

8' and (9') COMBINATION SERVICE/DUMP BODY SPECIFICATION

GENERAL

The truck body shall consist of a combination of an all steel service/dump body that is directly mounted to the frame of the chassis. The dump bed shall have a 6-ton dumping capacity and there shall be service body side compartments located on either side of the dump body, and shall provide a minimum 57 cubic feet (**9' = 64 cu ft**) of secure storage.

The dump bed max dump angle shall be	49 degrees
The dump cycle time shall be	47 seconds
The bed vol shall be min 2.75 cu yd water level (5.65 w/sdbds)	(9'= 3.0 & 6.25)
Overall dump box length	103" (9' = 115")
Overall box width	78" top inside
Floor dimensions	48.5" wide X 96.5" long (9' = 48.5" wide, 108.5" long)
Floor/Side thickness	10 gauge

BODY/BED

The dump body, including removable corner standards, tailgate and cabguard to be manufactured of 10 gauge A-60 Galvanneal steel. The sides and top rail are to be formed so as to provide an open bottom box rail to prevent moisture entrapment. The floor understructure shall be made of 3"x 6"x 10 ga A-60 galvanneal formed channels. The dump bed shall be fitted with an OSHA approved safety prop operable from outside the danger area. All pivot points shall be fitted with lubrication fittings. There shall be 2 lashing D-Rings welded to upper inside of the sides of the dump bed. The bed will have removable rear corner standards with a handhold on passenger side, and a height to accommodate 18" sides and tailboards.

CAB SHIELD with OPTIONAL TARP

The dump bed shall be fitted with a removable cab shield 24" high with 12" extension, constructed of A-60 galvanneal, providing a laser-cut slotted window opening, and shall incorporate a roll-up type tarp storage provision. The optional tarp assy's size will be 6'- 8" X 11'- 0" and will be made of asphalt resistant Lumite material. A roller with crank handle and bearings will also be included as part of the optional tarp assembly.

SERVICE/UTILITY BODY

There shall be three (3) compartments per side. The side compartments shall be made of A-60 Galvanneal steel, and be urethane primed. The compartment doors shall have keyed alike rotary locks, bolt on hinges with stainless steel pins, 18 gauge outer skins, and spring over-center door retainers on all vertical doors. The doors shall employ automotive quality, bulb type weather seals to resist water entering the compartment interior.

LIGHTING

All body lighting shall conform to the latest FMVSS 108 specifications.

MISCELLANEOUS

The body must have an adjustable height mounting provision for a pintle hook or trailer hitch incorporated into the bumper assembly. Mounting locations for both a 6 and a 7 prong trailer connector and backup alarm to be part of bumper assy.

WARRANTY

The successful bidder must include a warranty of 12 months on dump bed and structure. The service/utility body shall carry the manufacturer's limited 5 year warranty.

HYDRAULICS

The body shall be equipped with a 12 volt electro/hydraulic power unit capable of providing 3,000 PSI maximum, 1,200 PSI working pressure with enough capacity to raise the provided hoist with a 6 ton load in approximately 25 seconds. The hoist for the dump bed shall be a 3 stage telescopic type with o-ring seals, rod wipers, and chrome-plated rod sections.

TAILGATE

The tailgate shall be double acting, with single handle top-drop operation; retracting 1" diameter stainless steel top pins. Tailgate height to be 18 inches, and material construction to be of 10 ga. A-60 galvaneal steel.

TAILGATE REPLACEMENT SPREADER

The dump body shall have salt spreader capabilities such as that of the "Truck Craft TC-130 D-ICER" that is interchangeable with the tailgate assy. The tailgate replacement spreader shall be constructed of corrosion resistant aluminum and have a stainless steel auger to deliver salt and sanding material to the stainless steel spinner. The auger shall be driven by an electric gearmotor and drive chain. The spinner assy to be positioned on the driver's side of the vehicle and be supported by a stainless-steel tube & bracket that keeps the spinner level with the road regardless of dump bed position. The spreader housing must be able to open up easily from the rear to provide access to the auger to facilitate removal of jammed objects, or for easy dumping of excess load through auger.

The spinner motor is to be a frame 56, ¼ HP, dip-sealed, 12 Volt electric motor with internal shaft seals and using a liquid-tight connector where wiring exits motor housing. An additional spun baffle shield shall be part of the bottom of the spinner plate to prevent contaminants from building up on top of the motor. The spinner blades and disc are to be made out of stainless steel and be easily replaceable.

All spreader power is to be provided through a fused automotive solenoid that disconnects power to the truck cab when switched off at the D-ICER Electronic Control Unit (ECU). Speed control from the ECU is to be independently variable for the spinner and auger motors with automatic shut off for "jam" conditions on either motor. "Running" or "jam" conditions to be indicated by LEDs on ECU dash panel. The in-cab ECU to be back-lit for easy night viewing and have an "OVERDRIVE" capability for continuous maximum power to the auger motor if required. The ECU must have a switch to raise and lower the dump bed, with electrical provision to handle "power up" and "power down" operation. A fused 30 amp relay connection for controlling an optional work light or light bar is to be provided on ECU, and be available as a lighted switch on ECU dash panel. All connections to the vehicle electrical system and to spreader motors to be provided by factory-supplied wiring harnesses employing automotive type "Packard" connectors at motor hookup.