[INCH-POUND]
A-A-59312
19 August 1998

COMMERCIAL ITEM DESCRIPTION

TOW TRACTOR, FLIGHTLINE

The General Services Administration has authorized the use of this commercial item description.

1. SCOPE The new commercial Flightline Tow Tractor, herein after called FLTT is based on a commercial truck chassis which is modified for use as a tow tractor in worldwide service. The FLTT will be available in two wheel or four wheel drive variants. The vehicle is capable of producing 4500 pounds (minimum) of drawbar pull and tows aircraft up to 70,000 pounds or trailers up to 40,000 pounds on grades up to two and one half percent.

2. SALIENT CHARACTERISTICS Failure of the FLTT to meet the above and the following salient characteristics will require rejection of the offer. The FLTT shall have a life expectancy of 12 years, and be free from faulty construction or any defect which affects appearance, serviceability, and durability. The vehicle shall be representative of the quality and workmanship found in tow tractors offered for new commercial sale.

a. FLTT shall have a minimum gross vehicle weight of 8000 pounds. However the GVW shall not exceed GVWR less 1000 pounds.

b. FLTT shall have a minimum drawbar pull (DBP) of 4500 pounds on dry level concrete.

c. FLTT shall have a diesel engine, automatic transmission, and powertrain capable of producing the DBP and speeds required. Diesel engine shall be unaffected by the use of Jet A-1 (JP-8) fuel. The vehicle shall include an anti restart as well as a neutral safety start feature. The rear axle shall have a limited slip differential.

d. FLTT shall be capable of towing (on grades up to 2.5%) trailers from a stop to 10 MPH (minimum) and aircraft from a stop to 5 MPH (minimum). The vehicle without a trailing load shall be capable of 35 MPH (minimum). Reverse speed shall be a minimum of 2.5 MPH.

e. FLTT shall feature a braking system in compliance with FMVSS standards for vehicles of this GVW. The parking brake shall be in compliance with SAE J293.

f. FLTT shall feature a 12V electrical system. Basic lighting system shall be in compliance with FMVSS requirements. Additional lighting shall consist of two double faced signal lamps (SAE J588) mounted above the roof line approximately 48 inches apart centered on the vehicle centerline. These lamps shall be integrated with the vehicle taillights. An adjustable aim floodlight of not less than 3000 candle power shall be mounted on the vehicle so that the rear working area is illuminated. When specified (see 6.1) vehicle shall be equipped with an adjustable spotlight on the driver's side. Spotlight shall be steerable from the driver's side inside the cab.

Beneficial comments (recommendations, additions, deletions) and any pertinent data which may be of use improving this document should be addressed to: WR-ALC/LER, 225 Ocmulgee Court, Robins AFB GA 31098-1647, by using the Standardization Document Improvement Proposal (DD Form 1426) appearing at the end of this document or by letter.

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g. The FLTT shall have three pintle hooks visible from the operator's position mounted on the rear of the vehicle in the same vertical plane. The outer pintles shall be mounted 18 ½ inches (+/- ½) above the ground and 45 (+0/-1.5) inches from the vehicle centerline. These two pintles shall be capable of withstanding 6000 DBP. The center pintle hook shall be placed on an extensible mount. The mount shall consist of a self locking bar which can extend approximately 12 inches and swing 45 degrees to the left and right of the centerline. The extensible mount shall feature four height positions including 12 and 18 ½ inches above the ground. This mount shall be capable of withstanding 6000 pounds of DBP extended and 18,000 pounds of DBP in the closed position. The front of the vehicle shall have one pintle mounted 18 ½ inches above the ground on the vehicle centerline. The front pintle shall be capable of withstanding 18000 pounds of DBP. These pintles shall be in accordance with CID A-A-52550 (MS51335-2). A Holland Hitch Model PH-30 is preferred. Also on the rear of the vehicle shall be two safety chain attachment points. These points shall be capable of withstanding 5000 pound shock loads. A trailer emergency breakaway cable hookup capable of mating with a NAS 1281C10 spring snap hook shall be provided. A SAE J560b receptacle shall be provided within 24 inches of the center pintle hook. The electrical system shall have enough capacity to handle four stop/signal lights.

h. FLTT shall feature a three man cab with wipers, mirrors, visors, heater/defroster, interior light and other equipment as found in standard commercial offerings. The cab shall feature a rear sliding window and a 12V power outlet (cigarette lighter type).

i. FLTT shall be capable of operating on 10 percent side slopes and 12 percent grades without fluid spillage.

j. FLTT shall be air transportable in C130 aircraft without shoring in accordance with MIL-STD-1791.

k. FLTT shall be provided with two 5 lb. Dry Chemical, Type 1, Class1, Size 5,Fire Extinguishers, in accordance with CID A-A-393. Extinguishers shall be mounted on the left and right rear of the vehicle. The minimum UL rating shall be 2A:10B:C.

l. FLTT shall be painted Desert Sand (Color 30313 of FED-STD-595) or Dark Green (Color 24052 of FED-STD-595) as specified.

m. When specified, FLTT shall have a winterization system for vehicle protection and operation in storage down to -65 degrees F and starting down to -40 degrees F. The standard vehicle shall be capable of starting at -20 degrees F. In addition the vehicle shall operate satisfactorily in high temperatures up to 125 degrees F.

n. FLTT shall have at least a minimum turning radius of 19 feet. The wheel base shall be between 90 and 100 inches.

o. The FLTT shall have a covered toolbox with a hinged lid located behind the cab in an easily accessible location.

p. The FLTT offered under this specification shall comply with applicable commercial safety requirements.

q. When specified this vehicle shall be offered in a part time 4 wheel drive variant.

r. When specified this vehicle shall have an air system for towing trailers with air brakes. The system shall be FMVSS compliant. The gland hands shall be in accordance with SAE J318.

s. The FLTT shall have an identification plate, and a rear license plate mounting bracket. The identification plate shall include as a minimum the following.

