



TECHNICAL SPECIFICATION FOR LEASE OF FORKLIFTS AND TRACTORS FOR A PERIOD OF 36 MONTHS.

TRANSNET ENGINEERING

**DURBAN, SALT RIVER AND
KOEDOESPOORT**

REFERENCE: FAI_SRX_SPEC_20

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1. INTRODUCTION / SCOPE OF WORK

This specification defines the technical, operational, and contractual requirements for the appointment of a competent service provider for the leasing, supply, maintenance, and support of forklifts and shunting tractors in Transnet Engineering facilities Durban, Salt River and Koedoespoort, including respective sub-regions.

The equipment will be used for material handling, logistics support, and rail vehicle shunting operations, which are critical to operational continuity. The service provider is therefore required to ensure high reliability, safety compliance, and availability of equipment at all times.

This specification establishes minimum requirements and does not relieve the contractor from applying sound engineering practice, asset management principles, and continuous improvement.

The scope includes:

- Provision of equipment for continuous monthly operation (80, 100 and 260 hours on the following site requirements Salt River, Koedoespoort and Durban respectively)
- Preventative and corrective maintenance in line with OEM standards
- Breakdown support and emergency response
- Equipment, performance monitoring and reporting
- Compliance with all statutory and safety requirements

2. SITE INSPECTION/ GEOGRAPHICAL LOCATION

Below is a consolidated geographical deployment table showing Durban (DBN), Salt River (SRX), and Koedoespoort (KDS), including key sub-regions Transnet Engineering operational sites. Included approximate GPS coordinates suitable for planning, and tender clarity.

Region	Primary Site / Depot	Sub-Region / Business Unit	GPS Coordinates (Lat, Long)
SRX	Salt River Depot	Central Workshop	-33.9311, 18.4607
	Cape Town	Maritime	-33.9180, 18.4350
	Bellville	Transnet Engineering Bellville	-33.0117, 17.9442
	Saldanha	Saldanha Wheels	-33.0195, 17.9612
Region	Primary Site / Depot	Sub-Region / Business Unit	GPS Coordinates (Lat, Long)
KDS	Koedoespoort Centre (Pretoria)	Main Locomotive Works	-25.7263, 28.2791 1
	Ermelo Locomotive Depot	Locomotive Business	-26.5575, 30.0089 2
	Diesel Depot (Lindo Park, Pretoria)	Diesel Operations	-25.7060, 28.2610 (approx. Pretoria East) 3
	Polokwane (Ladanna, Witklip St)	Depot Operations	-23.8820, 29.4800
	Nelspruit (Mbombela Depot)	Regional Depot	-25.4745, 30.9703
	Komatipoort Depot	Wagon / Border Operations	-25.4332, 31.9548 4
	Vryheid Depot	Regional Wagon Depot	-27.7695, 30.7917
	Trichardt Depot	Wagon Operations	-26.4833, 29.2333
	Capital Park Depot (Pretoria)	Freight Rail / Wagon	-25.7219, 28.1998 5
	Pyramid South Depot	Locomotive / Yard	-25.6500, 28.2300 (Pyramid area approx.)

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	Blue Train Depot (Salvokop)	Passenger Operations	-25.7615, 28.1900 6
	Witbank (eMalahleni)	Locomotive / Wagon	-25.8713, 29.2330
	Lydenburg Depot	Regional Depot	-25.0950, 30.4590
	Welgedacht (Springs)	Wagon Depot	-26.2500, 28.4400
Region	Primary Site / Depot	Sub-Region / Business Unit	GPS Coordinates (Lat, Long)
DBN (KZN)	Transnet Engineering Durban (Rossburgh / Bayhead Main Facility)	Main Engineering Works	-29.8966, 30.9867 1
	Bayhead Locomotive / Rail Engineering Depot	Locomotive Maintenance	-29.8966, 30.9867 1
	Wentworth Diesel Depot	Diesel Locomotive Maintenance	-29.9182, 30.9946 2
	Umbilo Rail Engineering Depot	Wagon / Yard Operations	-29.8979, 30.9900 3
	Transnet Engineering (311 Solomon Mahlangu Dr, Rossburgh)	Central Engineering Facility	~ -29.9000, 30.9800 (d
	Newcastle Locomotive Depot	Locomotive Maintenance (Inland Corridor)	-27.7490, 29.9320 (Newcastle
	Insezi Depot	Corridor Maintenance / Coal Line	~ -28.7800, 32.0400 (
	Danskraal Depot (Ladysmith)	Marshalling Yard / Freight Rail / Wagon Operations	-28.5424, 29.7974 1
	Transnet South Dunes Depot (Richards Bay)	South Dunes	-28.7775, 32.0168 1

