

HELICOID FLIGHT (RIGHT HAND)
 SINGLE CONTINUOUS SCREW TYPE
 (BAR SIZE, BEFORE ROLLING, TO BE
 SUCH THAT FLITING O.D. IS AS SHOWN
 IN END VIEW AT RIGHT, AND OUTER
 EDGE THICKNESS IS AS SHOWN IN
 FLITING THICKNESS SPECIFICATION)

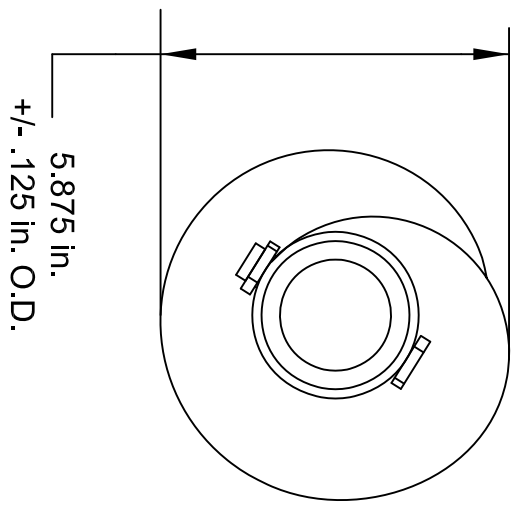
VIEW SHOWING COMPLETE
 AUGER WELDMENT

2 in. (2.375 O.D.)
 SCHEDULE 80 (.20 in. WALL)
 CARBON STEEL PIPE
 (PIPE SIZE E.R.W. TUBING ACCEPTABLE)

- SPECIFICATION NOTES**
1. PIPE PORTIONED WORTH (WITH WELDED FITTING) TO BE STRAIGHT TO GIVE MAXIMUM OF .20 IN. TOTAL RUNOUT
 2. BOTH STUB SHAFT CENTERLINES TO LIE ON PIPE CENTERLINE TO GIVE MAXIMUM OF .20 IN. TOTAL RUNOUT
 3. ALL SURFACES OF SLEEVE, SHAFT, AND OTHER PIPE WHICH MAKE CONTACT WITH EACH OTHER TO BE COATED WITH ANTI-SEIZE COMPOUND
 4. SHAFT IS REMOVED, AND NOT USED. WHEN AUGER IS USED IN A DIRECT DRIVE APPLICATION

| DO NOT SCALE DRAWING TOLERANCES (UNLESS OTHERWISE NOTED) | |
|--|-----------------|
| FLAME CUTTING, NIBBLING & WELDING | +/- .060 |
| SHEARING & FORMING | +/- .030 |
| PUNCHING | +/- .020 |
| HOLE DIAMETERS | + .015/- .005 |
| ANGLES | +/- 2 DEG |
| DECIMAL MACHINING | 0.0- +/- .040 |
| | 0.00- +/- .020 |
| | 0.000- +/- .005 |

IMPLIED TOLERANCES DO NOT APPLY TO REFERENCE DIMENSIONS



PA DEPARTMENT OF TRANSPORTATION

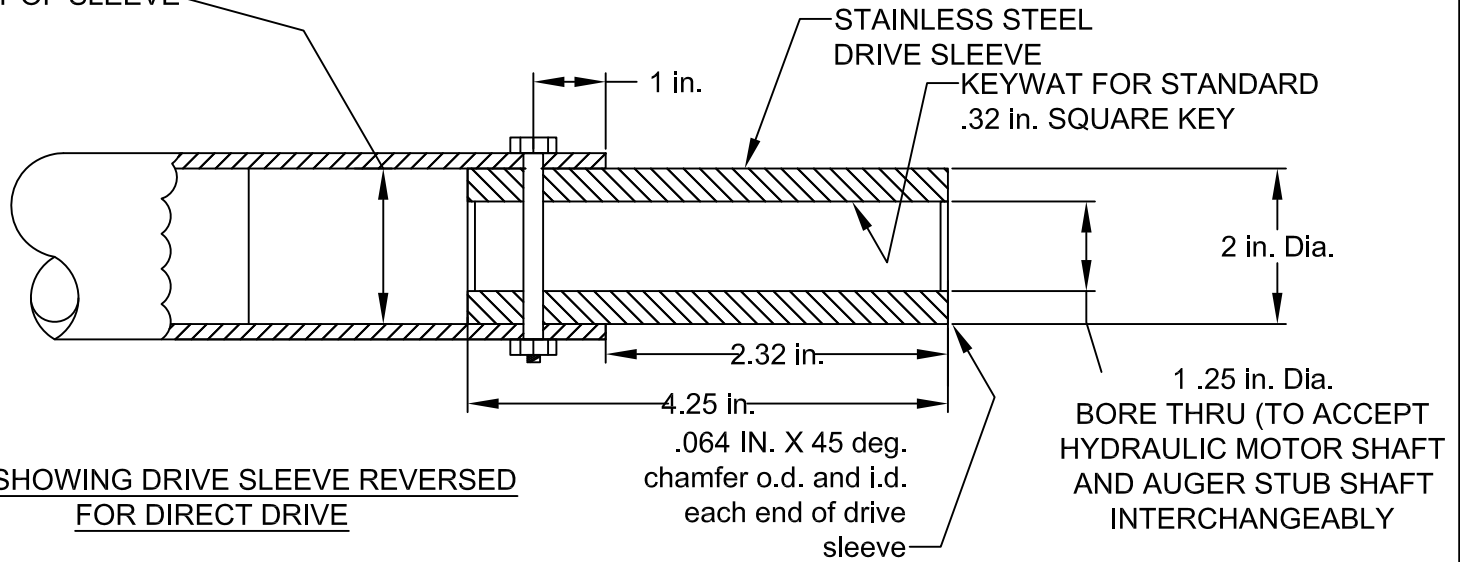
REVISIONS

| NO. | DATE | BY | DESCRIPTION |
|-----|----------|-----|-------------|
| 1 | 01-09-98 | DLW | |
| 2 | 05-28-02 | DWG | |
| 3 | 9-20-07 | BAG | |

Penndot Spreader Auger Detail
 (S/S & RUBBER TROUGH)

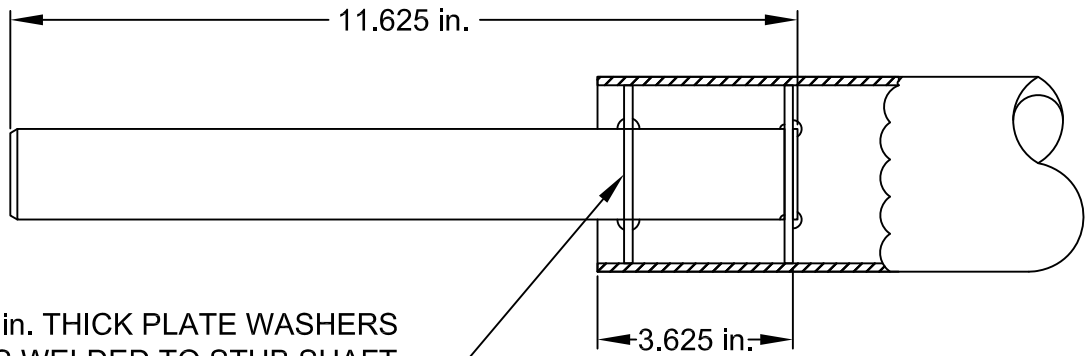
| | | | | |
|----------|----------|---------|-----|--------------|
| DRAWN BY | DLW | SCALE | N/A | EQU-6 |
| DATE | 01-09-98 | CHKD BY | WHM | SHEET 1 OF 3 |

I.D. OF PIPE BORED
FOR CLOSE SLIDING
FIT OF SLEEVE



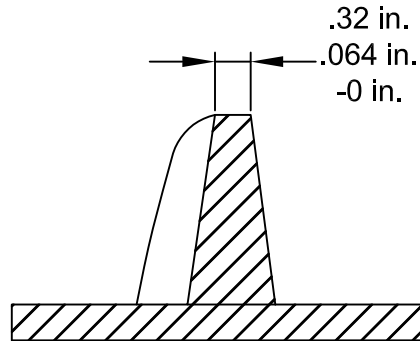
PA DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | PennDOT SPREADER AUGER DETAIL (S/S & RUBBER THROUGH) | | |
|-----------|----------|-----|---|-------|--------------|
| NO. | DATE | BY | DRAWN BY | SCALE | |
| 1 | 01-09-98 | DLW | | | |
| 2 | 05-28-02 | DWG | DLW | N/A | EQN-6 |
| 3 | 9-20-07 | BAG | 01-09-98 | WHM | SHEET 2 OF 3 |



.125 in. THICK PLATE WASHERS
CONTINUOUS WELDED TO STUB SHAFT
AND AUGER PIPE

WASHERS TO FIT I.D. OF PIPE WITH
CLOSE SLIDING FIT SO NO FLEXING
OF SHAFT EXISTS AFTER FINAL WELDING



**FLITING THICKNESS SPECIFICATION
(BEFORE HARDSURFACING)**

.125 in. (MINIMUM)
HARDSURFACE

CONTINUOUS WELD
BOTH SIDES OF
FLITING



OUTER FLITE PERIPHERY CONTINUOUSLY
HARDSURFACED WITH ABRASIVE RESISTANCE
WELDING ROD (OR WIRE) EQUIVALENT TO
STUDY 121 (ROCKWELL HARDNESS C-44),
AND TO BE FULL WIDTH OF FLITING
THICKNESS AT OUTEREDGE

WELDING AND HARDSURFACE SPECIFICATION

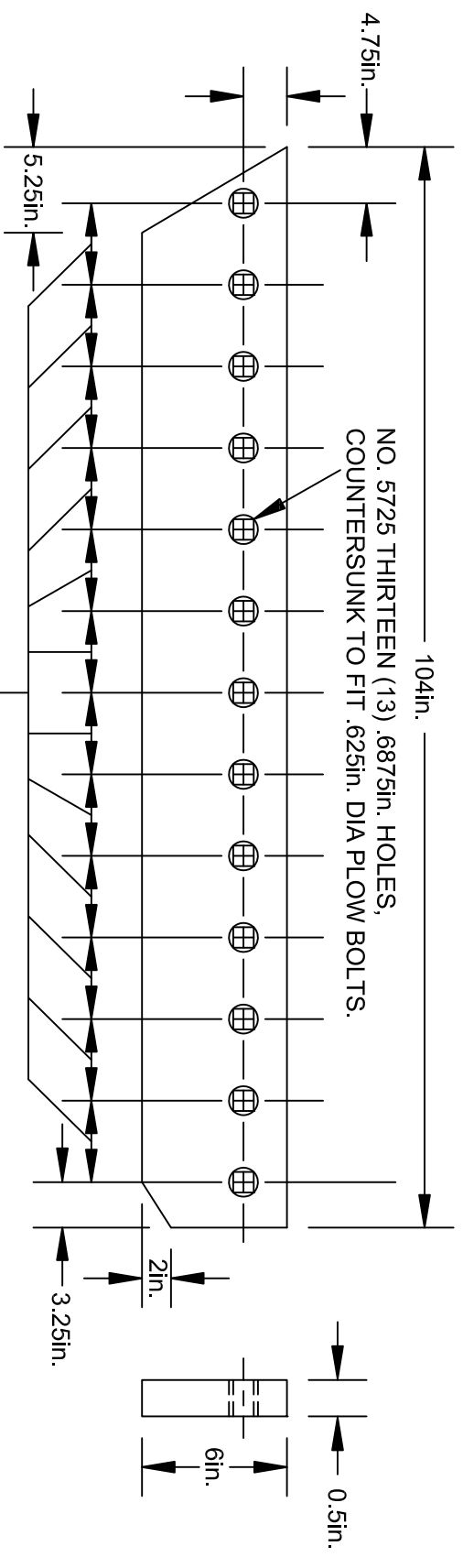
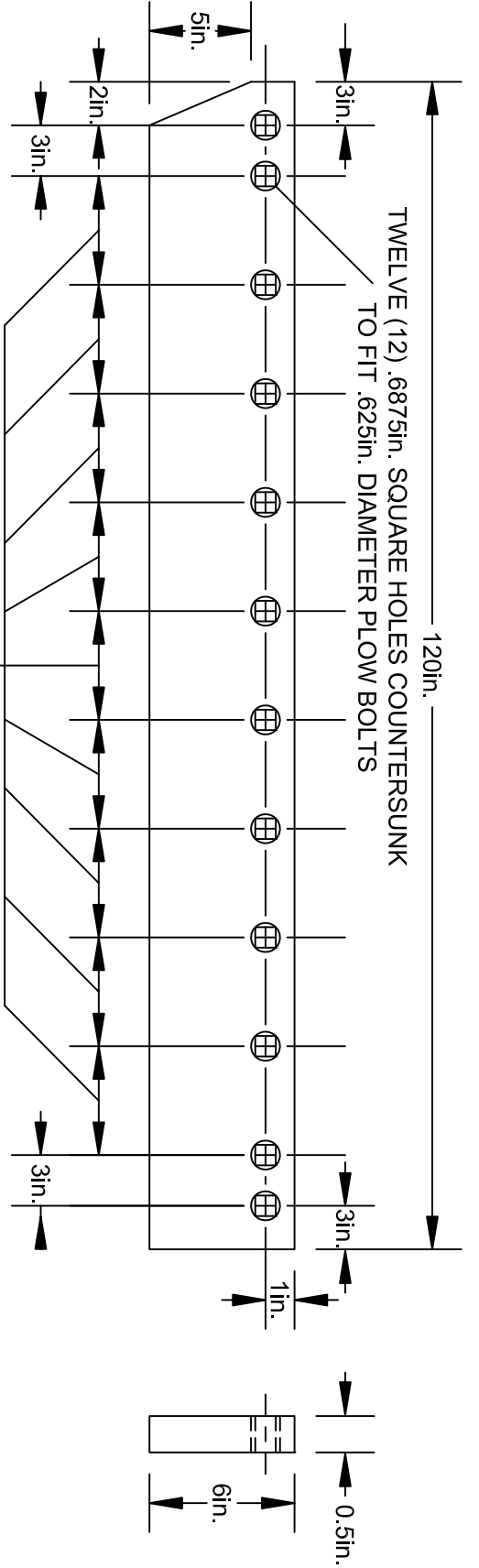
PA DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | DATE | BY |
|-----|----------|-----|
| 1 | 1-09-98 | DLW |
| 2 | 05-28-02 | DWG |
| 3 | 09-20-07 | BAG |

PennDOT SPREADER AUGER DETAIL
(S/S & RUBBER THROUGH)

| | | | | |
|----------|----------|----------|-----|--------------|
| DRAWN BY | DLW | SCALE | N/A | EQN-6 |
| DATE | 01-09-98 | CHK'D BY | WHM | SHEET 3 OF 3 |



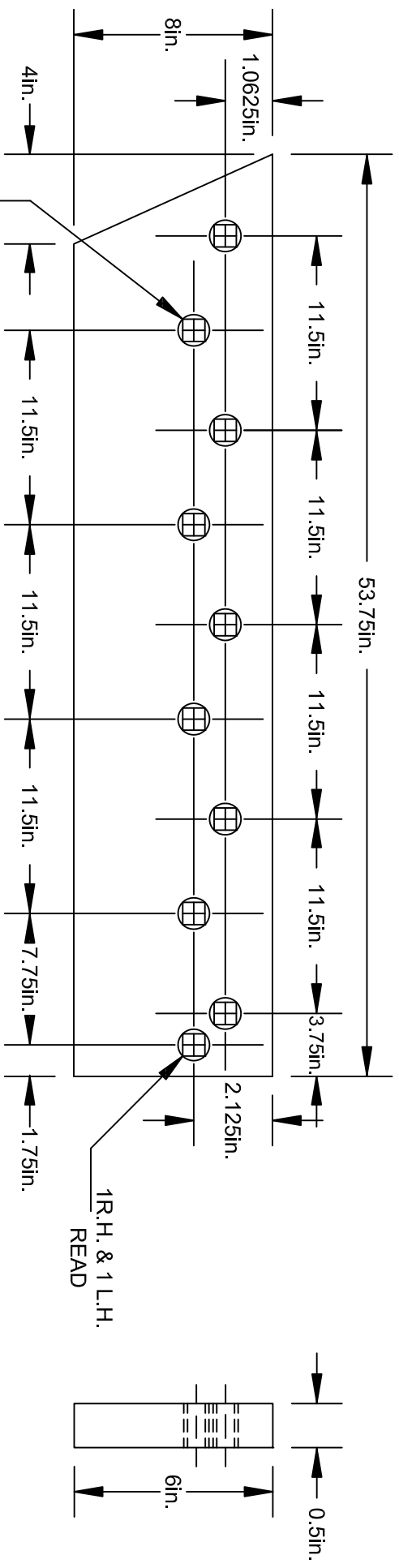
NOTES:

1. ALL DIMENSIONS ARE IN INCHES.
2. MATERIAL: CARBON STEEL AISI 1080-1085 BRINELL HARDNESS 250-325*

EACH BLADE SECTION SHALL BE PUNCHED WITH A DATE OF MANUFACTURE AND THE MANUFACTURER'S NAME.

*STEEL SPECIFICATION.

| PA DEPARTMENT OF TRANSPORTATION REVISIONS | | | STEEL CUTTING EDGES FOR SNOW PLOWS | | |
|---|----------|-----|------------------------------------|----------|---------------|
| NO. | DATE | BY | DRAWN BY | DATE | SCALE |
| 1 | 06-14-07 | KNH | DLW | 02-06-96 | Combined With |
| 2 | 07-29-15 | JJB | DLW | | Scale |
| 3 | 08-09-18 | KBD | | | |



TEN (10) .6875in.
 SQUARE HOLES,
 COUNTERSUNK TO
 FIT .625in. DIA.
 PLOW BOLTS.

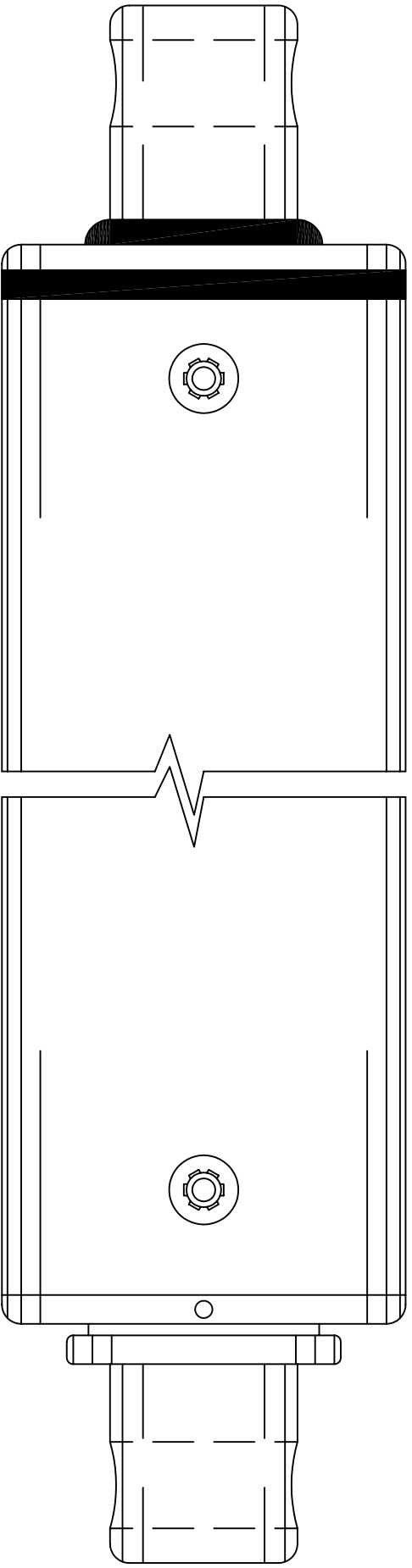
NOTES:

1. ALL DIMENSIONS ARE IN INCHES.
2. MATERIAL: CARBON STEEL AISI 1080-1085
 BRINELL HARDNESS 250-325*

EACH BLADE SECTION SHALL BE PUNCHED WITH A DATE OF
 MANUFACTURE AND THE MANUFACTURERS NAME.

*STEEL SPECIFICATION.

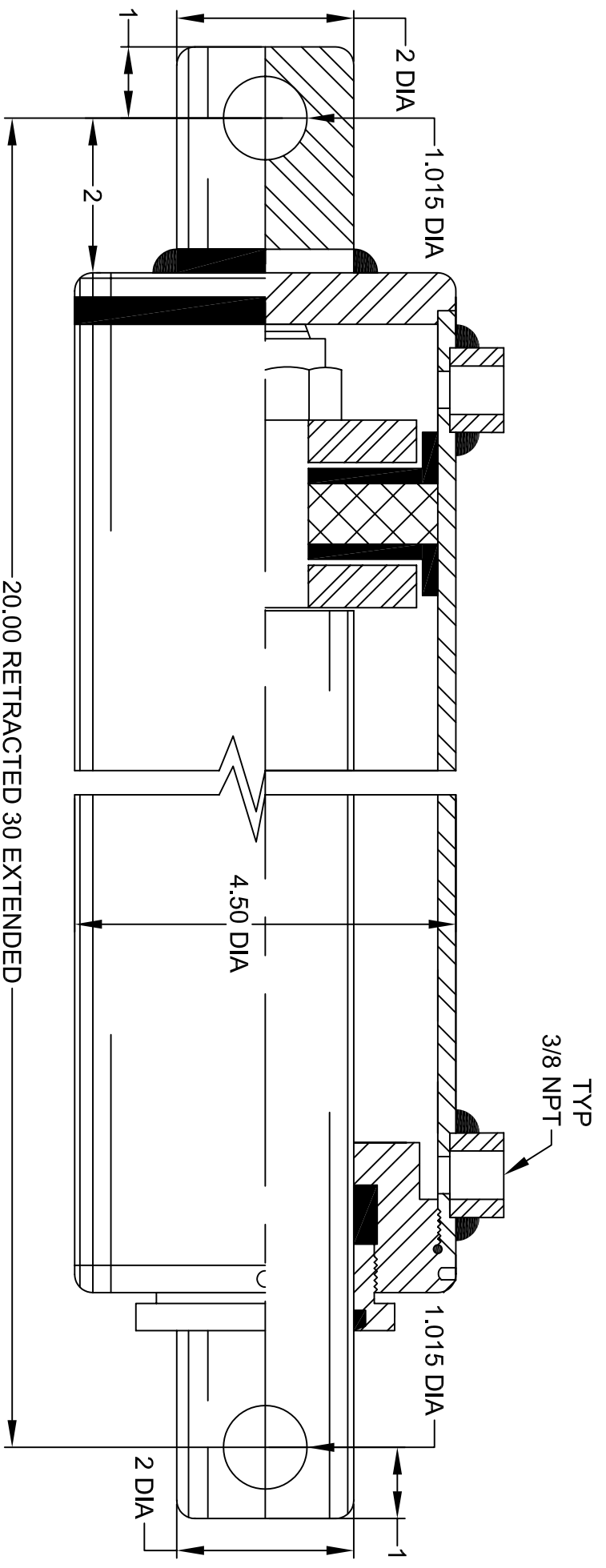
| REVISIONS | | | PA DEPARTMENT OF TRANSPORTATION | | |
|-----------|----------|-----|--|----------|--------------|
| NO. | DATE | BY | STEEL CUTTING EDGES FOR SNOW PLOWES | | |
| 1 | 06-14-07 | KNH | DRAWN BY | DLW | Checked With |
| 2 | 07-29-15 | JJB | DATE | 02-06-96 | CHKD BY |
| 3 | 08-09-18 | KBD | Scale | | EQN-16A |



PA DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | PLOW RAM | | |
|-----------|------|----|----------|--|--|
| NO. | DATE | BY | | | |
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |

| | | | | | | | |
|--|--|--|----------|----------|------------|-----|--------------|
| | | | DRAWN BY | CJW | SCALE | N/A | EQN-24 |
| | | | DATE | 12-11-06 | CHECK'D BY | KGK | SHEET 1 OF 2 |



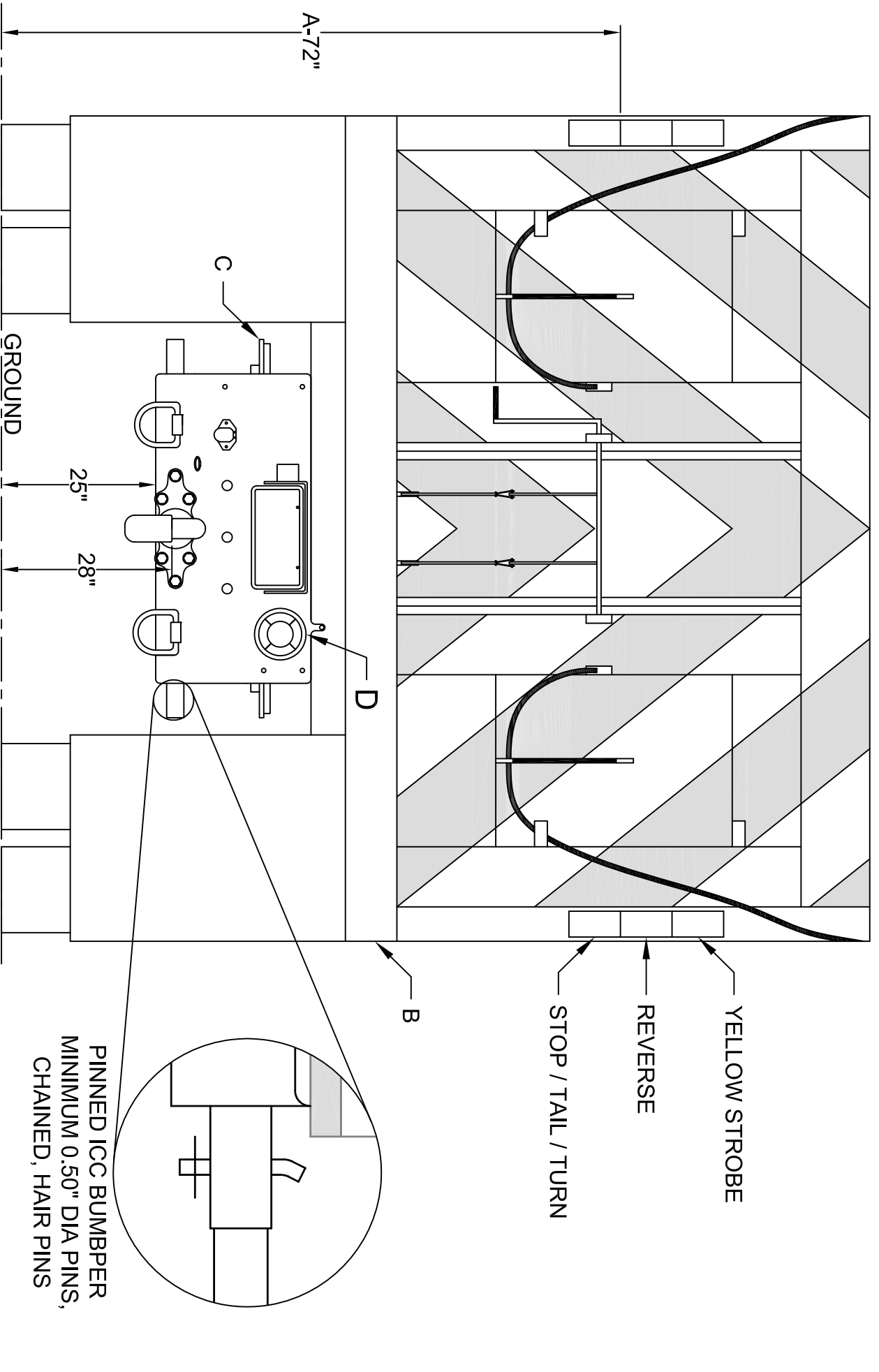
PA DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | PLOW RAM | | |
|-----------|------|----|----------|--|--|
| NO. | DATE | BY | | | |
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |

| NO. | DATE | BY | PLOW RAM | | |
|-----|------|----|----------|--|--|
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |

DRAWN BY: CJW SCALE: N/A EQN-24

DATE: 12-11-06 CHECKED BY: KGK SHEET 2 OF 2



NOTES:

- A. HEIGHT OF LIGHTS SHLL NOT EXCEED 72". MEASURED FROM GROUND LEVEL TO TOP OF STOP / TAIL / TURN LIGHT WHEN IS BODY UNLOADED.
- B. SHALL BE ONE PIECE DESIGN, 3/8" X 6" MINIMUM 60661-T6. IT SHALL BE COMPLETELY WELDED AND SURFACE SHALL BE FLUSH FULL LENGTH TO ALLOW MOUNTING OF THE SPREADER WITH NO GAPS.
- C. Glad Hands
- D. Place as high as possible on rear module.

PA DEPARTMENT OF TRANSPORTATION

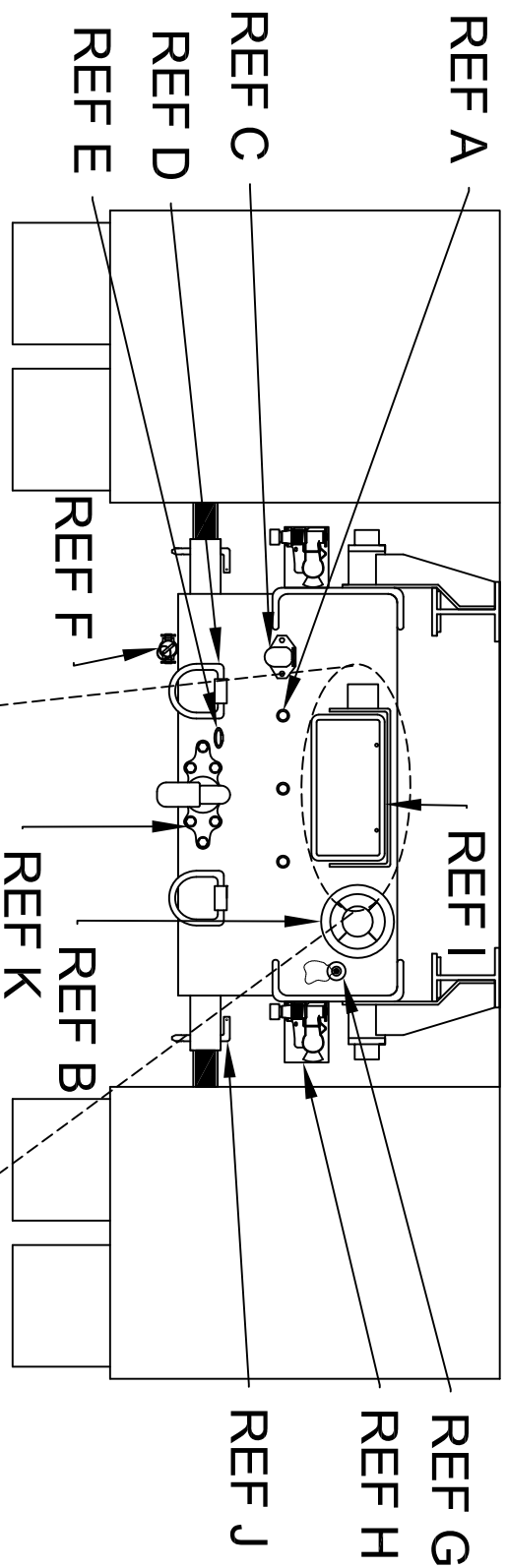
REVISIONS

| NO. | DATE | BY | REAR MODULE WITH RECESSED LICENSE PLATE |
|-----|----------|-----|---|
| 1 | 08-08-19 | KBD | |
| 2 | | | |
| 3 | | | |

PINNED ICC BUMPER
 MINIMUM 0.50" DIA PINS,
 CHAINED, HAIR PINS

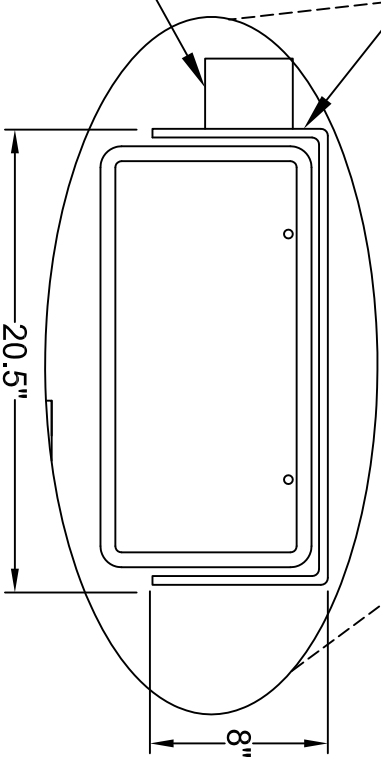
REAR MODULE WITH RECESSED
 LICENSE PLATE

DRAWN BY JJB SCALE N/A EQN-26B
 DATE 08-02-16 CHG'D BY SHEET 1 OF 3



1 1/4" WIDTH STEEL FRAME TO
GO AROUND LICENSE PLATE

LICENSE PLATE LIGHT



Note: Lisence plate with stailsteel hardware
with locking nuts

- NOTES:
- A. REFLECTORIZED M/C LAMP (RED)
 - B. ECCO 450 BACK UP ALARM
 - C. TRAILER 7 ROUND PIN TYPE RECEIVER
 - D. EACH "D" RING - MINIMUM BREAKING STRENGTH EQUIVALENT TO HITCH WEIGHT
 - E. TRAILER BREAK-AWAY RING
 - F. PRE WET LIQUID SUPPLY
 - G. AUGER SENSOR
 - H. TRAILER AIR BRAKE GLAD HANDS MUST NOT EXTEND PAST FRAME RAIL
 - I. LICENSE PLATE
 - J. MIN .5" DIA PINS, CHAINED, HAIR PINS
 - K. HITCH

PA DEPARTMENT OF TRANSPORTATION

REVISIONS

NO. DATE BY

1 08-08-19 JJB

2

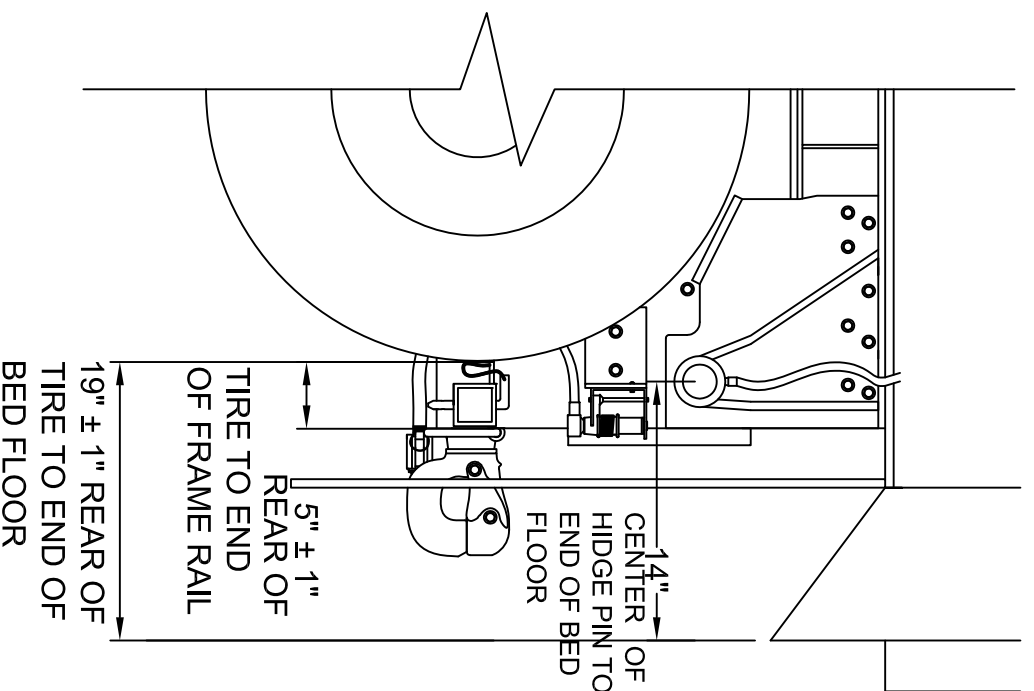
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REAR MODULE WITH RECESSED
LICENSE PLATE

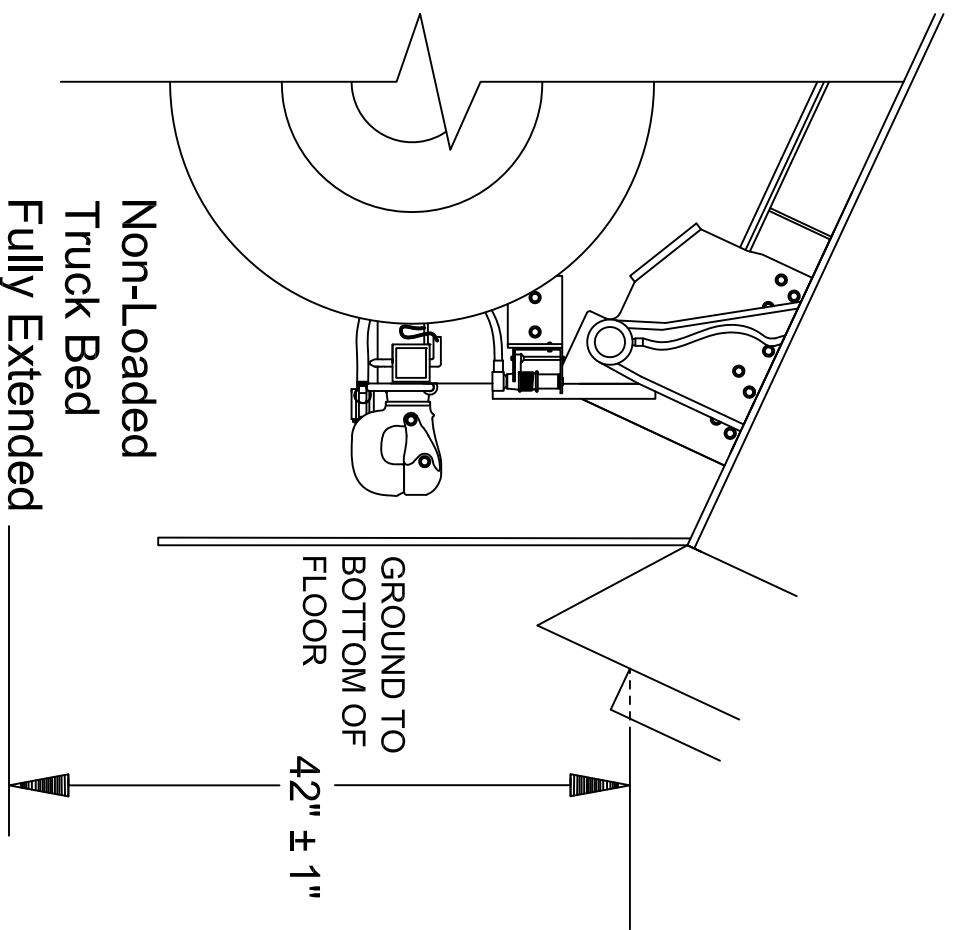
DRAWN BY JJB SCALE N/A

DATE 08-02-16 EQN-26B

CHRGD BY SHEET 2 OF 3



SIDE VIEW

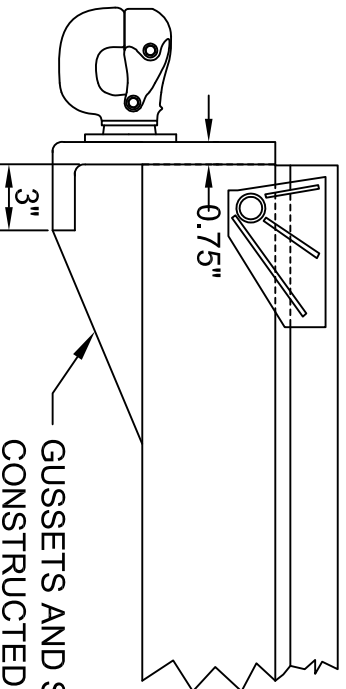


DUMP TRUCK REAR MODULE

THIS DRAWING IS NOT INTENDED TO SHOW ACTUAL BODY HINGE PIN PLACEMENT. CORRECT BODY HINGE PIN PLACEMENT TO MEET THE VEHICLES INTENT STATEMENT IS THE VENDORS RESPONSIBILITY.

