

**STATE OF MINNESOTA
EQUIPMENT SPECIFICATION**

TRAILERS

(BELLY DUMP, LOWBOYS, FLATBED, TAG, SLIDE AXLE, UTILITY, GOOSENECK, ENCLOSED, ETC.)

SCOPE:

Trailers shall be the most current advertised production model as modified per specifications and approved by Mn/DOT furnished with all standard equipment advertised whether or not specifically called for here except where the item is replaced by optional over standard equipment or conflicting equipment is specified. The unit shall be complete with all equipment required and ready for immediate operation to function as listed below and the unit must meet applicable state and federal codes and standards.

EQUIPMENT OPTIONS:

Equipment options include MnDOT wiring and lighting layout, long stroke brake chambers, and hot dipped galvanizing. You may add additional lines on the Price Pages in Section No. 2, Options, if you wish to offer additional equipment options.

If you offer hot dipped galvanizing as an option, list the trailer models that can be hot dipped galvanized and the price to galvanize each on the Price Pages in Section No. 2. for method 1 and in your list for Method 2

For MnDOT orders, the MSO should be sent to MnDOT Equipment Section 6000 Minnehaha Ave South St. Paul MN 55111-4014 Attn. Fleet or what is listed on the Purchase Order. The invoice needs to go to the "Bill To" address on the PO.

1.0 TRAILER REQUIREMENT

- 1.1 Trailer capacity to be at highway speed.
- 1.2 Trailer to be a maximum width of 8'6" wide (where applicable).
- 1.3 One complete set of parts and service manuals shall be included for each trailer ordered.
- 1.4 Manufacturer's standard color acceptable, paint must be lead free.
- 1.5 Trailer Plug electrical connector is to be 7-pin, Round, wired to match MnDOT's spec. (See Drawing).
- 1.6 MnDOT will only purchase trailers that meet the following lighting and wiring specifications (Reference Drawing):
 - Trailer shall meet or exceed all current Federal Motor Carrier Safety Regulations 393.9 thru 393.33.
 - Trailer cord plug shall meet SAE spec. J560 and be wired directly to trailer cord.
 - Plug to be wired as follows (no other plugs will be accepted):
 - White** – Ground return to towing vehicle
 - Black** – Electric brake controller – or not utilized if trailer has air, hydraulic or no brakes
 - Yellow** – Left turn signal and hazard lamps (w/brake – *not required)
 - Red** – Stop lamps and antilock device
 - Green** – Right turn signal and hazard lamps (w/brake – *not required)
 - Brown** – Clearance, marker, and tail lights
 - Blue** – If air Brake – Continuous ABS power
If electric Brake – Ign. controlled B+ for break-away battery charge
- 1.7 No trailer cord adaptors will be accepted.
- 1.8 Trailer cord to be wired to a weatherproof, 7-terminal junction block (Waytek part #47290 or approved equal).
- 1.9 All MnDOT trailer light wiring (including ground wiring) must be routed to a Truck-Lite junction block 50800,50801 or 50600 or a MnDOT approved equal and using compression fittings of the correct size for the cable being used. The box should be located under the bed behind the tongue area.
- 1.10 Wire splices will be done with heat shrink butt connectors that have been heated and shrunk to wire or soldered with heat-shrink that has been shrunk to wire.
- 1.11 No wire nuts, closed end connectors or self-stripping displacement connectors (i.e. Scotch Loks) will be accepted
- 1.12 All lights to be LED
- 1.13 There shall be individual brake (2 ea.) and turn signal lights (2 ea.) for a total of 4 lights. These lights shall be 4" round lights in rubber grommets or 3"x 7" oval lights in rubber grommets. Clearance and Marker lights shall be 2" round lights in rubber grommets or MnDOT approved equal.
- 1.14 The equipment is required to pass a Commercial Vehicle Inspection (CVI) by a licensed MN/Dot commercial vehicle inspector before payment will be made. If the licensed inspector cannot pass the equipment the vendor will be contacted to pick up the equipment and make necessary repairs so the equipment will pass a CVI. The vendor will then return equipment in a condition that will pass a Commercial Vehicle Inspection. The pickup,

delivery and repairs to the equipment shall be at the vendor's expense.