The service provider shall be responsible for multi-site support, including travel, logistics, and resource allocation across all listed locations.

3. INFORMATION REQUIRED

All forklifts, tractors, and associated equipment offered under this tender shall comply with the Occupational Health and Safety Act, 1993 (Act No. 85 of 1993), as amended, and all other applicable legislation and standards.

Tenderers are responsible for reviewing the specification in its entirety and shall identify any ambiguities, omissions, inconsistencies, or requirements that may affect the successful delivery of the contract. Such matters must be raised in writing with Transnet Engineering during the tender period. Failure to do so will be deemed acceptance of the specification as issued.

4. SPECIFIC REQUIREMENTS

4.1 Forklift Types and Capacities

The service provider to rent out to Transnet Engineering the following:
(Durban)

No.	Business Unit	2.5 ton	3 ton	5 ton	7 ton	10 ton	Working Height (4m / 5m / 6m / 7m)	Forks Length (1.2m / 1.5m / 1.8m)
1	BT			1			5	1.8
2	BT			1			5	1.5
3	BT				1		5	1.8
4	Loco Dansk		1				4	1.5

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5	Loco Dansk		1			4	1.8
6	Wentworth		1			3	1.8
7	Insezi Loco			1		3	1.8
8	Maritime Services		3			5	1.8
11	Maritime Services				1	7	1.8
12	Maritime Services		1			5	1.8
13	Wagons Main			1		5	1.8
14	Wagons Main		1			7	1.5
15	Wagons Main		1			7	1.8
16	Wagons Main		3			5	1.5
19	Wagons Main		1			5	1.2
20	Wagons Main				1	6	1.8
21	Wagons Main			1		5	1.8
22	Kings Rest		1			3	1.8
23	Newcastle		1			3	1.8
24	Bayhead Wagons		1			3	1.8
25	Wagons S/Dunes			2		3	1
27	Wagons S/Dunes			1		3	2
28	Wagons S/Dunes				2	4	2
30	Wagons S/Dunes			1		4	1
31	Wagons S/Dunes			1		4	2
32	Wagons S/Dunes				1	4	2
34	Wagons Insezi			3		5	1.5
35	Wagons Insezi		1			5	1.5
38	Wagons Insezi				2	5	1.8
41	RSE			1		4	2
42	RSE		3			3	1.8
43	RSE		1			4	1.8
46	RSE			1		4	2
47	RSE				1	5	2
48	RM		3			3	1.5
51	RM			1		3	2
52	RM	1 battery operated				3	1.5
53	Wheels S/Dunes			1		4	2
54	Wheels Main		2			4	1.8
56	Wheels Main			1		4	2
57	Wheels Main				2	4	1.8
59	RSE		1			4	1.8
60	RSE		1			4	1.8
61	RSE		1			4	1.8

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62	RSE		1				4	1.8
63	RSE			1			4	1.8
64	PD			1			4	2
66	Loco CNR		2				4	1.8
67	Loco CNR			2			4	1.8
69	Loco ELD		1				4	1.8
	Total	1	33	22	10	1		

(Koedoespoort)

