate light.
  - iii Four red clearance lights.
  - iv Two amber clearance lights one each side at the front.
  - v Four red reflectors positioned at each rear corner.
- (c) **Protected Wiring** - The wiring shall be protected by design and positioning to prevent damage and contact with spilled hydrocarbon fuels. This shall meet the minimum requirements of NFPA 407 (paragraph referring to **Vehicle Lighting and Electrical Equipment**).
- (d) Coloured wiring schematics for the 12-volt LED wiring system.

**3.8.9 Body Construction** The following applies:

- (a) **Frame** The frame shall be reinforced at lifting points. The mainframe beams shall<sup>(E)</sup> be constructed of high strength steel with yield strength of 689-MPa (100,000-psi) and load bearing cross members constructed of high strength steel with yield strength of 552-MPa (80,000-psi).
- (b) **Landing Gear** The booster shall be equipped with minimum 11,340-kg (25,000-lbs) individual landing gear.

**3.9 Miscellaneous Equipment** The following is applicable to the jeep, trailer and rear booster unless otherwise specified:

**3.9.1 Equipment Location** All systems and components shall be properly located and/or protected from road hazards such as water, mud and gravel.

**3.9.2 Towing/Tie-down Points** Two rear towing points positioned and of sufficient strength to permit recovery shall be provided.

**3.9.3 Mud Flaps** Rubber mud flaps rear of the rear axle shall<sup>(E)</sup> be provided.

**3.9.4 Conspicuity Tape** Strips of reflective tape shall be applied in accordance with Transport Canada regulations.

**3.9.5 Licence Plate Holder** A rear holder shall be provided.

**3.9.6 Document Holder** A document holder shall be provided. The holder shall<sup>(E)</sup> be installed on the left front of the semi trailer deck.

**3.10 Paint and Corrosion Protection** The following is applicable to the jeep, trailer and rear booster unless otherwise specified:

**3.10.1 Paint Finish**

- (a) The complete system shall be painted in accordance with the manufacturer's best production procedures using standard commercial practices and materials, rendering a durable finish of the required film thickness and a smooth appearance free from runs, sag and orange peel.
- (b) A phosphate treatment plus primer or an E-coat system shall<sup>(E)</sup> be provided on all ferrous metals. This shall<sup>(E)</sup> be followed by two coats of paint.
- (c) A cleaning and etching treatment plus primer followed by two coats of paint shall<sup>(E)</sup> be provided on all aluminum components.
- (d) A clear exterior grade sealer shall<sup>(E)</sup> be applied on all wooden areas.

**3.10.2 Paint Colour (Olive Drab)**

- (a) The colour shall be Olive Drab. The colour shall<sup>(E)</sup> be 34088 in accordance with FED STD 595.
- (b) All lettering and symbols on the outside shall<sup>(E)</sup> be flat black using paint compatible with topcoat selected. The colour shall<sup>(E)</sup> be 34088 in accordance with FED STD 595.

**3.10.3 Corrosion Protection System** The following applies:

- (a) Dissimilar metals shall be protected against galvanic corrosion.
- (b) In addition to standard factory rustproofing, a rust prevention coating shall be applied to the chassis, including the underside of fenders, enclosed and boxed-in sections, seams, mouldings, crevices, weld points, underbody and exposed exterior brackets. The product applied shall<sup>(E)</sup> be a commercial product such as Krown, or Rust Check. A decal and warranty papers shall<sup>(E)</sup> accompany the trailer.

**3.11 Miscellaneous** The following is applicable to the jeep, trailer and rear booster unless otherwise specified:

**3.11.1 Identification Plate** The following information shall be provided as a minimum, permanently marked and in a conspicuous and protected location:

- (a) Manufacturer, model, model year and serial number.

- (b) GAWR and GVWR ratings.

**3.11.2 Warning and Instruction Plates** The following shall be provided:

- (a) All plates within easy view of the user and in accordance with standard commercial practice.
- (b) International symbols and/or bilingual markings.
- (c) Instructions for engine starting and any other special procedures to be followed.

**3.11.3 Lubricants and Fluids** The trailer shall be serviced with standard lubricants and fluids compatible with the delivery location and season.

