

INCH-POUND

A-A-59145

1 December 1997

COMMERCIAL ITEM DESCRIPTION
SPRAYING UNIT, DEICING, TRUCK MOUNTED

The General Services Administration has authorized the use of this commercial item description in preference to PD 473 by all federal agencies.

1.Scope.

1.1 This Commercial Item Description (CID) describes a truck mounted, diesel powered unit which shall provide deicing, anti-icing, and fluid spraying capability.

BENEFICIAL COMMENTS, RECOMMENDATIONS, ADDITIONS, CLARIFICATIONS, AND/OR ANY OTHER DATA WHICH MAY IMPROVE THIS DOCUMENT, SHOULD BE SENT TO SA-ALC/TILDD, 485 QUENTIN ROOSEVELT; KELLY AFB, TX 78241-6425.

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2. SALIENT CHARACTERISTICS

2.1 The Spraying Unit shall provide heated water and/or deicing fluid mixtures from a variable height boom to the surfaces of stationary aircraft while traversing their perimeter. A hose stored in a compartment shall also be fitted for ground use. The vehicle shall be acceptable for use around airbase service roads, and aircraft service ramps.

2.1.1 The Spraying Unit shall consist of a suitable truck chassis, an aerial device with personnel basket constructed and mounted in accordance with national safety standards, fluid supply tanks, a fluid pumping system, and an enclosed flame combustion heater for applying heated water or deicing fluid to all necessary aircraft surfaces. An auxiliary engine will power the spraying system, the aerial device and the heater, or these systems shall be driven by the propulsion engine directly or through the power takeoff (PTO) device which provides power from the chassis propulsion engine. All major items shall be enclosed in a compartmentalized body meeting recognized appearance and functional standards of the truck body industry.

2.2 Materials.

2.2.1 Thermal Insulation Materials. All insulating material shall be nonflammable, maintain its shape not settle, sag, pack, absorb moisture or disintegrate under vibrations, temperatures, and operation encountered in use, per SAE and ASME guidelines.

2.2.2 Unless suitably protected against electrolytic corrosion, dissimilar metals shall not be used in intimate contact with each other.

2.3 Component Lifting Provisions. Lifting eyes and other devices for hoisting equipment shall be provided on all major components.

2.4 Fittings. To enhance component removal and replacement, electrical systems shall be provided with disconnect plugs, protected receptacles, and multiple line contractors. Hydraulic and pneumatic systems shall be provided with readily attachable/detachable type fittings. All disconnect points shall be readily accessible.

2.5 Lubrication. The trucks shall operate satisfactorily when lubricated with standard commercially available lubricants. Whenever practicable, lubricated-for-life components not requiring lubrication shall be used. Grease and oil seals shall be provided for maximum accessibility for inspection, servicing, and replacement.

2.5.1 Lubrication Fittings. Lubrication fittings shall conform to MIL-F-3541 and shall be located in accessible, protected positions.

Extended fittings shall be provided for lubrication points which are likely to be overlooked due to inaccessibility.

2.5.2 Lubrication Chart. A lubrication chart shall be provided directing attention to all lubrication fittings and shall specify the range and grade of lubricate required for critical temperatures. The chart shall be permanently attached to the servicing platform in an accessible and convenient location.

2.5.3 Drain Plugs. All plugs installed for the purpose of draining lubricants shall be of the permanent magnet type.

2.6 Design and Construction. The unit shall have an elevating work platform that is maneuverable through the specified range of controls on the platform and on the ground control panel, and mounted on a heavy-duty truck chassis. The servicing platform shall be compact with all components arranged for maximum ease of operation and maintenance.

2.6.1 Reliability. The servicing platform shall have been accepted in the commercial market, as evidenced by warranty records, test data and/or sustained successful performance.

2.6.2 Maintainability. The servicing platform shall be designed and constructed to provide the following:

a. A minimum amount of training to establish proficiency in assembly, disassembly, troubleshooting, and maintenance, including servicing. Where practical, parts and components shall be located or positioned for rapid and simple inspection and recognition of excessive wear or potential failure.

b. Permit maintenance with general-purpose tools and equipment normally available commercially. Use of special-purpose tools and equipment shall be subject to approval by the procuring activity.

2.6.3 Protective Enclosures. A weatherproof cover, designed and manufactured to the industry standards and the ANSI A92.2 standard, shall be provided to protect components subject to failure due to ice or precipitation.