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GUSSETS AND SUPPORTS SHALL BE CONSTRUCTED TO MEET 25 TON PINTLE REQUIREMENTS.



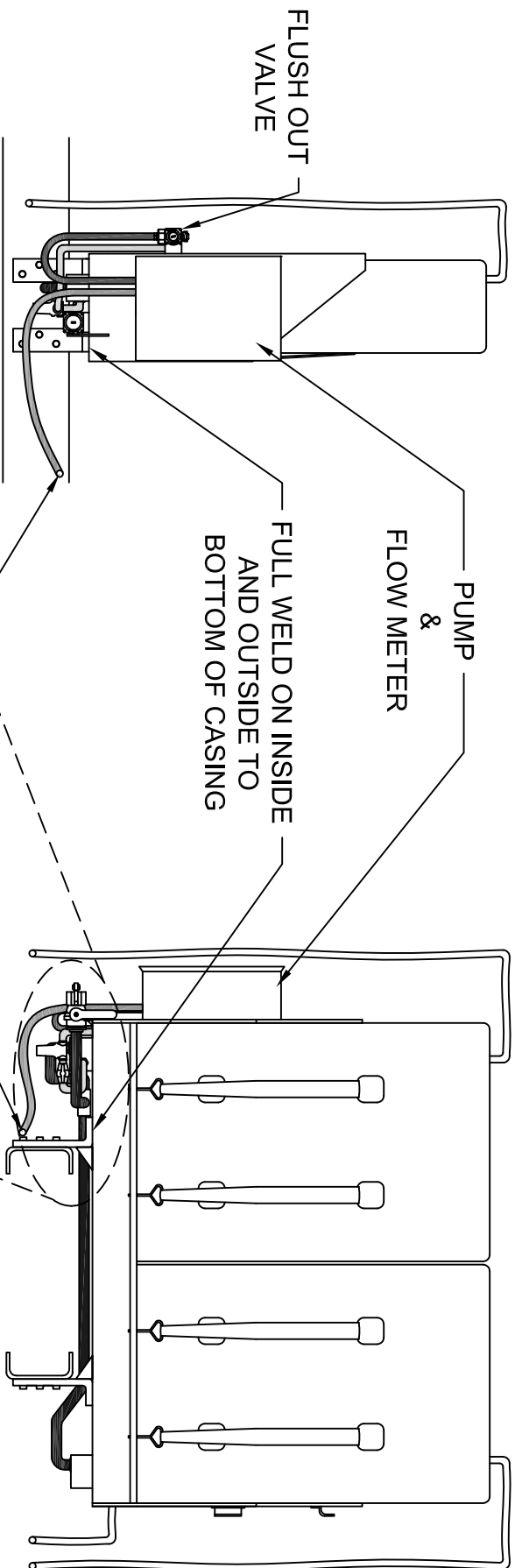
| REVISIONS | | | TANDEM AXLE DUMP TRUCK REAR MODULE | |
|-----------|----------|-----|------------------------------------|-------|
| NO. | DATE | BY | DRAWN BY | SCALE |
| 1 | 08-08-19 | KBD | KBD | |
| 2 | | | | |
| 3 | | | | |

DATE 07-15-18

CHECKED BY

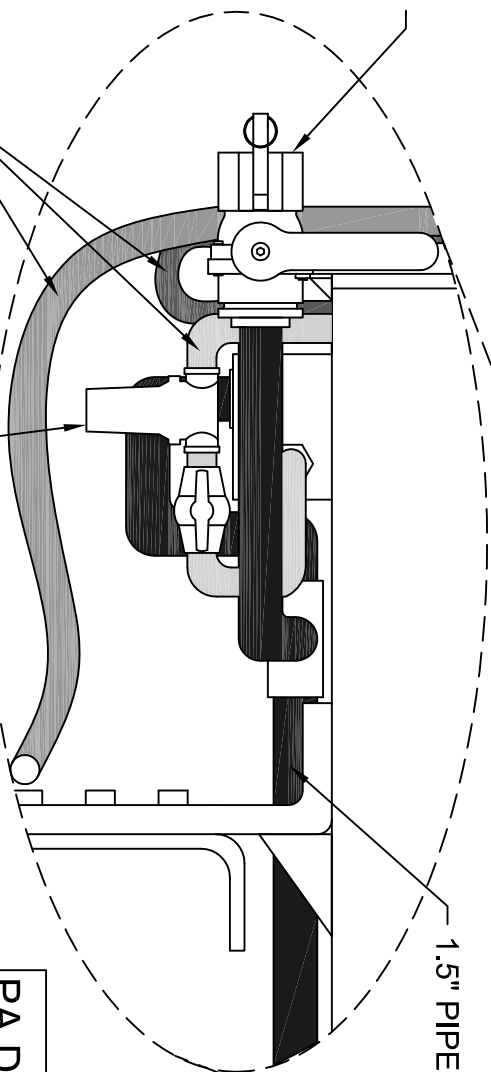
EQN-26B

Sheet 3 of 3



SIDE VIEW

FRONT VIEW



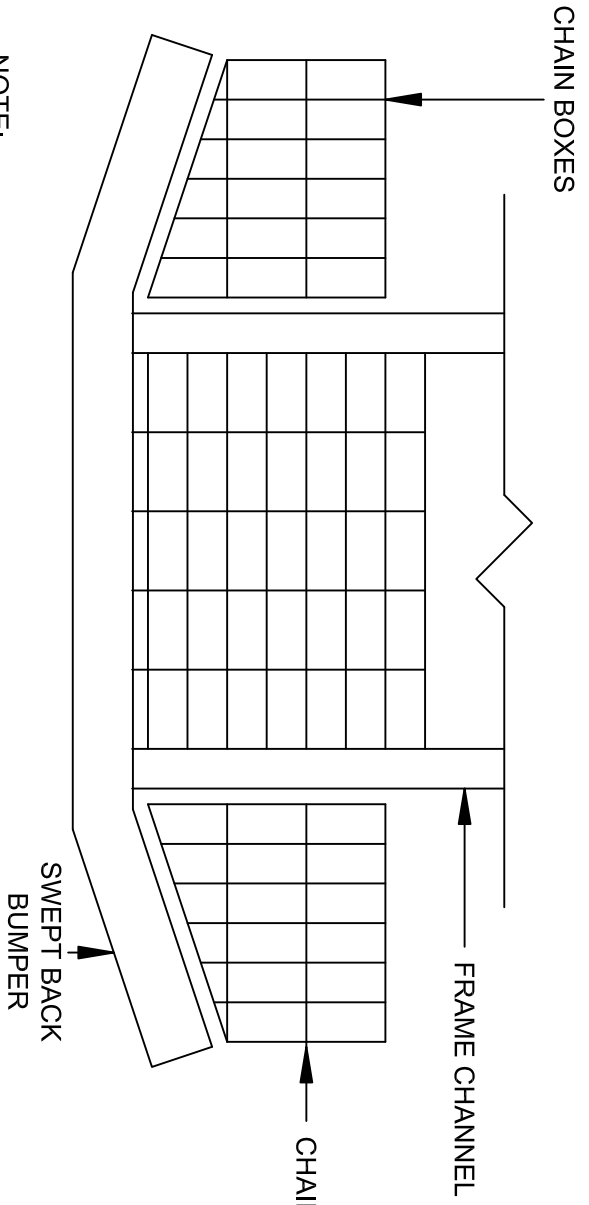
**NOTE:
CASING TO BE STAINLESS STEEL**

PA DEPARTMENT OF TRANSPORTATION

DOUBLE PRE-WET BRINE TANK

| REVISIONS | | | DRAWN BY | | | SCALE | | |
|-----------|------|----|----------|----------|-----|-------|----------|--|
| NO. | DATE | BY | DATE | CHK'D BY | | DATE | CHK'D BY | |
| 1 | | | 08-08-17 | HMR | N/A | | | |
| 2 | | | | | | | | |
| 3 | | | | | | | | |

AERIAL VIEW

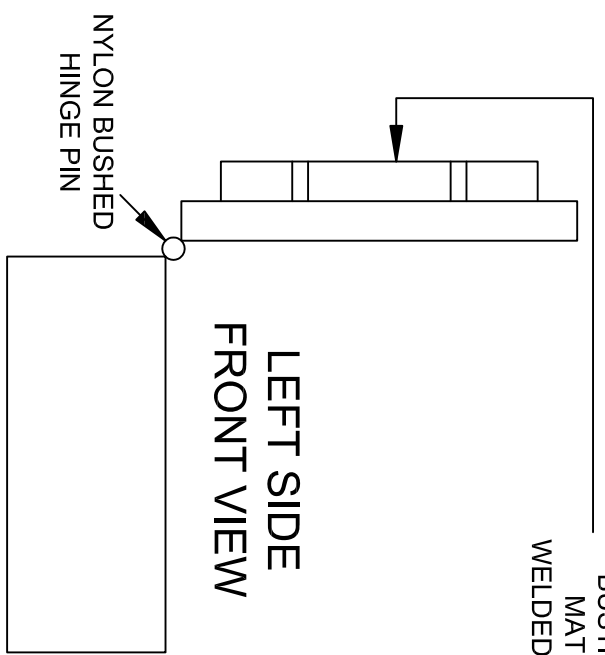


* LEFT SIDE BOX SHOWN, REVERSE FOR RIGHT SIDE.
 * GIVEN DIMENSIONS ARE APPROXIMATE AND MAY REQUIRE ALTERATION TO ADAPT TO MAKE / MODEL OF TRUCK AND STYLE OF BUMPER.

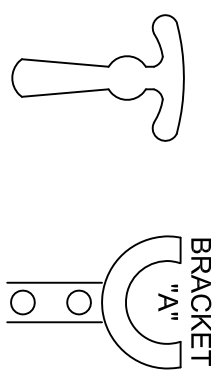
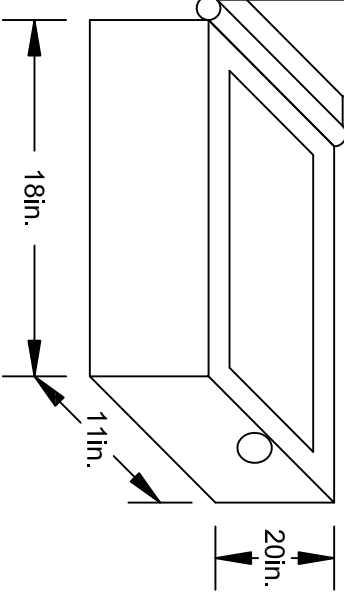
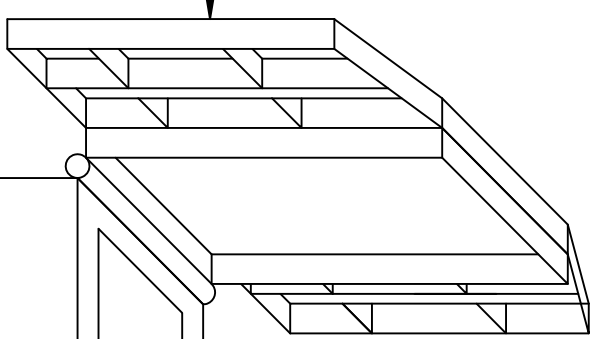
NOTE:
 THERE SHALL BE SUFFICIENT ALUMINUM BUSTIN TYPE MATERIAL TO COVER THE ENTIRE AREA FROM GRILL TO BUMPER AND FRAME RAIL TO FRAME RAIL.

ALUMINUM BUSTIN TYPE MATERIAL WELDED IN PLACE

LEFT SIDE FRONT VIEW



GRILL TO BUMPER AND BOXES SHALL BE SUPPORTED IN SUCH A WAY TO ENSURE SUPPORT OF A 200 lb. MAN IN ANY 12in. AREA.



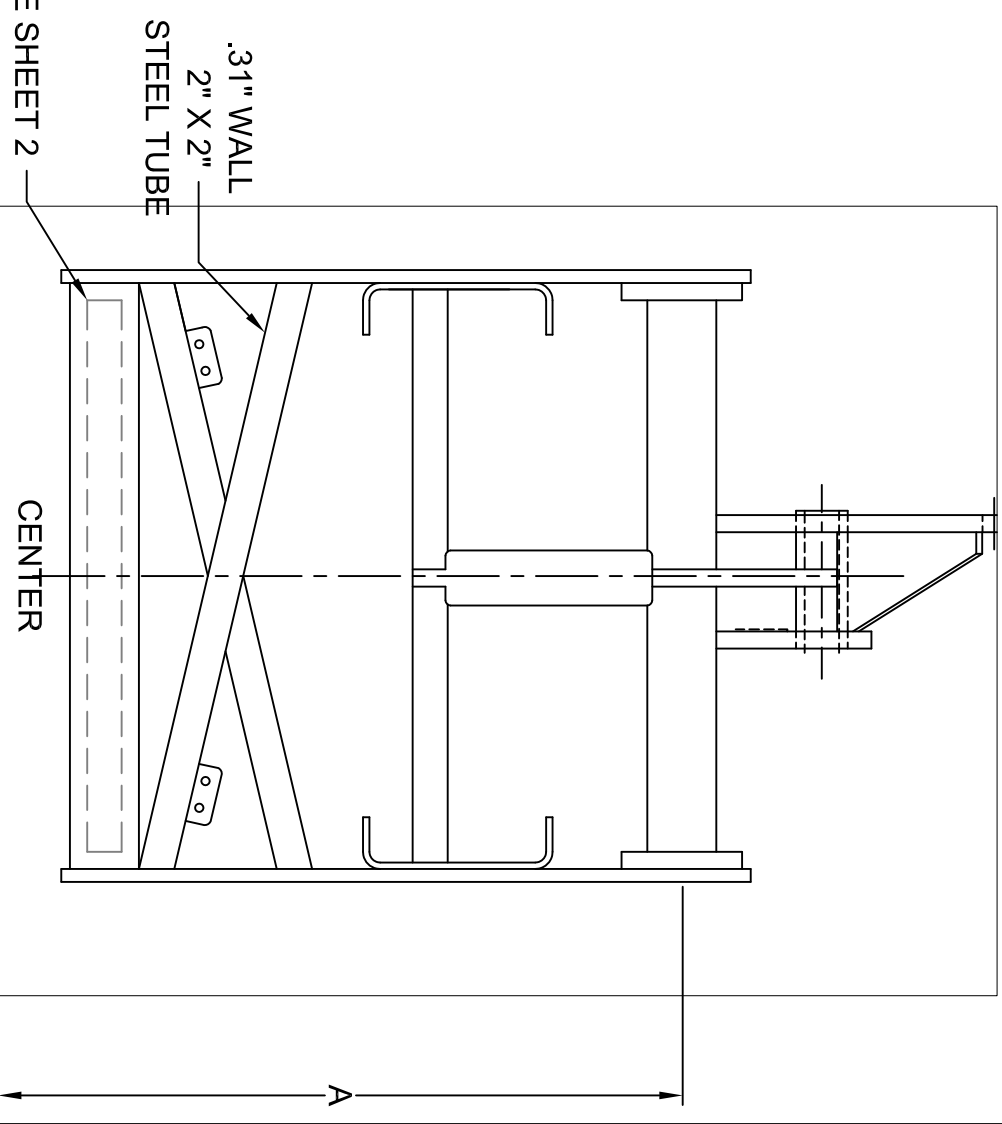
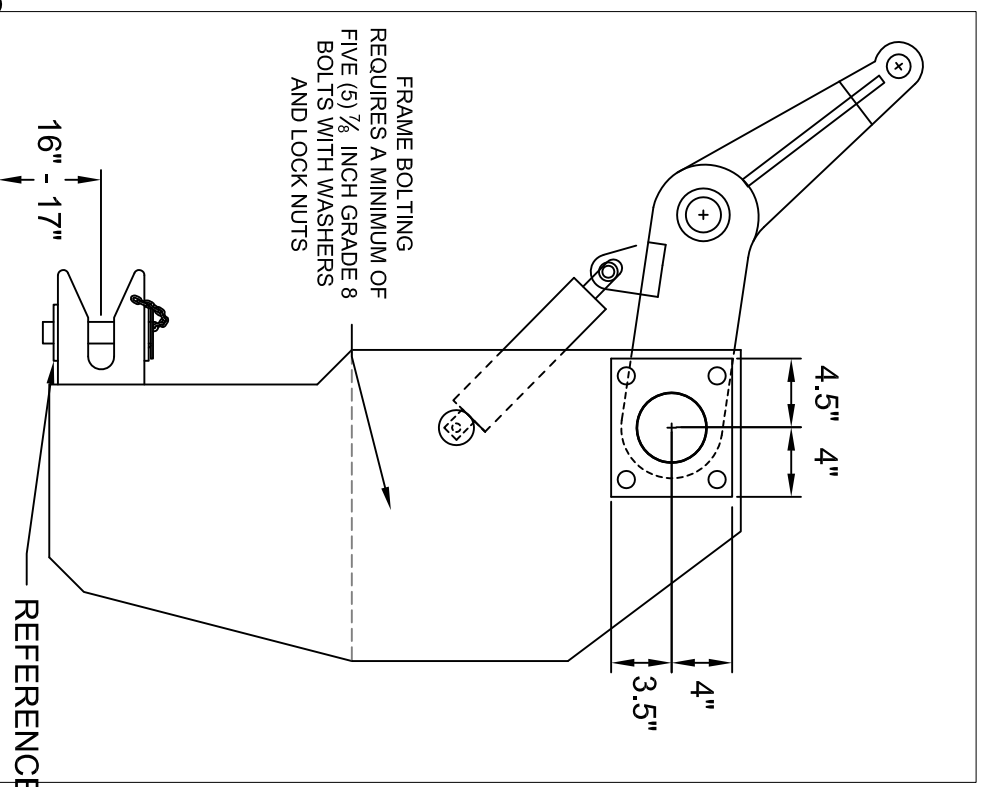
PA DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | DATE | BY | DWG | SCALE | EQN |
|-----|----------|-----|-----|-------|--------|
| 1 | 05-22-02 | KNH | DWG | N/A | EQN-32 |
| 2 | 07-17-07 | KNH | DWG | N/A | EQN-32 |
| 3 | 07-24-18 | KBD | DWG | N/A | EQN-32 |

DUMP TRUCK CHAIN BOXES

GRADE 8 BOLTS MINIMUM QUANTITY 4
 MINIMUM OF FOUR 0.75in. DRAIN HOLES



NOTES:

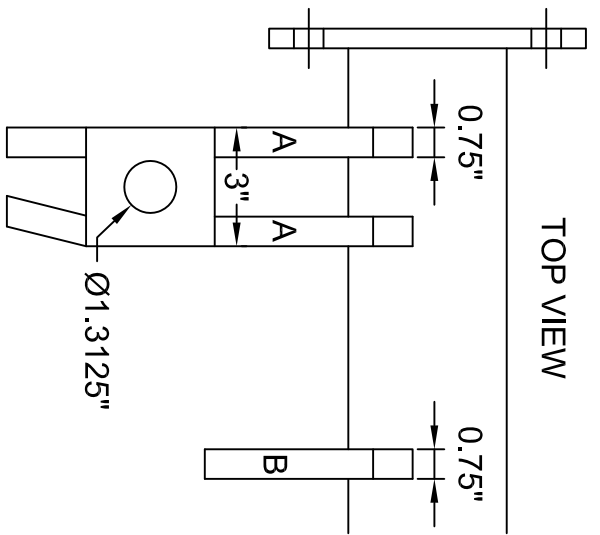
- ALL GREASE ZERKS SHALL BE SURROUNDED BY A SHORT LENGTH OF PIPE (WELDED IN PLACE) OR PLACED IN A RECESSED HOLE.
- "A" - HEIGHT SHALL BE SUFFICIENT TO AFFORD UNRESTRICTED LIFT FOR PENNDOT PLOWS. 16 INCH MINIMUM LIFT.
- ALL HYDRAULIC CONNECTIONS TO THE PLOW HOIST CYLINDER SHALL BE POSITIONED TO THE SIDES OR REAR TO PREVENT HOSE DAMAGE WHILE CONNECTING / DISCONNECTION TO THE FRONT PLOW.
- ALL FINAL DIMENSIONS AND ANGLES SHALL BE VERIFIED THROUGH FIELD VISITATIONS AND CORRESPONDING WITH THE FLEET MANAGEMENT DIVISION.

PA DEPARTMENT OF TRANSPORTATION

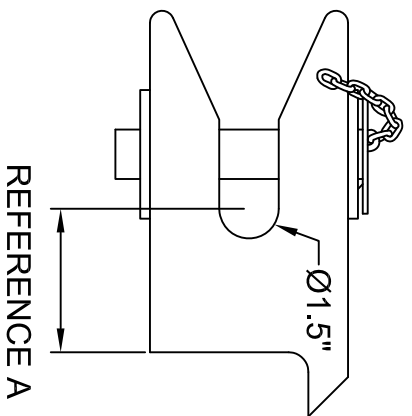
REVISIONS

| NO. | DATE | BY | FRONT PLOW HITCH ASSEMBLY |
|-----|----------|-----|---------------------------|
| 1 | 04-27-15 | GAW | |
| 2 | 12-19-16 | JJB | |
| 3 | 08-02-18 | KBD | |

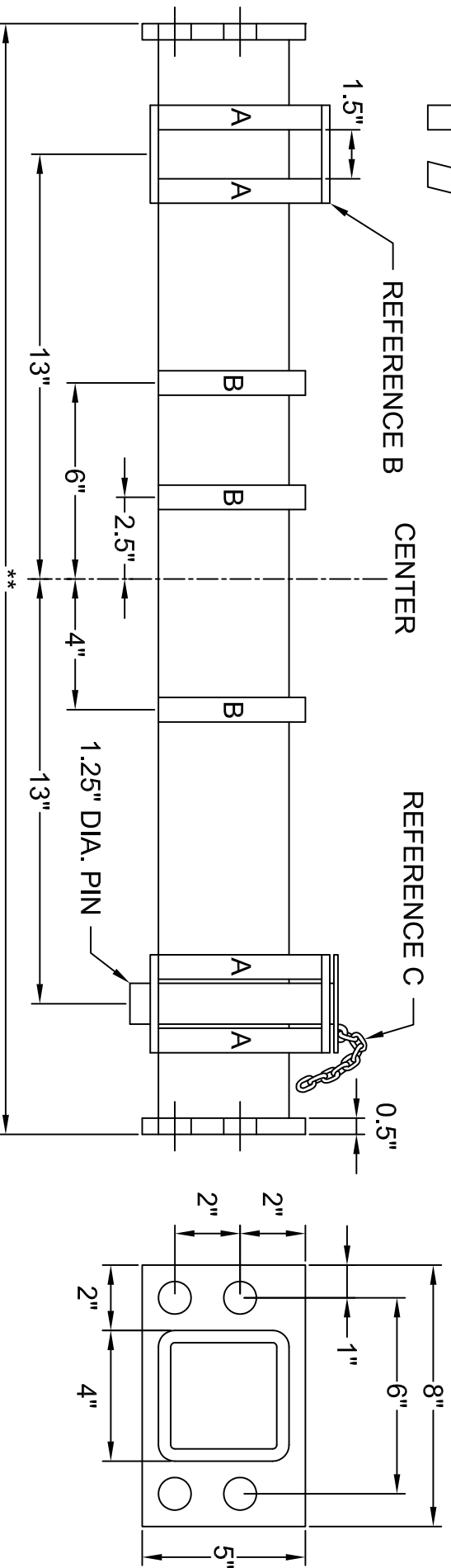
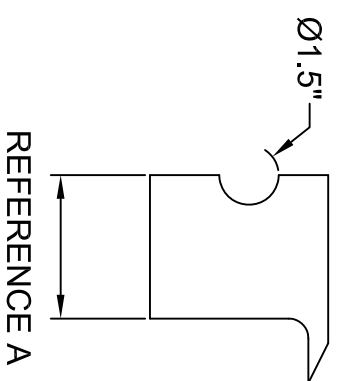
TOP VIEW



A - SIDE VIEW



B - SIDE VIEW



NOTES:

- A. CENTER SUPPORT RADIUS OF SUPPORT "A" SHALL BE IN DIRECT LINE WITH PLOW PUSH BAR.
- B. SUPPORT "A" SHALL HAVE 0.25" THICK PLATES ON TOP AND BOTTOM.
- C. PLOW PINS SHALL BE ATTACHED WITH CHAIN TO PLOW FRAME.

* VARIABLE WIDTH ASSEMBLY, CHECK CHASSIS FRAME RAIL WIDTH *
 ALL FINAL DIMENSIONS AND ANGLES SHALL BE VERIFIED THROUGH FIELD VISITATION AND CORRESPONDENCE WITH THE FLEET MANAGEMENT DIVISION.