**3.12 Deliverable Information** The following is applicable to the complete system. The following items shall be provided:

- (a) **Equipment Manuals** – The following manuals shall be provided:
  - i. **Operator's/Owner's Manuals** – Operator's manuals shall be furnished in a bilingual format or as 2 manuals in a single binder (one English, one French). **A hard copy of the Operator's manual shall be delivered with each trailer.**
  - ii. **Parts Manuals** – The Parts Manuals shall be in English (French translation is desirable).
  - iii. **Maintenance (Shop Repair) Manuals** - The Maintenance (Shop Repair) Manual shall be in English (French translation is desirable).
  - iv. A copy of the manuals on CD/DVD-ROM will be acceptable. This shall include all the manuals provided in clauses 3.12 (a) i, ii and iii. For usability, CD/DVD-ROM shall not require password to be accessed. The mandatory requirement as detailed in paragraph 3.12(a) i shall be met.
  - v. **Sample Manuals** – A set of Sample Manuals, including all of the above manuals. The sample manuals shall be delivered to the Technical Authority 15 working days before delivery of trailers. Sample manuals will not be returned. The Technical Authority will provide manual approval or comments within 30 days.
- (b) **Data Summary** – The Contractor shall provide a Data Summary to the Technical Authority for each complete trailer make/model furnished. The Contractor shall complete Data Summary by filling in the required data and an electronic picture into a Data Summary template provided by the Technical Authority.
- (c) **Photographs** – The contractor shall provide the Technical Authority with two (2) digital pictures, one of the left front three-quarter view, and one of the right rear three-quarter view. All pictures shall<sup>(E)</sup> be taken with a clear uncluttered background.

- (d) **Warranty Letter** – The contractor **shall** provide a copy of the completed Warranty Letter with each trailer shipped in the format approved by the Technical Authority. The Contractor **shall** send a copy of the completed Warranty Notification Letter to the Technical Authority for each trailer shipped, at shipment. A copy of the Warranty Letter **shall** be forwarded to the Technical Authority in electronic format.
- (e) **Line Setting Ticket** – The Contractor **shall** provide a Line Setting Ticket, or equivalent, describing the components provided on the system. One copy of the Line Setting Ticket **shall** accompany each completed trailer to the final delivery point. One copy of the Line Setting Ticket **shall** be forwarded to the Technical Authority as soon as they are available.
- (f) **Familiarization** - The Contractor **shall** provide a minimum of three hours of Operator familiarization training to a maximum of eight persons and a minimum of three hours of Maintainer familiarization training to a maximum of eight persons. A proof of familiarization instruction completion **shall** be provided through a Familiarization Instruction Completion Form. The Form **shall** be completed and signed by an authorized representative. The form **shall** accompany the payment invoice. Familiarization **shall** be available in both French and English. The Technical Authority will provide Familiarization Instruction Completion Form template.

#### **4. QUALITY ASSURANCE PROVISIONS**

**4.1 Quality System Requirements**- The Contractor's Quality System **shall** be in compliance with Quality Assurance Clause found in the Contract. The contractor **shall** be responsible for the Quality System. The Quality Assurance Representative (QAR) will assure that the contractor is providing a Quality System.

**4.2 Performance and Verification Testing**- The first system **shall** be examined and performance tested by the contractor, to ensure item by item conformance to specified requirements. The QAR and/or the Technical Authority may witness this testing and operate the system sufficiently to assess the handling characteristics.

20 August 2013

**APPENDIX-1 TO ANNEX “B”**

**77-TONNE (85-TON) MULTI AXLE LOWBED COMBINATION  
(TRIDEM JEEP, TRIDEM LOWBED & TRIDEM BOOSTER)**

**TECHNICAL INFORMATION QUESTIONNAIRE**

This questionnaire covers technical information, which *shall* be provided for evaluation of the configuration(s) of the system offered.

Where the specification paragraphs below indicate “Proof of Compliance”, the “Proof of Compliance” *shall* be provided for each performance requirement/specification.

Bidders should indicate the requested information and indicate the document name/title and page number where the Proof of Compliance can be found.

Definitions for *Equivalent* and *Proof of Compliance* are found in the DEFINITIONS section at the end of this document.