2.6.4 Operating and Service Controls. All operating and service controls shall be operable by personnel wearing heavy arctic gloves and outer clothing. Shields shall be installed to ensure operation from the rear of the vehicle. Panels which must be opened for access to lubrication points shall be easily opened by personnel wearing standard winter weather clothing.

2.6.5 Mobility. The unit, with fuel and fluid tanks filled, shall be capable of being driven over airfield pavements at 40 mph and over

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unimproved or gravel roads at 20 mph. The unit shall be capable of propelling itself over unpaved surfaces around an airfield and over snow and ice covered airfield areas.

2.6.6 Air Transportability. The servicing platform shall be air transportable in C-5 or C-17 aircraft in accordance with MIL-A-8421 in the assembled condition (i.e., with all specified components installed). The servicing platform shall meet the requirements of MIL-A-8421 pertaining to floor loading, 15 degrees ramp negotiation, acceleration loads, tiedown provisions, and marking.

2.6.7 Lifting and Tiedown Rings. Lifting and tiedown rings in accordance with MIL-STD-209 shall be provided at accessible points that will permit cable attachment and approximate level hoisting without damage to the servicing platform or its components.

2.7 Federal Motor Vehicle Safety Standards. The vehicle and furnished accessories shall comply with all Federal Motor Vehicles Safety Standards in effect on the date of manufacture. The vehicle shall comply with all OSHA requirements, including OSHA 1926.556 and ANSI a92.2, AFOSH 127.9, and MIL-STD-1472 and/or American Society of Safety Engineering (ASSE).

2.7.1 Air Pollution Control. The vehicle shall comply with the EPA regulation, "Air Pollution from New Motor Vehicle Engines", in effect on the date of manufacture.

2.7.2 Sound Level. The interior sound level shall conform to Federal Motor Carrier Safety Regulation 393.94. The vehicle exterior sound level shall conform to EPA regulation, "Noise Emission Standards for Transportation Equipment", as applicable.

2.8 Fluids. The unit shall include a system to deliver a spray of the fluids specified herein over external aircraft surfaces that are normally inaccessible. All components of the fluid system shall be resistant to water, deicing and defrosting fluid per MIL-A-8243, and solutions containing cleaning compound per MIL-C-87936.

2.8.1 Prevention of Spillage. All fluid tanks and fluid-handling equipment shall be positioned, located, and baffled to prevent spillage of fluids over other parts to the unit.

2.8.2 Drainage. Means shall be provided for complete drainage of fluid tanks, filters, plumbing, hoses, etc. Drain valves shall be located to be accessible from positions outside the unit and so that fluids will not be drained onto other parts of the equipment.

2.9 Performance. The servicing platform shall be capable of operating under and shall exhibit satisfactory ranging from the following.

- a. Operating temperatures ranging from -40°F to 125°F and storage temperature ranging from -80°F to 160°F.
- b. Pressure altitude ranging from sea level to 6,000 feet.
- c. Self-Induced vibration for all output conditions and vibration encountered during shipment and road operation.
- d. All forms of precipitation encountered under field operation.
- e. Windloads of at least 7 psi (approximately 4.0 mph wind velocity).
- f. Ram piston rods shall withstand a 30 hour salt spray test in accordance with MIL-L-62518.

2.9.1 Operating Positions. The servicing platform shall be considered set up and ready for operation ONLY after it is verified that all weight is off the chassis suspension and transferred to the outriggers; i.e., the entire platform load (approx 65,000 lbs) shall be supported entirely on the stabilizer jacks. The boom shall not be activated before verification has been accomplished per 2.8.1.1 below.

2.9.2 Operation. With the stabilizer jacks extended, there shall be no evidence of instability or overturning of the unit with a rated load of 1,500 pounds on the platform in any extended position. This operation shall be limited to evenly paved areas such as parking ramps on an airfield.

2.9.2.1 Operation on Slopes. The unit shall be capable of operating only after being leveled by the stabilizer jacks. It shall also be capable of being held in position by the elevating and rotating mechanism when the normal operating plane is at an angle of 5 degrees in any direction from the horizontal.

2.10 Electromagnetic Interference. The servicing platform and all installed components shall comply with the interference requirement specified in MIL-STD-461, MIL-STD-462.