PA DEPARTMENT OF TRANSPORTATION

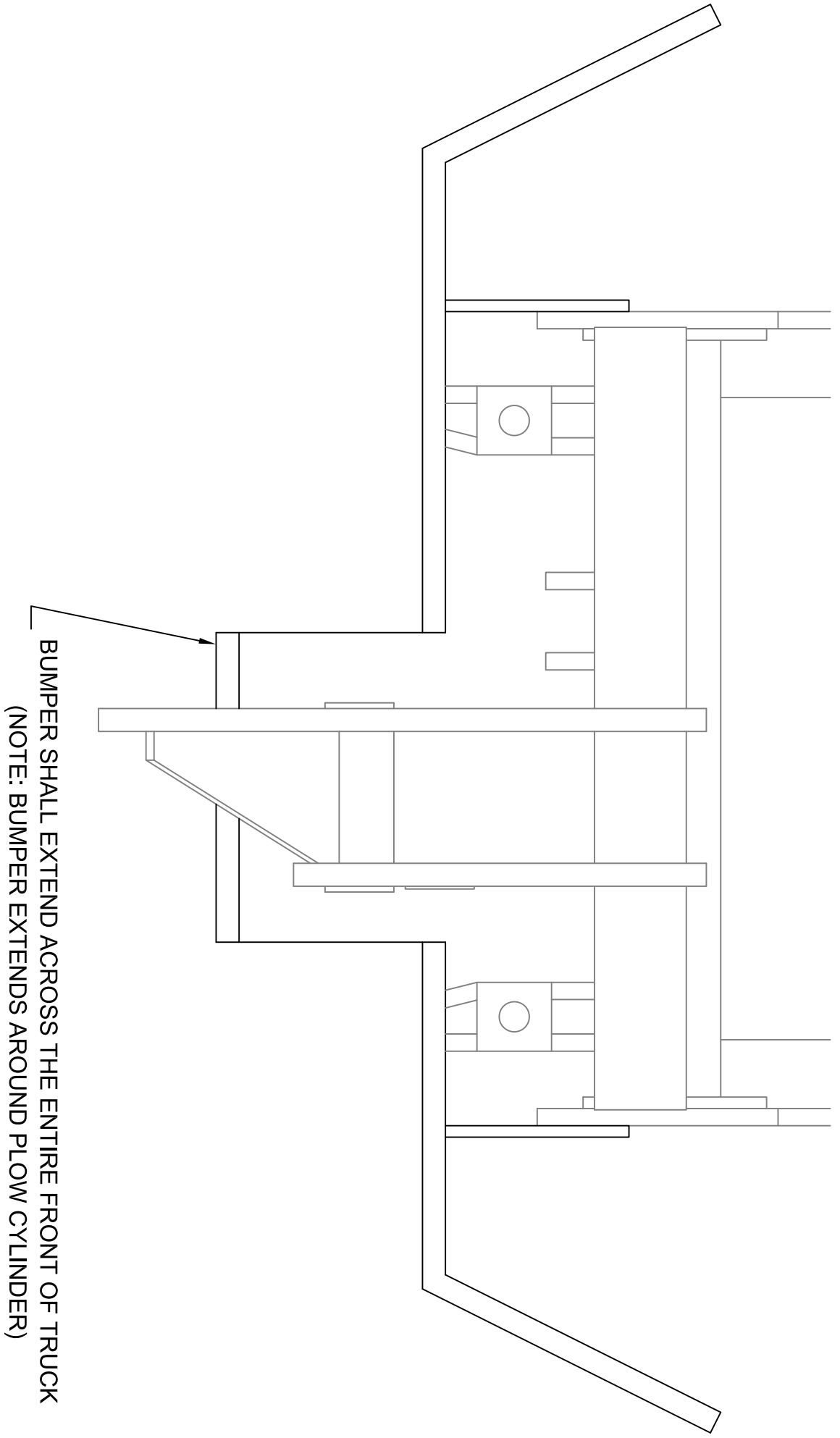
REVISIONS

| NO. | DATE | BY |
|-----|----------|-----|
| 1 | 04-27-15 | GAW |
| 2 | 12-19-16 | JJB |
| 3 | 08-02-18 | KBD |

FRONT PLOW HITCH ASSEMBLY

| NO. | DATE | BY |
|-----|----------|-----|
| 1 | 04-27-15 | GAW |
| 2 | 12-19-16 | JJB |
| 3 | 08-02-18 | KBD |

SCALE: N/A
 DRAWN BY: SWW
 CHECKED BY: WHM
 EQU-50
 SHEET 2 OF 4



ADDITIONAL BUMPER SUPPORTS SHALL BE FABRICATED AND
 INSTALLED TO INSURE BUMPER RIGIDITY

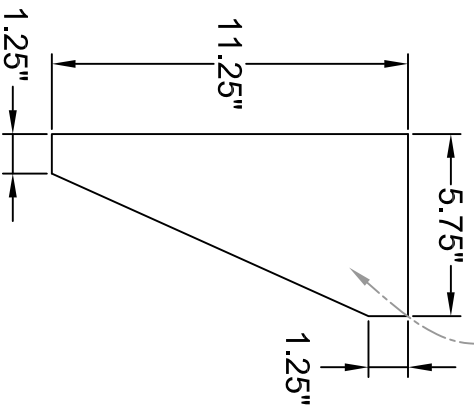
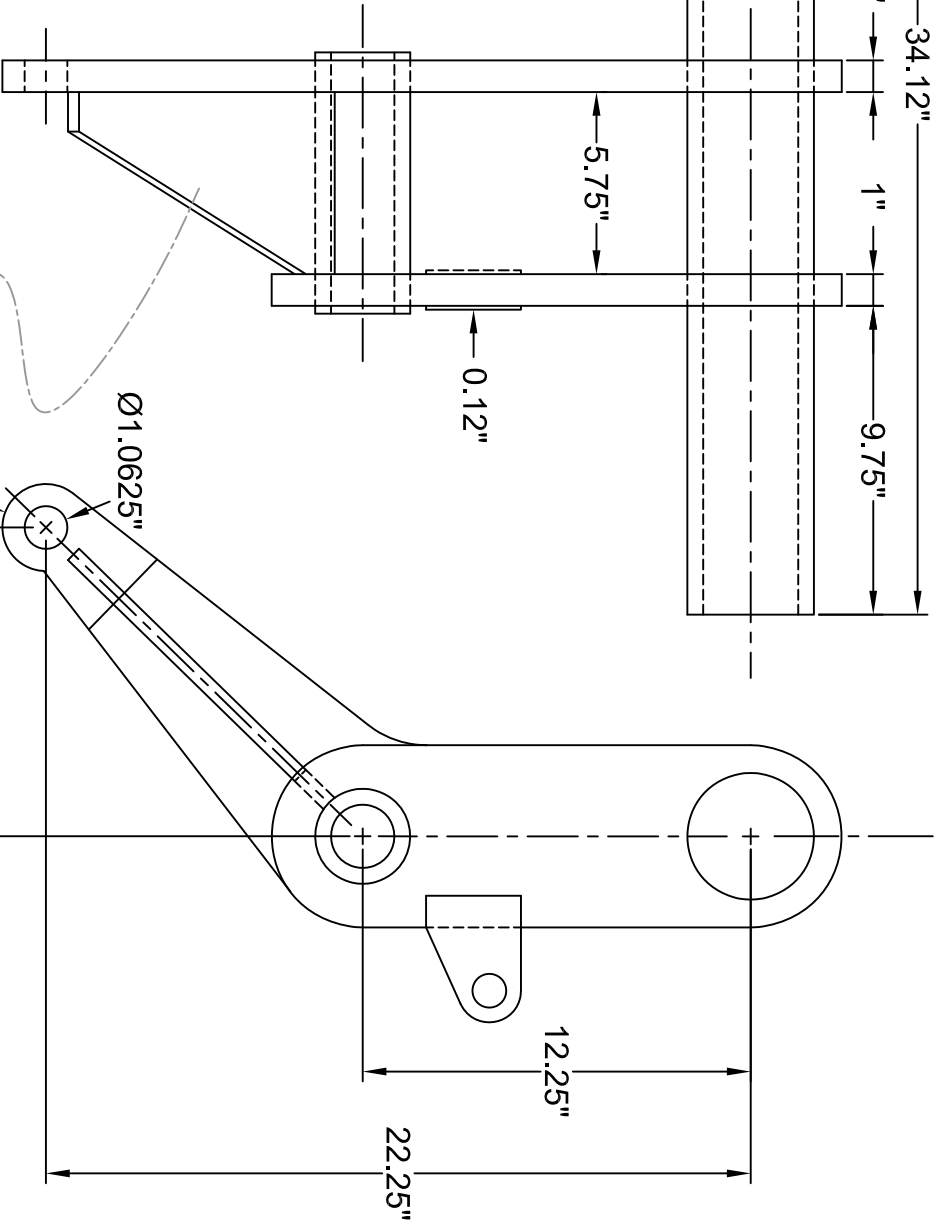
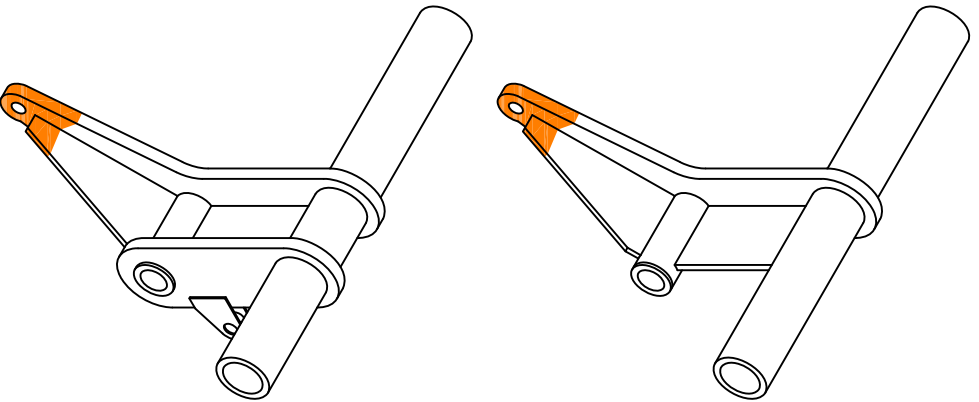
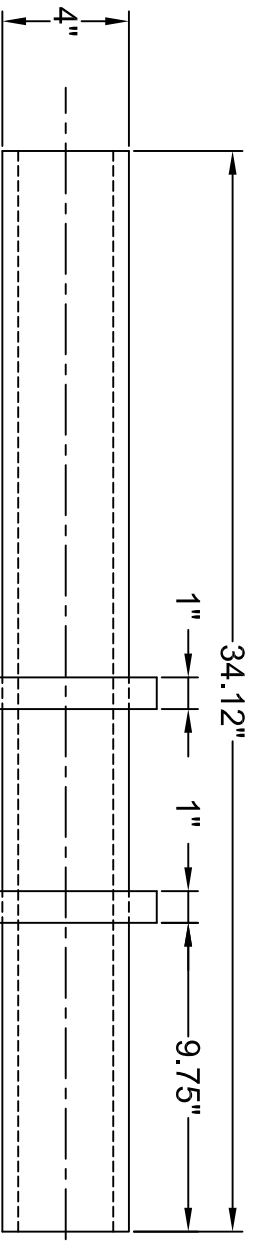
BUMPER SHALL EXTEND ACROSS THE ENTIRE FRONT OF TRUCK
 (NOTE: BUMPER EXTENDS AROUND PLOW CYLINDER)

PA DEPARTMENT OF TRANSPORTATION

FRONT PLOW HITCH ASSEMBLY

| REVISIONS | | | |
|-----------|----------|-----|--|
| NO. | DATE | BY | |
| 1 | 04-27-15 | GAW | |
| 2 | 12-19-16 | JJB | |
| 3 | 08-02-18 | KBD | |

| | | | | |
|----------|----------|---------|-----|--------------|
| DRAWN BY | WHM | SCALE | N/A | EQN-50 |
| DATE | 11-05-95 | CHKD BY | WHM | SHEET 3 OF 4 |



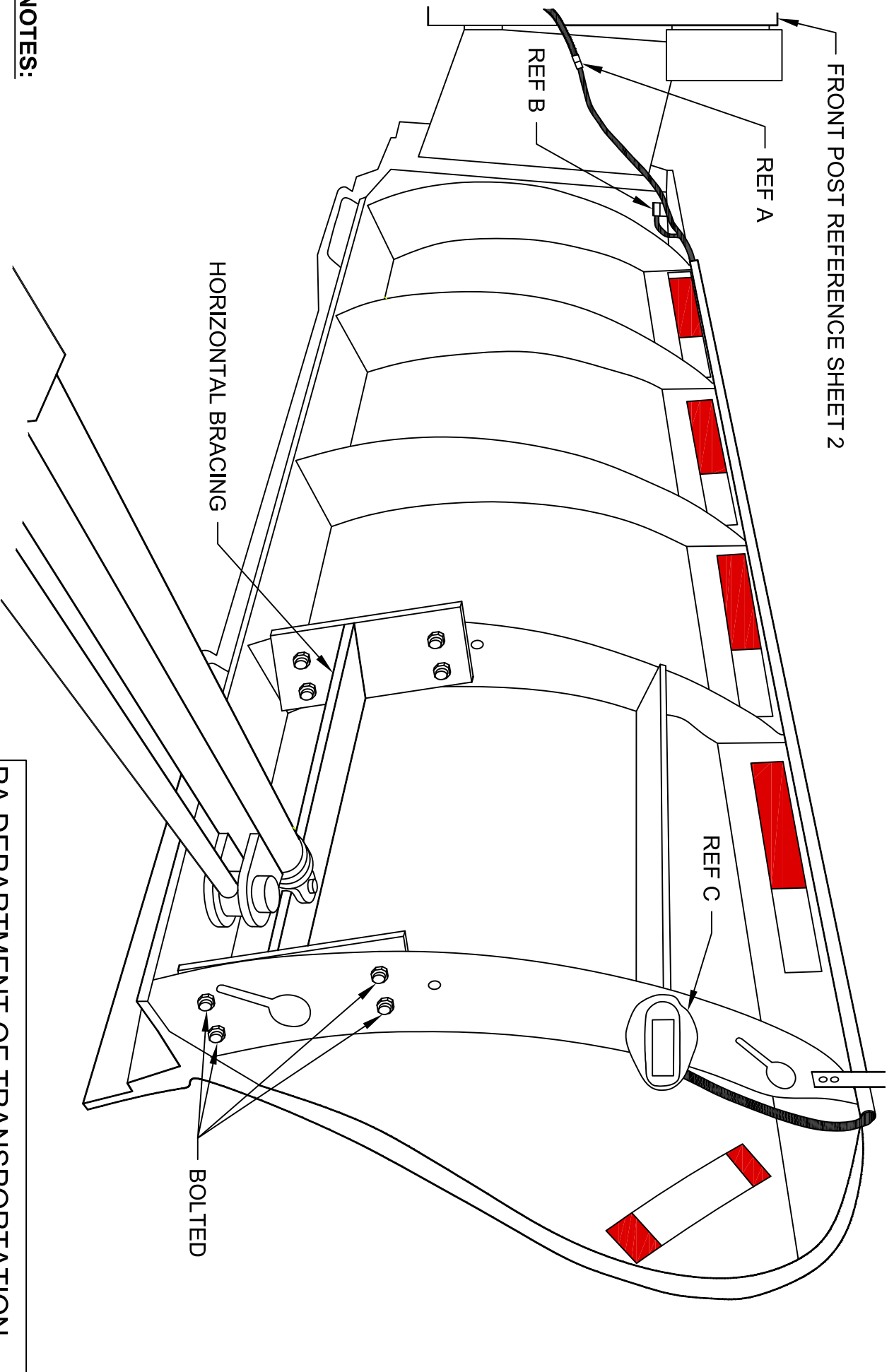
PAINT ENTIRE END FLUORESCENT ORANGE

PA DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | DATE | BY | FRONT PLOW HITCH ASSEMBLY |
|-----|----------|-----|---------------------------|
| 1 | 04-27-15 | GAW | |
| 2 | 12-19-16 | JJB | SCALE N/A |
| 3 | 08-02-18 | KBD | CHG'D BY WHM SHEET 4 OF 4 |

FRONT POST REFERENCE SHEET 2



NOTES:

- A. ALL WIRING CONNECTIONS SHALL BE SEALED AND WEATHER TIGHT. 2 PRONG DEUTSCHE CONNECTOR, MALE FROM WING AND FEMALE FROM VEHICLE.
- B. MERCURY SWITCH, SHALL BE COMUS # CB08-90.
- C. WING LIGHT, SHALL BE WHELEN MODEL # PAWINGWR.

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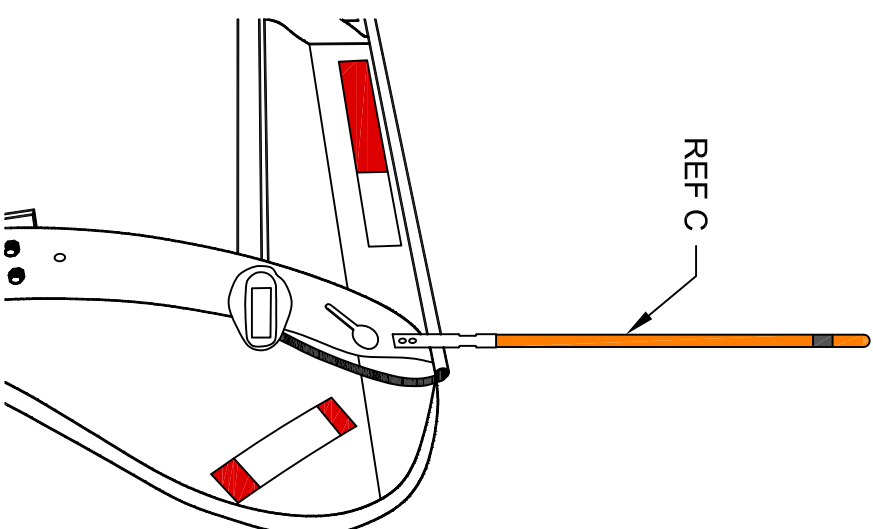
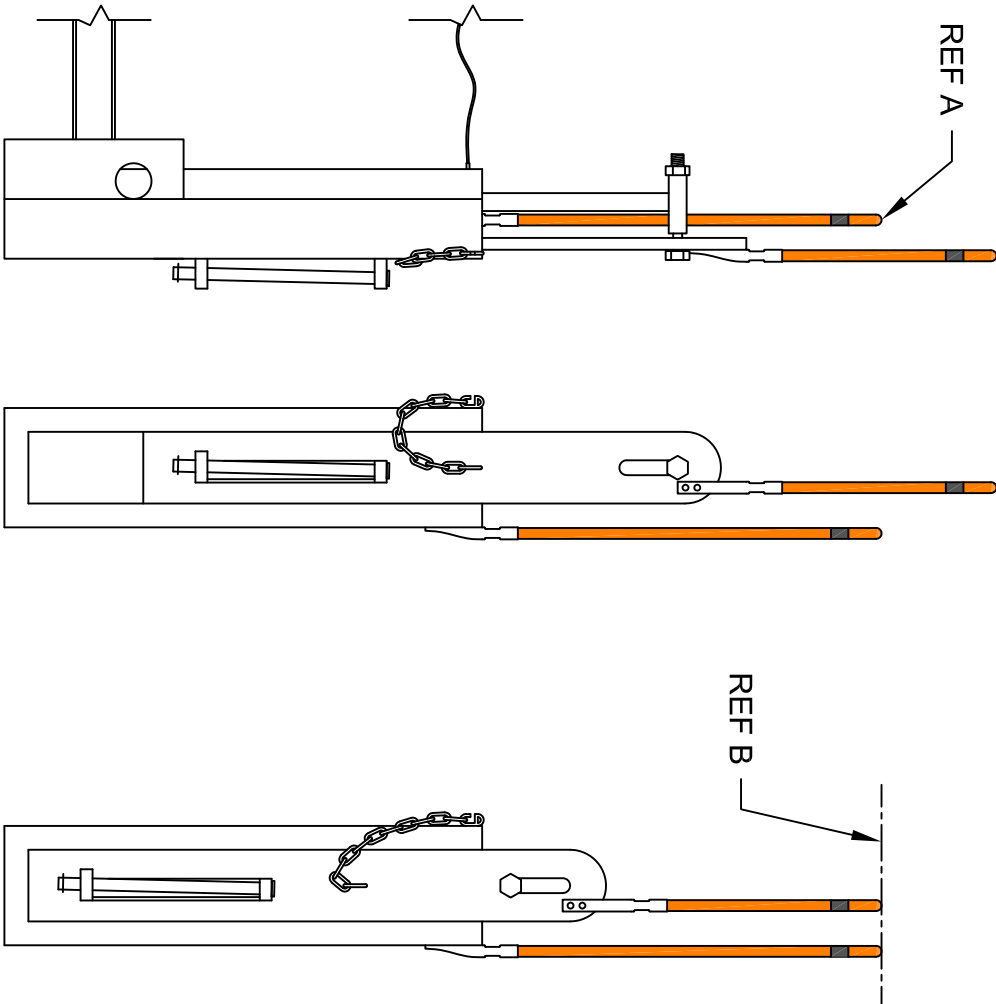
| REVISIONS | | | DRAWN BY | | |
|-----------|----------|-----|----------|-------|---------|
| NO. | DATE | BY | DATE | SCALE | |
| 1 | 12-19-16 | JJB | 07-15-15 | N/A | EQN-60A |
| 2 | 07-06-17 | HMR | | | |
| 3 | | | | | |

SNOWPLOW PATROL WING,
MOUNTING ARRANGEMENTS

DATE: 07-15-15 CHG'D BY: SHEET 1 OF 2

NOTES:

- ALL PLOW GUIDES SHALL BE $\frac{3}{4}$ " x 36" GALVANIZED STEEL CABLE HIGH VISIBILITY ORANGE, 2 BOLTS
- A. TWO PLOW GUIDES SHALL BE MOUNTED ON THE FRONT POST. A MINIMUM OF THE TOP 3 INCHES OF THE STATIONARY GUIDE SHALL BE VISIBLE FROM CAB.
 - B. BOTH PLOW GUIDES ON THE MAST SHALL BE LEVEL WHEN PLOW IS IN THE LOWERED POSITION AND RESTING ON A LEVEL SURFACE.
 - C. ONE PLOW GUIDE SHALL BE MOUNTED ON REAR OF WING PLOW.



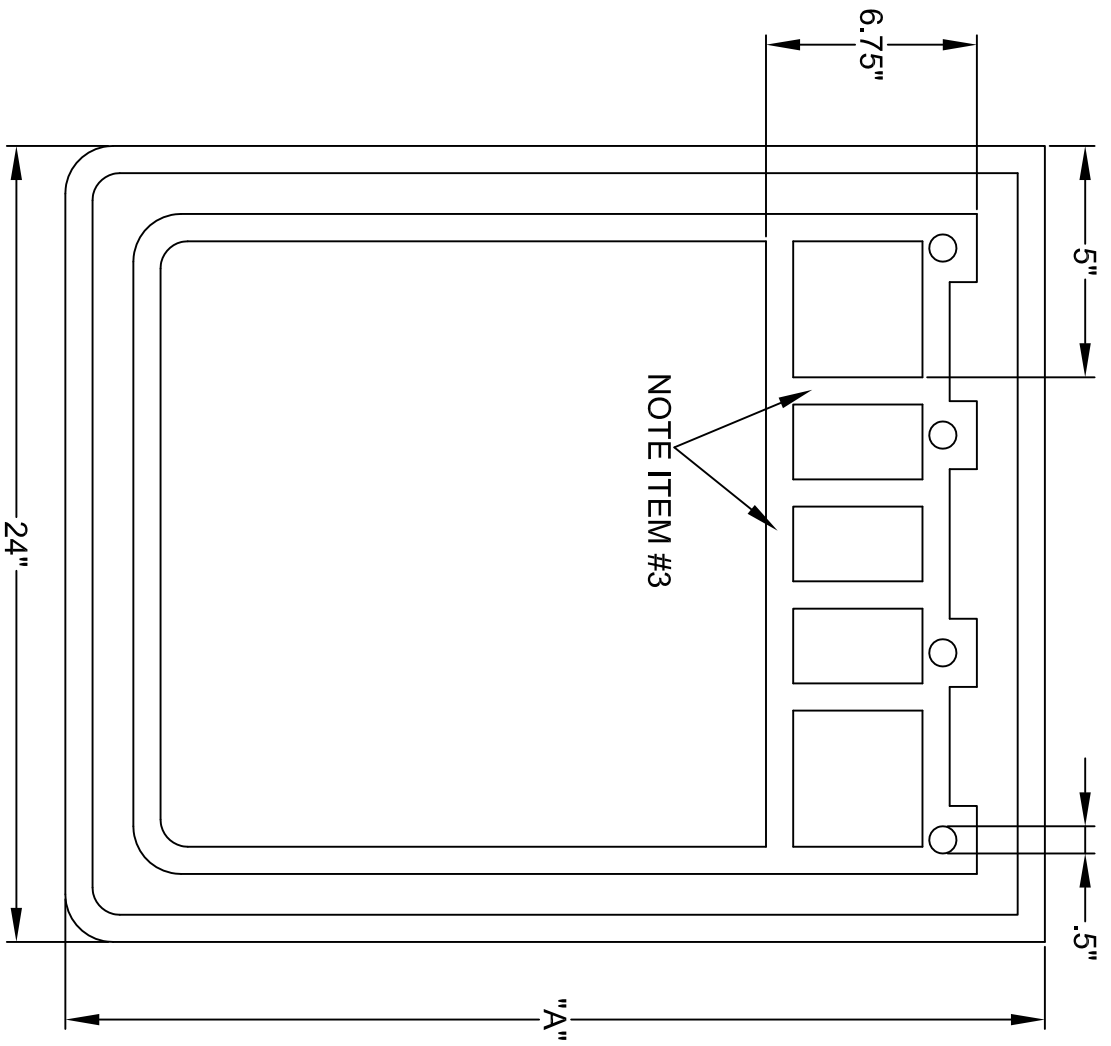
PA DEPARTMENT OF TRANSPORTATION

| REVISIONS | | DRAWN BY | | SCALE | |
|-----------|----------|----------|-----|-------|---------|
| NO. | DATE | BY | | | |
| 1 | 07-03-14 | ACT | RAR | N/A | EQN-60A |
| 2 | 12-19-16 | JJB | RAR | N/A | EQN-60A |
| 3 | 07-06-17 | HMR | RAR | N/A | EQN-60A |

**SNOWPLOW PATROL WING,
MOUNTING ARRANGEMENTS**

RAISED POSITION

LOWERED POSITION



SAFETY

PA DEPARTMENT OF TRANSPORTATION

| REVISIONS | | DRAWN BY | | SCALE | |
|-----------|----------|----------|------|-------|--------|
| NO | DATE | BY | | | |
| 1 | 05-28-02 | DWG | S.T. | N/A | EQN-66 |
| 2 | 11-28-06 | CJW | | | |
| 3 | 07-20-09 | TOD | | | |

SPLASH GUARDS-RUBBER TRAILER & TRUCK

- NOTE:**
1. DIMENSION "A" DEPENDANT ON REQUISITION.
 2. MUD FLAPS SHALL BE "UNMARKED"

FENDERS AND FLAPS: VEHICLES SPECIFIED UNDER THIS SUBCHAPTER SHALL BE EQUIPPED WITH FENDERS WHICH PROVIDE AT LEAST AS MUCH COVERAGE OF THE WHEEL AS THE ORIGINAL EQUIPMENT. ALL WHEELS SHALL BE SUFFICIENTLY COVERED WITH FENDERS OR FLAPS SO AS TO PREVENT LOOSE OBJECTS, RAIN, SNOW, AND THE LIKE FROM BEING THROWN ABOUT IN A MANNER WHICH MAY INTERFERE WITH OTHER PERSONS USING THE HIGHWAY.

REAR WHEEL SHIELDS: VEHICLE SPECIFIED UNDER THIS SUBCHAPTER EXCEPT TRUCK-TRACTOR WHILE TOWING A TRAILER SHALL BE CONSTRUCTED OR EQUIPPED AS FAR AS TO BAR WATER OR OTHER ROAD SURFACES THROWN FROM REAR WHEELS OF SUCH VEHICLE OR COMBINATION AT TANGENTS EXCEEDING 22.5 DEGREES, MEASURED FROM ROAD SURFACE FROM PASSING IN STRAIGHT LINE TO THE REAR OF SUCH VEHICLE. SEE 75 PA C554533 (RELATING TO REAR WHEEL SHIELDS)

AREA 6.75"x24" ACROSS THE TOP IS ACCEPTABLE IN SOLID VIS RIBS PROVIDED IT MEASURES .225" IN THICKNESS

THE BODY OF SPLASH GUARD SHALL BE A MINIMUM OF .09375" THE TRIM AREA SHALL BE $\frac{3}{8}$ " MINIMUM THICKNESS. THE BODY AREA IS THE AREA WITHIN THE OUTSIDE DIMENSIONS OF 24"x36" TOLERANCES +/- .250" THE WEIGHT OF THE SPLASH GUARD SHALL BE 6LBS FOR 24"x30" AND 7.5lbs x 24" x 36" MINIMUM.

NOTE:

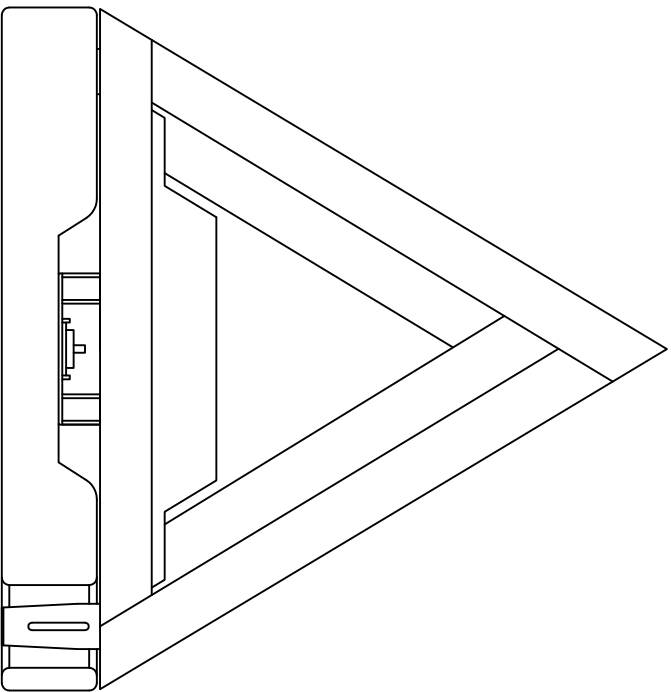
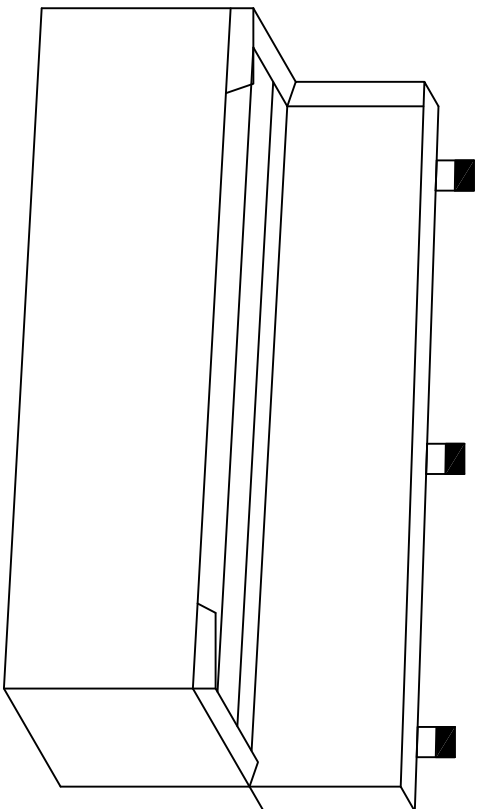
1. MATERIAL: MOLDED NATURAL OR SYNTHETIC BLACK TIRE CHORD IMPREGNATED RUBBER. OIL AND SALT RESISTANT.
2. ANTI-SAIL NOT ACCEPTABLE.
3. MANUFACTURERS STANDARD SIZE ACCEPTABLE IF ALL MINIMUM THICKNESS, DIMENSIONS, AND WEIGHT SPECIFICATIONS ARE MET.
4. AS PER PA VEHICLES EQUIPMENT AND INSPECTION REGULATIONS, SECTION 175-108.
5. DIMENSION "A" WILL BE 30" OF 36" AS NECESSARY, WHEN INSTALLED TO MEET PA MOTOR VEHICLE CODE OR AS SPECIFIED ON THE CONTRACT.
6. MUD FLAPS SHALL BE "UNMARKED"

PA DEPARTMENT OF TRANSPORTATION

| REVISIONS | | DRAWN BY | | SCALE | |
|-----------|----------|----------|---------------|--------------|--------------|
| NO | DATE | BY | | | |
| 1 | 05-28-02 | DWG | S.T. | N/A | EQN-66 |
| 2 | 11-28-06 | CJW | | | |
| 3 | 07-20-09 | TOD | DATE 11-18-87 | CHG'D BY RED | SHEET 2 OF 2 |

SPLASH GUARDS-RUBBER TRAILER & TRUCK

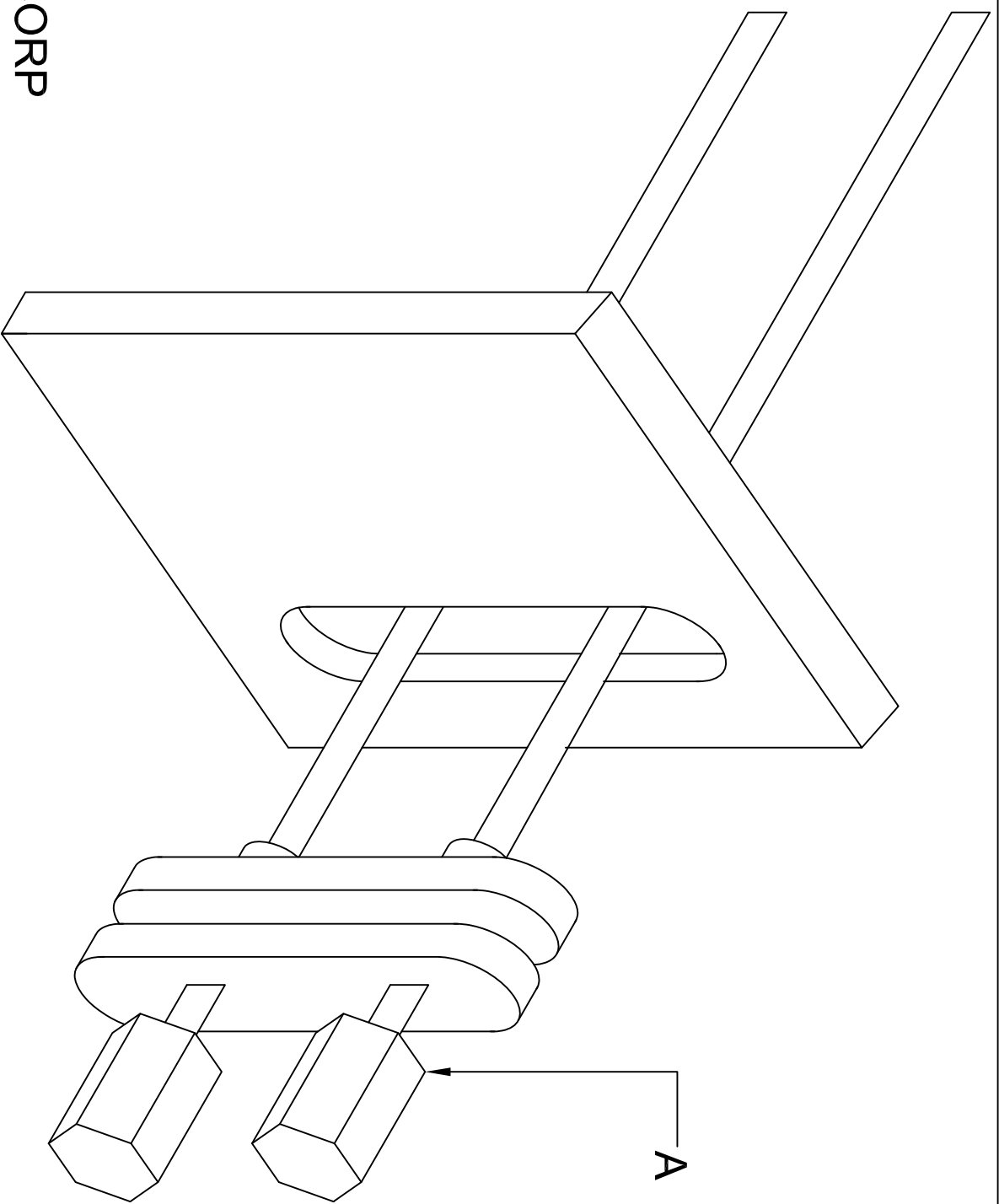
JAMES KING & CO.
 TRIANGLE PART #1005
 OR APPROVED EQUAL



PA DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | DRAWN BY | | |
|-----------|----------|-----|----------|----------|---------|
| NO. | DATE | BY | SCALE | DATE | SHEET |
| 1 | 05-31-07 | KNH | W/HM | 04-23-92 | 1 OF 1 |
| 2 | 07-20-09 | TOD | N/A | RED | EQN-66A |
| 3 | 07-13-17 | HMR | | | |

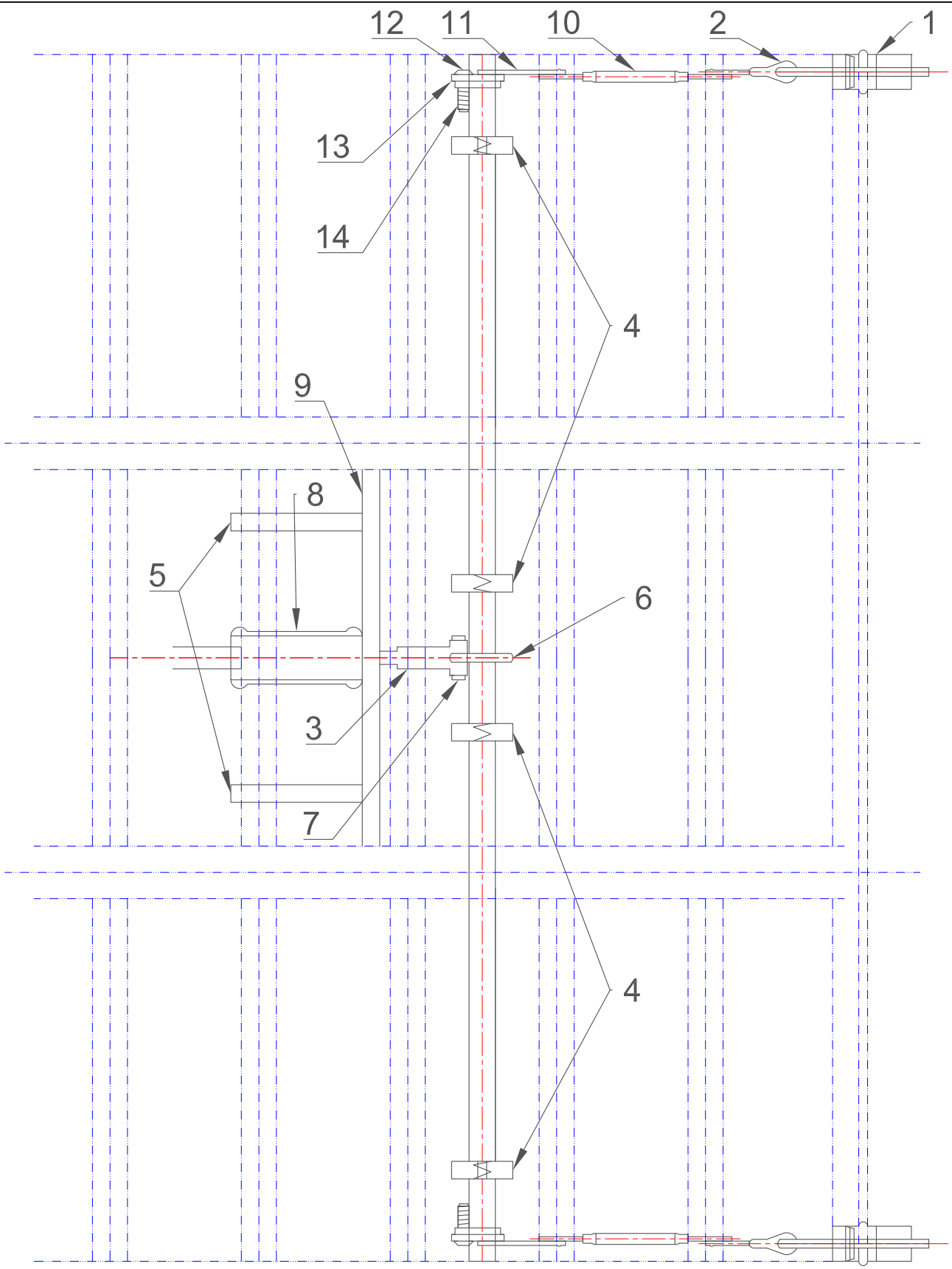
**TRIANGLE STORAGE BOX AND
 BRACKET**



A.
 PANA PACIFIC CORP
 541 DIVISION STREET
 CAMPBELL, CALIFORNIA 95008
 408-374-7900

PART #531 277 C1

| PA DEPARTMENT OF TRANSPORTATION | | | C.B. RADIO CONNECTIONS | | |
|---------------------------------|----------|--------------|------------------------|----------|--------|
| REVISIONS | | | | | |
| NO. | DATE | BY | | | |
| 1 | 08-15-90 | WHM | | | |
| 2 | 07-02-97 | DLW | | | |
| 3 | 10-27-06 | CJW | | | |
| | | DRAWN BY | WHM | SCALE | EQN-78 |
| | | DATE | 08-15-90 | CHECK BY | RED |
| | | SHEET 1 OF 1 | | | |