No.	Business Unit	3 ton	3.5 ton	4 ton	5 ton	7 ton	10 ton	Working Height (4m / 5m / 6m / 7m)	Forks Length (1.2m / 1.5m / 1.8m)
1	RSE		4					4	2.1
2	RSE					1		4	1.6
3	Loco New Build		1					4	1.6
4	Wheels			2				4	1.6
5	Wheels				2			5	1.6
6	Power Electronics		1					4	1.6
7	Power Electronics		1					4	2
8	Coaches		2					4	1.6
11	Coaches		1					4	2
12	Coaches				5			4	1.6
13	Coaches Blue Train		1					4	1.6
14	Mop	3						4	1.6
15	Foundry		1					4	1.6
16	RM Diesel	2						4	1.6
19	RM						1	4	1.6
20	RM		2					4	1.6
21	PEMM				1			4	1.6
22	PEMM	1						4	1.6
23	Witbank Wagon				2			4	1.6
24	Witbank Wagon					1		4	1.6
25	Loco Polokwane	1						4	1.6
27	Witbank Loco	1						4	1.6
28	Loco Lydenburg	1						4	1.6
30	Loco Nelspruit	1						4	1.6
31	Loco Komatipoort	1						4	1.6
32	Wagon Ermelo				1			4	1.6
34	Wagons Trichardt					1		4	1.6
35	Wagons Vryheid				1			4	1.6
38	Wagons Welgedacht					1		4	1.6

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41	Loco Ermelo				2			4	1.6
42	Loco Diesel depot	1						4	1.6
43	Capital Park Wagons	1						4	1.6
46	Capital Park Wagons					1		4	1.6
47	Komatipoort Wagons					1		4	1.6
48	PD bay 9	1						4	1.6
51	Pyramid South Loco	1						4	1.6
	Total	15	14	2	14	6	1		

(Salt River)

No.	Business Unit	2.5 ton	3.5 ton	5 ton	7 ton	10 ton	Working Height (4m / 5m / 6m / 7m)	Forks Length (1.2m / 1.5m / 1.8m)
1	Maritime SLD			1			3	1.8
2	Maritime SLD				1		4	1.8
3	Maritime SRX			1			3	1.8
4	Maritime SRX				1		4	1.8
5	PEMM		1				4	1.5
6	RSE		1				3	1.5
7	RSE			1			3	1.5
8	RM		2				3	1.5
9	Coaches		2				4	1.6
10	Coaches			1			4	1.6
11	Wheels SRX		2				4	1.6
12	Wheels SRX			1			4	1.6
13	Wheels SLD			1			4	1.6
14	Wheels SLD				1		4	1.8
15	Belville Wagons		1				4	1.8
16	Loco SLD				1		4	1.8
17	Wagons SLD			1			4	1.8
18	Wagons SLD	1 battery operated					4	1.8
19	Belville Wagons			1			4	1.8
17	Belville Loco		3				4	1.8
18	Belville Loco			1			4	1.8
	Total	0	13	9	4	0		

4.2 Shunting tractor for Durban

No.	Business Unit	Cost Centre No.	Shunting Tractors
1	Wagons S/Dunes	1466	2

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2	Wagons Insezi	1476	1
Total			3

4.3 RAIL SHUNTING / HAULAGE TRACTOR

Clause	Performance Requirement
4.3.1 Equipment Type	The Contractor shall supply a purpose-built industrial rail shunting tractor specifically designed for continuous wagon and locomotive shunting duties within Transnet Engineering facilities. The preferred equipment for this application is the Dezzi H140T 4×2 Haulage Tractor. Bidders may, however, offer a similar or equivalent railway shunting tractor, provided that the proposed equipment meets or exceeds the operational capability, performance, reliability, safety, durability, and functional requirements specified herein. The bidder must demonstrate, through supporting technical documentation, that the equipment offered is equivalent to or better than the preferred in all material respects.
4.3.2 Configuration	At a minimum the tractor shall be a permanent 4×2 industrial drive configuration with heavy-duty drive axle and steering axle. The tractor shall provide adequate traction for rail-yard operations on concrete, asphalt and compacted surfaces and shall safely negotiate railway crossings.
4.3.3 Overall Dimensions	The tractor dimensions shall be suitable for operation inside existing workshops and rail yards and be able to fit 3.5 m height and 2.8 width doors
4.3.4 Engine	Diesel engine delivering not less than 142 kW continuous power and 930 Nm peak torque, or equivalent demonstrated shunting performance. The engine shall suitable industrial.
4.3.5 Transmission	Fully automatic or power-shift transmission incorporating torque converter or equivalent technology providing smooth low-speed control, rapid forward/reverse directional changes and protection against transmission abuse.
4.3.6 Haulage Capacity	The tractor shall safely pull and push rail vehicles with a minimum trailing load of 30 tonnes on level track and shall demonstrate adequate tractive effort for Transnet Engineering shunting operations.
4.3.7 Drawbar Pull	Certified continuous drawbar pull shall not be less than 30 kN. Tenderers shall submit certified manufacturer test data confirming drawbar pull performance.
4.3.8 Minimum Travel Speed	Minimum road travel speed 40 km/h while maintaining safe handling and stability. Adjustable creep speed suitable for coupling operations shall be provided.