2.11 Finishes and Protective Coatings. The chassis shall be painted olive green per Fed-Std-595 code 24052. Interior finish of the cab may be the manufacturers standard, preferably a color that blends with the exterior finish. The truck chassis shall receive commercial undercoating and rustproofing.

2.12 Truck Chassis. The chassis shall be a standard, current truck model offered by a leading automotive manufacturer or a

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custom chassis designed for the requirements of a deicing vehicle.

2.13 Engine. The truck shall be equipped with a diesel engine to provide both vehicle drive power and hydraulic system power take-off (PTO) from the vehicle drive automatic transmission. The basic diesel engine models known to have met the requirements of this CID are the following.

- a. Cummins Model 6BT5.9
- b. Cummins Model 6CTA8.3
- c. Cummins Model 370 M-E

Engines from other manufacturers that meet performances of the above listed models are acceptable.

2.13.1 Engine Features. The diesel engine shall have the following features:

- a. Meet 50 States' EPA emission requirements.
- b. Be a current production engine which meets Society of Automotive Engineers (SAE) on highway vehicle performance requirements and technical specifications as modified herein. This can be documented by certification from the engine manufacturer and a computer analysis of required vehicle performance.
- c. Must be compatible with MIL-L-2104 and MIL-L-46167 lubricants.
- d. Must be compatible with commercial No ½ and VV-F-800 DF-1/-2/-A diesel fuels with up to 1% Sulfur and JP-4, 5, 8 and Jet A, A1 jet fuels.
- e. Individual Engine Components (Cylinder heads, fuel injection pump, air compressor, etc) shall be removable and replaceable without removal of engine from the vehicle chassis.

2.14. Fuel System. The fuel system shall conform to Federal Motor Carrier Safety Regulations 393.65 and 393.67.

2.14.1 Fuel Tank(s). The vehicle shall be equipped with fuel tank(s) of not less than 60 gallons capacity. When more than one tank is furnished, means shall be provided to assure an equalized fuel level in all tanks.

2.15 Exhaust System. The exhaust system shall conform to Federal Motor Carrier Safety Regulation 939.83. When vertical

exhaust mufflers are furnished and are capable of being reached easily by personnel entering or leaving either side of the cab, they shall be provided with a heat shield. Vertical mufflers, when furnished, shall be furnished with a hinged rain cap. A ¼ inch hole shall be provided at the base of the exhaust stack to drain exhaust condensation.

2.15.1 Exhaust Safety Shield. The exhaust system shall be shielded so that, in the event of a hydraulic line rupture or hydraulic fluid leak, the hydraulic fluid will not come into contact hot exhaust system.

2.16 Power Plant Heater Kit. A power plant heater kit shall be installed on the unit prior to delivery. The kit shall provide standby type winterization and shall include properly selected 110-V heaters and thermostats. Heaters shall be of sufficient capacity to place the unit in an operating condition at -40°F within 60 minutes. A warning light in cab shall be provided to indicate when external heater is hooked up.

2.16.1 Heater Connections. A recessed, male, three-prong, 110V receptacle conforming to style **D or X of Reference Commercial Document** W-C-596 shall be provided for the power plant heaters, along with placards mounted on the outside of the cab. The receptacle shall be in a protected location and shall have a spring-loaded dust cap included as part of its housing. A three-wire connecting cable shall include a matching female connector at the vehicle end and a standard, weatherproof, three-pronged (two power plus one ground) male connector at the other end. A carrier for the connecting cable shall be mounted within the cab or engine compartment and shall provide positive cable retention during vehicle operation

2.17 Transmission. The truck shall incorporate a semiautomatic, continuous-drive automatically stepped transmission.

2.18 Wheel, Tires, and Tubes. Front and rear tires and wheels or rims shall be interchangeable with nondirectional mud and snow (NDMS) type tread. They shall also be compatible with traction devices such as tire chains.

2.19 Electrical System. A 24-volt direct current (DC) starting system, with a 12-volt DC lighting system, and not less than a 60-ampere alternator, shall be furnished. Engine starting equipment shall include a glow plug.

2.19.1 Batteries. Each battery shall be of 12-volt potential. The total reserve capacity rating and the total cold cranking rating shall be in accordance with SAE J537. The batteries shall be of the maintenance-free type having the maintenance-free

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characteristics listed in W-B-131. Battery box shall have drain hole and plug. Battery box also shall have positive restraints on cables (applicable models) when removing box cover.