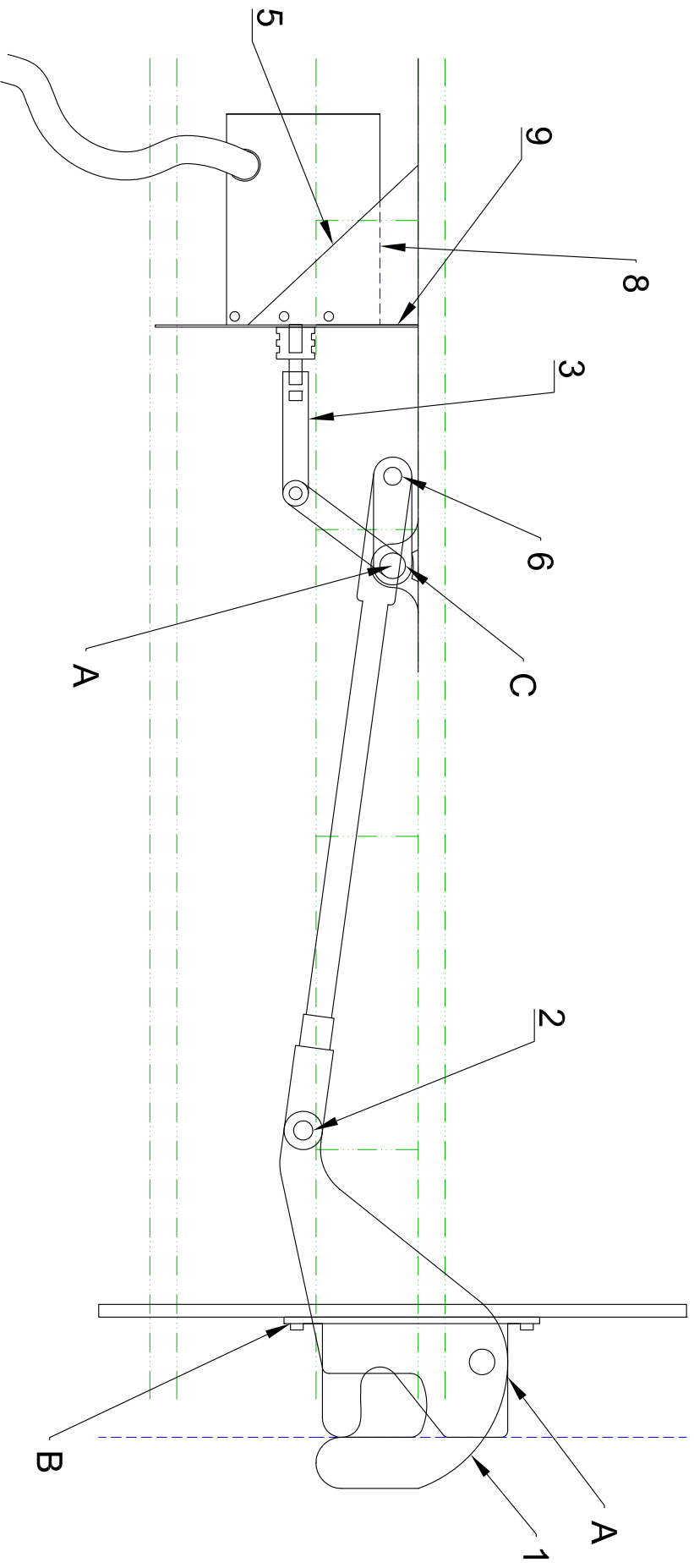
PA DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | DATE | BY |
|-----|----------|-----|
| 1 | 10-06-97 | DLW |
| 2 | 06-03-02 | DWG |
| 3 | 07-13-17 | JFM |

AIR TAILGATE, HARDWARE
(DUMP TRUCK)

| | | | | |
|----------|----------|----------|-----|--------------|
| DRAWN BY | WHM | SCALE | 3:1 | EQN-78A |
| DATE | 08-04-95 | CHK'D BY | RED | SHEET 1 OF 3 |



AIR HOSE SHALL BE OF PROPER LENGTH AND CLAMPED SUFFICIENTLY TO ELIMINATE CHAFING. AIR LINE SHALL BE COVERED IN PLASTIC LOOM WHERE IT EXTENDS THROUGH THE BULKHEAD FITTING/S.

NOTES: A - DRILLED AND TAPED WITH ZERK FITTING OR NYLON BUSHING BUYERS TEL. (440) 974-8888

B - TAILGATE LATCHES MUST BE BOLTED IN, WELDED NOT ACCEPTABLE.

C - MUST BE ABLE TO BE ADJUSTED OVER CENTER INTO A LOCKING POSITION.

PA DEPARTMENT OF TRANSPORTATION

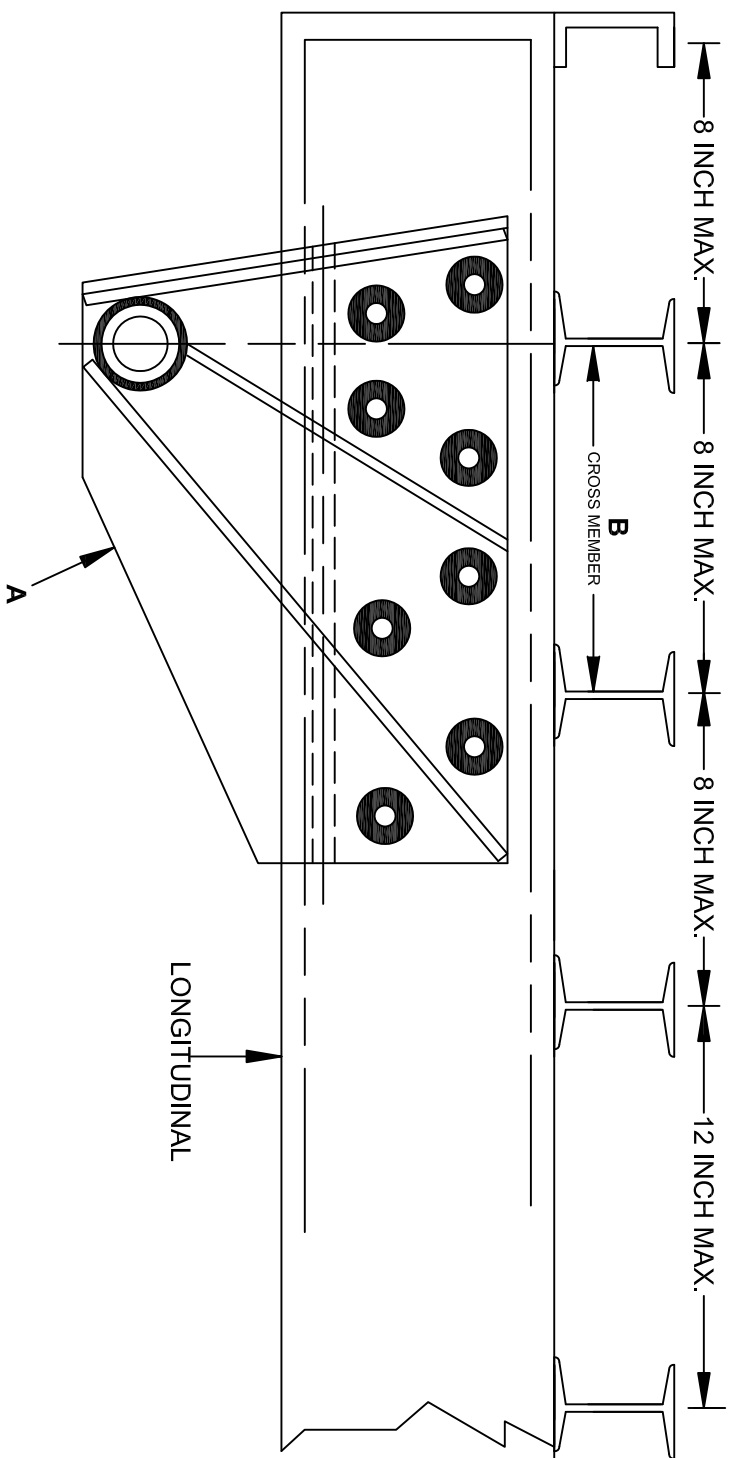
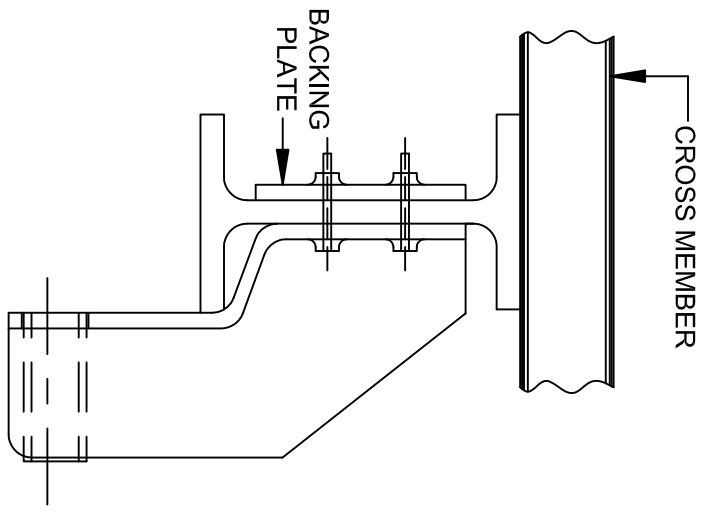
| REVISIONS | | | AIR TAILGATE, HARDWARE (DUMP TRUCK) | | |
|-----------|----------|-----|--|-------|---------|
| NO. | DATE | BY | DATE | SCALE | |
| 1 | 06-03-02 | DWG | | | |
| 2 | 05-30-13 | JFM | 08-04-95 | 2:1 | EQN-78A |
| 3 | 07-13-17 | HMR | | | |

BILL OF MATERIAL (PARTIAL LIST)

| <u>ITEM</u> | <u>QTY</u> | <u>DESCRIPTION</u> |
|-------------|------------|--|
| 1 | 2 | HEAVY HARDWARE ASSEMBLY (LATCHING) |
| 2 | 2 | CLEVIS (BUYERS #2708-6C/ .50 in.) |
| 3 | 1 | AIR CYLINDER CLEVIS |
| 4 | 4 | BEARING BLOCK ASSEMBLY (WITH ZERK FITTING) |
| 5 | 2 | GUSSET |
| 6 | 1 | CAM / LINKAGE |
| 7 | 1 | YOKE PIN (BUYERS #B2708-1/2-8A/ .75in.) |
| 8 | 1 | AIR CYLINDER (AIR OVER SPRING OR AIR OVER AIR) |
| 9 | 1 | CYLINDER SUPPORT PLATE |
| 10 | 2 | TURNBUCKLE .625 in. x 6 in. |
| 11 | 2 | REAR LENGTH BAR |
| 12 | 2 | BOLT .625 IN. x 2 in. |
| 13 | 2 | FLAT WASHER .625 in. |
| 14 | 3 | NUT .625 in. NYLON LOCK |

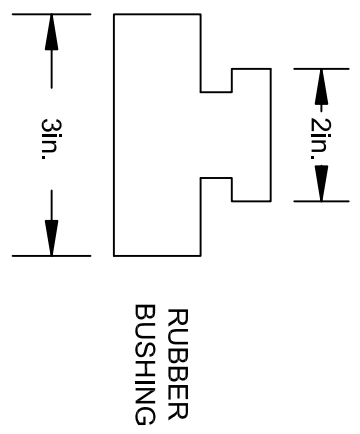
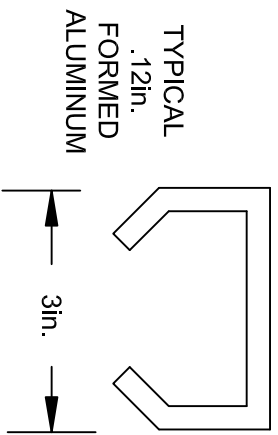
PA DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | AIR TAILGATE, HARDWARE (DUMP TRUCK) | | |
|-----------|----------|-----|-------------------------------------|-----------------------------|--------------|
| NO. | DATE | BY | | | |
| 1 | 10-06-97 | DLW | | | |
| 2 | 06-03-02 | DWG | <small>DRAWN BY</small> WHM | <small>SCALE</small> N/A | EQN-78A |
| 3 | 7-13-17 | JFM | <small>DATE</small> 08-04-95 | <small>CHK'D BY</small> RED | SHEET 3 OF 3 |



NOTES:

- A. BED MOUNTING BRACKETS SHALL BE A WEB STYLE DESIGN AND SPAN ACCROSS TWO CROSS MEMBERS. THE WEB MOUNT SHALL BE DESIGNED FOR SEVERE DUTY SERVICE. THE BOLTS (8 MINIMUM) SHALL BE OF GRADE 8 MINIMUM WITH SELF-LOCKING GRADE 8 NUTS.
 - B. THE LAST FOUR CROSS-MEMBERS SHALL BE PLACED ON 8 INCH MAXIMUM CENTERS, WITH THE BALANCE ON 12 INCH MAXIMUM CENTERS.
- THE BODY SHALL BE SHOCK MOUNTED TO AVOID STRESS ON ROUGH ROADS WHEN EMPTY.
 - "FULL-LENGTH" BODY TO FRAME RUBBER MOUNTING SYSTEM.
 - THE REAR PIN HINGE SHALL BE A MINIMUM OF 2 INCH DIAMETER, AND SHALL HAVE A GREASABLE HINGE BUSHING 1/2 INCH WALL. THERE SHALL BE MYLAR OR APPROVED EQUAL BETWEEN METAL BRACKETS AND ALUMINUM LONGITUDINAL RAILS

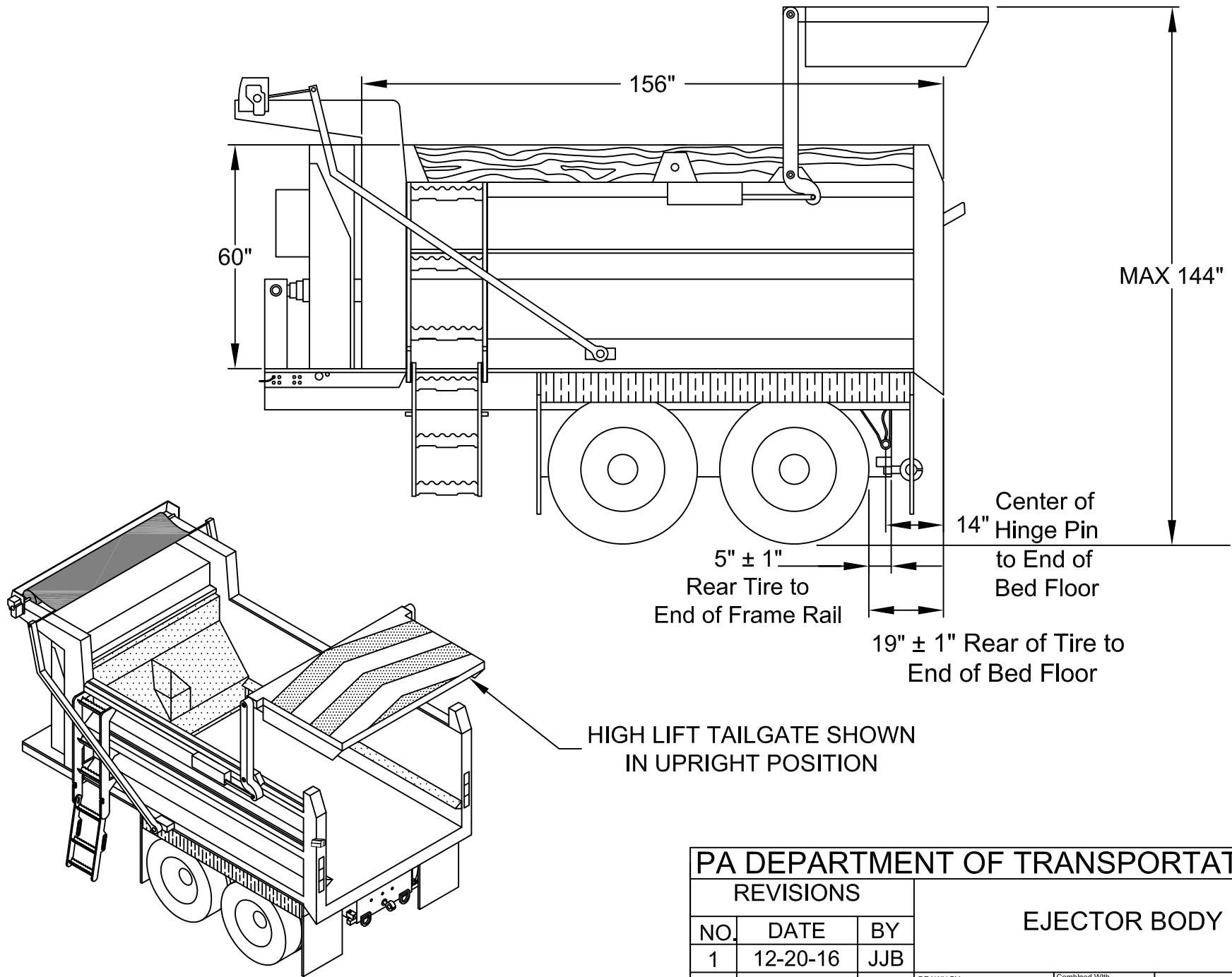


PA DEPARTMENT OF TRANSPORTATION

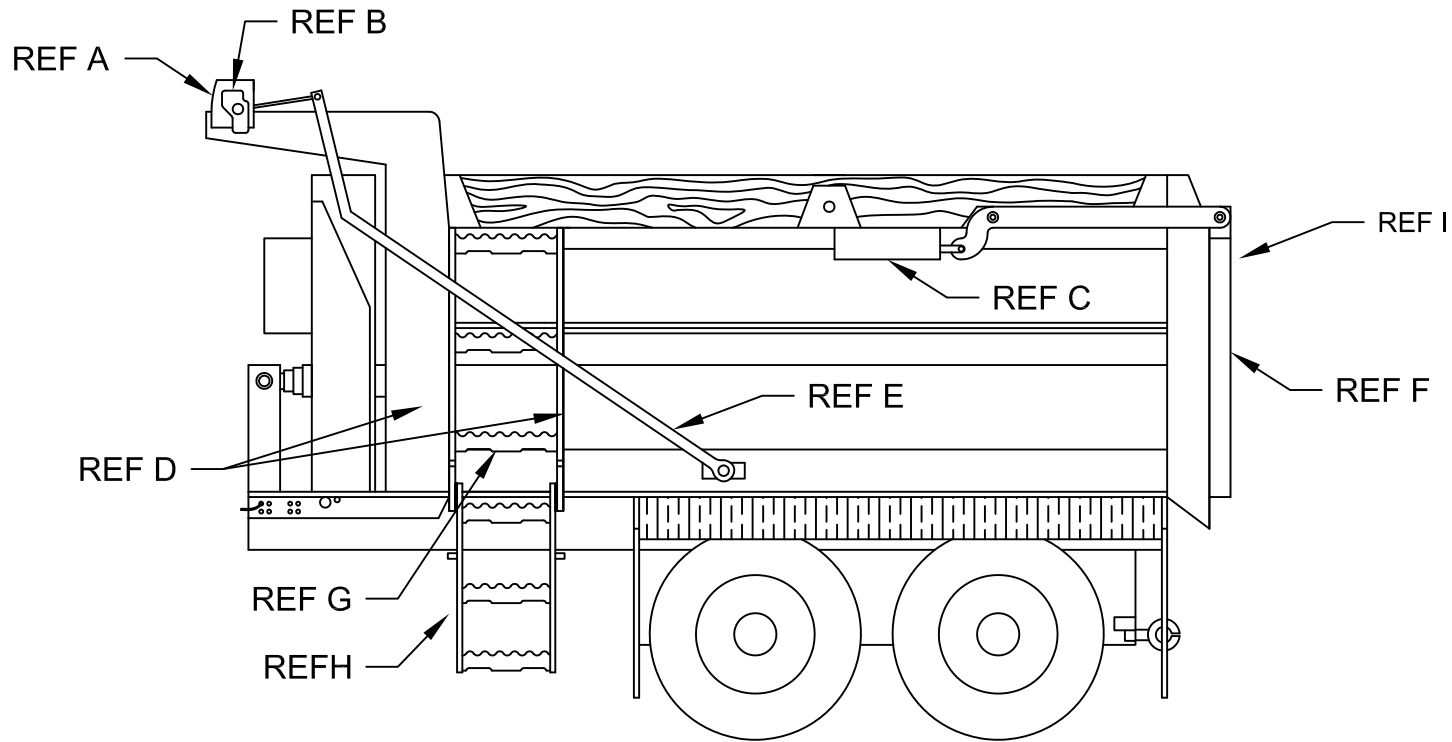
TYPE IV DUMP BODY

| REVISIONS | | | TYPE IV DUMP BODY | | |
|-----------|----------|-----|-------------------|--|--|
| NO. | DATE | BY | SCALE | | |
| 1 | 07-13-09 | TOD | | | |
| 2 | 07-23-12 | MJW | | | |
| 3 | 04-27-15 | GAW | | | |

| | | | | |
|------------|-----|-------|----------|---------------|
| DRAWN BY | DLW | SCALE | N/A | EQN-79A |
| CHECKED BY | WHM | DATE | 09-25-97 | SHEET 3 OF 10 |



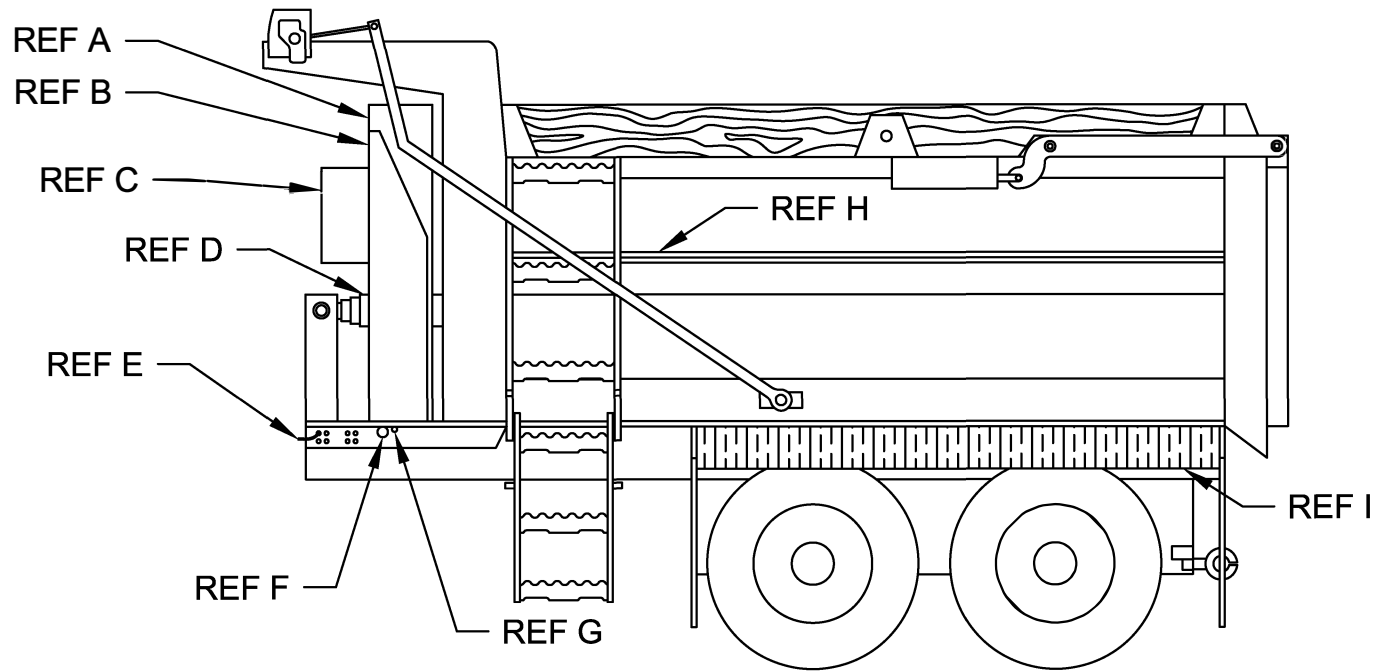
| PA DEPARTMENT OF TRANSPORTATION | | | | | | |
|---------------------------------|----------|-----|--------------|----------|---------------|---------------|
| REVISIONS | | | EJECTOR BODY | | | |
| NO. | DATE | BY | | | | |
| 1 | 12-20-16 | JJB | | | | |
| 2 | 07-26-18 | KBD | DRAWN BY | JJB | Combined With | EQN-79E |
| 3 | 08-05-19 | KBD | DATE | 06-30-15 | CHK'D BY | N/A |
| | | | | | Scale | N/A |
| | | | | | | SHEET 1 OF 10 |



NOTES:

- A. TARP ASSEMBLY WIND GUARD. TO REDUCE DRAG AND EXTEND TARP LIFE.
- B. TARP ASSEMBLY MOTOR. TO ALLOW USE OF TARP ASSEMBLY.
- C. HYDRAULIC CYLINDER. FOR HIGH LIFT TAILGATE.
- D. HAND RAILS. TO PROVIDE THREE POINTS OF CONTACT. SHALL BE FURNISHED TO PROVIDE OPTIMUM SAFETY. NON-SKID PAINT OR RUBBER SHALL BE UTILIZED.
- E. TARP ASSEMBLY SWING ARM. SHALL BE SPRING STYLE HINGE.
- F. HIGH LIFT TAILGATE.
- G. STEPS. SHALL BE WELDED TO BODY. SHALL BE 201 STAINLESS STEEL, SERRATED. THE OUTER EDGE MUST BE SERRATED IN LIEU OF PLAIN.
- H. PULL OUT LADDER. SHALL BE 201 STAINLESS STEEL, SERRATED. THE OUTER EDGE MUST BE SERRATED IN LIEU OF PLAIN.
- I. CAMERA AND HOUSING DETAILED VIEW SHEET 10

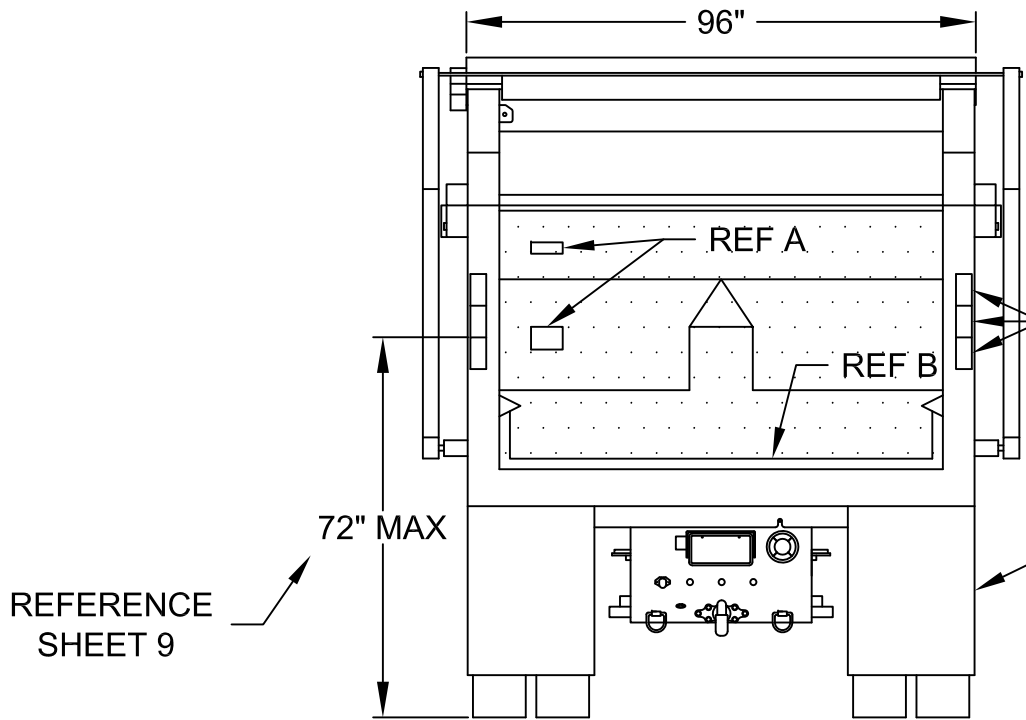
| PA DEPARTMENT OF TRANSPORTATION | | | | | |
|---------------------------------|----------|-----|--------------|----------|---------------|
| REVISIONS | | | EJECTOR BODY | | |
| NO. | DATE | BY | | | |
| 1 | 07-26-18 | KBD | | | |
| 2 | 08-05-19 | KBD | DRAWN BY | JJB | Combined With |
| 3 | | | DATE | 06-30-15 | EQN-79E |
| | | | CHK'D BY | N/A | Scale |
| | | | | N/A | SHEET 2 OF 10 |



NOTES:

- A. PRE-WET TANK 380 GAL. (2 X 190 GAL. TANKS).
- B. PRE-WET TANK GUARD.
- C. PRE-WET PUMP.
- D. HYDRAULIC CYLINDER. FOR USE OF EJECTOR MECHANISM.
- E. GROUND WIRE.
- F. FILL/DRAIN.
- G. FLUSH KIT.
- H. TARP RAIL. TO PROVIDE A MECHANISM TO TIE DOWN TARPS. SHALL BE ½ INCH ROUND STOCK MINIMUM.
- I. SPRAY SUPPRESSION. SHALL BE PLACED ON BOTH DRIVER AND PASSENGER SIDE.

