

MARKET CONSULTATION DOCUMENT

Shunting locomotives, wagons and inspection rail vehicles

Date 23-2-2023

V1.0 definitive

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Reader's guide

This is the market consultation document for Shunting locomotives wagons and inspection rail vehicles.

This document contains the following chapters:

Chapter 1: contains general information about GVB, about this market consultation and the timetable.

Chapter 2: contains the administrative conditions that apply to this market consultation.

Chapter 3: contains a brief description of the current situation and a vision for the future.

Chapter 4: contains GVB's questions for the market with regard to the market consultation.

1 Introduction

GVB intends to hold a European tender for the purchase of 2 shunting locomotives and 2 or 3 inspection rail vehicles and 4 rail wagons.

In anticipation of this, GVB wishes to hold a consultation round with market parties. This document has been drawn up for this consultation round.

1.1 Publication

This market consultation is published through TenderNed, the Dutch procurement platform and also automatically published on Tenders Electronic Daily (TED). All provisions set forth in this publication remain applicable and can be requested from <http://ted.europa.eu> and www.tenderned.nl.

If you wish to remain informed about further publications regarding this market consultation, such as any Summaries of Additional Information and Changes, then you must register on TenderNed and add this market consultation to 'my tenders'. See also the manual for entrepreneurs on Tenderned.nl. You can also email the contact person for this market consultation. The market consultation document will be sent to you by email on request.

1.2 Definition of a market consultation

A market consultation is used to improve, assess and/or further detail the quality of the contract documents or programme of requirements and the procurement process.

By using the knowledge and skills of parties, a public organisation can assess a proposed project and the accompanying preconditions for accuracy, completeness and feasibility. This allows the feasibility of the project to be determined and the preconditions under which the project should be carried out to be established.

The market consultation is a separate process that is carried out prior to a formal tender process. The market consultation is not a call for participation and is not part of a pre-qualification procedure. The information from the market consultation can be used to create a good procurement process. By having a good procurement process the probability of a suitable offer for GVB is greater.

1.3 Client

This market consultation is carried out by GVB

GVB provides public transport by tram, bus, metro and ferry in and around Amsterdam. The organisation employs around 3,750 people. GVB transports passengers with 56 bus lines (of which 12 are night lines), 16 tramlines, 4 metro lines and 8 ferry connections. On average GVB carries out 740,000 passenger journeys daily. Passengers want to reach



their destination on time, be informed and feel safe. The passengers are the key component in GVB's actions.

In addition to the operation, the management and maintenance of the equipment and the rail infrastructure in the city is in GVB's hands. Its own departments Railmaterieel and Rail Services take care of this.

GVB wants to see that its passengers and employees feel at home: in the means of transport, but also before and after the journey. That is why personal safety and up to date travel information are important, particularly in a busy metropolis such as Amsterdam. In addition to the means of transport, it is important that the environment is safe, clean and inviting.

For more information about GVB please visit our website: www.gvb.nl.

1.4 Aim of market consultation

The aim of this market consultation is:

- A. to involve interested parties in the set-up of the above tender and/or agreement at an early stage;
- B. to consult the market in relation to exploring the possibilities for tendering 2 shunting locomotives and 2 or 3 inspection rail vehicles and 4 rail wagons;
- C. in addition to answering the questions raised, interested parties are also given the opportunity to submit suggestions and ideas.

GVB hopes by doing so that any tender organised and agreement entered into will be optimally tailored to the market.

1.5 Staging

The market consultation is divided into 2 stages:

- 1. A written response to the questions raised;
- 2. An oral explanation to the questions raised with the corresponding answers; this will be done by holding individual talks. See also article 1.7; this stage is optional and depends entirely on the outcome or conclusion based on the answers given to the questions raised.

1.6 Reserve

GVB proposes the following conditions that are automatically accepted by the interested party on participation in this consultation:

- A. GVB will not reimburse costs associated with this market consultation in any way;
- B. GVB reserves the right not to follow up on this market consultation;
- C. GVB reserves the right, depending on this consultation, to choose a procurement strategy that is right and appropriate for it.
- D. The information provided can be freely used by GVB.