2.20 Lighting. All vehicle lights and reflectors shall be in accordance with Federal Motor Carrier Safety regulations 393.12, 393.19, 393.20 and 393.22 through 393.26(d). Lighting shall be furnished for night-time operations of sufficient candle power to illuminate ground and platform control panels and front and rear outriggers position, body loadspace and all equipment contained therein. Two 4½ inch minimum diameter sealed beam floodlights with universal mounts shall be installed. The floodlight shall be operable from inside the cab for illuminating the work area. Two 50-cp sealed-beam floodlights shall be mounted on the platform and adjustable to illuminate the front, side, above, and below the platform for night operation. An amber, rotating, vehicular warning light(s), shall be provided. The rotating light shall be mounted with reinforcement at the point of attachment on or near the left front corner of the cab guard for 360 degree visibility.

2.20.1 Turn Signals. Turn signal lamps shall conform to SAE J588. Operating units shall conform to SAE J589, Class A, and shall be mounted on the steering column. The vehicle shall be provided with double-faced front signal units and with single-faced rear signal units installed in accordance with SAE J588, except turn signal shall not be mounted on the engine compartment hood. Turn signal operating units shall have a visible and audible type flash indicator.

2.20.2 Wiring Wiring for the body shall be accordance with applicable position of the General Section, SAE J1292 and all wiring exposed to possible physical damage, such as wiring on a compartment floor, or wiring where tools or materials may cause the wire to be frayed or shorted, shall be protected by the use of heavy wall thermoplastic conduit or steel conduit having waterproof connections. Grommets shall be used for all wiring going through any hole or or body framework.

2.21 Operators Visibility. The servicing platform shall be designed to comply with the visibility requirements of industry and Department of Transportation (DoT) standards for operational and maintenance ground vehicles.

2.21.1 Cab. The chassis shall include an enclosed, heated cab for the vehicle driver and passenger. In addition to standard truck cab equipment(heater/defroster, lights, electric wipers and washer, rear view mirrors, etc.) the roof of the cab shall be

fitted with a 36 in x 18 in or larger observation window and electric wiper.

2.23 Brakes. Power assisted dual braking system shall be provided and shall conform to Federal Motor Carrier Safety Regulation 393.52, except the stopping distance shall be 30 feet from an initial speed of 20 mph.

2.24 Steering. Power steering shall be furnished.

2.25 Vehicle Controls and Operating Mechanism. All vehicle controls and operating mechanisms shall be located for left-hand drive. Controls shall be complete and conveniently operable by the driver. Lever controls shall be designed and located to permit the operator to easily enter and exit from the drive's compartment. Instruments and controls shall be identified as to their function and installed in manner to facilitate removal and servicing. Instruments shall be panel mounted.

2.26 Ground Control Panel. All instruments and gages mounted on the control panel shall be uniform in appearance. Instruments subject to error due to vibration shall be shock mounted. The back of the control panel shall be enclosed with a removable, metal weather-resistant cover to provide maximum protection to gages, wiring, electrical connections, and terminals.

2.27 Towing Devices. Tow hooks shall be installed on the chassis structure, or on suitable members attached directly to the chassis; two at front (one on each side of the chassis centerline), and one at the rear.

2.28 Aerial Tower. The structure shall be manufactured to industry standards and ANSI A92.2 standard, and designed for a working load of 1,500 pounds on the platform while in any extended position with the stabilizers extended on even, uneven and inclined surfaces. A 3,000 pound load placed on the platform when the boom assembly is in any extended position and the stabilizer jacks extended shall not cause instability of the unit. Aerial tower structural components shall have a calculated design stress, such that the yield points of the materials used are not exceeded with 4 times the working load on the aerial platform, except for plastic construction. For plastic construction, the yield points of the materials used shall not be exceeded with 6 times the working load on the aerial platform.. Extension and retraction with the boom(s) in any position shall be smooth without lurching and shall not exceed a maximum deflection of 9 inches at a working load of 1,500 pounds..