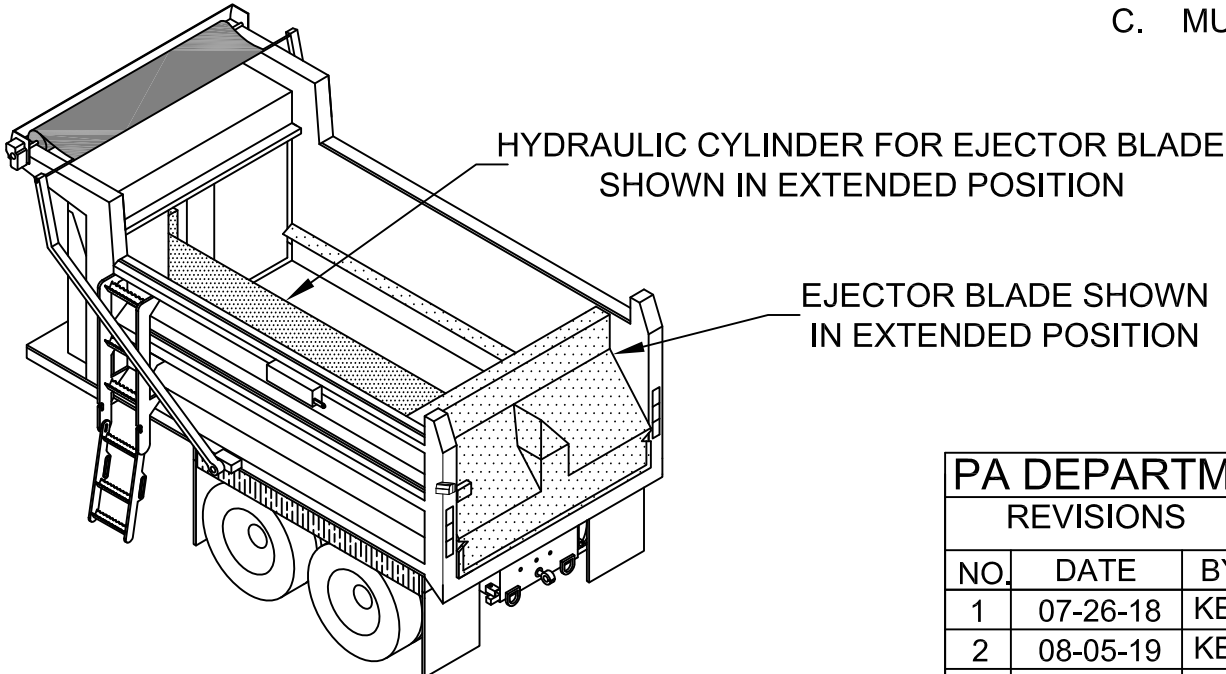
| PA DEPARTMENT OF TRANSPORTATION | | | | | |
|---------------------------------|----------|-----|--------------|----------|--------------------------|
| REVISIONS | | | EJECTOR BODY | | |
| NO. | DATE | BY | | | |
| 1 | 07-26-18 | KBD | | | |
| 2 | 08-05-19 | KBD | DRAWN BY | JJB | Combined With EQN-79E |
| 3 | | | DATE | 06-30-15 | CHK'D BY N/A |
| | | | Scale | N/A | SHEET 3 OF 10 |



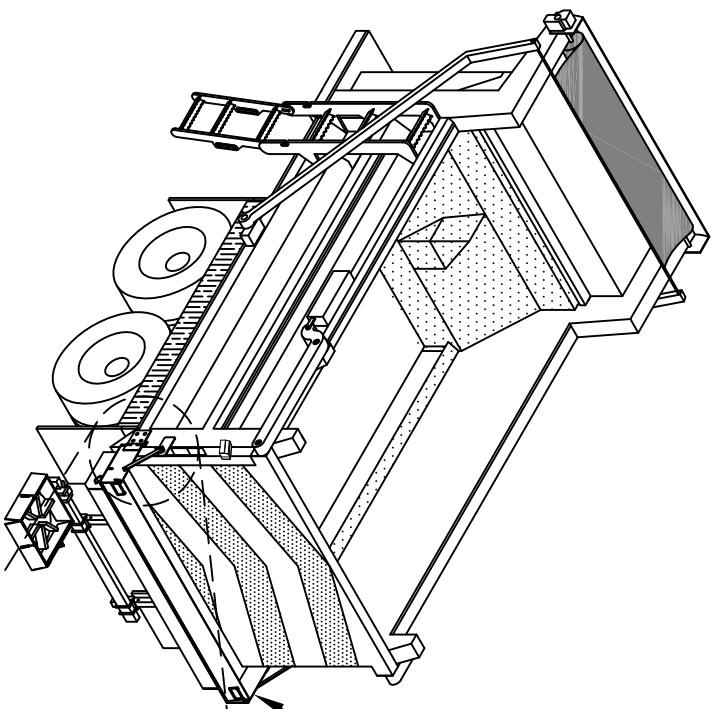
SHOWN WITH HIGH LIFT
TAILGATE REMOVED

NOTES:

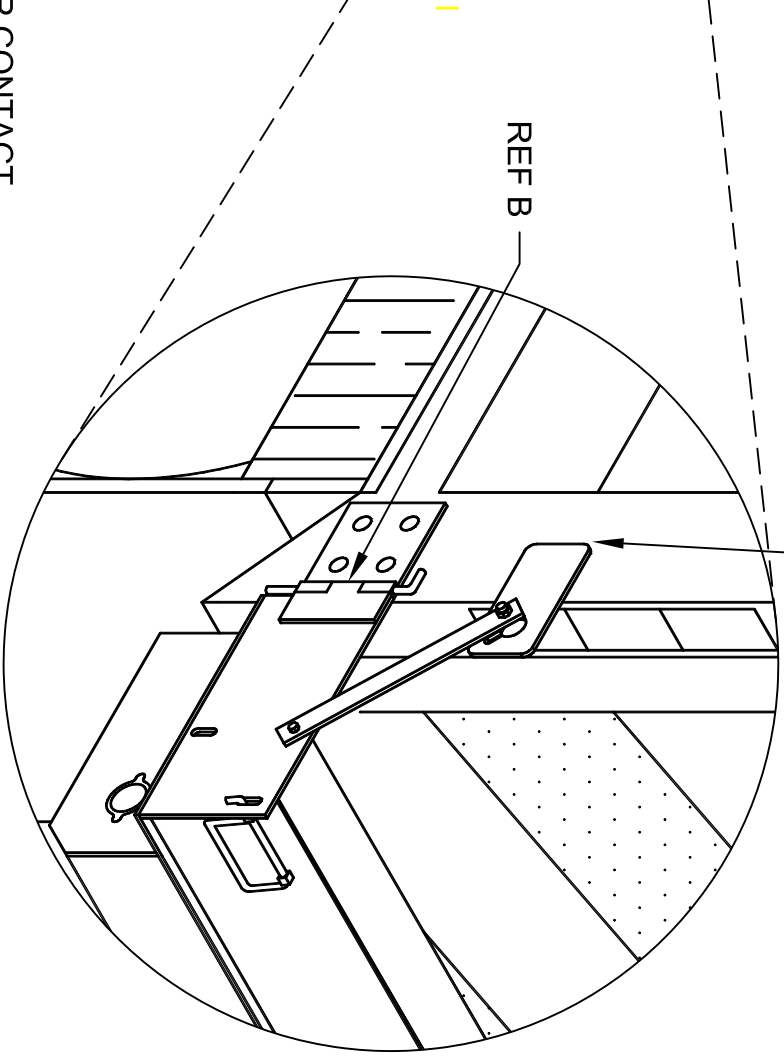
- A. TWO STEPS ON EJECTOR BLADE. SHALL BE SERRATED. THE OUTER EDGE MUST BE SERRATED IN LIEU OF PLAIN.
- B. REPLACEABLE BLADE EDGE. TO ALLOW REPLACEMENT WHEN BLADE WEAR OCCURS.
- C. MUDFLAP. SHALL BE PLAIN.



| PA DEPARTMENT OF TRANSPORTATION | | | | | |
|---------------------------------|----------|-----|--------------|----------|---------------|
| REVISIONS | | | EJECTOR BODY | | |
| NO. | DATE | BY | | | |
| 1 | 07-26-18 | KBD | | | |
| 2 | 08-05-19 | KBD | DRAWN BY | JJB | Combined With |
| 3 | | | DATE | 06-30-15 | CHK'D BY |
| | | | | | Scale |
| | | | | N/A | N/A |
| | | | | | EQN-79E |
| | | | | | SHEET 4 OF 10 |



SPREADER SHOWN IN "IN USE" POSITION



REF A

REF B

- NOTES:**
- A. WELDED PIN WITH R CLIP. TO RECEIVE TOP CONTACT POINT OF SPREADER.
 - B. MOUNTING HARDWARE. TO RECEIVE BOTTOM CONTACT POINT OF SPREADER. SHALL BE PINNED WITH R CLIP.

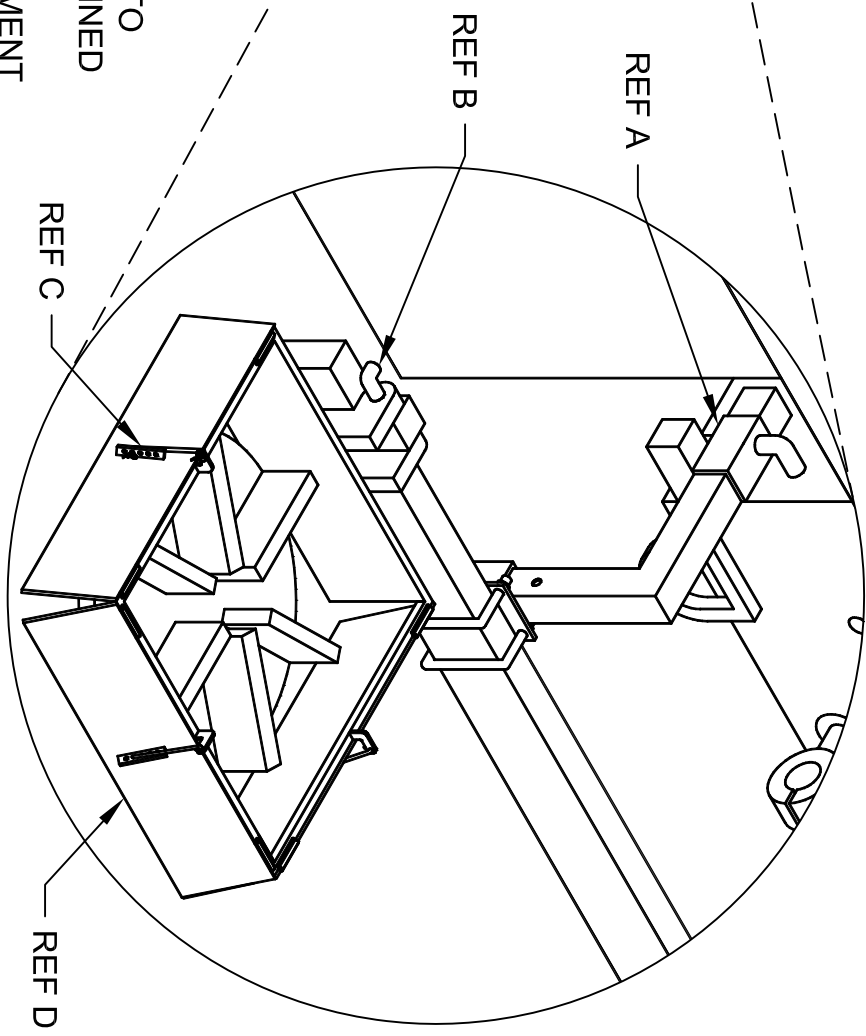
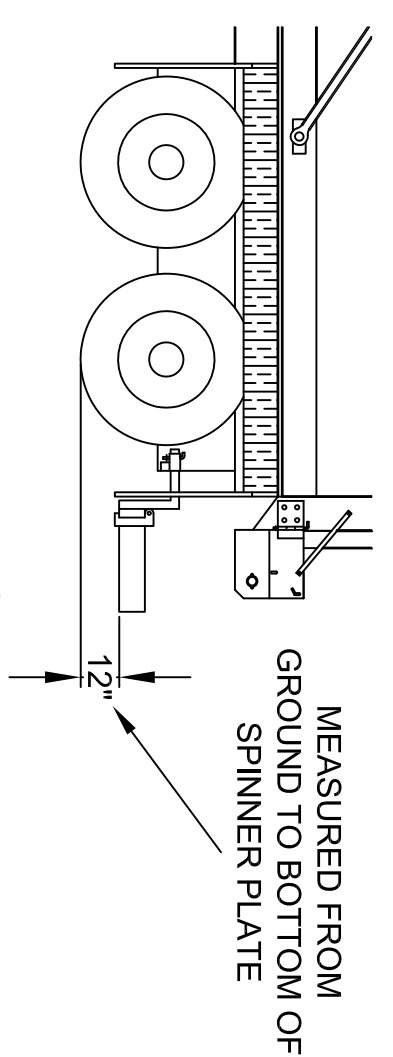
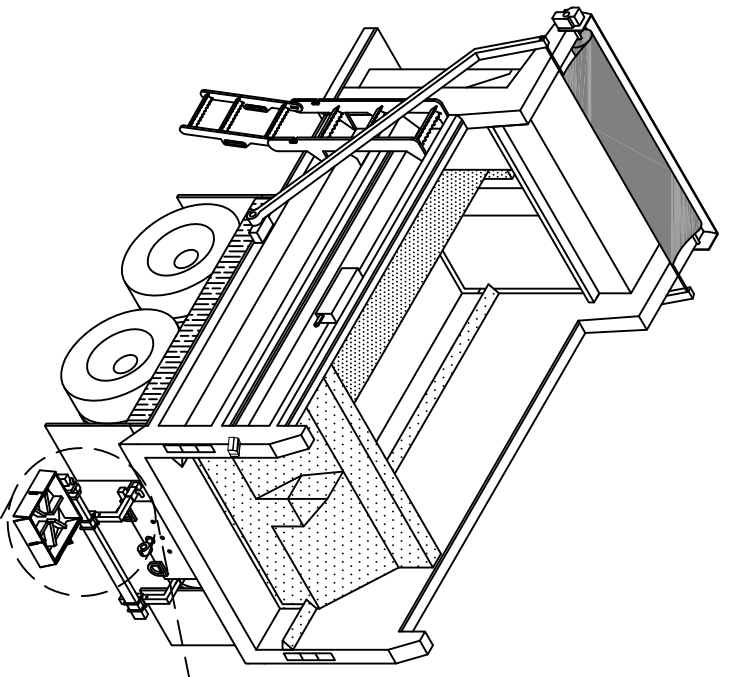
PA DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | DATE | BY | DESCRIPTION |
|-----|----------|-----|-------------|
| 1 | 07-26-18 | KBD | |
| 2 | 08-05-19 | KBD | |
| 3 | | | |

EJECTOR BODY

| | | | | | | | |
|------------|----------|--------|---------------|--------------|----------|---------------|-----|
| DATE | 06-30-15 | CHG BY | N/A | DATE | 06-30-15 | CHG BY | N/A |
| DRAWN BY | | JJB | Combined With | EJECTOR BODY | | EQU-79E | |
| CHECKED BY | | | EQU-1097 | SHEET | | SHEET 5 OF 10 | |



- NOTES:**
- A. WELDED 2 INCH RECEIVER. SHALL BE MOUNTED TO NOT INTERFERE WITH ICC BUMPER. SHALL BE PINNED WITH R CLIP.
 - B. PINNED MECHANISM. TO ALLOW VERTICAL MOVEMENT OF SPINNER IF CONTACTED BY THE GROUND.
 - C. FLAP BRACKET. TO ALLOW HEIGHT ADJUSTMENT OF SPINNER FLAPS.
 - D. IOWA SPINNER FLAPS. TO ALLOW DIRECTIONAL SPREADING OF MATERIAL.

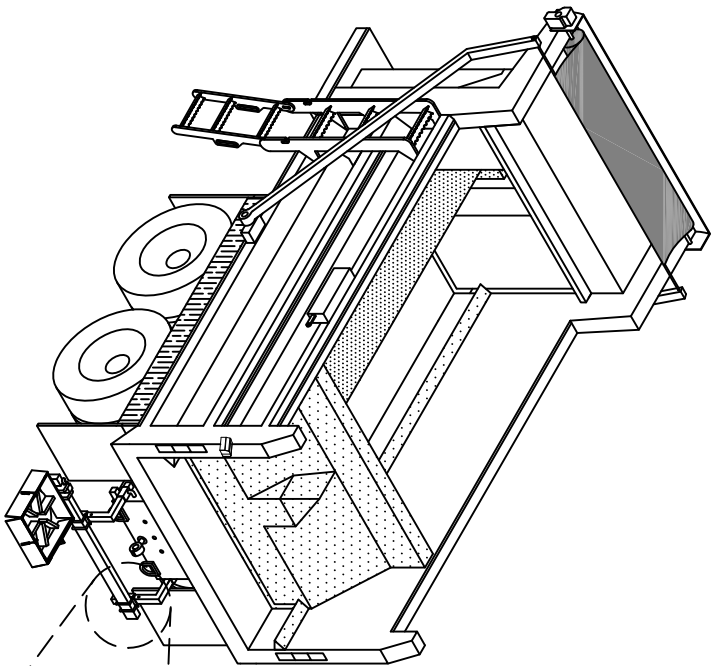
PA DEPARTMENT OF TRANSPORTATION

REVISIONS

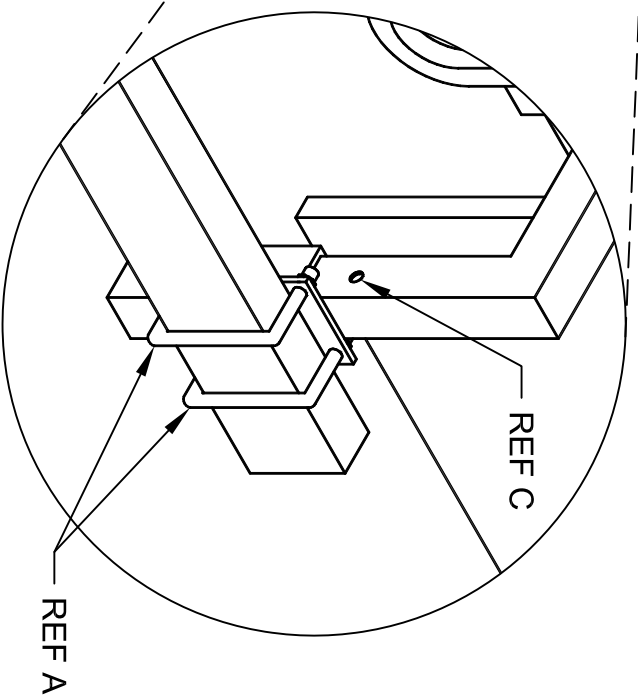
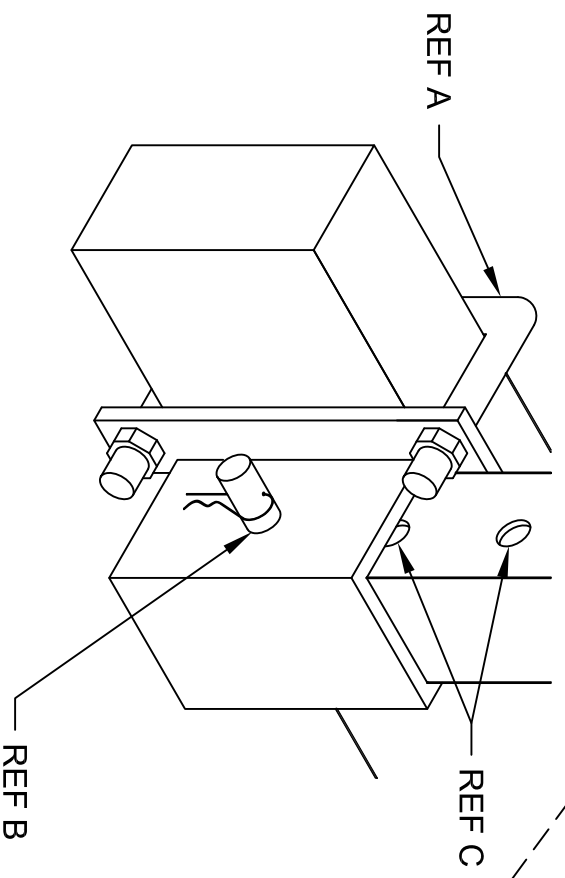
| NO. | DATE | BY | REVISIONS |
|-----|----------|-----|-----------|
| 1 | 07-26-18 | KBD | |
| 2 | 08-05-19 | KBD | |
| 3 | | | |

EJECTOR BODY

| | | | | | | | |
|----------|----------|---------------|-----|-----|-----|-------|---------|
| DATE | 06-30-15 | CHG BY | N/A | SPR | N/A | SHEET | 6 OF 10 |
| DRAWN BY | JJB | Combined With | | | | | EQN-79E |



- NOTES:**
- A. U BOLTS. TO ALLOW HORIZONTAL ADJUSTMENT OF SPINNER.
 - B. PIN. TO ALLOW VERTICAL ADJUSTMENT OF SPINNER.
 - C. VERTICAL ADJUSTMENT HOLES. 2 INCH SPACING ON CENTER.

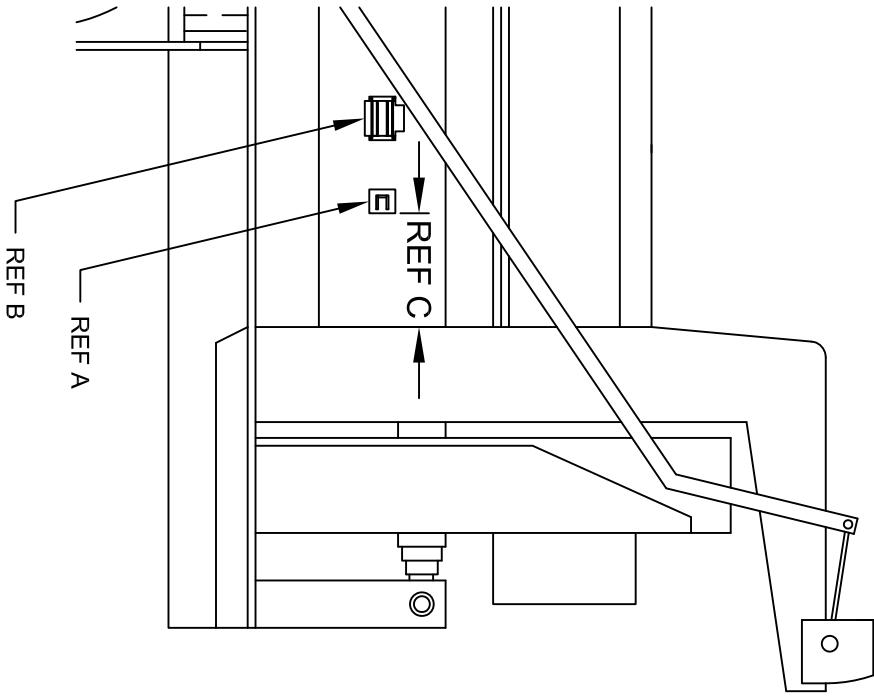


PA DEPARTMENT OF TRANSPORTATION

REVISIONS

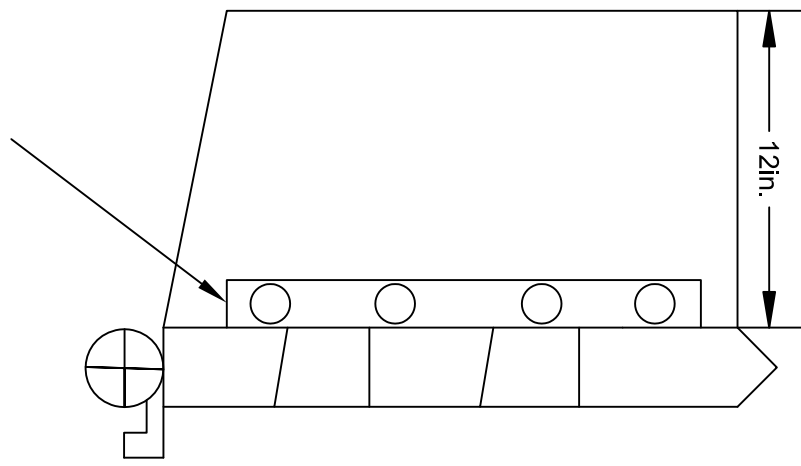
| NO. | DATE | BY | EJECTOR BODY | | |
|-----|----------|-----|--------------|----------|---|
| 1 | 07-26-18 | KBD | DRAWN BY | JJB | Combined With |
| 2 | 08-05-19 | KBD | DATE | 06-30-15 | CHG BY <small>EQU-1097</small> <small>SPR</small> |
| 3 | | | | | EQU-79E |

SHOVEL HOLDER



- NOTES:**
- A. SHOVEL HOLDER HOOKS.
 - B. BUYERS PART #SH675SS SHOVEL HOLDER.
 - C. SHOVEL HOLDER SHALL BE PLACED A MINIMUM OF 24" BEHIND THE FRONT BOLSTER TO ACCOMMODATE A SHOVEL WITH UP TO A 51 INCH LENGTH HANDLE WITHOUT INTERFERING WITH ANY OTHER COMPONENTS OF THE TRUCK.

TAILGATE WINGS LEFT AND RIGHT INSIDE



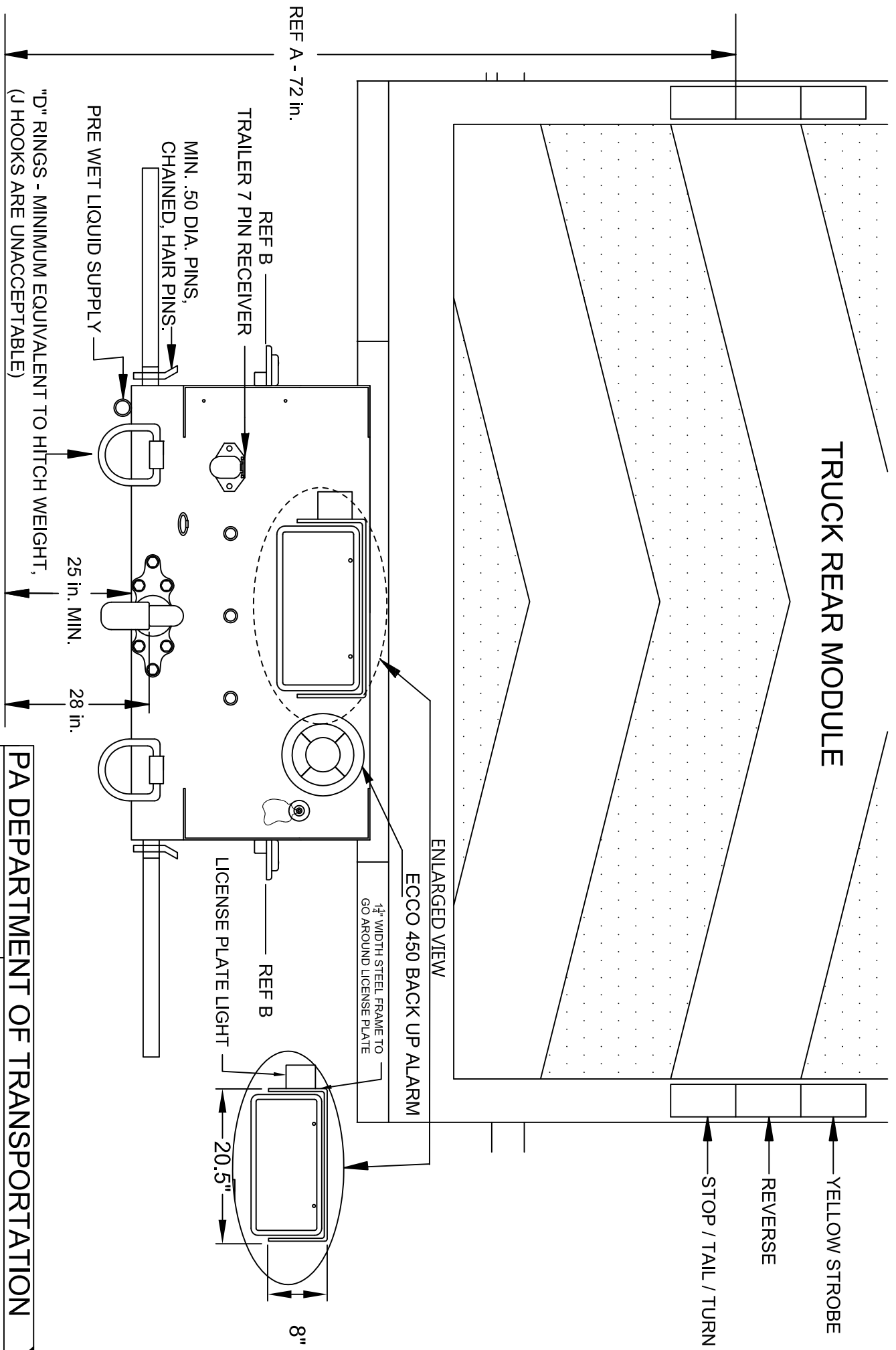
2in. ANGLE ALUMINUM WITH 4 SLOTTED HOLES
.375in. X 1in. ON OUTER SIDE. .375in. STAINLESS
STEEL COUNTERSUNK MACHINE SCREWS
WITH STAINLESS STEEL NUTS AND FLAT
WASHERS SHALL BE USED.

PA DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | DATE | BY | DESCRIPTION |
|-----|----------|-----|---|
| 1 | 12-19-16 | JJB | EJECTOR BODY |
| 2 | 07-26-18 | KBD | SM |
| 3 | 08-05-19 | KBD | DATE 08-11-93 Combined With EQN-79E CHG'D BY: SM EQN-1097 N/A N/A SHEET 8 OF 10 |

TRUCK REAR MODULE



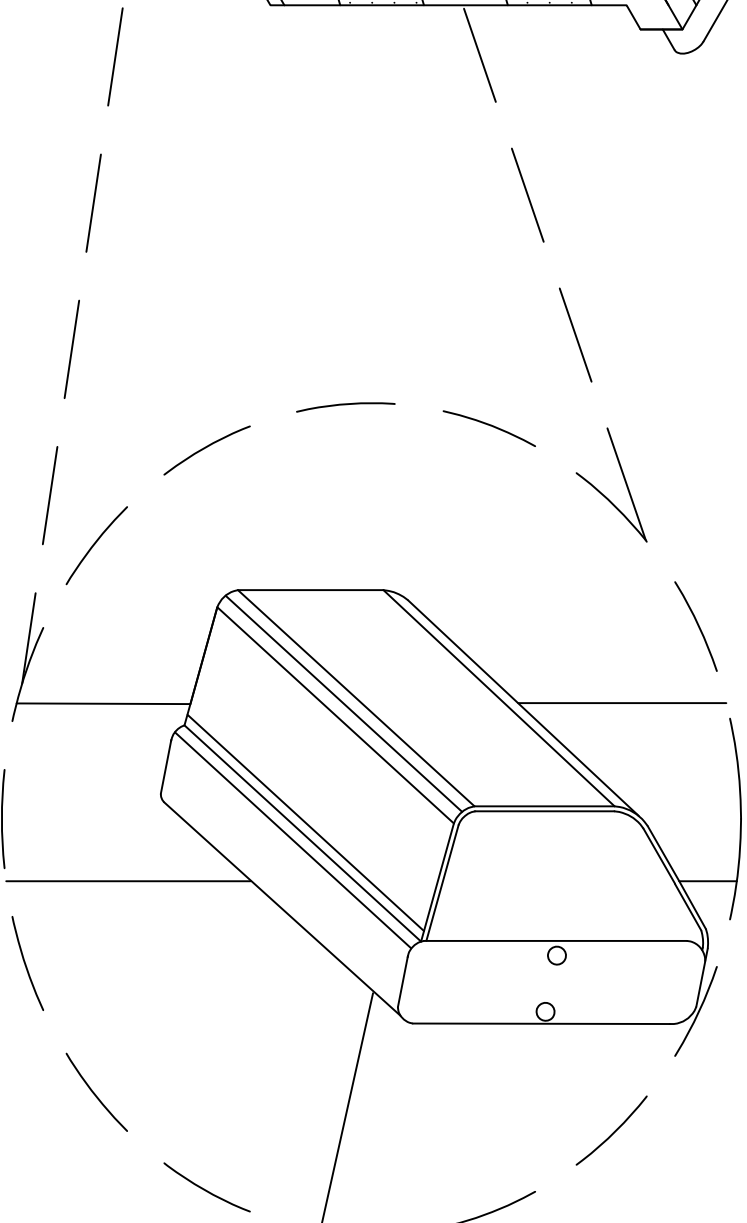
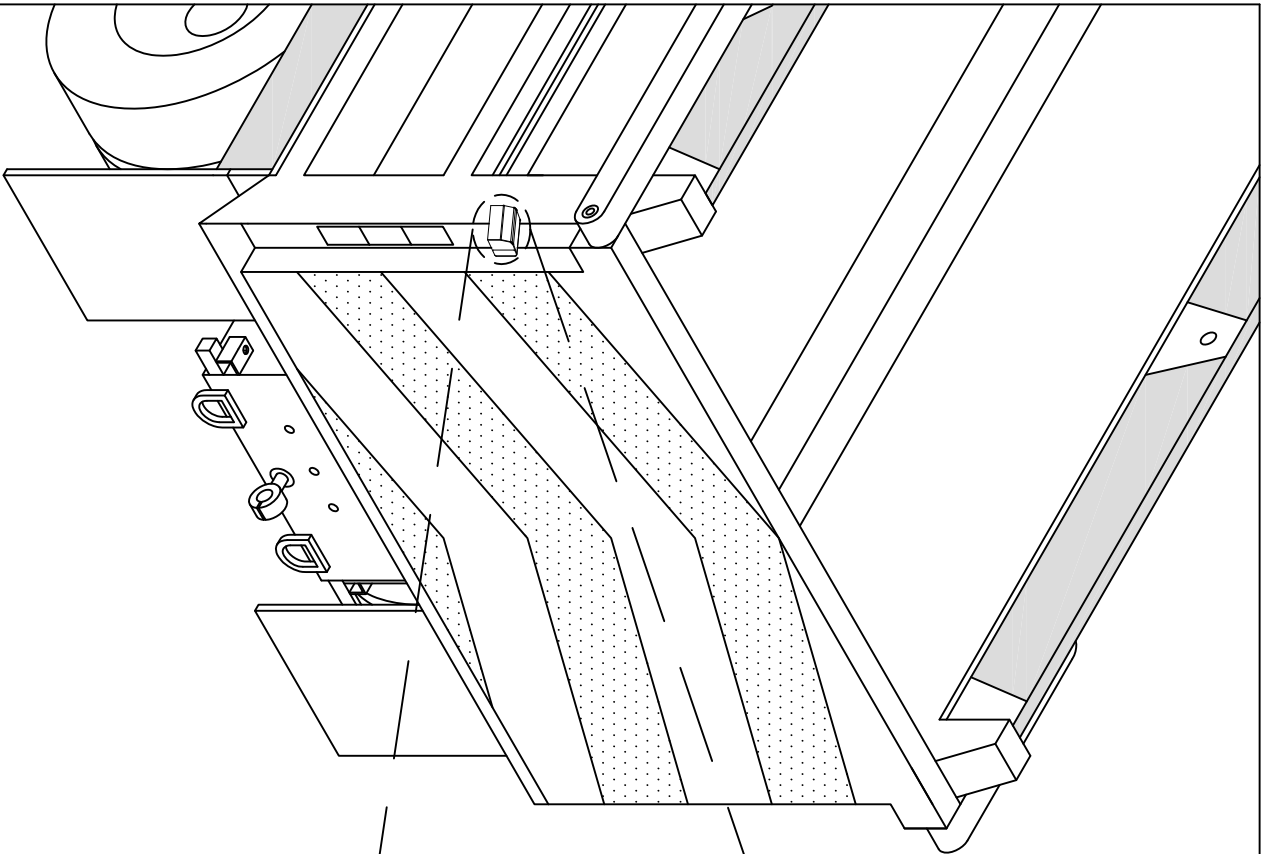
- A. HEIGHT OF LIGHTS SHALL NOT EXCEED 72" FROM TOP OF STOP / TURN / TAIL LIGHT TO GROUND, BODY UNLOADED.
- B. AIR BRAKE OPTION

PA DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | DATE | BY | EJECTOR BODY |
|-----|----------|-----|--------------|
| 1 | 05-23-16 | JJB | |
| 2 | 07-26-18 | KBD | |
| 3 | 08-05-19 | KBD | |

| | | | |
|----------|----------|--------------|---------|
| DRAWN BY | WHM | Checked With | |
| DATE | 11-02-93 | EQN-1097 | |
| | | EQN-79E | |
| | | SHEET | 9 OF 10 |



PA DEPARTMENT OF TRANSPORTATION

REVISIONS

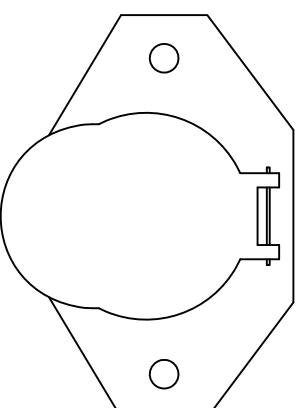
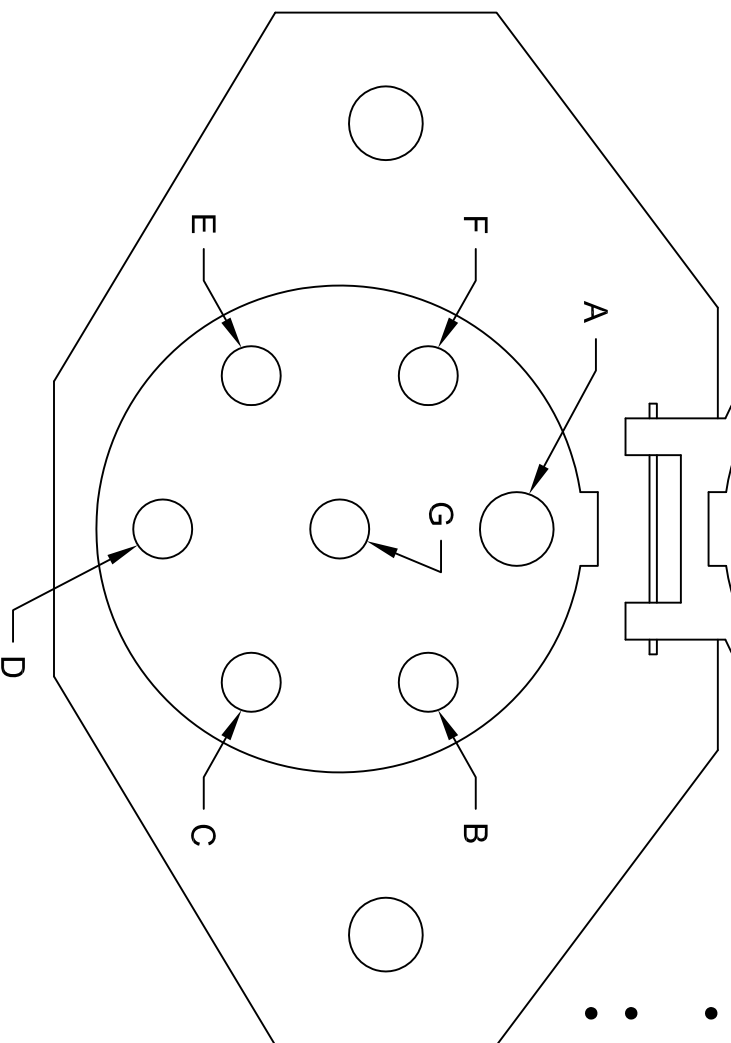
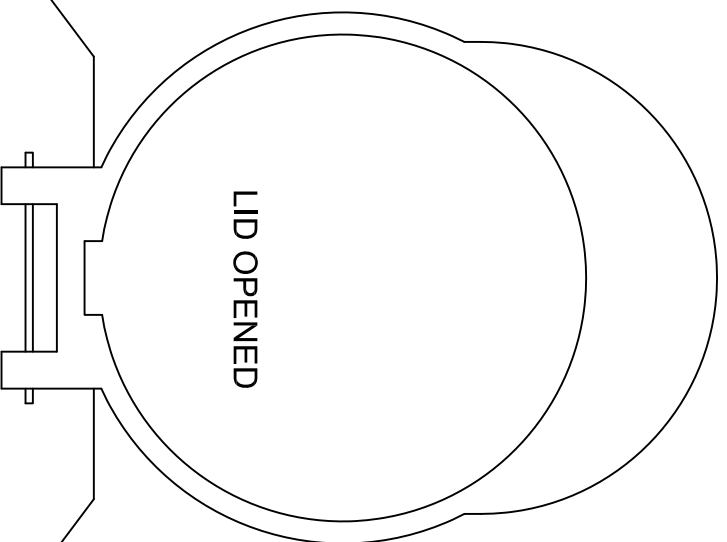
| NO. | DATE | BY | DESCRIPTION |
|-----|----------|-----|-------------|
| 1 | 12-20-16 | JJB | |
| 2 | 07-26-18 | KBD | |
| 3 | 08-05-19 | KBD | |

**EJECTOR BODY CAMERA
MODULE**

| | | | |
|----------|----------|--------------|-----|
| DRAWN BY | JJB | Checked With | |
| DATE | 06-30-15 | CHK'D BY | N/A |
| | | Scale | N/A |

EQN-79E

SHEET 10 OF 10



- NOTES:**
- VIEW OF FEMALE CONNECTOR, STANDING AT REAR OF TRUCK, LOOKING AT THE CONNECTOR.
 - BRAKE LIGHTS SHALL FUNCTION WITH TURN SIGNALS.
 - WIRE SHALL BE 7 WAY (1-10 GAUGE; 6-12 GAUGE) PER ATA COLOR CODE, CLAMPED EVERY 18" MINIMUM.
 - CONNECTION SHALL BE MADE USING FACTORY OEM TRAILER WIRING HARNESS.
 - ALL CONNECTIONS SHALL BE WATER TIGHT.
 - ALL PINS SHALL BE ROUND STYLE.