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4.3.9 Steering	Fully hydraulic power steering provides a turning radius suitable for confined workshop and shunting yard operations. Steering effort shall remain low under maximum axle loading.
4.3.10 Braking System	Heavy-duty service brakes with dual-circuit hydraulic or pneumatic actuation. Spring-applied fail-safe parking brake capable of securely holding the fully loaded tractor.
4.3.11 Pneumatic System	Air compressor and reservoir sized to continuously supply braking and auxiliary pneumatic functions.
4.3.12 Hydraulic System	Hydraulic systems shall provide sufficient flow and pressure for steering and auxiliary functions. Operating pressure should be sufficient, with full-flow filtration and oil cooling where required.
4.3.13 Fuel Capacity	Minimum fuel tank capacity shall be at a minimum sufficient for a minimum 10-hour operating shift under normal shunting conditions.
4.3.14 Operator Cabin	Fully enclosed certified cab with air conditioning, heater, suspension seat, seat belt, tinted safety glass, work lights, sun visor,
4.3.15 Railway Couplers	Front and rear railway couplers shall be provided and shall be mechanically compatible with standard AAR Type E, E/F or F knuckle couplers used by Transnet Freight Rail. Couplers shall permit direct coupling without adaptors.
4.3.16 Coupler Geometry	Railway couplers shall comply with the following minimum requirements: • Coupler centre height: 880 ± 10 mm above rail level • Automatic knuckle locking mechanism • Horizontal articulation not less than $\pm 13^\circ$ • Vertical articulation not less than $\pm 5^\circ$ • Draft gear and mounting arrangement designed for repeated heavy-duty shunting loads. Supplier shall submit certified GA drawings showing all mounting dimensions.
4.3.17 Pusher Plate / Drawgear	Heavy-duty front and rear pusher plates shall be integrated into the chassis. The assembly shall safely withstand repeated wagon impact loads without permanent deformation. Drawgear mounting shall be designed for the supplied coupler assembly.
4.3.18 Visibility & Safety	360° visibility shall be provided through mirrors and. Equipment shall include: • Front and rear mirrors • Reverse alarm • work lights • Fire extinguisher • Audible warning horn.

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4.3.19 Tyres	Heavy-duty industrial tyres suitable for continuous operation on concrete, asphalt and rail-yard surfaces. Minimum ply rating 14 PR or equivalent load rating.
4.3.20 Structural Design	Heavy-duty welded chassis designed for continuous industrial service with minimum design life of 20 years under Transnet operating conditions. Structural members shall withstand towing, pushing and impact loads without fatigue failure.
4.3.21 Environmental Conditions	The tractor shall operate continuously under the following conditions: • Ambient temperature: 0°C to +45°C • Relative humidity: 10–100% • Heavy saline coastal atmosphere • Altitude: Sea level to 1 800 m.
4.3.22 Compliance	Equipment shall comply with the Occupational Health and Safety Act, applicable SANS standards, National Road Traffic Act (where applicable), ISO 12100, ISO 3691 (where applicable), and all relevant Transnet Engineering safety requirements.
4.3.23 Documentation & Training	The supplier shall provide OEM operation manuals, maintenance manuals, illustrated spare parts catalogues, electrical, hydraulic and pneumatic schematics, maintenance schedules, recommended spare parts lists, operator training and maintenance training.