**CONTRACTOR INFORMATION**

**Contractor Name** \_\_\_\_\_

**Proposal Date** \_\_\_\_\_

**Substitutes/Alternatives**

Are any equipment substitutes/alternatives offered as *Equivalent*? YES ☐ NO ☐

If yes, please identify all equipment substitutes/alternatives offered as *Equivalents* below:

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## **SPECIFICATION PARAGRAPHS**

### **3.6 Jeep**

**Make:** \_\_\_\_\_, **Model:** \_\_\_\_\_

#### **3.6.1 Dimensions – Proof of Compliance**

Acceptable proof of compliance can consist of but is not limited to: line drawings with dimensions, manufacturing drawings for components, pictures or bill of material sheet illustrations

<b><u>Paragraph</u></b>	<b><u>Description</u></b>	<b><u>Value</u></b>	<b><u>Document Name/Title</u></b>	<b><u>Page</u></b>
<b><u>3.6.1</u></b>				
(a)	Jeep width			
(b)	Overall length			
(c)	Variable height kingpin			
(d)	Kingpin location			
(e)	Swing clearance			

#### **3.6.2 Capacity – Proof of Compliance**

Acceptable proof of compliance can consist of but is not limited to: Load distribution drawings, computer generated load calculations etc.

The capacity of the jeep is: \_\_\_\_\_ kg.

Jeep capacity information can be found in document(s): \_\_\_\_\_, page: \_\_\_\_\_.

#### **3.6.3 Brakes – Proof of Compliance**

Acceptable proof of compliance can consist of but is not limited to: brake schematic drawings, bill of materials with associated part spec sheets, manufacturing drawings etc.

Information on air brake system configuration can be found in document(s): \_\_\_\_\_ page: \_\_\_\_\_.

#### **3.6.4 Tridem Axle – Proof of Compliance**

Acceptable proof of compliance can consist of but is not limited to: Axle part numbers with corresponding specification sheets, Axle test reports etc.

Axle configuration can be found in document(s): \_\_\_\_\_ page: \_\_\_\_\_.

Axle capacity is: \_\_\_\_\_ kg each,

And can be found in document(s): \_\_\_\_\_ page: \_\_\_\_\_.

### **3.6.5 Suspension – Proof of Compliance**

Acceptable proof of compliance can consist of but is not limited to: Suspension part numbers with corresponding specification sheets, etc.

Suspension configuration can be found in document(s): \_\_\_\_\_ page: \_\_\_\_\_.

Suspension capacity is: \_\_\_\_\_ kg each,

And can be found in document(s): \_\_\_\_\_ page:

### **3.6.6 Tires and Wheels – Proof of Compliance**

Acceptable proof of compliance can consist of but is not limited to: Tire and wheel make, model & capacity information with corresponding specification sheets, etc.

Tire and wheel make, model & capacity can be found in document(s): \_\_\_\_\_ page:

### **3.6.9 Body Construction – Proof of Compliance**

Acceptable proof of compliance can consist of but is not limited to: jeep drawings (design, manufacturing), jeep brochures, jeep build sheets etc.

- (a) Frame material and construction can be found in document(s): \_\_\_\_\_ page: \_\_\_\_\_.
- (c) Landing gear information can be found in document(s): \_\_\_\_\_ page: \_\_\_\_\_.

### 3.7 Semi-Trailer

Make: \_\_\_\_\_, Model: \_\_\_\_\_

#### 3.7.1 Payload – Proof of Compliance

Acceptable proof of compliance can consist of but is not limited to: Load distribution drawings, computer generated load calculations etc.

The capacity of the trailer is: \_\_\_\_\_ kg.

Trailer capacity information can be found in document(s): \_\_\_\_\_, page: \_\_\_\_\_.

#### 3.7.2 Dimensions – Proof of Compliance

Acceptable proof of compliance can consist of but is not limited to: line drawings with dimensions, manufacturing drawings for components, pictures or bill of material sheet illustrations

<u>Paragraph</u>	<u>Description</u>	<u>Value</u>	<u>Document Name/Title</u>	<u>Page</u>
<b>3.7.2</b>				
(a)	Overall width			
(b)	Overall length			
(c)	Main deck length			
(d)	Front of trailer with kingpin With jeep extension			
(e)	Main deck height			
(f)	Kingpin height			
(g)	Minimum landing wheel clearance (LWC)			

#### 3.7.3.1 Auxiliary Engine System – Proof of Compliance

Acceptable proof of compliance can consist of but is not limited to: Engine brochure or illustrated engine information

Engine information can be found in document(s): \_\_\_\_\_, page: \_\_\_\_\_.