1.7 Process market consultation

The announcement of this market consultation "Shunting locomotives wagons and inspection rail vehicles" with the corresponding documents was published in accordance with the timetable in section 1.8 through TenderNed and also automatically published on Tenders Electronic Daily (TED). This means all interested parties have the opportunity to take part in this market consultation.

Up until the time indicated in the timetable there is still a possibility to ask questions in writing to clarify the market consultation, of which a Summary of Additional Information and Changes will be drawn up.

GVB would then like to receive a written response to the questions, which are in the chapter "Market consultation questions". The answers to the questions can be submitted until the time as indicated in the timetable. Submissions should preferably be made via the messaging module in TenderNed or else by email to the contact person mentioned in section 2.1.

Following these written questions and/or comments, GVB can proceed to requesting further information. This can take place by written questions or consist of further meetings, but this is not a requirement.

Consultation with parties will focus on mutual exchange of information. The parties concerned can put forward their ideas on the matter of the market consultation. A confidential report will be drawn up of each meeting and submitted to the party in question for approval. GVB is not obliged to give detailed feedback to the participating parties.

In conclusion to the market consultation GVB will draw up an anonymised report outlining the findings. This report will also be published on TenderNed.nl. The findings ensue from the answers to questions raised and from the meetings held.

1.8 Market consultation timetable

The timetable for the market consultation procedure is shown here below. GVB has posted an announcement for this market consultation on TenderNed. This is the formal commencement of the market consultation.

GVB reserves the right to make changes to the timetable and/or to depart from it; in such cases, communication with all interested parties will take place via TenderNed or, if necessary, by email.

Stage	Milestone	Date
1	Publication of announcement	23 February 2023
2	Submit questions to clarify market consultation document	13 March 2023
3	Draw up and send Summary of Additional Information and Changes	17 March 2023
4	Submit answers, ideas and comments	28 March 2023
6	Consultation rounds	to be determined
7	Discuss completion	to be determined
8	Complete market consultation	to be determined
9	Prepare, send and publish final report.	to be determined

- 1) Stage 6 depends on the outcome and/or conclusion based on the answers to the questions raised.
- 2) Stages 7 to 9 depend on whether stage 6 goes ahead or not.

2 Administrative conditions

2.1 Correspondence

The communication on this market consultation should always be in writing and take place via the messaging module in TenderNed or else by email to the contact person stating Shunting locomotives wagons and inspection rail vehicles.

The following contact person from GVB has been appointed for this tender:
Purchasing Department

Attn.: Naomi van der Meij, Buyer
Postal address: Postbus 2131, 1000 CC Amsterdam
Physical address: Arlandaweg 106, 1043 HP Amsterdam
E-mail address: naomi.vandermeij@gvb.nl
Mobile: 00316 28144776

2.2 Summary of Additional Information and Changes;

Any questions for clarification of this document can be submitted up until the time limit referred to in the timetable. For the submission of questions you should use the document in Annex 1 Standard Form for submission of questions.

These questions will be anonymised and answered in a Summary of Additional Information and Changes. GVB will post the Summary of Additional Information and Changes on TenderNed or send it by email if necessary to interested parties and it will be an integral part of the final report.

2.3 Same information

All parties have access to the same information. The publication of this market consultation and the accompanying documentation – market consultation document, Summary of Additional Information and Changes and the final report - are posted on TenderNed. In case of a call for tender the above documents will be shared with all the candidates.

2.4 Language

The language used in this market consultation will be English.

2.5 Rights

No rights can be derived from the information provided in the context of this market consultation. All oral and written communication should be seen as general possibilities for the procurement procedure and the approach by GVB.

2.6 Information provided

As indicated, GVB can use the information obtained from this market consultation to put the tender for shunting locomotives wagons and inspection rail vehicles on the market. Therefore, all answers sent in by market parties in the context of this market



consultation become property of GVB. GVB may freely share this information. GVB would greatly appreciate it if all questions are answered.

2.7 Status information

The status of the information is **indicative.**

2.8 Reporting irregularities

If a participating market party believes that information and/or a provision in this market consultation document and/or other documents is incorrect, unlawful or otherwise irregular, then the participating market party must notify GVB in writing of the alleged inaccuracy, unlawfulness or irregularity within fifteen days after receipt of the relevant market consultation document.