2.28.1 Range of Platform Movement. The aerial assembly shall be capable of at least 180 degrees horizontal rotation in either

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direction from neutral (stowed) position. The boom(s) shall raise the work platform to the height required to position personnel and equipment necessary to perform servicing, maintenance, component replacement, et cetera, to all exterior surfaces of the horizontal stabilizer 70 feet above ground level. Each half of the stabilizer is of a trapezoidal configuration which is 34 feet from tip to root, 8 feet wide at the tip and 21 feet wide at the root. Egress and ingress to the work platform shall be direct and unobstructed. Handholds and steps shall be provided, if necessary, to enable personnel wearing heavy winter clothing to easily and safely enter and leave the work platform. The aerial assembly shall provide a minimum horizontal reach (radius) of not less than 58 feet, and allow platform to be positioned to within 12 inches (measured to the platform floor) of all upper surfaces of the horizontal stabilizer.

2.28.2 Boom Operation Boom rotation shall be achieved by a turntable, mounted on a chassis, which swings through a 180 degree arc in either direction.

2.28.3 Turntable. The turntable assembly shall be rotated by a hydraulically operated motor. The turntable shall be so constructed as to eliminate all side thrust on the motor shaft. The motor shall rotate the loaded platform 360 degrees in not less than 4 minutes nor more than 6 minutes.

2.29 Work Platform. The outside dimensions of the working area shall be minimum of 36 by 96 inches. The platform shall be designed for a normal working load of 1,500 pounds and shall support the loads specified. The platform shall incorporate a means of 90° articulation, 45° right and left of its neutral position to assure interfacing with vertical aircraft surfaces. A replaceable rubber bumper shall be provided to prevent damage to aircraft surfaces.

2.29.1 Jib Crane. A jib crane and a 1,000 pound capacity manually operated hoist capable of interfacing with adapter on the boom or work platform shall be provided. The jib crane shall provide a means of installing and removing aircraft components

2.29.2 Guardrails. Two rigid guardrails shall be provided around the perimeter of the work platform. The upper guardrail shall be 36 to 40 inches above the work platform floor and shall be of one piece with no gateway. The lower guardrail shall be midway between the kickplate and upper guardrail. The lower guardrail of the work platform shall be hinged to provide access gateways to the platform and horizontal stabilizer. The

guardrails shall support a 500 pound load in any direction without permanent deformation of any member.

2.29.3 Platform Flooring. The work platform shall have a reinforced expanded metal flooring with a clear working area of at least 32 inches from front to back and at least 92 inches from side to side. The upper surface shall provide safe footing to personnel wearing heavy arctic boots. No point on the flooring shall deflect more than $\frac{1}{4}$ inch when subjected to a concentrated vertical load of 300 pounds covering an area of 25 square inches. A kickplate, 4 to 6 inches high shall be provided around the perimeter of the work platform flooring.

2.29.4 Platform Controls. Hand-operated (electric servo type) controls for the boom(s) platform articulation, and turntable shall be provided on the platform structure and shall be easily operable by a person wearing arctic clothing above the top guardrail. The controls shall be so positioned that the operator can actuate the handles by pushing them away from him or pulling them towards him in a horizontal direction. The controls shall have a self-centering feature and a definite feel of the neutral position.

2.29.5 Safety Belts. Three positive-type safety belts with quick release features and a design strength of 500 pounds each shall be provided. The belts shall be designed and positioned to allow freedom of movement of the operators on the platform.

2.29.6 Communication System. A communication system equipped with voice activated headsets at both the platform and at the lower controls shall be provided.

2.29.7 Proximity Sensor. The platform shall have a proximity sensor to stop the motion of the platform when contact is made with the aircraft or other structures. The maximum force required to actuate the sensor shall be 10 pounds.

2.30 Stabilizers. Stabilizing jacks or outriggers shall ensure adequate stability with a 1,500 pound load on the work platform in all extended positions. Outriggers shall provide adequate adjustment to ensure stability during use in all prescribed positions.

2.30.1 Spring Lockouts. Spring lockouts, if necessary to meet performance requirements, shall be provided

2.31 Hydraulic System. A complete hydraulic fluid system shall be provided consisting of the components required to perform all

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hydraulically powered operations with the degree of control specified herein.

2.31.1 Hydraulic Cylinders. All hydraulic cylinders shall comply with Paragraph 3.6.8.1 of MIL-T-62518 or ANSI A92.2 standard. A means shall be provided to prevent descent of the boom(s) in case of hydraulic line failure. The hydraulic seals in the system shall not permit the unactuated vertical settling of the loaded platform to exceed 2 inches per hour when the aerial tower is in any extended position from minimum through maximum elevation and horizontal reach. A bleed-down valve, manually controlled at the base of the boom shall be furnished. Bleed-down shall provide a means to lower the platform in event of hydraulic failure.