1. Vehicle Nomenclature

2. Manufacturer's Model number

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3. Vehicle Serial number or VIN

4. Manufacturer's address and phone number

5. Date of Manufacture

6. National Stock Number

7. Contract Number

8. Registration Number

t. Vehicle shall comply with the following SAE specifications ARP1247B and AIR 1316.

u. The FLTT shall comply with the EMI emission requirements of SAE J551-2. The FLTT shall be tested for EMI susceptibility per the requirements of SAE J551-11. The test severity levels shall be as referenced except that all class C functions shall fall within Region I. All applicable requirements of SAE J551-1 shall be complied with.

v. The vehicle chassis and cab shall be rustproofed and undercoated in accordance with FED-STD-297. The level of corrosion treatment shall be tropical and the use of proprietary material shall require Government approval.

w. The vehicle shall be provided with a lubrication plate which shall direct attention to all lubrication fittings and components which require lubrication. The plate shall identify the type and grade of lubricant required for all operational temperatures. A transportation data plate shall be provided. The plate shall contain at least the following information:

a. Side and rear silhouette views of the vehicle.

b. Horizontal and vertical location of the center-of-gravity of the vehicle in air transportable configuration, marked on the silhouette views.

c. Shipping weight.

d. Loading cubage.

e. Overall height, width, and length.

f. Front and rear axle loads

g. Tiedown information

3. REGULATORY REQUIREMENTS.

3.1 Recovered Materials. The offeror/contractor is encouraged to use recovered materials in accordance with paragraph 23.403 of the Federal Acquisition Regulation (FAR).

4. QUALITY ASSURANCE PROVISIONS.

4.1 Product Conformance. The product provided shall meet the salient characteristics of this Commercial Item Description, conform to the producer's own drawings, specifications, standards, and quality assurance practices, and be substantially the same product offered for sale in the commercial market. The government reserves the right to require proof of such conformance.

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4.2 Commercial item requirement. The vehicle furnished must meet the "commercial item" definition, as specified in FAR 2.101, as of the date of award. The offeror/contractor shall provide two copies of their commercial, descriptive catalogs with their offer, as specified in Clause I106. The offeror/contractor shall identify all modifications made to their commercial model in order to meet the performance and descriptive requirements of the CID or the referenced documents. In regard to the offered item, the offeror/contractor shall identify any/all variations from compliance with or modifications to the performance requirements of the CID or the referenced documents.

4.3 Contractor requirements. The contractor shall provide copies of the truck manuals for review 30 days prior to the time of tests or demonstration of the first truck. The contractor's parts manuals shall list the part numbers for contractor manufactured parts, plus the part numbers for purchased sub-level components and whole components. The contractor shall also provide with each truck a product familiarization video tape that verbally and visually provides all information for the operation and routine maintenance of the truck and its components, using the commercial manuals as a baseline.

4.4 Verification. Prior to delivery of the first truck, the contractor shall demonstrate or test, at his facility, each requirement of the CID or referenced documents, prior to delivery.

4.5 Reconfiguration Criteria. Failure to comply with the requirements of this CID, reference documents, or the tests shall be cause for reconfiguration and re-demonstration. Causes for reconfiguration shall include: structural failure; non-correctable misalignments; component interference; conditions presenting a safety hazard to the user or maintainer: instability during operation; spillage of fuel or coolant; and overheating.

4.6 User Tests. If specified in the contract, contractor will provide a specified number of sample units to be placed in service at representative Air Force bases. These sample units will be used interchangeably with existing FLTTs to determine their fitness for use. The period of testing and evaluation will be 90 days.

5. PACKAGING.

5.1. Packaging, packing, and marking. Unless otherwise provided in the contract, the vehicle shall be packaged in accordance with the contractor's commercial practice and packed to assure acceptance by common carrier and provide product protection against loss and damage while in transit.

6. NOTES.

6.1 Options. The purchaser shall specify the following at time of purchase:

a. If heavy duty winterization is required.

b. If 4 wheel drive is required.

c. If an air system for trailer towing is required.

d. Finish color 24052 of Fed-Std-595, or 30313 of Fed-Std-595.

e. Driver's side spotlight.

6.2 Recovered materials. For the purpose of this requirement, recovered materials are those materials that have been collected from solid waste and reprocessed to become a source of raw materials, as distinguished from virgin raw materials. The components, pieces and parts incorporated in the vehicle may be newly fabricated from recovered materials to the maximum extent practicable, provided the vehicle produced meets all other requirements of this CID. Used, rebuilt or re-manufactured components, pieces and parts shall not be incorporated.

6.3 Extensible Pintle Hook Mount. Known sources of supply for the extensible pintle hook are Lift Part Manufacturing (P/N 54100-1) or Northwestern Motor Company.

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