If a participating market party fails to notify GVB in the required manner on time then this participating market party forfeits any right vis-à-vis GVB insofar as related to the alleged inaccuracy, unlawfulness or irregularity.

2.9 Priority of documents

This market consultation document will prevail in the event of conflict between the announcement of the market consultation and this market consultation document.

3 Current situation and Vision

Within the department of GVB "Railinfrabedrijf" (RIB), the Metro Rail Execution Department carries out maintenance work on the rail network of Amsterdam. This includes tasks such as troubleshooting, inspecting and renewing/replacing objects/components and advising on sustainability of the rail network for safe and responsible operation. Aiding in derailments also falls under the responsibilities of this department. The work is physically performed by people on the track and, due to various regulations and compliancy requirements, necessitates specifically equipped equipment to do so.

Various vehicles are used for this work. Meanwhile, some vehicles are outdated and therefore GVB would like to replace them preferably in accordance with modern durable standards. Through this market consultation, GVB wants to get a better picture of the market and market developments. Emission-free also plays a major role in this.

3.1 Current situation

The department of Baan metro is the execution responsible for maintenance of the railway area of the Metro in the city of Amsterdam. For this purpose the Department has various locomotives and railway wagons which are equipped to carry out specific activities.

Shunting locomotives

The department of Metro Baan is in need of suitable shunting locomotives to carry out this work. The shunting forces are used 600-800 times per year. There is currently one shunting locomotive and three to four shunting locomotives per night are needed to perform work on the track.

Shunting work:

- Switch maintenance;
- Signaling maintenance;
- Axle counter maintenance;
- Drispoles/WiFi masts;
- Track inspections;
- Cembre, cable maintenance;
- Track grounding;
- Camera maintenance;
- Track replacement;
- Track surveying;
- switch rail replacement;
- electrical separation weld maintenance;
- Transportation of aerial platforms for cleaning services;
- Welding work;
- Deployment in tandem company as calamities pulling force;

- Transportation of parts.

Inspection rail vehicles

The inspection rail vehicles are used for variable jobs on and near the railway track.

- Signaling maintenance;
- Axle counter maintenance;
- Drispoles/WiFi masts;
- Track inspections;
- Cembre, cable maintenance;
- Track grounding;
- Camera maintenance;
- Track surveying;
- electrical separation weld maintenance;
- cleaning services;
- Transportation of parts or people
- Station cleaning
- Tool transport and tool shet

Transport rail wagons

The rail wagons are used to transport heavy loads like rails and switches or other big items for stations or railtrack.

3.2 Scope definition

Within the scope are the following vehicles. 2 shunting Locomotives 2 inspection rail vehicles and 4 rail wagons. These vehicles need to be low emmision, preferably fully electric, GVB also has the desire for having maintenance performed on the vehicles. With a service partner that can response in 8 hours.

4 Market consultation questions

Please answer the following questions. They refer to various matters. First of all, GVB would like to receive information about your company and the market, consisting of contact information and general information. In addition, GVB would like answers to the specific questions asked. Lastly, you will be offered the opportunity to submit any comments and/or suggestions. It is not obligatory to answer all questions, but complete responses will be highly appreciated. GVB believes that complete responses will help it correctly formulate the contract and programme of requirements for any tender. We do stress once again that the answers to the questions here below will not be used to select suppliers. The structured questionnaire is intended to select similar answers from different suppliers. Comments on the questions are very welcome and please suggest alternatives where you believe this is necessary.

Contact information		
1.	Official name of your organisation	
2.	Physical address of your organisation	
3.	Postal address of your organisation	
4.	Name of contact person for this RFI	
5.	Contact person's email	
6.	Contact person's telephone number	
7.	Registration number Chamber of Commerce	

Market consultation questions- general questions		
1.	Parent company Is your company part of a larger umbrella company? If so, which company? (address details optional)	
2.	Date of incorporation On what date was your company incorporated?	
3.	Number of employees How many employees does your company have broken down into direct and indirect staff?	
4.	Products, services What products and services does your company supply?	