Mandatory Railway Coupler Requirement

The tractor shall be supplied with front and rear railway couplers compatible with Transnet rolling stock. Couplers shall be mechanically compatible with standard AAR freight wagon knuckle couplers (Type E, E/F or F family as applicable to the rolling stock operated). The arrangement shall allow safe coupling, uncoupling and shunting of wagons without adapters. Supplier shall submit coupler drawings, mounting details, coupler center height and proof of compatibility during tender evaluation.

	5. TECHNICAL REQUIREMENTS
5.1	All forklifts shall be diesel-powered, except where battery operated units are specifically required (One 2.5 ton forklift in Durban and One 2.5 ton Salt River). Machines shall be fitted with solid rubber tyres suitable for industrial environments, and pneumatic tyres shall not be accepted.
5.2	Each unit shall be equipped with lifting forks and a load backrest appropriate for the intended application. Overhead guards shall be provided to ensure operator protection against falling objects without restricting visibility.
5.3	All forklifts shall be fitted with standard safety features including a reverse alarm, flashing or strobe light, mirrors, horn, and a mounted fire extinguisher.
5.4	To support operational control and monitoring, all units shall include a driver tracking and telematics system with operator identification capability.

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5.5	All forklifts supplied shall be new or in near-new condition, and in all cases shall not exceed one thousand (1,000) operating hours at the time of deployment. The equipment shall be fully serviced, free from mechanical defects, and supported by verifiable service and maintenance records.
5.6	Rated Capacity and Load Centre The rated load capacity of all forklifts offered shall be specified and certified at a 500 mm load centre, measured horizontally from the vertical face of the fork shank to the centre of gravity of the load. Tenderers shall clearly state the rated lifting capacity, load centre, lift height, and any capacity deration applicable at maximum lift height. Equipment shall be capable of lifting the specified load capacity at the stated 500 mm load centre without exceeding the manufacturer's rated operating limits. Any equipment whose rated capacity at a 500 mm load centre is lower than the capacity specified in this tender shall be deemed non-compliant.
5.7	All 7-ton and 10-ton forklifts shall be fitted with a hydraulic side shift attachment with a minimum lateral travel of ± 100 mm (200 mm total side shift). The side shift attachment shall be fully compatible with the forklift's rated load capacity and shall not reduce the specified lifting capacity.
6. SERVICE, MAINTENANCE AND BREAKDOWN RESPONSE	
6.1	The Service Provider shall be fully responsible for maintaining all equipment in a safe, reliable, and operational condition throughout the contract period. Maintenance shall be proactive and aligned to OEM requirements, including scheduled preventative servicing, timely repairs, and proper record-keeping. All equipment must always remain compliant with safety and statutory requirements
6.2	A structured breakdown response system shall be in place to ensure rapid fault resolution. The Service Provider shall respond to breakdowns within a few hours and complete repairs within 48 hours. Where this is not achievable, equivalent replacement equipment shall be provided at no additional cost to Transnet Engineering. For the purposes of this document, breakdowns shall be limited to failures arising from manufacturing defects, mechanical defects, or normal wear and tear of the forklifts and tractors during ordinary operation. Any breakdown, damage, or failure determined to have been caused by user negligence, misuse, abuse, operator error, or any other user-related fault shall be deemed a user default and will fall outside the scope of this contract. The costs associated with such user-default incidents shall be excluded from the contractor's obligations under this agreement
6.3	The Service Provider shall base maintenance planning, service intervals, and resource allocation on the defined operational usage requirements per site. For pricing and service calculations, the following standard usage assumptions shall apply: Salt River (SRX) – 80 operating hours per month; Koedoespoort (KDS) – 100 operating hours per month; and Durban (DBN) – up to 260 operating hours per month. Bidders are required to take careful note of the estimated operating hours provided for each forklift when preparing their pricing. The annual maintenance cost must be calculated based on the Original Equipment Manufacturer (OEM) recommended preventive maintenance schedule and service intervals applicable to the specified