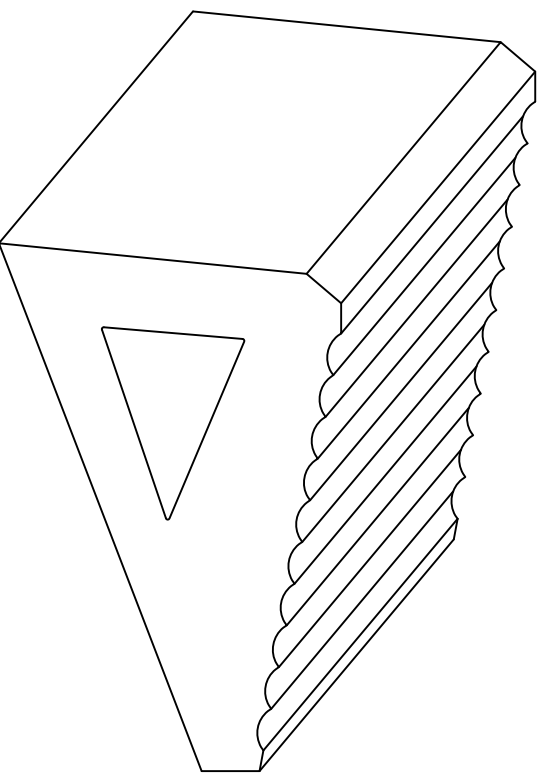
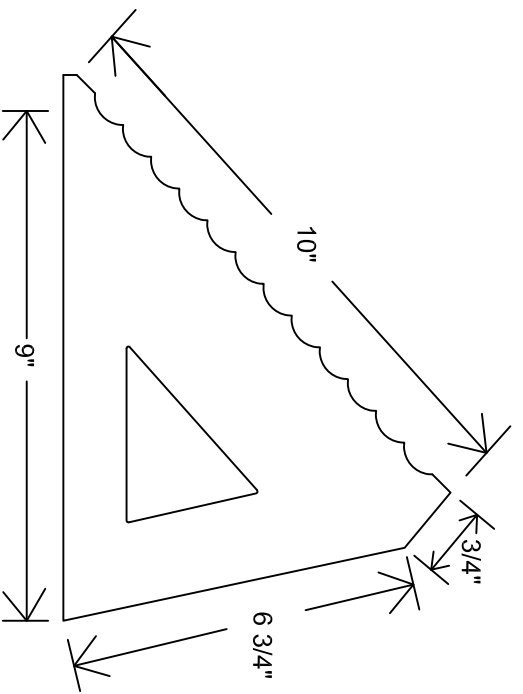
WIRING NOTES:

- A. WHITE: GROUND - 10
- B. BLACK: MARKER -12
- C. YELLOW: LEFT TURN & BRAKE - 12
- D. RED: STOP / BRAKE -12
- E. GREEN: RIGHT TURN & BRAKE - 12
- F. BROWN: TAIL - 12
- G. BLUE: ABS -12

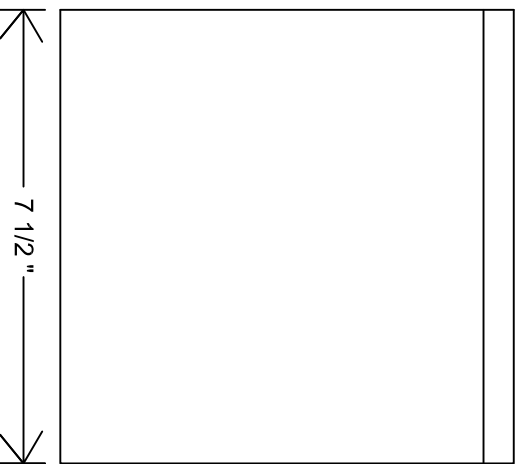
PA DEPARTMENT OF TRANSPORTATION

| REVISIONS | | WIRING DIAGRAM / 7 WAY ROUND PIN FEMALE CONNECTOR | |
|-----------|----------|---|--|
| NO. | DATE | BY | |
| 1 | 08-02-18 | KBD | |
| 2 | | | |
| 3 | | | |

| | | | |
|----------|----------|--------------|--------------|
| DRAWN BY | JJB | Checked With | |
| DATE | 08-02-16 | CHKD BY | Scale |
| | | | |
| | | | EQN-80A |
| | | | SHEET 1 OF 1 |



FINAL MOUNTING LOCATION SHALL BE DETERMINED AT THE PRE-BUILD MEETING. CHOCK HOLDERS SHALL BE ALUMINUM OR STAINLESS STEEL. TWO CHOCKS PER TRUCK SHALL BE SUPPLIED. CHOCKS SHALL HAVE 4 FEET OF $\frac{3}{8}$ INCH NYLON ROPE CONNECTING THE TWO CHOCKS TOGETHER.



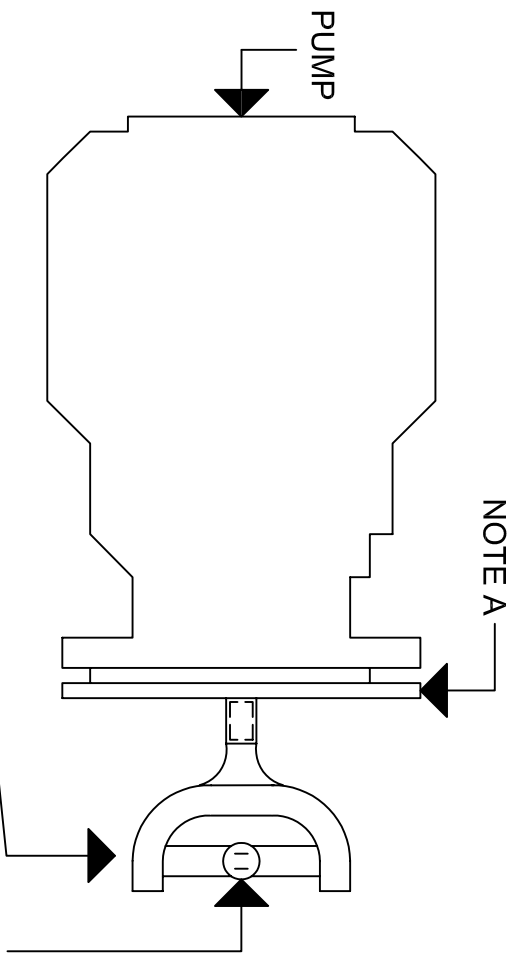
PA DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | 6 3/4" X 9" X 7 1/2" CHOCK AND HOLDER | | |
|-----------|------|----|---------------------------------------|-------|---------|
| NO. | DATE | BY | DRAWN BY | SCALE | EQN-82B |
| 1 | | | HMR | N/A | |
| 2 | | | | | |
| 3 | | | | | |

DATE 07-17-17

CHCK'D BY

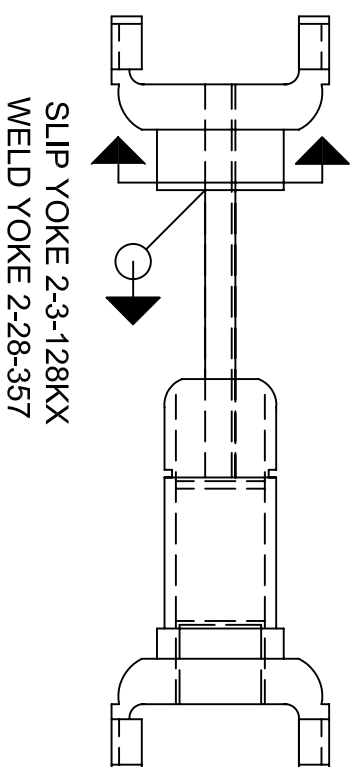
SHEET 1 OF 1



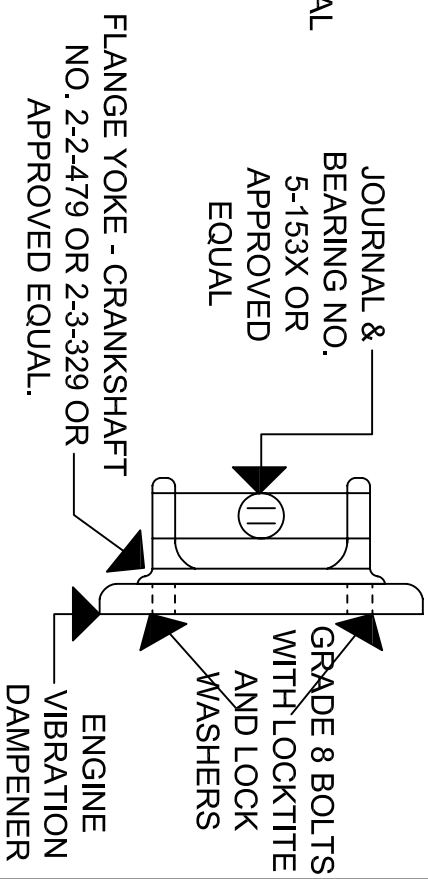
COMPANION FLANGE ADAPTER
NO. N3-1-1013-8 OR 35SF-1.50-37

JOURNAL &
BEARING
NO. 5-153X OR
APPROVED EQUAL

NOTE A
PUMP MOUNTING BRACKET SHALL BE $\frac{5}{8}$ in.,
MINIMUM, FORMED STEEL CHANNEL. AS
PER EQN - 90 SHEET 2



SLIP YOKE 2-3-128KX
WELD YOKE 2-28-357



JOURNAL &
BEARING NO.
5-153X OR
APPROVED
EQUAL

FLANGE YOKE - CRANKSHAFT
NO. 2-2-479 OR 2-3-329 OR
APPROVED EQUAL.

ENGINE
VIBRATION
DAMPENER

GRADE 8 BOLTS
WITH LOCKTITE
AND LOCK
WASHERS

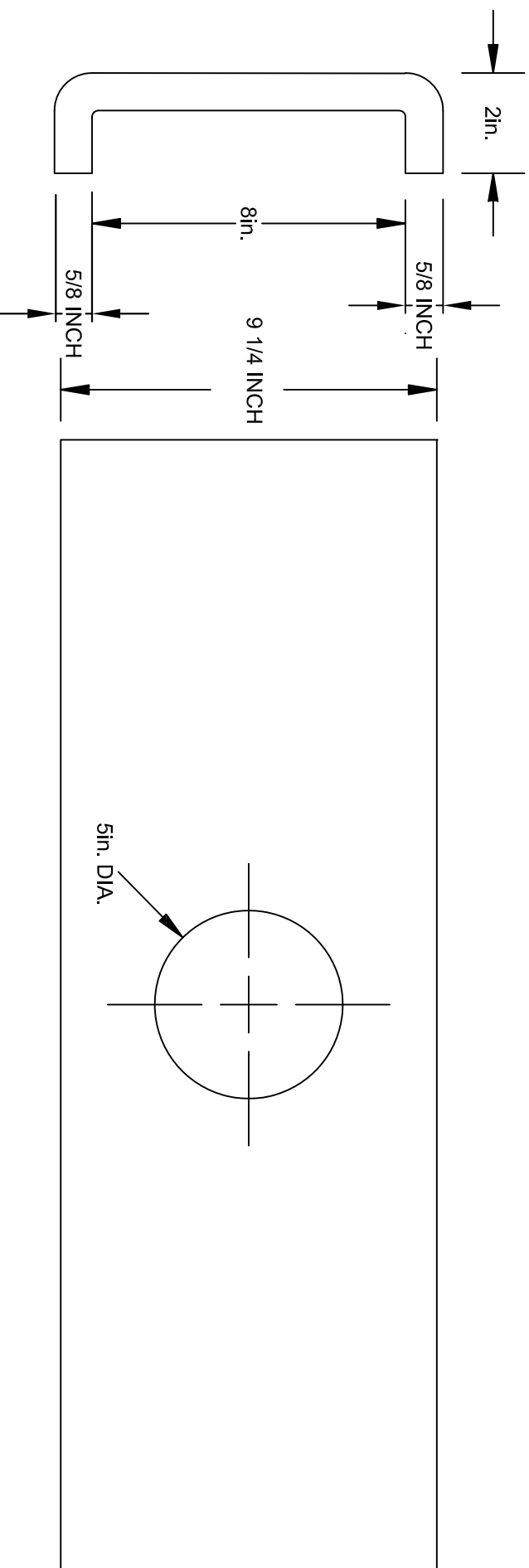
NOTES:

- 1.) DRIVESHAFT ASSEMBLY SHALL BE FACTORY BALANCED.
- 2.) SPICER 1310 SERIES, OR NEAPCO. NO SUBSTITUTE.
STANDARDIZATION.
- 3.) SLEEVE YOKE SHALL BE 1.375 in. I.D. 16 SPLINES.
- 4.) END YOKE ADAPTER SHALL ACCOMODATE 1.5 in.,
KEYED SHAFT.

PA DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | DATE | BY | DUMP TRUCK PTO ASSEMBLY | | |
|-----|----------|-----|-------------------------|----------|--------------|
| 1 | 4-6-07 | KNH | DRAWN BY | DLW | SCALE |
| 2 | 07-20-09 | TOD | CHECKED BY | WHM | EQN-# 90 |
| 3 | | | DATE | 07/17/97 | SHEET 1 OF 2 |



PUMP MOUNTING BRACKET, REGARDLESS OF DESIGN, SHALL BE A MINIMUM 5/8 in. FORMED STEEL CHANNEL. THE PUMP BRACKET SHALL BE SLOPED TO MATCH THE ENGINE CRANKSHAFT. WIDTH DIMENSION SHALL BE FULL FRAME RAIL WIDTH. BRACKETRY TO ATTACH PUMP MOUNTING BRACKET TO TRUCK FRAME RAILS SHALL BE MINIMUM 5/8 in. THICKNESS. BRACKETS SHALL BE EITHER FULLY WELDED OR USE 3/4 in. GRADE 8 BOLTS OF SUFFICIENT LENGTH AND GRADE 8 LOCK NUTS, MINIMUM TWO BOLTS PER MOUNTING SURFACE.

PA DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | PUMP MOUNTING BRACKET | | |
|-----------|----------|------|-----------------------|----------|--------------|
| NO. | DATE | BY | SCALE | DRAWN BY | |
| 1 | 07-03-97 | DLW | | SWW | EQN-90 |
| 2 | 06-03-02 | DWVG | | | |
| 3 | 07-20-09 | TOD | | RED | SHEET 2 OF 4 |

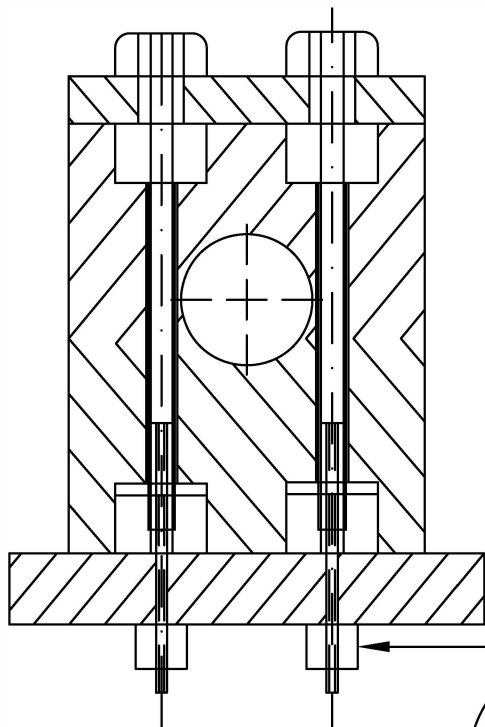
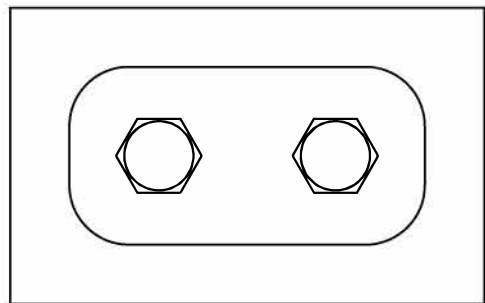
HYDRAULIC HOSES/ FITTINGS

HYDRAULIC HOSES SHALL NOT EXTEND BELOW THE TOP OF THE FRONT AXLE. ALL HYDRAULIC HOSES SHALL BE ADEQUATELY CLAMPED, SHIELDED FROM EXHAUST SYSTEM AND PREVENTED FROM RUBBING UP AGAINST ANY PART OF THE TRUCK FRAME BODY.

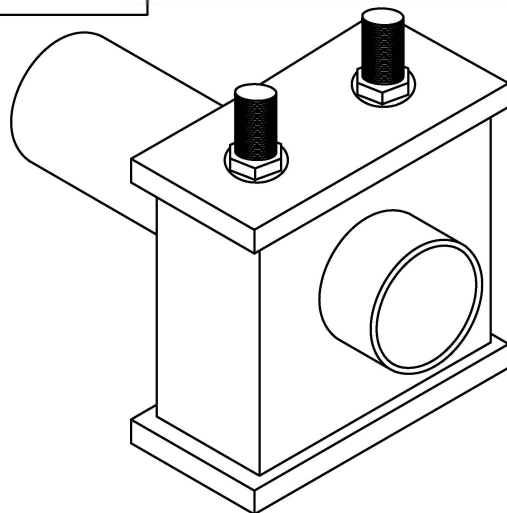
HYCON CLAMPS AS REQUIRED TO PREVENT CHAFFING OR RUBBING. DUE TO THE VARIATIONS OF SIZES PART NUMBERS HAVE NOT BEEN INCLUDED. WELD-ON OR BOLT-ON ARE ACCEPTABLE. AVAILABLE IN STANDARD AND HEAVY DUTY SERIES. LOCATIONS TO BE APPROVED BY CHIEF, FLEET MANAGEMENT DIVISION
REF: HYCON CORPORATION, LEHIGH VALLEY, PA OR BEHRINGER PIPE SYSTEM INC.

NOTE:

ALL BOLTS/NUTS SHALL BE COATED WITH NEVER SIEZE.



BOLT SHALL EXTEND BEYOND BASE



| PA DEPARTMENT OF TRANSPORTATION | | | | | | |
|---------------------------------|----------|-----|--|--------------|----------|--------------|
| REVISIONS | | | Hydraulic Hose Mounting & Requirements | | | |
| NO. | DATE | BY | DRAWN BY | Checked With | | |
| 1 | 10-02-06 | CJW | | | | |
| 2 | 12-20-16 | JJB | RED | EQN-23 | EQN-94 | |
| 3 | 08-02-18 | KBD | DATE | 11-03-78 | CHK'D BY | Scale |
| | | | | | N/A | N/A |
| | | | | | | SHEET 1 OF 5 |

FRONT COUPLERS SHALL BE MOUNTED TO A MANIFOLD PLATE POSITIONED IN THE CENTER OF THE FRONT FRAME EXTENSION WHICH HOUSES THE PTO ASSEMBLY. MOUNTING SEQUENCE SHALL BE AS FOLLOWS MOVING TOP TO BOTTOM WHEN FACING THE RIGHT SIDE OF THE VEHICLE:

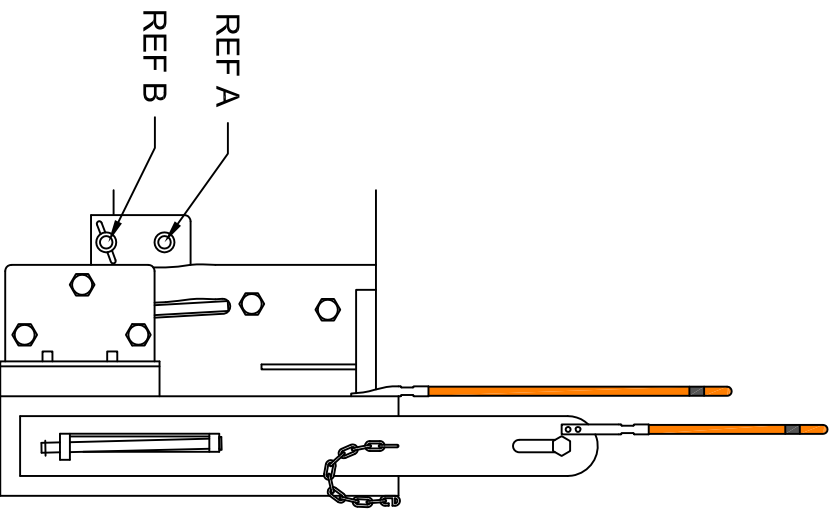
TWO (2) WING COUPLERS: UPPER BEING 5100-S2-8B AERROQUIP MALE AND LOWER BEING 5100-S1-8B AERROQUIP FEMALE

REAR COUPLERS SHALL BE MOUNTED TO A MANIFOLD PLATE ATTACHED AND CENTERED TO THE BOTTOM OF REAR FRAME CROSS MEMBER OR MOUNTED THROUGH REAR CROSS MEMBER IF POSSIBLE. MOUNTING SEQUENCE SHALL BE AS FOLLOWS MOVING TOP TO BOTTOM WHEN FACING THE RIGHT SIDE OF THE VEHICLE:

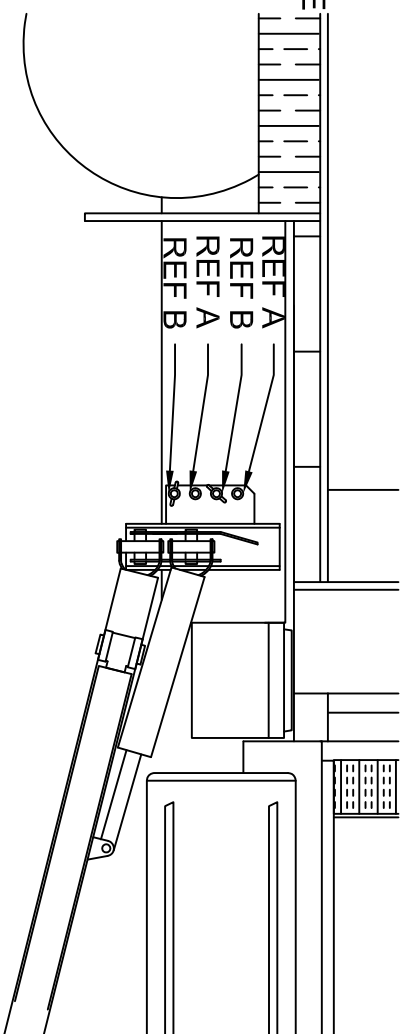
TWO (2) LIFT WING COUPLERS: UPPER BEING 5100-S2-8B AERROQUIP MALE AND LOWER BEING 5100-S1-8B AERROQUIP FEMALE

TWO (2) EXTEND WING COUPLERS: UPPER BEING 5100-S2-8B AERROQUIP MALE AND LOWER BEING 5100-S1-8B AERROQUIP FEMALE

COUPLERS SHALL HAVE DUST PLUGS AFFIXED WITH CHAINS TO PREVENT LOSS OF CAPS.



NOTES:
 A. 5100-S2-8B MALE
 B. 5100-S1-8B FEMALE



FRONT COUPLERS

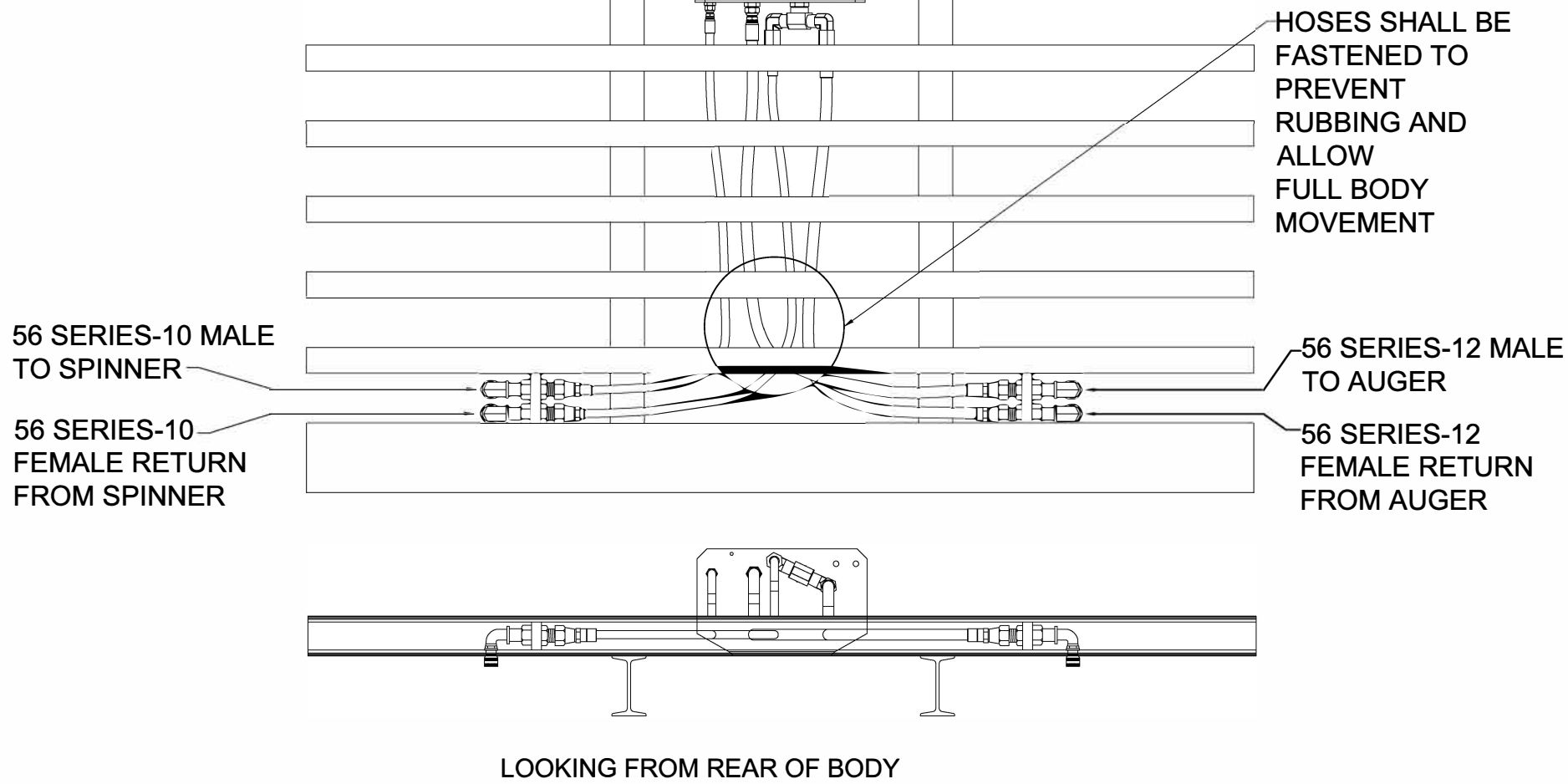
PA DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | DATE | BY | DESCRIPTION |
|-----|----------|-----|-------------|
| 1 | 12-20-16 | JJB | |
| 2 | 07-13-17 | HMR | |
| 3 | 08-02-18 | KBD | |

Wing Plow Couplers

| | | | |
|----------|----------|-------|--------------|
| DRAWN BY | CHK'D BY | Scale | EQUIN-94 |
| RED | N/A | N/A | SHEET 2 OF 5 |
| DATE | DATE | | |
| 11-03-78 | | | |



5600 SERIES STAINLESS STEEL, 1 EACH (MALE & FEMALE) ON EACH SIDE, QUICK COUPLERS MUST BE USED FOR SPINNER & AUGER CONNECTIONS

4,000 PSI HOSES WITH JIC HOSE ENDS SHALL BE USED.

ONLY APPROVED STAINLES STEEL HYDRAULIC FITTINGS SHALL BE USED.

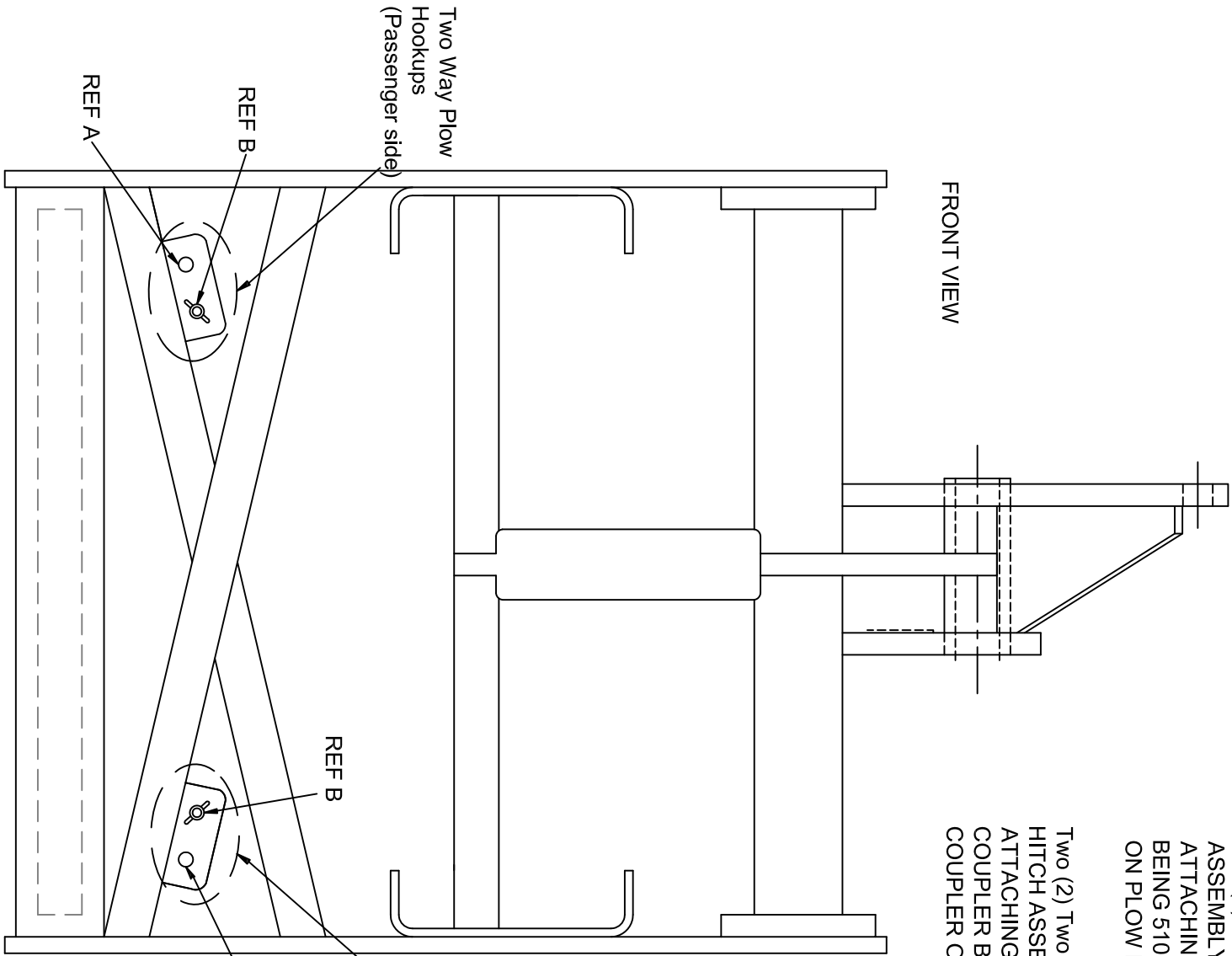
COUPLERS SHALL HAVE DUST PLUGS AFFIXED WITH CHAINS TO PREVENT LOSS OF CAPS.

| PA DEPARTMENT OF TRANSPORTATION | | | | |
|---------------------------------|----------|-----|--------------------|-------------------------|
| REVISIONS | | | Rear Hose Manifold | |
| NO. | DATE | BY | | |
| 1 | 8/1/13 | JFM | | |
| 2 | 07-13-17 | HMR | DRAWN BY JDS | Combined With EQN-23 |
| 3 | 08-02-18 | KBD | DATE 6/15/12 | Scale N/A |
| | | | EQN-94 | |
| | | | SHEET 3 OF 5 | |

Two (2) Plow Hitch Couplers: LOCATED ON DRIVER SIDE OF HITCH ASSEMBLY RIGHT COUPLER BEING 5100-S2-8B AERROQUIP MALE ATTACHING TO FEMALE COUPLER ON PLOW RAM AND LEFT COUPLER BEING 5100-S1-8B AERROQUIP FEMALE ATTACHING TO MALE COUPLER ON PLOW RAM.