2.31.2 Hydraulic Lines and Fittings. Nonflexible metal tubing shall be used in the hydraulic system where flexing is not encountered during operation of the boom assembly. Flexible hose or collector rings shall be used where flexing of hydraulic lines is encountered and where installation of components requires a flexible coupling. Hydraulic hose assemblies shall conform to SAE 1273 or/or ANSI.A92.2.

2.31.3 Hydraulic Pump System. A hydraulic pump with necessary pressure and flow capacities to operate all hydraulically-powered components. While operating at normal rated speed, the pump shall have sufficient capacity to simultaneously elevate the platform (under maximum rated load conditions) from the lowest to the highest position and to rotate the platform 360 degrees in not less than 4 minutes nor more than 6 minutes

2.31.4 Hydraulic Fluid Reservoir. A hydraulic fluid reservoir shall be provided with a capacity to hold the maximum volume of fluid that will be retained in the reservoir under any position of the boom assembly plus a minimum of 20 percent additional air space to handle expansion, foaming and surging of the fluid in the reservoir. The reservoir shall be marked to show use of oil conforming to MIL-H-83282 and the maximum oil level in the reservoir with the boom(s) folded and the lines, cylinders, et cetera, full of oil.

2.31.5 Hydraulic Fluid Temperature. The hydraulic fluid temperature shall be maintained within reasonable limits during continuous operation of the unit for periods as long as 4 hours with 1,500 pounds on the work platform.

2.32 Delivery System. All components of the delivery system shall withstand the working pressure specified and a hydrostatic pressure of at least twice the specified working

pressure without leakage or failure. The system must provide the proper deicing fluid/water ratios to give a minimum deicing fluid consumption to meet ambient weather conditions that will ensure aircraft air worthiness. A proportioning system with a minimum of 20 different deicing fluid and water ratios shall provide the mix. The delivery system shall be capable of mixing glycol and water in at least 20 different ratios ranging from 0/100 to 60/40 mixture. These proportions shall be capable of instantaneous monitoring.

2.32.1 Spray Guns and Nozzle. Spray gun and nozzle shall be provided. The connection between the delivery hose and spray gun shall allow the gun to swivel on the hose. A means of storing and protecting the spray gun when not in use shall be provided. The spray guns shall be operable by personnel wearing heavy arctic gloves. Delivery of the fluids shall be positively controlled by a lever type valve on the body of the gun. The spray gun shall deliver water and fluid at the appropriate GPM settings on the spray gun: 20, 50, 70, 80, GPM'S are to be measured at the nozzle. The spray gun shall operate properly under pressure up to 260 psig.

2.32.2 Deicing Compound Spray Gun and Nozzle. A spray gun assembly and nozzle shall be provided on the compound hose to deliver the cleaning compound fluids at the rate of at least 15 gpm at working pressure of 200 psi \pm 10.

2.33 Part Numbering of Interchangeable Parts. All parts having the same manufacturers part number shall be functionally and dimensionally interchangeable. The item identification and part number requirements of DOD-STD-100 shall govern the manufactures part numbers and changes thereof.

3. Regulatory Requirements.

DEPARTMENT OF TRANSPORTATION (DOT)
Federal Motor Carrier Safety Regulations
Federal Motor Vehicle Safety Standards

(Application for copies of DOT publications should be addressed to the Department of Transportation, Federal Highway Administration, Washington DC 20591.)

ENVIRONMENTAL PROTECTION AGENCY

Control of Air Pollution from New Motor Vehicles and New Motor Vehicle Engines Noise Emission Standards for Transportation Equipment Medium and Heavy Trucks

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(Application for copies of EPA publications should reference the Code of Federal Regulations, 40 CR, and the Federal Register and should be addressed to the Superintendent of Documents, US Printing Office, Washington DC 20402.)

OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION

Occupational Safety and Health Standards 1926.556 Aerial Lifts

(Application of copies of OSHA publications should reference the Code of Federal Regulations, Title 29, and should be addressed to the Superintendent of Documents, US Government Printing Office, Washington DC 20402.)