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	equipment. Pricing should include all routine servicing, labour, parts, consumables, inspections, and any other maintenance activities required to ensure the forklifts remain in a safe, reliable, and fully operational condition throughout the contract period, based on the estimated annual operating hours.
6.4	The Service Provider shall ensure availability of spare parts, qualified personnel, and, where necessary, standby equipment for critical operations. All maintenance and repair costs due to normal wear and tear shall be included in the contract. Transnet Engineering shall only be liable for damage resulting from proven misuse or negligence
	7. CALL CENTRE AND SUPPORT
7.1	The Service Provider shall provide a dedicated call centre and support function as the single point of contact for all service-related matters, including fault reporting, breakdowns, and general support. All incidents shall be logged, tracked, and resolved in a structured and within 48 hours, with clear communication maintained with Transnet Engineering.
7.2	The support service shall operate during normal working (8:00 to 16:00) hours with after-hours emergency support. The Service Provider shall ensure rapid response to all calls and maintain a system capable of recording incidents, assigning reference numbers, and monitoring resolution times.
7.3	The Service Provider shall provide regular reports on response times, repair turnaround, and service performance, and shall use this information to improve service delivery. Adequate staffing, technical resources, and systems shall be maintained at all times to meet service level requirements.
	8. LOAD TESTING AND CERTIFICATION
8.1	All equipment shall undergo annual load testing to verify safe operation and compliance with applicable standards. Testing shall be carried out by an accredited LME/LMI inspector in accordance with SANS 10388.
8.2	Valid test certificates indicating equipment details and expiry dates shall be issued and made available to Transnet Engineering at all times. Equipment without valid certification shall be deemed non-compliant and removed from service
8.3	All testing and certification costs shall be included in the contract
	9. LICENSING AND LEGAL COMPLIANCE
9.1	The Service Provider shall ensure that all equipment supplied under this contract is fully licensed, registered where applicable, and compliant with all relevant legal and regulatory requirements within the respective province in which the equipment is deployed. This includes adherence to national legislation as well as any provincial or municipal by-laws governing the operation of plant and equipment.

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9.2	All forklifts and mobile equipment shall be maintained in a roadworthy and legally compliant condition at all times. All MHE shall be licensed, valid licence discs shall be obtained, displayed, and kept up to date in accordance with the Department of Transport regulations and applicable authorities. The Service Provider shall be responsible for ensuring that all documentation, permits, and registrations are current and available for inspection by Transnet Engineering or regulatory bodies.
9.3	The Service Provider shall further ensure compliance with all applicable occupational health and safety legislation, standards, and codes of practice relevant to each operating location. This includes ensuring that equipment meets statutory safety requirements and that any legal inspections or certifications are conducted within prescribed timeframes.
9.4	Failure to comply with licensing and legal requirements in any province shall render the equipment non-compliant and unsuitable for use. The Service Provider shall immediately rectify such non-compliance or replace the affected equipment at no additional cost to Transnet Engineering.

	10. HEALTH, SAFETY AND SHE REQUIREMENTS
10.1	All work performed on Transnet Engineering premises shall comply with the applicable Transnet SHERQ Contractor Management Procedure. See attached Annexure (SHERQ Contractor Management Procedure)

	11. DELIVERY AND IMPLEMENTATION
11.1	The Service Provider shall be responsible for the delivery, offloading, commissioning, and handover of all equipment at the designated Transnet Engineering sites. Equipment shall be delivered in a fully operational, compliant, and ready-for-use condition to avoid any disruption to operations.
11.2	Delivery shall be completed within 8 weeks from date the Service Provider receives Transnet Order, and the Service Provider shall ensure adequate planning, logistics, and coordination with Transnet Engineering for site access and positioning of equipment. All statutory documentation, certifications, and safety checks shall be completed prior to commissioning.
11.3	The Service Provider shall also be responsible for the safe removal and collection of equipment at the end of the contract period.

	12. PERFORMANCE AND REPORTING
12.1	The Service Provider shall monitor and report on equipment performance throughout the contract period to ensure compliance with operational requirements and service levels. Monthly performance reports shall be submitted to Transnet Engineering, detailing equipment utilisation, breakdowns, maintenance activities, and overall availability.
12.2	Reports shall be accurate, complete, and submitted every month. The Service Provider shall analyse performance data to identify trends, recurring issues, and areas for improvement, and implement corrective actions to enhance reliability and service delivery. [CIS (Customer Information Schedule) required every month]

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