Two (2) Two Way Plow Couplers: LOCATED ON PASSENGER SIDE OF HITCH ASSEMBLY LEFT COUPLER BEING 5100-S2-8B AERROQUIP MALE ATTACHING TO FEMALE COUPLER ON TWO WAY PLOW AND RIGHT COUPLER BEING 5100-S1-8B AERROQUIP FEMALE ATTACHING TO MALE COUPLER ON TWO WAY PLOW.

FRONT VIEW



HYDRAULIC HOSES SHOULD'NT INTERFEAR WITH ANYTHING WHILE TWO WAY PLOW AND PLOW HITCH IS IN MOTION AND AT REST TO PREVENT DAMAGE TO HOSES.

NOTES:

- A. 5100-S2-8B MALE
- B. 5100-S1-8B FEMALE

Plow Ram Hookups (Driver Side)

Two Way Plow Hookups (Passenger side)

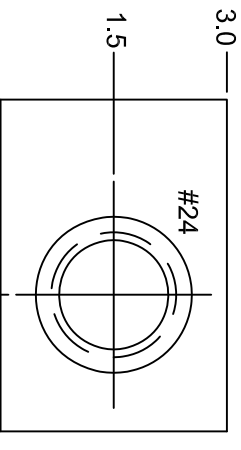
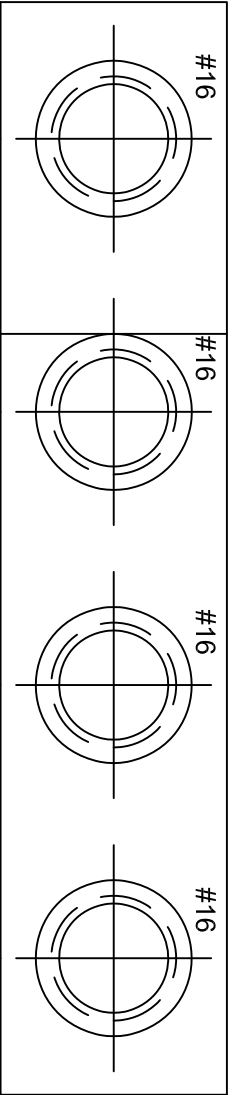
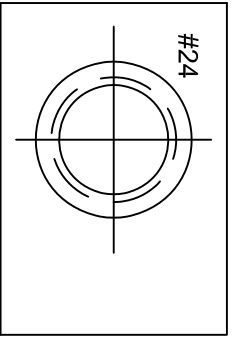
PA DEPARTMENT OF TRANSPORTATION

REVISIONS

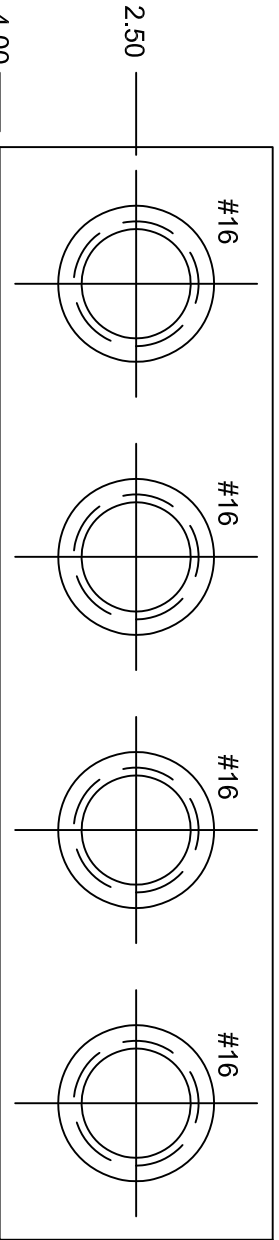
| NO. | DATE | BY | DESCRIPTION |
|-----|----------|-----|----------------------------------|
| 1 | 04-27-15 | GAW | Ram Plow & Two Way Plow Couplers |
| 2 | 12-19-16 | JJB | |
| 3 | 08-02-18 | KBD | |

Ram Plow & Two Way Plow Couplers

| | | | |
|----------|----------|------------|--------------|
| DRAWN BY | SWW | Checked by | EQN-94 |
| DATE | 09-25-95 | Scale | SHEET 4 OF 5 |
| | N/A | | |



1.8750
4.6250
7.3750
10.1250
12.0000



4.00

PA DEPARTMENT OF TRANSPORTATION

REVISIONS

2 Hydraulics Components Overview

Header Block

| NO. | DATE | BY | DRAWN BY | DATE | CHKD BY | SCALE | SHEET |
|-----|----------|-----|----------|----------|---------|-------|--------|
| 1 | 08-03-01 | DWG | GAH | 03-01-00 | N/A | N/A | 5 OF 5 |
| 2 | 11-02-06 | CJW | GAH | 03-01-00 | N/A | N/A | 5 OF 5 |
| 3 | 08-02-18 | KBD | | | | | 5 OF 5 |

SECTION 393.86 READS AS FOLLOWS: "EVERY MOTOR VEHICLE, EXCEPT TRUCK-TRACTORS, POLE TRAILERS, AND VEHICLES IN DRIVEWAY-TOWAWAY OPERATIONS, THE DATE OF MANUFACTURE OF WHICH IS SUBSEQUENT TO DECEMBER 31, 1952, WHICH IS SO CONSTRUCTED THAT THE BODY OR THE CHASSIS ASSEMBLY IF WITHOUT A BODY HAS A CLEARANCE AT THE REAR END OF MORE THAN 30 in. FROM THE GROUND WHEN EMPTY, SHALL BE PROVIDED WITH BUMPERS OR DEVICES SERVING SIMILAR PURPOSES WHICH SHALL BE SO CONSTRUCTED AND LOCATED THAT: (A) THE CLEARANCE BETWEEN THE EFFECTED BOTTOM OF THE BUMPERS OR DEVICES AND THE GROUND SHALL NOT EXCEED 30 in. WITH VEHICLE EMPTY; (B) THE MAXIMUM DISTANCE BETWEEN THE CLOSEST POINTS BETWEEN BUMPERS, OR DEVICES, IF MORE THAN ONE IS USED, SHALL NOT EXCEED 24 in.; (C) THE MAXIMUM TRANSVERSE DISTANCE FROM THE WIDEST PART OF THE MOTOR VEHICLE AT THE REAR TO THE BUMPER OR DEVICE SHALL NOT EXCEED 18 in.; (D) THE BUMPER OR DEVICES SHALL BE LOCATED NOT MORE THAN 24 in. FORWARD OF THE EXTREME REAR OF THE VEHICLE; (E) AND THE BUMPER OR DEVICES SHALL BE SUBSTANTIALLY CONSTRUCTED AND FIRMLY ATTACHED. MOTOR VEHICLES CONSTRUCTED AND MAINTAINED SO THAT THE BODY, CHASSIS, OR OTHER PARTS OF THE VEHICLE AFFORD THE REAR END PROTECTION CONTEMPLATED SHALL BE DEEMED TO BE IN COMPLIANCE WITH THIS SECTION."

THE REGULATIONS ALSO REQUIRE ALL MOTOR VEHICLES TRANSPORTING HAZARDOUS MATERIALS REQUIRING PLACARDING BE EQUIPPED WITH REAR END PROTECTION (REFERANCE 49CFR PART 397, 49 CFR SECTION 177.823, 49 CFR PART 172, AND 49 CFR SECTION 171.12A).

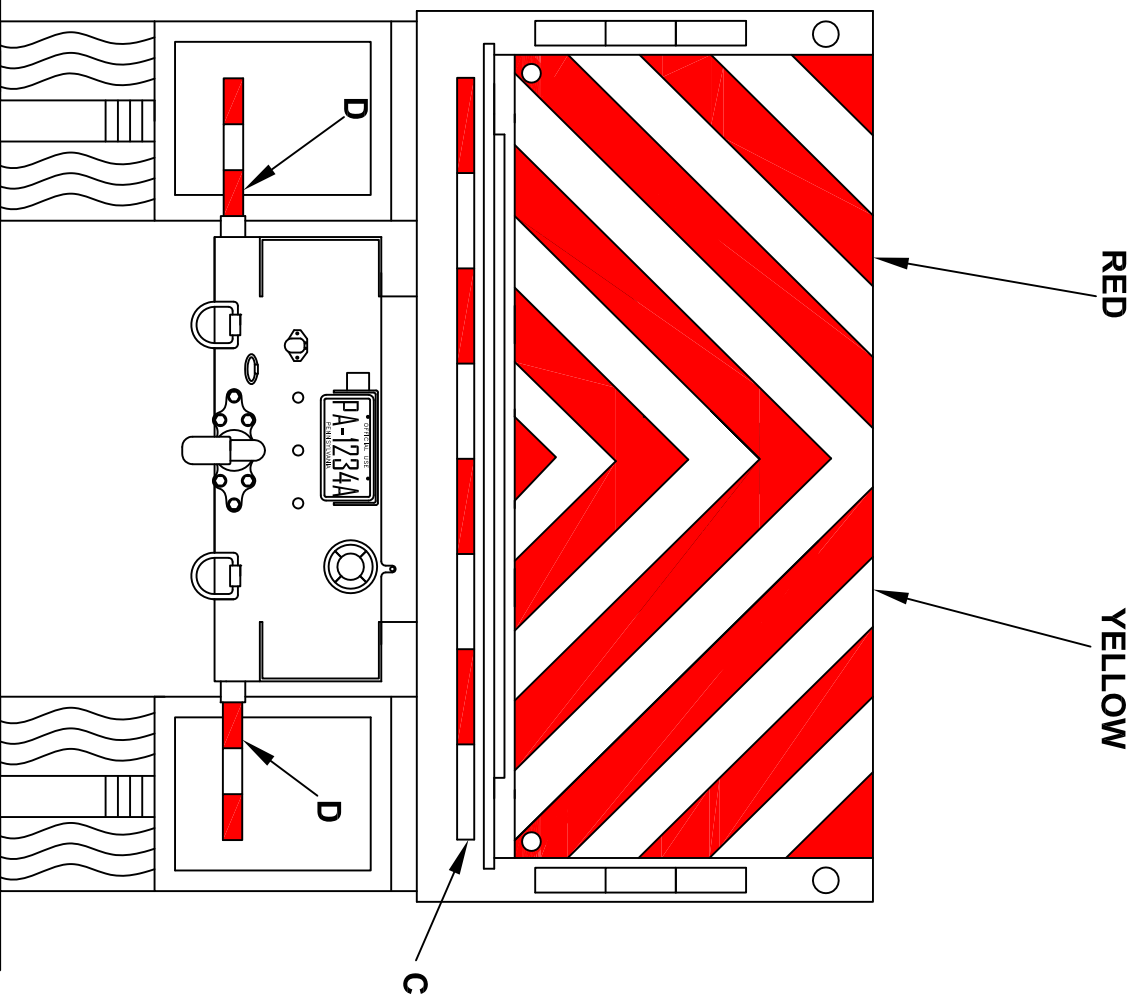
ALTHOUGH SECTION 393.86 DOES NOT SET FORTH SPECIFIC PERFORMANCE REQUIREMENTS FOR THE REAR END PROTECTION STRUCTURE, SUBPART J - SPECIFICATIONS FOR CONTAINERS FOR MOTOR VEHICLE TRANSPORTATION OF PART 178 - SHIPPING CONTAINER SPECIFICATIONS OF SUBCHAPTER C - HAZARDOUS MATERIAL REGULATIONS OF CHAPTER I - RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION DOES CONTAIN SPECIFIC PERFORMANCE REQUIREMENTS FOR REAR END PROTECTION ON CARGO TANK MOTOR VEHICLES (REFERENCE SECTIONS 178.337-10(D), 178.338-10(C), 178.345-8(D), 178.346-8, 178.347-8, AND 178.348-8). PENNSYLVANIA HAS ADOPTED 49 CFR 393.86 REAR END PROTECTION FOR COMMERCIAL MOTOR VEHICLES WITH A GVW OF 17,000 lbs. / 7711.07 kg. OR MORE OPERATED IN INTRASTATE COMMERCE, AND ANY SIZE VEHICLE HAULING HAZARDOUS MATERIALS REQUIRING PLACARDS WITH AN ADDITIONAL REQUIREMENT: "SOME PART OF THE HORIZONTAL BUMPER BAR SHALL FALL WITHIN 16-30in. / 40.64-76.2cm. ABOVE GROUND LEVEL." SEE TITLE 67 CHAPTER 175 OF THE PENNSYLVANIA CODE FOR THE SPECIFIC REQUIREMENTS FOR REAR END PROTECTION ON COMMERCIAL MOTOR VEHICLES WITH A GVW OF 10,001-17,000 lbs. / 4536.38-7711.07 kg. OPERATED IN INTRASTATE COMMERCE.

**COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION**

REVISIONS

| NO | DATE | BY | UNDERRIDE PROTECTION | | |
|----|----------|-----|----------------------|------------|--------------|
| 1 | 07/08/97 | DLW | | | |
| 2 | 07/01/03 | KGK | DLW | N/A | EQN -118 |
| 3 | 06/26/09 | TOD | DATE 02-04-92 | CHKD BY RR | SHEET 1 OF 1 |

**ANY / ALL REVISIONS SHALL
SUPERSEDE THE ABOVE**



A THE ALUMINUM TAILGATE SHALL BE UNPAINTED. THE TAILGATE SHALL BE STRIPED AS SHOWN WITH 8" WIDE ALTERNATING RED/YELLOW BANDS CREATING A CHEVRON (INVERTED V) AT 45 DEGREE ANGLES, ACROSS THE GATE TO SERVE AS A SAFETY WARNING SYSTEM.

B TAPE SHALL BE REFLEXITE DAYBRIGHT V92 CONSPICUITY SHEETING. RED - SRH14R PN# 18716, LIME - SRH14Y PN# 18836 VC 312. TWO 4" SHEETS CAN BE COMBINED TO EQUAL THE 8" REQUIREMENT.

C THE ENTIRE WIDTH DIRECTLY UNDER THE TAILGATE SHALL BE COVERED WITH 1 1/2" WIDE SCOTCHLITE CONSPICUITY SHEETING SERIES 980 OR REFLEXITE CONSPICUITY II SYSTEM. MATERIAL SHALL BE RED/SILVER, CONTINUOUS BACKING.

D THE ENTIRE LENGTH OF BOTH ICC BARS SHALL BE COVERED WITH 1 1/2" WIDE SCOTCHLITE CONSPICUITY SHEETING SERIES 980 OR REFLEXITE CONSPICUITY II SYSTEM. MATERIAL SHALL BE RED/SILVER, CONTINUOUS BACKING.

THIS DRAWING SHALL BE FOR CONSPICUITY REFERENCE ONLY, NOT TAILGATE CONSTRUCTION.

THIS VEHICLE SHALL COMPLY WITH THE RULES OF THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA). THE MOST CURRENT REGULATIONS SHALL BE ADHERED TO.

PA DEPARTMENT OF TRANSPORTATION

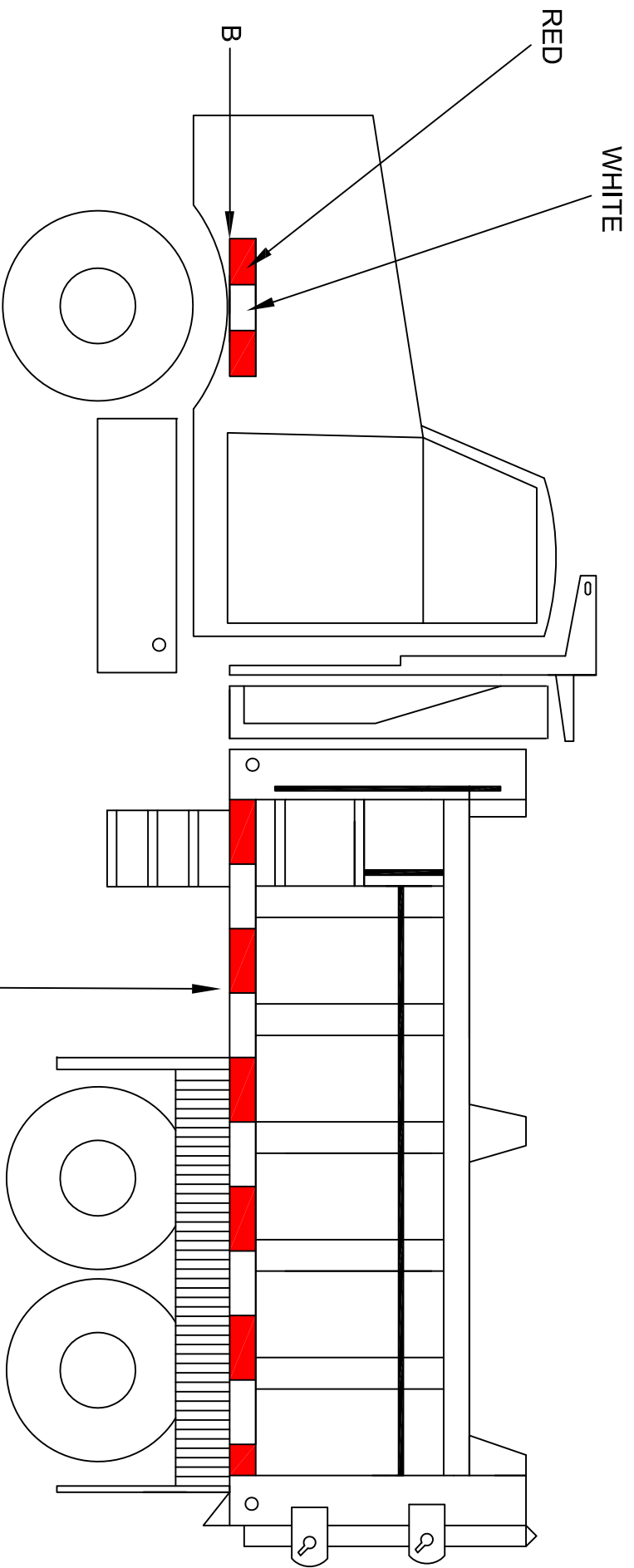
REVISIONS

| NO. | DATE | BY | REASON |
|-----|----------|-----|---------------------|
| 1 | 05-20-13 | JFM | REFLECTIVE SHEETING |
| 2 | 06-30-14 | ACT | REFLECTIVE SHEETING |
| 3 | 07-24-18 | KBD | REFLECTIVE SHEETING |

DUMP BODY

REFLECTIVE SHEETING

| NO. | DATE | BY | REASON |
|-----|----------|-----|---------------------|
| 1 | 05-20-13 | JFM | REFLECTIVE SHEETING |
| 2 | 06-30-14 | ACT | REFLECTIVE SHEETING |
| 3 | 07-24-18 | KBD | REFLECTIVE SHEETING |



A THE ENTIRE LENGTH OF BODY RUB RAILS SHALL BE COVERED WITH 2" WIDE SCOTCHLITE CONSPICUITY SHEETING SERIES 980 OR REFLEXITE CONSPICUITY II SYSTEM MATERIAL SHALL BE RED/SILVER, CONTINUOUS BACKING.

B THE AREA ABOVE FRONT TIRES SHALL BE COVERED WITH MINIMUM 18 INCHES, 2" WIDE SCOTCHLITE CONSPICUITY SHEETING SERIES 980 OR REFLEXITE CONSPICUITY II SYSTEM MATERIAL SHALL BE RED/SILVER, CONTINUOUS BACKING. ITEM B NEEDS TO BE AS CLOSE AS POSSIBLE IN A STRAIGHT LINE WITH ITEM A. ALTERNATE PLACEMENT OF ITEM B NEEDS TO BE APPROVED BY THE CHIEF OF THE EQUIPMENT DIVISION

THE CHIEF OF THE EQUIPMENT DIVISION SHALL APPROVE ALL STRIPING AND MONITOR THE PRODUCTION BY THE SUCCESSFUL VENDOR. ALL DIMENSIONS IN INCHES.

PA DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | DUMP BODY REFLECTIVE SHEETING | | |
|-----------|----------|-----|-------------------------------|----------|----------|
| NO. | DATE | BY | DRAWN BY | DATE | CHK'D BY |
| 1 | 05-20-13 | JFM | TOD | 07-14-09 | Scale |
| 2 | 06-30-14 | ACT | | | |
| 3 | 07-24-18 | KBD | | | |

THIS VEHICLE SHALL COMPLY WITH THE RULES OF THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA) IN THAT:

THE MOUNTING HEIGHT OF THE HORIZONTAL STRIPES ARE RESTRICTED TO THE SAME HEIGHT AS OTHER RETROREFLECTIVE DEVICES CURRENTLY REQUIRED BY STANDARD NUMBER 108. THE CENTER OF THE MATERIAL MUST NOT BE LESS THAN 15in. ABOVE THE ROAD SURFACE, AND THE UPPER EDGE NOT MORE THAN 60in. ABOVE IT.

REFLECTIVE MATERIAL SHALL BE APPLIED TO THE HORIZONTAL BAR OF THE REAR UNDERIDE DEVICE IN ADDITION TO THE FLOOR LEVEL HORIZONTAL STRIPE. THE UPPER CORNERS ARE TO BE MARKED BY TWO 90 DEGREE ANGLE BRACKETS OF WHITE STRIPES 12in. BY TWO INCHES WIDE, INDICATING THE WIDTH AND HEIGHT OF THE TRAILER.

THE CONFIGURATION SHALL IDENTIFY THE VEHICLE AS TO ITS ESTIMATED SIZE AND THE CLOSING DISTANCE TO IT. THE DISTRIBUTION OF SPACES AND MATERIALS SHALL BE AS UNIFORM AS PRACTICAL AND INDICATE THE FULL LENGTH AND WIDTH OF THE VEHICLE. THE COLORS SHALL BE PLACED IN ALTERNATING SEQUENCE WITH MORE THAN TWO-THIRDS OF THE MATERIAL IN COLOR.

CONSPICUITY TAPE SHALL BE REFLECTORIZED. 2in. WIDE, MATERIAL SHALL BE APPLIED. MATERIAL SHALL BE RED/SILVER CONTINUOUS BACKING REFLEXITE CONSPICUITY II SYSTEM OR 3M SCOTCHLITE CONSPICUITY SHEETING SERIES 980.

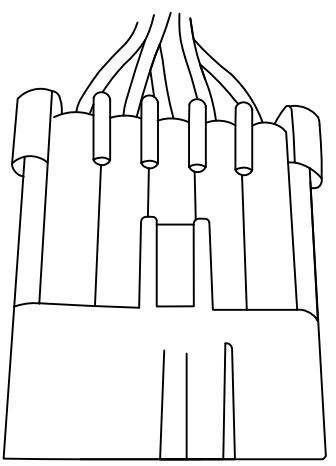
THE MOST CURRENT REGULATIONS SHALL BE ADHERED TO.

| | | | | | |
|---------------------------------|----------|-----|--|-------------|---------|
| PA DEPARTMENT OF TRANSPORTATION | | | CONSPICUITY TAPE STRIPING REQUIREMENTS | | |
| REVISIONS | | | DRAWN BY | | |
| NO. | DATE | BY | DLW | Checked VTR | EQN-122 |
| 1 | 11-03-06 | CJW | | | |
| 2 | 01-02-09 | MHH | | | |
| 3 | 07-24-18 | KBD | DATE | CHKD BY | Scale |
| | | | 11-07-97 | | |
| SHEET 3 OF 3 | | | | | |

NOTE : THIS LIGHT DESIGN IS ONE OF TWO LIGHT DESIGN THAT ARE ACCEPTABLE

PLATE MOUNTED FAST TO TRUCK

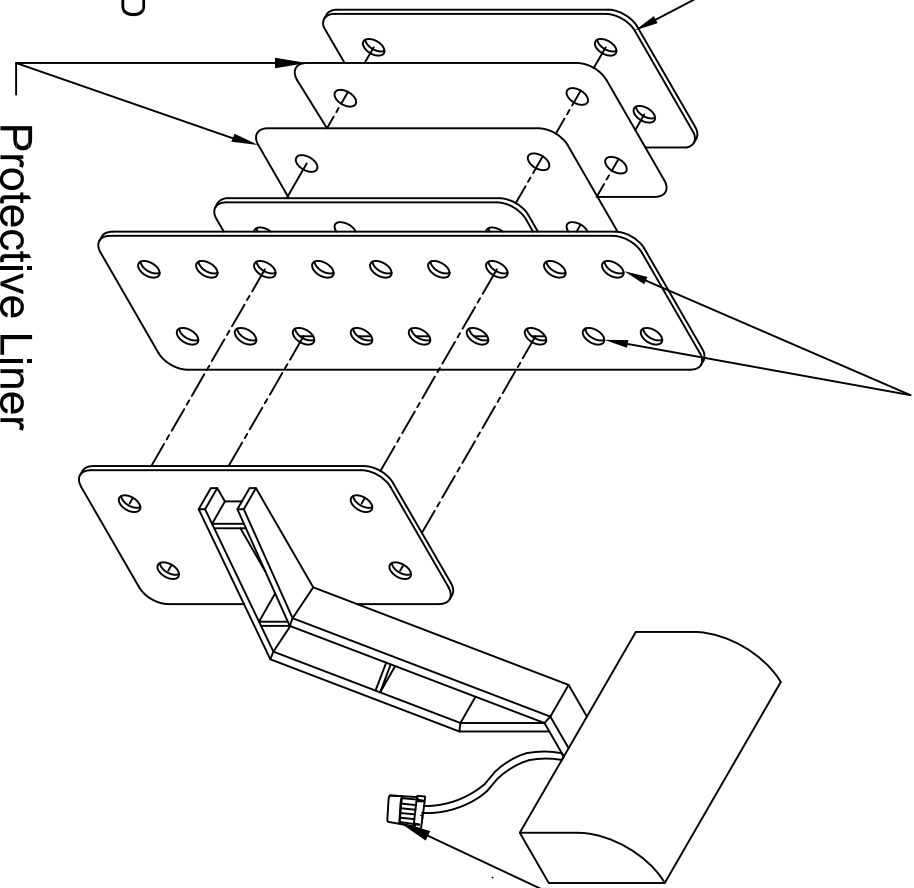
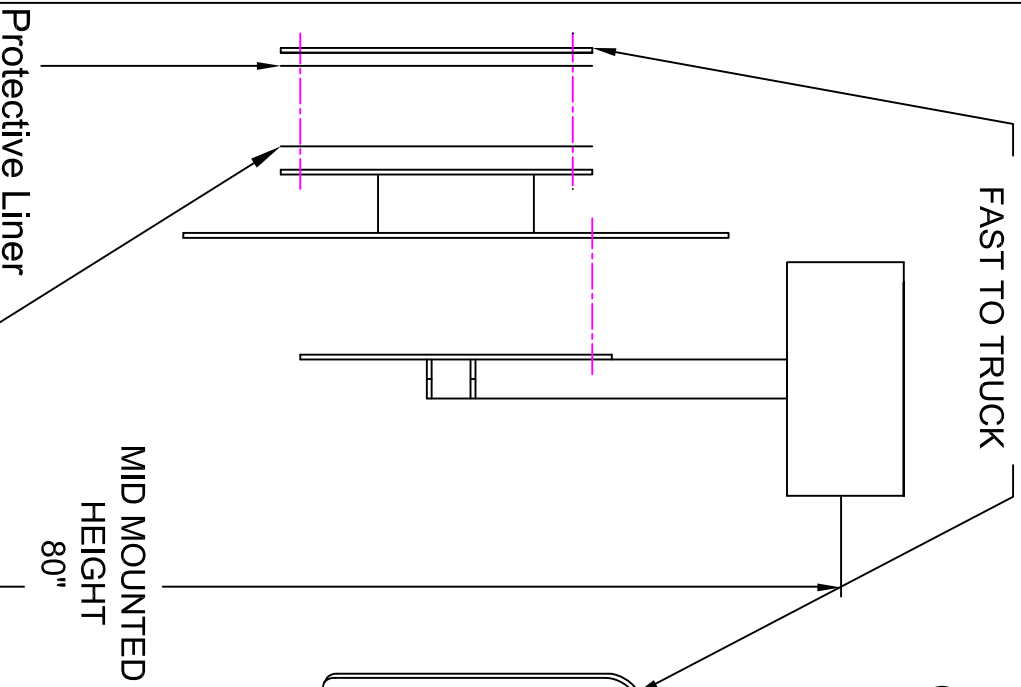
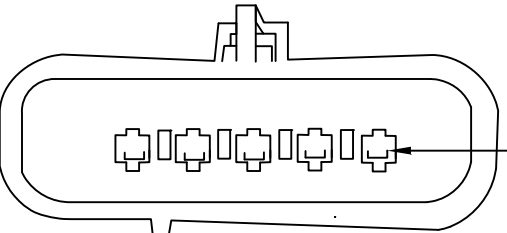
ADDITIONAL HOLES TO ALLOW 6" OF VERTICAL HEIGHT ADJUSTMENT (3" UP AND 3" DOWN FROM ORIGINAL HEIGHT)



Female Plug

Packard 5 Way

Male Plug & Terminals



PA DEPARTMENT OF TRANSPORTATION

REVISIONS

HEADLIGHT ADJUSTMENT BRACKET

| NO. | DATE | BY | DRAWN BY | DATE | CHG BY | TERMIN | COMBINED WITH | EQN-180 |
|-----|----------|-----|----------|----------|--------|--------|---------------|---------|
| 1 | 07-26-18 | KBD | JJB | 07-19-16 | N/A | N/A | | |
| 2 | | | | | | | | |
| 3 | | | | | | | | |

GROUND LEVEL

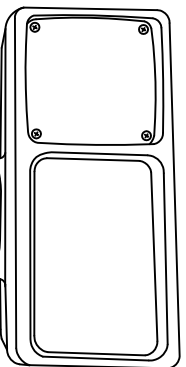
Protective Liner

MID MOUNTED HEIGHT 80"

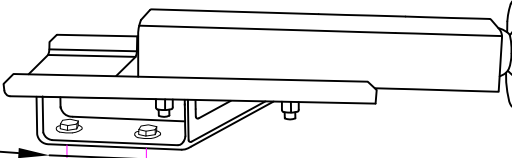
Protective Liner

NOTE : THIS LIGHT DESIGN IS ONE OF TWO LIGHT DESIGN THAT ARE ACCEPTABLE

Packard 5 Way



Light Front View

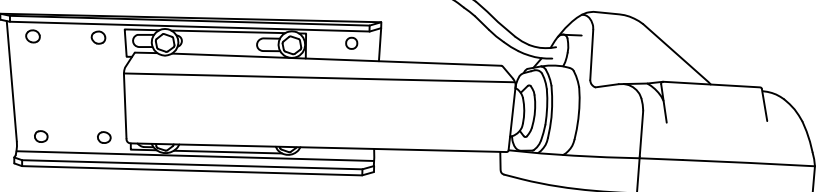
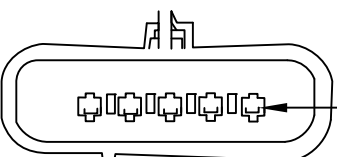
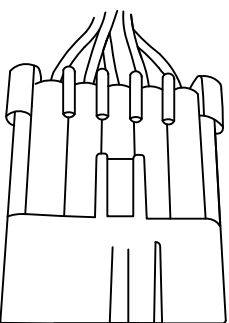


Protective Liner

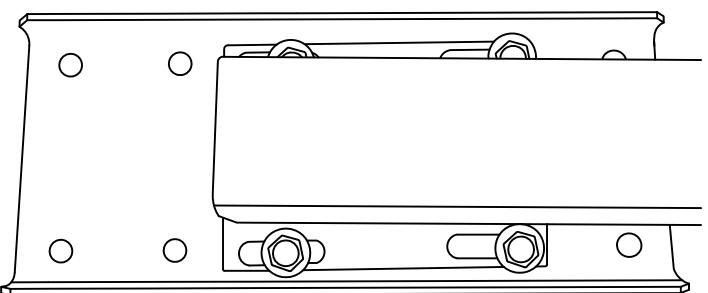


Light Bracket

Female Plug



Light Side View

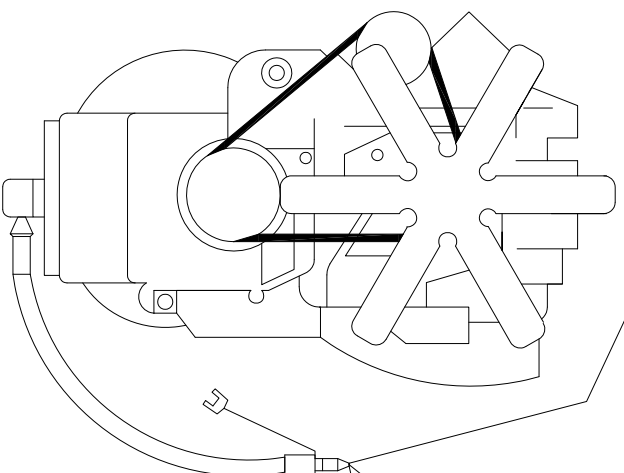
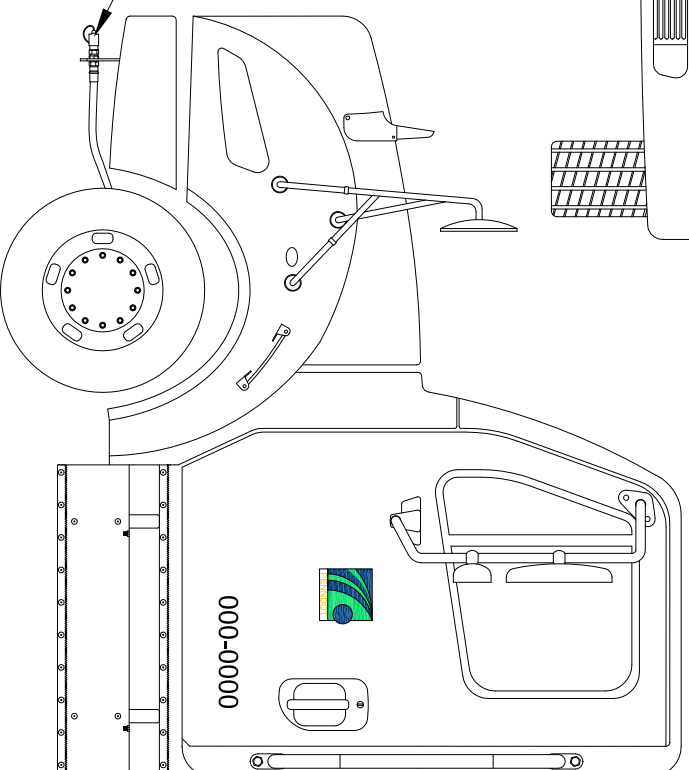
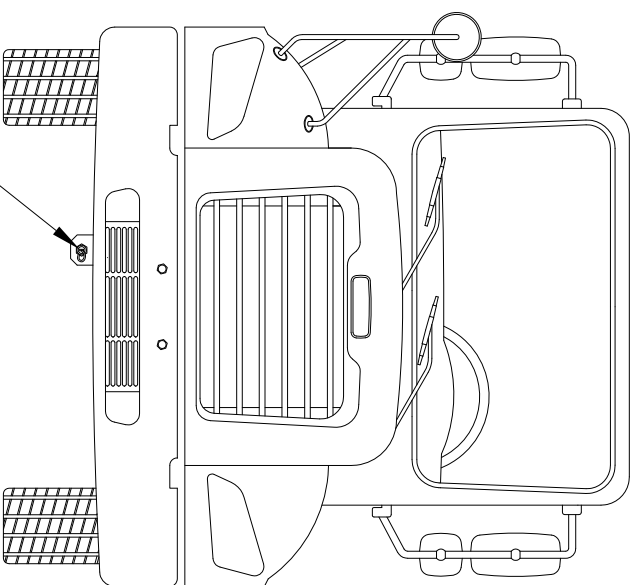
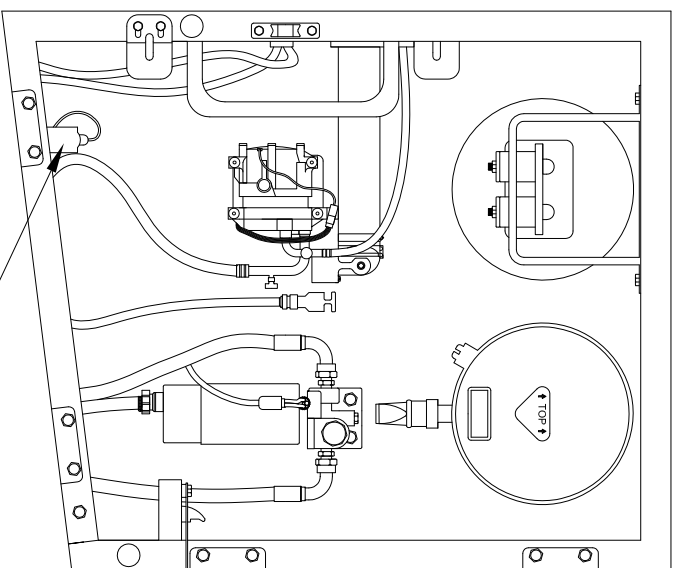


PA DEPARTMENT OF TRANSPORTATION

REVISIONS

Plow Truck Light & Bracket

| NO. | DATE | BY | DRAWN BY | CHECKED BY | SCALE | SHEET NO. | TOTAL SHEETS |
|-----|------|----|----------|------------|-------|-----------|--------------|
| 1 | | | KBD | | | EQN-180 | |
| 2 | | | | | | | |
| 3 | | | | | | | |



DISCONNECT
COUPLING

FLOCCS
ENGINE KIT

PA DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | DATE | BY |
|-----|----------|-----|
| 1 | 07-01-03 | BLD |
| 2 | 10-20-06 | CJW |
| 3 | 06-19-13 | JFM |

**FAST LUBE OIL CHANGE SYSTEM
OVERVIEW AND PARTS LIST**

| SCALE | DATE | CHK'D BY |
|-------|----------|----------|
| N/A | 08-22-97 | WHM |



000-0000

1. CONTACT AEROQUIP WITH YOUR DRAIN PAN PLUG SIZE
2. AEROQUIP DEALER TELEPHONE NUMBERS:

ADVANCED FLUID CONNECTORS..... 717-757-1068
 AIR BRAKE & POWER EQUIPMENT CO.. 717-622-6188
 AMERICAN BEARING & POWER..... 717-569-3291
 GOODALL RUBBER COMPANY 610-534-2100
 POWER DRIVES INC..... 814-833-8181
 R L MILLER INC..... 412-833-6800
 R L MILLER INC..... 814-456-8900
 SRG/BEVCO..... 610-358-3100
 VOTO MANUFACTURERS SALES CO.... 814-226-7101

FLOCS SHALL INCLUDE, BUT NOT LIMITED TO:

- A. DUST CAP 5657-12
- B. HOSE TO SUIT LENGTH
- C. HOSE FITTING TO SUIT
- D. ADAPTER TO SUIT
- E. HOSE CLAMP #900729-6
- F. BRACKET TO SUIT
- G. COUPLING 5602-12-12S

PA DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | FAST LUBE OIL CHANGE SYSTEM OVERVIEW AND PARTS LIST | | |
|-----------|----------|-----|--|----------|----------|
| NO | DATE | BY | SCALE | CHK'D BY | |
| 1 | 07-01-03 | BLD | DLW | N/A | EQN-351A |
| 2 | 10-20-06 | CJW | | | |
| 3 | 06-19-13 | JFM | | | |

Centralized Lubrication System On Road Equipment EQN - 501

There shall be an automatic centralized lubrication system professionally installed to maintain all the daily, weekly, and monthly lubrication points. Only electrically controlled, #2 chassis grease systems shall be accepted. The use of pneumatic systems is unacceptable. The requirements for the lubrication system components and installation procedures are outlined below. It is the responsibility of the vendor to ensure that the automatic lubrication system complies with all of these requirements.