5.	Quality Assurance Management System Does the company have a quality assurance management system? If so, according to what standard?	
6.	Certification of quality assurance management system Is the quality assurance management system certified? If so, by whom and how long is this valid?	
7.	Turnover What was the turnover generated by your company in the past five years on these types of systems	
8.	R&D What percentage of the turnover has your company invested in research and development in the past three years?	
9.	Market analysis 1 What other market parties (besides your company) can offer such systems in your opinion?	
10.	Market analysis 2 What is your market share in these kind of applications in your opinion?	
11.	Experience 1 How many of these kinds of systems have you provided in working order. Can you make a distinction between back office environments and vehicle equipment?	
12.	Experience 2 In how many situations did you have the role of integrator?	
13.	References	

	What references do you have that are relevant to GVB's need and whom we can possibly approach? What were the success factors, what role did the client play, what would you recommend against doing and what went wrong?	
14.	Costs and benefits Can you indicate for your references what the investment estimates were for the different modules, can you also indicate what benefits were realised?	
15.	Distinction Can you indicate how your company distinguishes itself from competing companies in the market? Please list both the strengths and weaknesses of your company.	
16.	Customer Support How is customer support at your company organised and can you offer Dutch or English language support?	
17.	Batch/order size Within the contract of the proposed tender we first will place an initial call-off/basic order, and the contract will provides an opportunity for additional orders for vehicles over several years (so-called options). Do you foresee any problems with this? is there a minimum order size that you have	
18.	Hybrid or full electric With the questions below, are you able to provide a locomotive (shunting) inspection vehicle (rail) that is full electric or is a hybrid model more recommended now. Can you please explain?	
19.	Maintenance	

	In addition to supply, do you also offer maintenance? And can you offer overall maintenance corrective/preventive for the complete vehicles? And also for other brands than you sell yourself? Can you also provide maintenance on other equipment such as an inspection vehicle?	
20.	Maintenance Are you able to provide on-site assistance within 8 hours if requested by GVB? If not, what time frame is feasible for you?	

Market consultation questions - Locomotive

21.	Braking capacity Are you able to realize a locomotive in which can produce enough air capacity for the braking system of the wagons with a total of 13 wagons or is this possible in tandem operation. If so, how are you able to realize this? Can you indicate whether it is necessary to formulate certain requirements in the tender in order to guarantee the above (e.g., meet certain standards), and if so, which ones?	
22.	Battery What battery package do you propose when building/buying the locomotive? Consider such things as battery life, guaranteed charge cycles, etc. Can you elaborate on this? Can you indicate if your proposed battery package meets the applicable fire safety requirements for tunnels? In your opinion, is it necessary to formulate certain requirements in the tender to ensure the above (e.g., battery capacity and	

	other certain standards), and if so, what are they? If yes, can you indicate which batteries are affected? If no, on what condition would this be possible?	
23.	Battery Capacity Do you offer batteries with enough capacity to operate for 8 hours? capacity 8 hours and a range of 100 KM at a towing weight of 100,000 kg (indicate u max in single and tadem operation) driving at least 2 times on a 4.5% slope, keeping the locomotive up to specifications. If yes, can you indicate which batteries are affected? If no, on what condition would this be possible? (hybrid/charging)	
24.	Range What is the normal range (say with 25KM/h) of a battery and what is the maximum speed and how long can this speed be maintained.	
25.	Charging possibilities 1 Is it possible to charge the battery at the work site using 400V 32A CEE connection? If yes, please elaborate. What are your charging options further do you have certain standards?	
26.	Charging options 2 Is it possible to use the battery pack of the vehicle as a power bank for power tools operating at 230V and 400V? Please elaborate.	

27.	Charging/driving options Is it possible to charge with third rail collector or catenary and can you provide a collector for this? And can this collector fold away? Can you give examples and can you explain what is possible	
28.	Tandem operation When building both locomotive vehicles, do you offer the possibility of allowing both vehicles to operate in tandem operation (using a master/slave principle) Can you please elaborate on this?	
29.	Self-diagnosis system Are you able to fit a self-diagnostic system to a locomotive or other type of vehicles, for identifying malfunctions? If yes, what faults can be reported in this system? Does this include the battery management system?	
30.	Construction methods What is your method of construction (modular). And what are the modular options. And are there options we can at after the build (with little impact on the construction) Is there maybe a option to change the wheels like change form of the wheels from metro to tram.(size between the wheels are the same)	
31.	Space Does the locomotive offer space for 4 people? If so, how?	