#### 3.7.3.4 Batteries – Proof of Compliance

Acceptable proof of compliance can consist of but is not limited to: Battery brochure or illustrated battery information

Battery information can be found in document(s): \_\_\_\_\_, page: \_\_\_\_\_.

#### **3.7.3.7 Brakes – Proof of Compliance**

Acceptable proof of compliance can consist of but is not limited to: brake schematic drawings, bill of materials with associated part spec sheets, manufacturing drawings etc.

Information on air brake system configuration can be found in document(s): \_\_\_\_\_ page:

#### **3.7.3.8 Axles – Proof of Compliance**

Acceptable proof of compliance can consist of but is not limited to: Axle part numbers with corresponding specification sheets, Axle test reports etc.

Axel configuration can be found in document(s): \_\_\_\_\_ page: \_\_\_\_\_.

Axel capacity is: \_\_\_\_\_ kg each,

And can be found in document(s): \_\_\_\_\_ page: \_\_\_\_\_.

#### **3.7.3.9 Suspension – Proof of Compliance**

Acceptable proof of compliance can consist of but is not limited to: Suspension part numbers with corresponding specification sheets, etc.

Suspension configuration can be found in document(s): \_\_\_\_\_ page: \_\_\_\_\_.

Suspension capacity is: \_\_\_\_\_ kg each,

And can be found in document(s): \_\_\_\_\_ page: \_\_\_\_\_.

#### **3.7.3.10 Tires and Wheels – Proof of Compliance**

Acceptable proof of compliance can consist of but is not limited to: Tire and wheel make, model & capacity information with corresponding specification sheets, etc.

Tire and wheel make, model & capacity can be found in document(s): \_\_\_\_\_ page:

#### **3.7.4.1 Trailer Frame – Proof of Compliance**

Acceptable proof of compliance can consist of but is not limited to: trailer drawings (design, manufacturing), trailer brochures, trailer build sheets etc.

- (b) Main frame material and construction can be found in document(s): \_\_\_\_\_ page: \_\_\_\_\_.
- (c) Deck extensions (outriggers) information can be found in document(s): \_\_\_\_\_ page: \_\_\_\_\_.

#### **3.7.4.3 Gooseneck w/Jeep Adaptor – Proof of Compliance**

Acceptable proof of compliance can consist of but is not limited to: trailer drawings (design, manufacturing), trailer brochures, trailer build sheets etc.

Gooseneck w/jeep adaptor information can be found in document(s): \_\_\_\_\_ page:

#### **3.7.4.5 Hydraulic System – Proof of Compliance**

Hydraulic system capacity and information can be found in document(s): \_\_\_\_\_ page:

#### **3.8 Booster– Proof of Compliance**

**Make:** \_\_\_\_\_, **Model:** \_\_\_\_\_

Booster type and configuration can be found in document(s): \_\_\_\_\_, page: \_\_\_\_\_.

##### **3.8.1 Payload – Proof of Compliance**

Acceptable proof of compliance can consist of but is not limited to: Load distribution drawings, computer generated load calculations etc.

The payload of the booster is: \_\_\_\_\_ kg.

Booster capacity information can be found in document(s): \_\_\_\_\_, page: \_\_\_\_\_.

##### **3.8.2 Dimensions – Proof of Compliance**

Acceptable proof of compliance can consist of but is not limited to: line drawings with dimensions, manufacturing drawings for components, pictures or bill of material sheet illustrations

<u>Paragraph</u>	<u>Description</u>	<u>Value</u>	<u>Document Name/Title</u>	<u>Page</u>
<b>3.8.2</b>				
(a)	Overall width			
(b)	Overall length			

##### **3.8.3 Brakes – Proof of Compliance**

Acceptable proof of compliance can consist of but is not limited to: brake schematic drawings, bill of materials with associated part spec sheets, manufacturing drawings etc.

Information on air brake system configuration can be found in document(s): \_\_\_\_\_ page:

##### **3.8.4 Tridem Axle – Proof of Compliance**

Acceptable proof of compliance can consist of but is not limited to: Axle part numbers with corresponding specification sheets, Axle test reports etc.

Axel configuration can be found in document(s): \_\_\_\_\_ page: \_\_\_\_\_.

Axel capacity is: \_\_\_\_\_ kg each,

And can be found in document(s): \_\_\_\_\_ page: \_\_\_\_\_.