3.1 Other Publications.

The following documents form a part of this specification to the extent specified herein. Unless otherwise specified, the issues of the documents which are DOD adopted shall be those listed in the issue of the DODISS specified in the solicitation. Unless otherwise specified, the issues of documents not listed in the DODISS shall be the issue of nongovernment documents which is current of the date of the solicitation. Contractor/manufacturer shall supply their standard operator and maintenance manuals.

AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI)

Standards	ANSI
A92.2 - American National Standard for Vehicle Mounted Elevating and Rotating Aerial Devices.	

(Application for copies of ANSI publications should be addressed to the American National Standards Institute, Inc, 1430 Broadway, New York, NY 10018.)

SAE Inc. SAE Standards and Recommended Practices

J537	-Storage Batteries
J588	-Turn Signal Lenses
J589	-Turn Signal Switch
	Truck-Tractor, Trailer and Motor Wiring

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

4. Quality Assurance Provisions.

4.1 Contractor Certification. The contractor shall certify and maintain substantiating evidence that the product offered meets that salient characteristics of the Commercial Item Description, and that the product conforms to the producer's own drawings, specifications, standards and quality assurance practices. The government reserves the right to require proof of such conformance prior to first delivery and thereafter as may be other wise provided for under the provisions of the contract.

4.2 Market Acceptability. The following market acceptability criteria are necessary to document the quality of the product to be provided under this CID.

4.2.1 The company producing the item must have been producing a product meeting the requirements of this CID, for at least 2 years.

4.2.2 The company must have sold 1000 units meetings this CID, in the commercial market place over the past 2 years.

5. Packaging.

5.1 Preservation, packing, and marking shall be as specified in the contract or order.

6. Notes.

6.1 Intended Use. The servicing platform is intended for use as a maneuverable work platform for maintaining, inspecting, servicing, and spraying large aircraft such as the C-5, C-17, C-130, C-141. It may also be used for maintenance hangar facilities.

6.2 Ordering Data. Procurement documents should specify the title, number, and date of this commercial item description.

6.3 National Stock Numbers (NSNs). The following is a list of NSNs assigned which correspond to this CID. The list may not be indicative of all possible NSNs associated with the CID.

NSN

1730-01-111-9641
1730-01-295-5866
1730-01-407-1891

MILITARY INTERESTS:
USAF (82)

Preparing Activity
USAF (82)

Project No. 1730-0367

STANDARDIZATION DOCUMENT IMPROVEMENT PROPOSAL

INSTRUCTIONS

1. The preparing activity must complete blocks 1, 2, 3, and 8. In block 1, both the document number and revision letter should be given.
2. The submitter of this form must complete blocks 4, 5, 6, and 7.
3. The preparing activity must provide a reply within 30 days from receipt of the form.

NOTE: This form may not be used to request copies of documents, nor to request waivers, or clarification of requirements on current contracts. Comments submitted on this form do not constitute or imply authorization to waive any portion of the referenced document(s) or to amend contractual requirements.

I RECOMMEND A CHANGE:

1. DOCUMENT NUMBER
A-A-59145

2. DOCUMENT DATE (YYMMDD)
97/12/01

3. DOCUMENT TITLE

SPRAYING UNIT, DEICING, TRUCK MOUNTED

4. NATURE OF CHANGE *(Identify paragraph number and include proposed rewrite, if possible. Attach extra sheets as needed.)*

5. REASON FOR RECOMMENDATION

6. SUBMITTER

a. NAME *(Last, First, Middle Initial)*

b. ORGANIZATION

c. ADDRESS *(include Zip Code)*

d. TELEPHONE *(Include Area Code)*

e. DATE SUBMITTED
(YYMMDD)

(1) Commercial

(2) AUTOVON
(If applicable)

8. PREPARING ACTIVITY

a. NAME

SA-ALC/TILDD

b. TELEPHONE *(Include Area Code)*

(1) Commercial

(2) AUTOVON

(210) 925-6314

945-6314

c. ADDRESS *(Include Zip Code)*

485 QUENTIN ROOSEVELT RD
KELLY AFB, TX 78241-6425

IF YOU DO NOT RECEIVE A REPLY WITHIN 45 DAYS, CONTACT:

Defense Quality and Standardization Office
5203 Leesburg Pike, Suite 1403, Falls Church, VA 22041-3466
Telephone (703) 756-2340 AUTOVON 289-2340