32.	Connector Is the locomotive equipped with a standard uic hook?	
33.	Connector Can you provide a Scharfenberg connector in the design or can you make such a thing with a connector? (Connector mechanically compatible with Scharfenberg connector 40.1151 (2) at a height of nominally 650mm +BS serving subways)	
34.	Sightlines Can the locomotive run two ways? How are the controls made in this regard? Rotatable or two different controls? Is it possible to have a sightline of the cabin so you can see a person that is standing 2 meters from the locomotive(anywhere around 360 degrees view) and is a camera system 360 degrees possible? Can you explain further what the sightlines are. For a locomotive	
35.	Remote control Is there a possibility to have a remote control with the locomotive And is this with or without a wire?	
36.	Infra limitations Can you build in our (PVR)kinematic envelope (see appendix B) And our other limitain are: • Maximum curve radius 80M horizontal • Minimum switch is 1/6 • Maximum Axle load is 12 ton	

	do you see any problems with this? Please elaborate	
37.	Communication Is it possible to build CBTC (Alstom safety system) into the locomotive or inspection vehicle?	
38.	Communication Is there any possibility to install a mobile phone or communication parts? Do you have examples of this?	
39.	Prices Can you provide a guide price for the purchase of a shunting locomotive (maybe prices or range depends how many types you have)	
40.	Standards specifications if there are standard options can you provide some specification on sheet in appendix C	

Market consultation questions – Inspection rail vehicle		
41.	Inspection vehicle Is your company capable of providing a light inspection vehicle and do you have examples of this?	
42.	Inspection vehicle is it possible that you can provide a inspection vehicle that can drive 2 ways and have 2 seating that are facing the way you drive.	
43.	Inspection vehicle Is it possible to pul a rail wagon with the Inspection vehicle or can you build one? (Full electric)	
44.	Inspection vehicle (wagon) Is your company able to supply self-driven rail wagon?	

45.	Battery What battery package do you propose when building/buying the locomotive? Consider such things as battery life, guaranteed charge cycles, etc. Can you elaborate on this? Can you indicate if your proposed battery package meets the applicable fire safety requirements for tunnels? In your opinion, is it necessary to formulate certain requirements in the tender to ensure the above (e.g., battery capacity and other certain standards), and if so, what are they? If yes, can you indicate which batteries are affected? If no, on what condition would this be possible?	
46.	Battery Capacity Do you offer batteries with enough capacity to operate for 8 hours? capacity 8 hours and a range of 100 KM and driving at least 2 times on a 4.5% slope, keeping the rail inspection vehicle up to specifications. If yes, can you indicate which batteries are affected? If no, on what condition would this be possible? (hybrid/charging)	
47.	Charging possibilities 1 Is it possible to charge the battery at the work site using 400V 32A CEE connection? If yes, please elaborate. What are your charging options further do you have certain standards?	
48.	Charging options 2 Is it possible to use the battery pack of the vehicle as a power bank for power tools operating at 230V and 400V?	

	Please elaborate.	
49.	Charging/driving options Is it possible to charge with third rail collector or catenary and can you provide a collector for this? And can this collector fold away? Can you give examples and can you explain what is possible?	
50.	Self-diagnosis system Are you able to fit a self-diagnostic system to a locomotive or other type of vehicles, for identifying malfunctions? If yes, what faults can be reported in this system? Does this include the battery management system?	
51.	Construction methods What is your method of construction (modular). And what are the modular options. And are there options we can at after the build (with little impact on the construction) Is there maybe a option to change the wheels like change form of the wheels from metro to tram.(size between the wheels are the same)	
52.	Space Does the inspection vehicle offer space for minimal 2 people? If so, how?	
53.	Sightlines Can the locomotive run two ways? How are the controls made in this regard? Rotatable or two different controls? Is it possible to have a sightline of the cabin	