### **3.8.5 Suspension – Proof of Compliance**

Acceptable proof of compliance can consist of but is not limited to: Suspension part numbers with corresponding specification sheets, etc.

Suspension configuration can be found in document(s): \_\_\_\_\_ page: \_\_\_\_\_.

Suspension capacity is: \_\_\_\_\_ kg each,

And can be found in document(s): \_\_\_\_\_ page:

### **3.8.6 Tires and Wheels – Proof of Compliance**

Acceptable proof of compliance can consist of but is not limited to: Tire and wheel make, model & capacity information with corresponding specification sheets, etc.

Tire and wheel make, model & capacity can be found in document(s): \_\_\_\_\_ page:

### **3.8.9 Body Construction – Proof of Compliance**

Acceptable proof of compliance can consist of but is not limited to: Booster drawings (design, manufacturing), booster brochures, booster build sheets etc.

(a) Frame material and construction can be found in document(s): \_\_\_\_\_ page: \_\_\_\_\_.

(b) Landing gear information can be found in document(s): \_\_\_\_\_ page: \_\_\_\_\_.

## **DEFINITIONS**

*The following definitions apply to the interpretation of this Technical Information Questionnaire:*

- a) “Equivalent” - A standard, means, or component type, which has been accepted by the Technical Authority as meeting the specified requirements for form, fit, function and performance.
- b) “Proof of Compliance” is defined as an unaltered document, such as a brochure and/or technical literature and/or a third party test report provided by a nationally and/or internationally recognized testing facility and/or a report generated by a nationally and/or internationally recognized third party software. The document **shall** provide detailed information on each performance requirement and/or specification. Where a document submitted as Proof of Compliance does not cover all the performance requirements and/or specifications or when no such document is available or when modifications to the original equipment or customization are required to achieve the performance requirements and/or specifications, a Certificate of Attestation (as a separate document) signed by a senior engineer representing the Original Equipment Manufacturer (OEM) detailing the modifications and how they meet the performance requirements and/or specifications **shall** be provided. The certificate **shall** detail all performance requirements and/or specifications required to substantiate compliance. One certificate can be provided for one or all performance requirements and/or specifications.

**ANNEX “C”**  
**FEDERAL CONTRACTORS PROGRAM FOR EMPLOYMENT EQUITY -  
CERTIFICATION**

I, the Bidder, by submitting the present information to the Contracting Authority, certify that the information provided is true as of the date indicated below. The certifications provided to Canada are subject to verification at all times. I understand that Canada will declare a bid non-responsive, or will declare a contractor in default, if a certification is found to be untrue, whether during the bid evaluation period or during the contract period. Canada will have the right to ask for additional information to verify the Bidder's certifications. Failure to comply with such request by Canada will also render the bid non-responsive or will constitute a default under the Contract.

For further information on the Federal Contractors Program for Employment Equity visit HRSDC-Labour's website.

Date: \_\_\_\_\_ (YYYY/MM/DD) (If left blank, the date will be deemed to be the bid solicitation closing date.)

Complete both A and B.

A. Check only one of the following:

- ☐ A1. The Bidder certifies having no work force in Canada.
- ☐ A2. The Bidder certifies being a public sector employer.
- ☐ A3. The Bidder certifies being a federally regulated employer being subject to the *Employment Equity Act*.
- ☐ A4. The Bidder certifies having a combined work force in Canada of less than 100 employees (combined work force includes: permanent full-time, permanent part-time and temporary employees [temporary employees only includes those who have worked 12 weeks or more during a calendar year and who are not full-time students]).

A5. The Bidder has a combined workforce in Canada of 100 or more employees; and

- ☐ A5.1. The Bidder certifies already having a valid and current Agreement to Implement Employment Equity (AIEE) in place with HRSDC-Labour.

**OR**

- ☐ A5.2. The Bidder certifies having submitted the Agreement to Implement Employment Equity (LAB1168) to HRSDC-Labour. As this is a condition to contract award, proceed to completing the form Agreement to Implement Employment Equity



(LAB1168), duly signing it, and transmit it to HRSDC-Labour.

B. Check only one of the following:

☐ B1. The Bidder is not a Joint Venture.

**OR**

☐ B2. The Bidder is a Joint Venture and each member of the Joint Venture must provide the Contracting Authority with a completed annex Federal Contractors Program for Employment Equity - Certification. (Refer to the Joint Venture section of the Standard Instructions)