	so you can see a person that is standing 1 meters from the vehicle (anywhere around 360 degrees view) and is a camera system 360 degrees possible? Can you explain further what the sightlines for a locomotive are?	
54.	Remote control Is there a possibility to have a remote control with the vehicle And is this with or without a wire?	
55.	Infra limitations Can you build in our (PVR)kinematic envelope (see appendix B) And our other limitain are: • Minimum curve radius 80M horizontal • Minimum switch is 1/6 • Maximum Axle load is 12 ton do you see any problems with this? Please elaborate	
56.	Communication Is it possible to build CBTC (Alstom safety system) into the locomotive or inspection vehicle?	
57.	Communication Is there any possibility to install a mobile phone or communication parts? Do you have examples of this?	
58.	Prices Can you provide a guide price for the purchase of a inspection vehicle (maybe prices or range depends how many types you have)	
59.	Standards specifications If there are standard options can you provide some specification on sheet in appendix C	

Market consultation questions – Rail wagons		
60.	Rail wagons Is your company able to supply wagons of a 10 meter body. Do you have examples of this. Wagon lengths: What standard lengths could your company supply?	
61.	Rail wagons Is your company able to supply self-driven rail wagon? And is a light self-drive with battery also possible ? Do you have examples? If so, what is the range of this?(can you give more specification)	
62.	Rail wagons Do you have special parts for securing cargo? Do you have examples?	
63.	Rail wagons Are the wagons build modular? What parts could you build on the wagons? Do you have examples?	
64.	Prices Can you provide a guide price for the purchase of a rail wagons (maybe prices or range depends how many types you have)	
65.	Standards specifications If there are standard options can you provide some specification on sheet in appendix C	

Please complete the table below and submit it with the rest of the market consultation questions.

Type of vehicle	Quantities	Our company can provide this independently (yes or no)	We use a subcontractor for this delivery (yes or no)	We can provide our own maintenance (yes or no)	We have a service location in the Netherlands (yes or no)
Shunting locomotive	2				
Inspection rail vehicles	3				
Rail wagons	4				

Appendix A: Standard form submission of questions

Any questions and/or comments should be submitted using the table here below by message on TenderNed.

No. .	Document	Page no.	Subject	Question

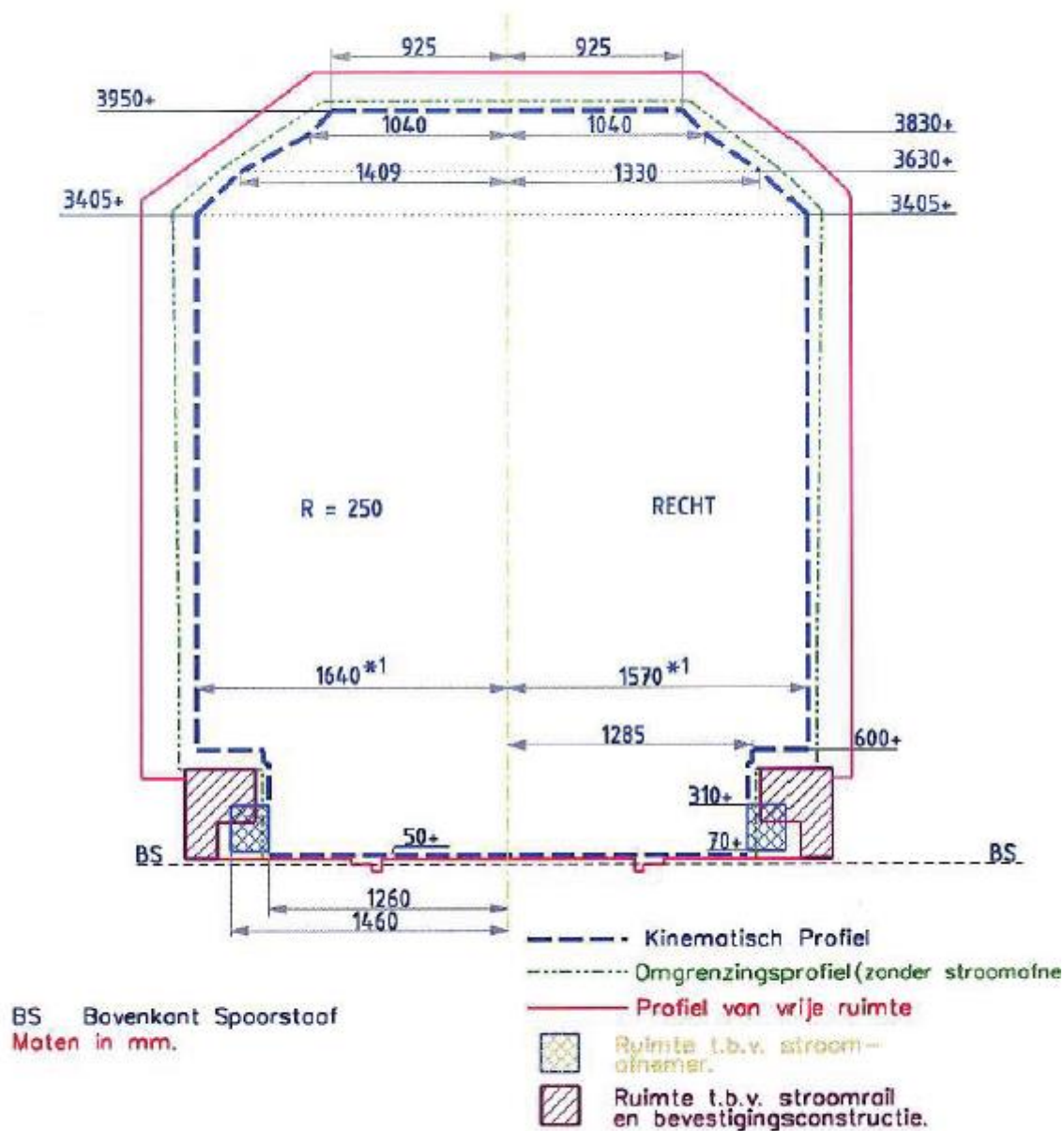
Appendix B: Outline requirements

The locomotives and rail inspection vehicle are needed on the track now and the further in Amsterdam. With building an design of the vehicle the following track and curve situations must be taken into account:

1. The type of rail in the track is 49 E1 of EN 13674-1 (also know as S49);
2. The nominal railtrack Width 1435 mm;
3. The rail inclination angle is nominal 1:40;
4. The maximum slope is 4,5%;
5. Minimum curve radius 80 m;
6. Minimum vertical curve radius, hollow and bulbous, is 200 m;
7. The maximum rail track track cant in curves 150 mm;
8. The maximum used switch is 1/6

Dwarsprofiel metro Type materieel: 3.00m breed

Kinematischprofiel



EMPLACEMENT SPOREN VANAF R=200M

*1	OVERZICHT HALVE PROFIELEN VAN KINEMATISCHE PROFIEL (in mm)										
R in m	100	150	200	250	300	500	750	1000	2000	3000	RECHT
excl.verkon.	1750	1685	1655	1640	1625	1600	1590	1585	1580	1575	1570

Appendix C Standard specifications

Market Consultation		Locomotive	Inspection vehicle	Wagon
Supplier				
Type of vehicle				
Material				
Crash EN 15227	Class			
Fire safety standard	Preference			
Overall length of vehicle	[m]			
Width at floor height	[m]			
Area (l x w)	[m ²]			
Minimum curve radius	[m]			
Door opening height	[mm]			
Power	[kW]			
Number of motors				
Empty weight	[ton]			
With battery weight	[ton]			
Number of axles				
Average axle load empty and with battery	[kN/axle]			
Empty weight per m ² and with battery/ or hybrid	[kg/m ²]			
Number of seats (incl. folding seats)	[m ²]			
Area for standing places				
Wheelbase	[mm]			
Wheel diameter of motor bogie new/rejection	[mm]			
Maximum speed [km/h]	[km/h]			
Maximum reach [km] with what speed[km/h]	[km]			
TADEM operation	YES/No			
Pulling Weight MAX	[Ton]			