1. Performance Requirements

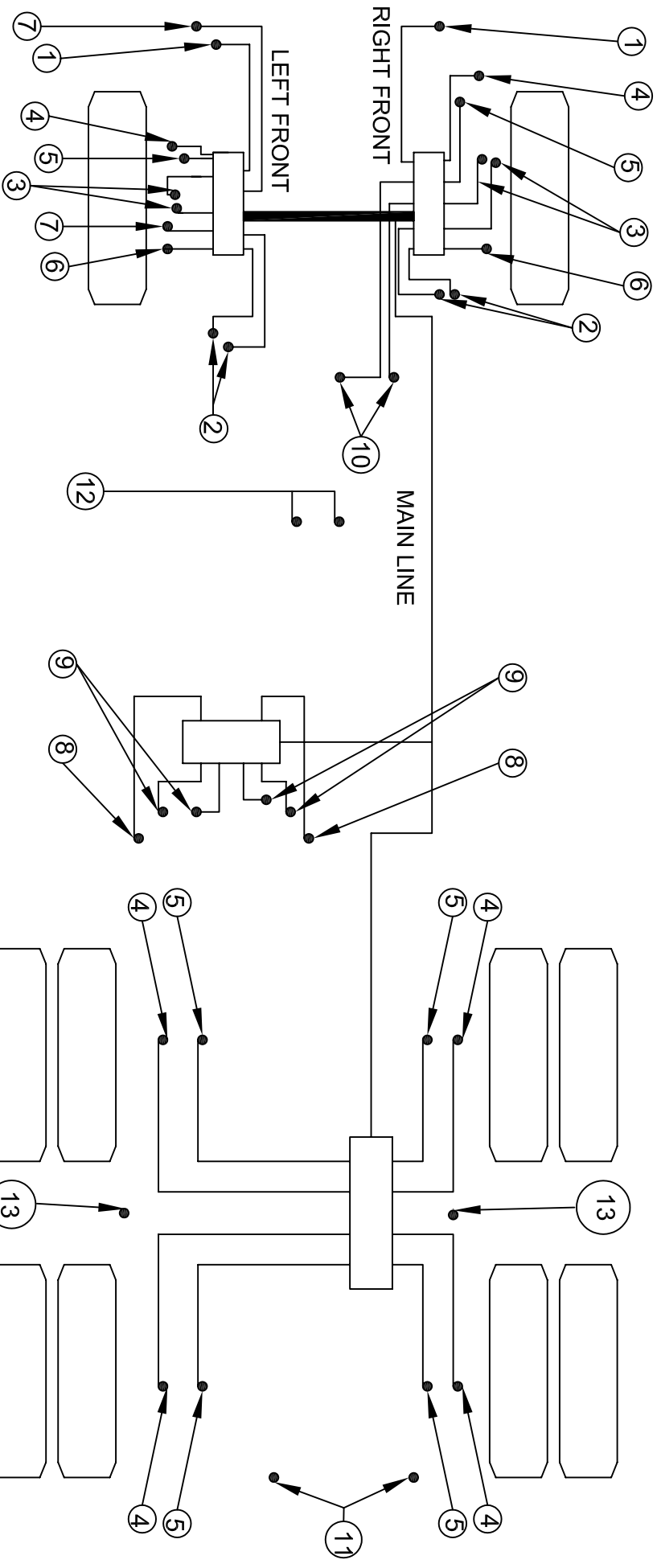
- The system pump shall be capable of delivering NLGI #2 grease over a temperature range of minus 10 degrees Fahrenheit to 120 degrees Fahrenheit.
- The pump shall have an integral adjustable timer to change the grease delivery intervals as needed.
- The system shall use a fused electric pump, either 12 Volt DC or 24 Volt DC depending on application. Pneumatic pumps are not acceptable.
- The pump shall be equipped with a pressure relief valve device at the pump outlet to protect the pump from damage due to over pressure.
- For ease of service, the pump shall have a pumping element located on the side that can be removed and replaced or repaired as needed without having to remove or disassemble the pump.
- The pump shall use a clear or translucent reservoir to allow for visual inspection of the grease level. Reservoir shall have a full level indicator. Bladder type reservoirs are not acceptable.
- The grease reservoir shall be a minimum four pound capacity.
- The system shall have a cab mounted fault light that will notify the operator of a lube system fault and low grease level. If any point in the system will not take grease, the fault light shall illuminate.
- The system shall be a positive displacement series progressive type, using primary and secondary valves.
- All secondary valves shall be non-segmented to minimize the potential leak path and or sources of contamination.
- All valves shall be made of corrosion resistant coated carbon steel.
- The positive displacement proportioning valves shall have a tee and high back pressure grease fittings at each valve inlet for manual filling, system testing, and to fill repaired lines.
- The system shall have a manual override fitting to enable the system to be manually operated if the pump is inoperable.
- Equipment shall have a 2 year manufacturer's warranty.

2. Installation Requirements - On Road

- The system shall use only high pressure hose (4,000 psig operating, 10,000 psig burst). All hoses are to be of US standard sizes (1/8" ID hose 5/16 OD) and readily available from local sources.
- All hoses shall use a two piece re-usable hose end with quick disconnects at the valve outlet for ease of inspection and repair.
- All lines from the secondary valves to the chassis or body inlet points shall be flexible with at least a 500 PSI working pressure. All tubing shall be standard size (1/4 inch OD) and readily available from local sources.
- All line runs will be secured to the chassis or air lines via tie wraps. Protective wrap shall be used for all lines run over any edge of the chassis and especially at the termination points for front suspension including upper & lower king pins, tie rod ends and any exposed lines that are not fixed. The use of steel tubing is prohibited.
- The pump shall be installed in a safe location on the truck chassis that is protected and easy to monitor the grease level and refill. For exact mounting location, contact PennDOT Equipment Division, Specification Unit - 717.787.2123
- Ground Level filling shall be provided for all lube systems. Remote lines are acceptable if reservoir is viewable from remote fill location.
- Installations shall be warranted for 2 years of operation.

| | | | | |
|--|-------------|-----------|--------------------------------|--------------------------------------|
| PA DEPARTMENT OF TRANSPORTATION | | | | |
| REVISIONS | | | CENTRALIZED LUBE SYSTEM | |
| NO. | DATE | BY | | |
| 1 | | | <small>SCALE</small> N/A | EQN-501 |
| 2 | | | <small>DRAWN BY</small> TOD | |
| 3 | | | <small>DATE</small> 6-8-09 | <small>CHK'D BY</small> SHEET 1 OF 2 |

MINIMUM TYPICAL LUBE POINTS TANDEM AXLE



MINIMUM TYPICAL
VEHICLE LUBE POINTS.

*ALL LUBRICATION
POINTS SHALL BE
INCORPORATED INTO
THE ON-BOARD GREASE
SYSTEM, INCLUDING ALL
CHASSIS AND BODY
POINTS, EXCEPT
LOCATIONS RESTRICTED
BY ROTATING DESIGN; IE:
DRIVESHAFT & PTO

1. FRONT SPRING PIN
2. FRONT SPRING SHACKLES
(UPPER AND LOWER)
3. KING PIN (UPPER AND LOWER)
4. BRAKE CAM SHAFT
5. BRAKE SLACK ADJUSTER
6. TIE ROD
7. DRAG LINK
8. FIFTH WHEEL PIVOT (IF APPLICABLE)
9. FIFTH WHEEL PLATE (IF APPLICABLE)
10. CLUTCH CROSS SHAFT
11. REAR DUMP BED HINGE (1 EACH SIDE)
12. TOP AND BOTTOM OF HOIST CYL.

13. DEPENDING ON APPLICATION, ALL REAR SUSPENSION,
TRUIONS, LEAF SPRINGS

PA DEPARTMENT OF TRANSPORTATION

| REVISIONS | | CENTRALIZED LUBE SYSTEM GENERIC ARRANGEMENT | |
|-----------|----------|--|--|
| NO. | DATE | BY | |
| 1 | 12-15-00 | GAH | |
| 2 | 01-02-07 | CJW | |
| 3 | 06-09-09 | TOD | |
| 4 | | | |
| 5 | | | |

| REVISIONS | | CENTRALIZED LUBE SYSTEM GENERIC ARRANGEMENT | |
|-----------|----------|--|--|
| NO. | DATE | BY | |
| 1 | 12-15-00 | GAH | |
| 2 | 01-02-07 | CJW | |
| 3 | 06-09-09 | TOD | |
| 4 | | | |
| 5 | | | |

| REVISIONS | | CENTRALIZED LUBE SYSTEM GENERIC ARRANGEMENT | |
|-----------|----------|--|--|
| NO. | DATE | BY | |
| 1 | 12-15-00 | GAH | |
| 2 | 01-02-07 | CJW | |
| 3 | 06-09-09 | TOD | |
| 4 | | | |
| 5 | | | |

| ITEM NUMBER | DESCRIPTION | TRUCK REAR LB. | TRUCK REAR KG. | TRUCK FRONT LB. | TRUCK FRONT KG. | TOTAL LB. OR KG. |
|-------------|---------------------------|----------------|----------------|-----------------|-----------------|------------------|
| 1. | CHASSIS WEIGHT | | | | | |
| 2. | DIESEL FUEL | | | | | |
| 3. | DRIVER | | | | | 200 lb. |
| 4. | BODY | | | | | |
| 5. | BODY HOIST | | | | | |
| 6. | SPREADER | | | | | |
| 7. | PLOW FRAME | | | | | |
| 8. | SNOW PLOW | | | | | * |
| 9. | FRONT PTO, ADAPTER & PUMP | | | | | |
| 10. | PAYLOAD | | | | | |
| 11. | HYDRAULIC OIL & TANK | | | | | |
| 12. | PATROL STYLE WING PLOW | | | | | |
| 13. | FRONT WING POST (PATROL) | | | | | |
| 14. | REAR WING POST (PATROL) | | | | | |
| 15. | PREWET TANK ___ GALLON | | | | | |

NOTES:

- (1) THE INFO. SHALL BE SUBMITTED IN ITS ENTIRETY & SUBMITTED WITH BID.
- (2) ALL THE ACCESSORIES REQUIRED TO BE "FULLY OPERATIONAL" MUST BE INCLUDED IN THE CALCULATION OF WEIGHTS, AS APPLICABLE.
- (3) FOR INFORMATION:

MATERIAL WEIGHTS:

SALT 2,000 lb. PER CUBIC YARD
 AGGREGATE 2,800 lb. PER CUBIC YARD
 TYPE II = 2,900 lb. TYPE IV = 3,500 lb.

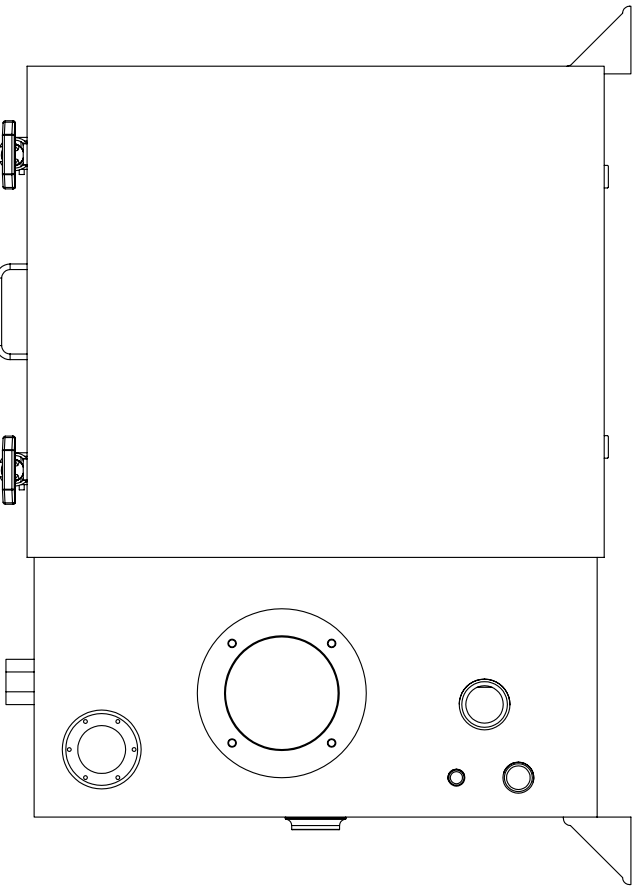
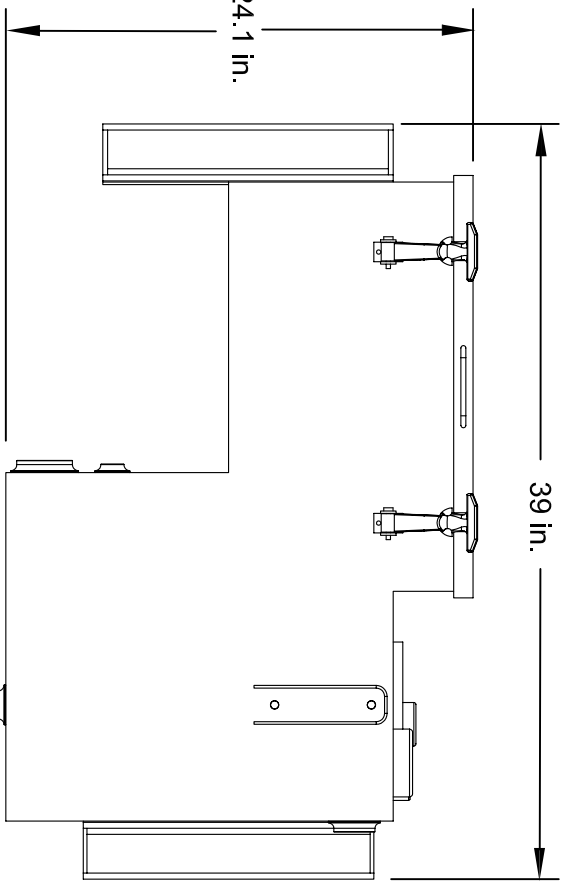
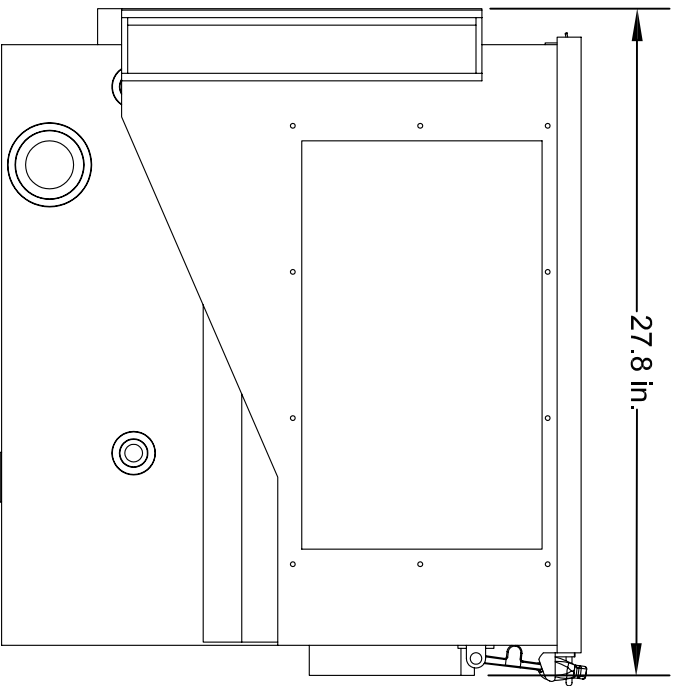
PA DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | DATE | BY | MINIMUM TRUCK WEIGHT DISTRIBUTION | MINIMUM DATA REQUIRED |
|-----|----------|-----|-----------------------------------|-----------------------|
| 1 | 05-16-07 | KNH | | |
| 2 | 07-20-09 | TOD | | |
| 3 | 07-24-18 | KBD | | |

DUMP TRUCK WEIGHT DISTRIBUTION

| DATE | DRAWN BY | SCALE | CHKD BY |
|----------|----------|-------|---------|
| 07-14-97 | DLW | N/A | WHM |



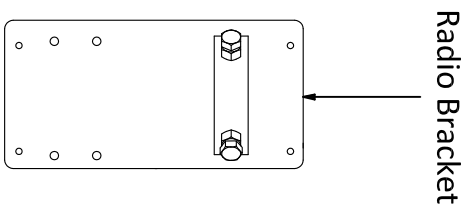
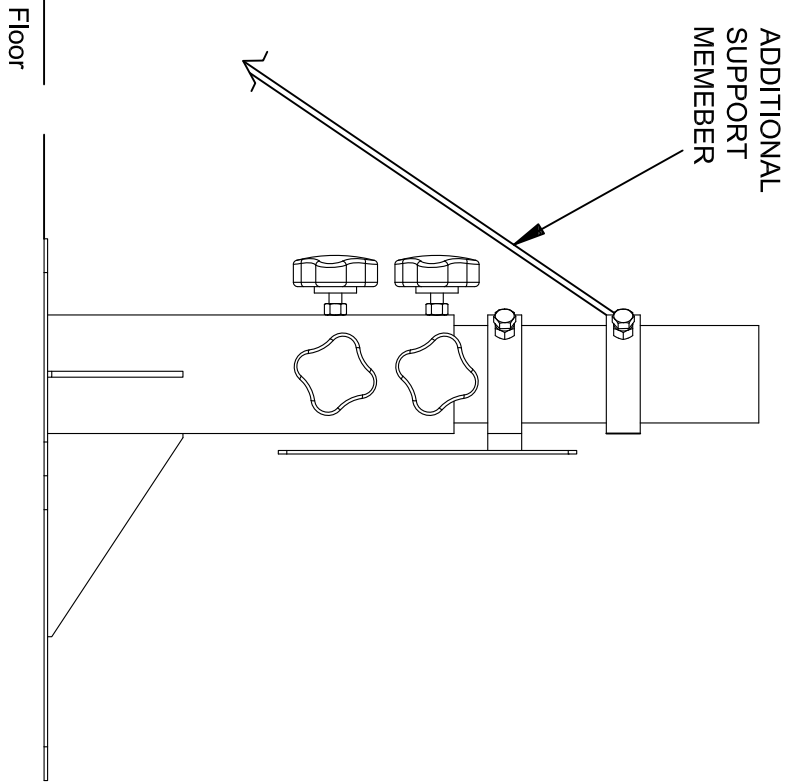
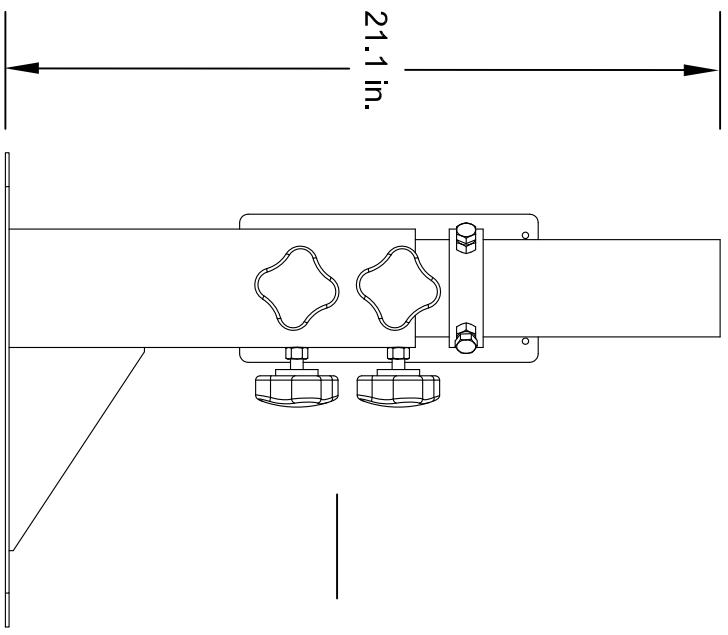
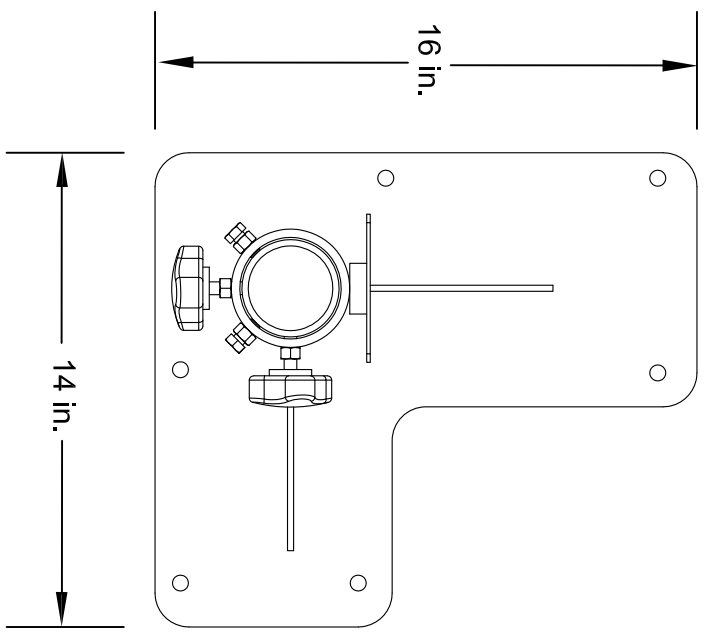
PA DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | DUMP TRUCK VALVE ENCLOSURE / TANK COMBO | | |
|-----------|------|----|---|-------|---------|
| NO. | DATE | BY | DRAWN BY | SCALE | EQN-508 |
| 1 | | | TOD | N/A | |
| 2 | | | | | |
| 3 | | | | | |

DRAWN BY: TOD
 DATE: 11-03-09
 SCALE: N/A
 CHECKED BY: DMA
 SHEET 1 OF 1

NOTE: SPREADER CONTROL BASE SHALL BE PROPERLY BRACED TO ELIMINATE FLOOR FLEX. ADDITIONAL SUPPORT BRACKET SHALL BE VENDORS RESPONSIBILITY.

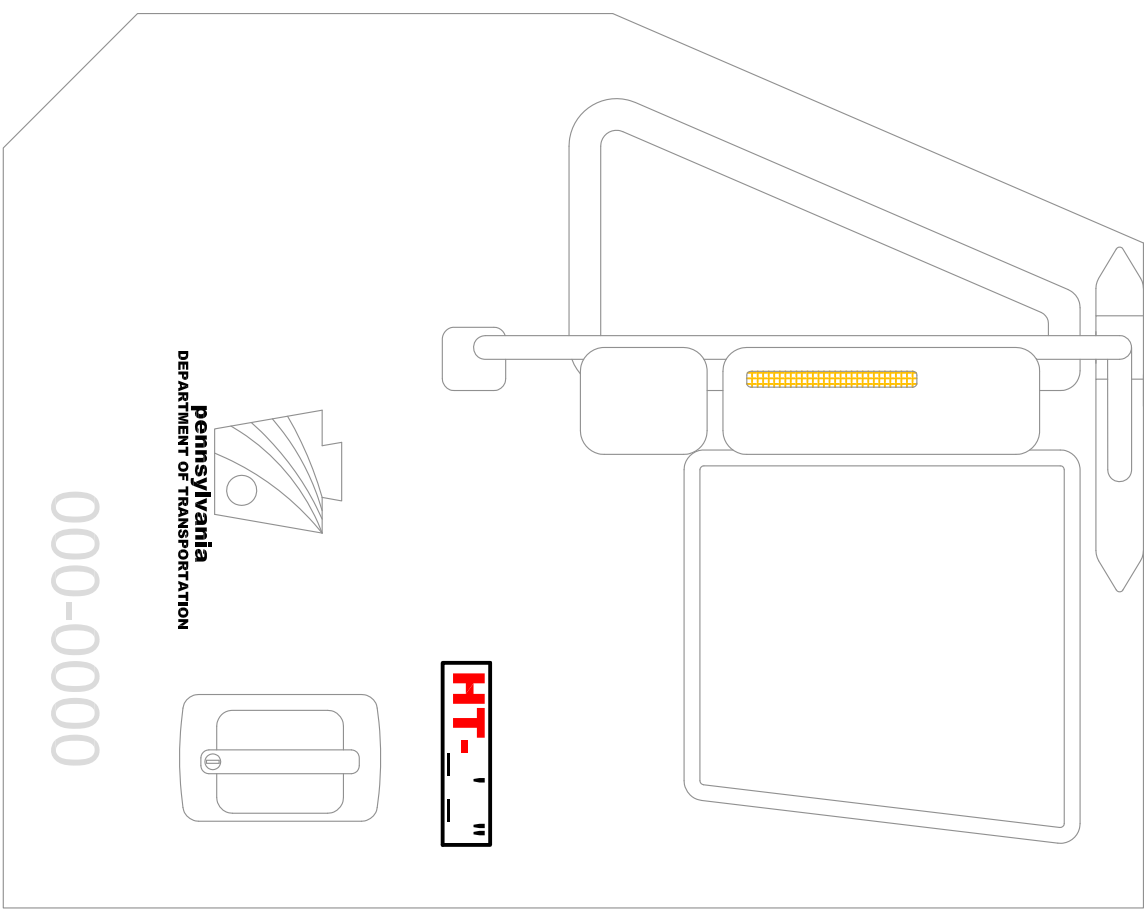
ADDITIONAL SUPPORT BRACKETS SHALL BE USED TO ELIMINATE CONSOLE VIBRATION. SPREADER CONTROL BASE SHALL BE PROPERLY POSITIONED TO ELIMINATE FLOOR FLEX. CAB FLOOR SHALL BE REINFORCED TO ELIMINATE FLEX. ADDITIONAL SUPPORT BRACKETS AND REINFORCEMENTS SHALL BE VENDORS RESPONSIBILITY.



PA DEPARTMENT OF TRANSPORTATION

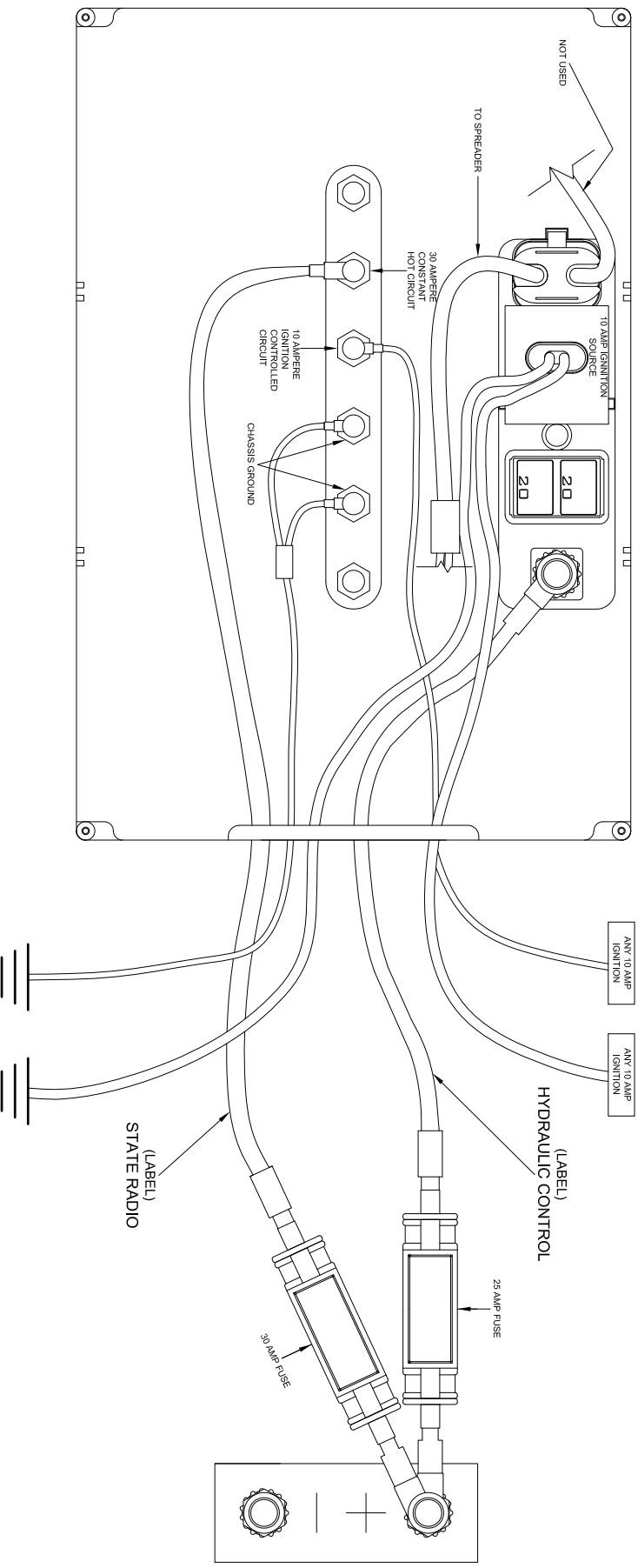
| REVISIONS | | DUMP TRUCK SPREADER CONTROL BASE WITH RADIO BRACKET | |
|-----------|---------|---|--|
| NO. | DATE | BY | |
| 1 | 8-01-18 | KBD | |
| 2 | | | |
| 3 | | | |

| | | | | |
|----------|----------|---------|-----|--------------|
| DRAWN BY | TOD | SCALE | N/A | EQN-509 |
| DATE | 11-03-09 | CHRG BY | DMA | SHEET 1 OF 1 |



THERE SHALL BE A PERMANENT DECAL, 2 INCH HIGH RED LETTERS ON WHITE BACKGROUND AFFIXED BY THE DRIVER SIDE DOOR HANDLE OR OPERATOR STATION STATING THE OVERALL MAXIMUM TRAVEL HEIGHT OF THE COMPLETED AND UNLOADED UNIT.

| PA DEPARTMENT OF TRANSPORTATION | | | MAX TRAVEL HEIGHT STICKER | | |
|---------------------------------|----------|-----|---------------------------|-------|--------------|
| REVISIONS | | | | | |
| NO. | DATE | BY | DATE | SCALE | |
| 1 | 07-06-17 | HMR | 05-29-13 | JFM | EQN-552 |
| 2 | 07-25-18 | KBD | N/A | 2 | SHEET 1 OF 1 |
| 3 | | | | | |



NOTE:

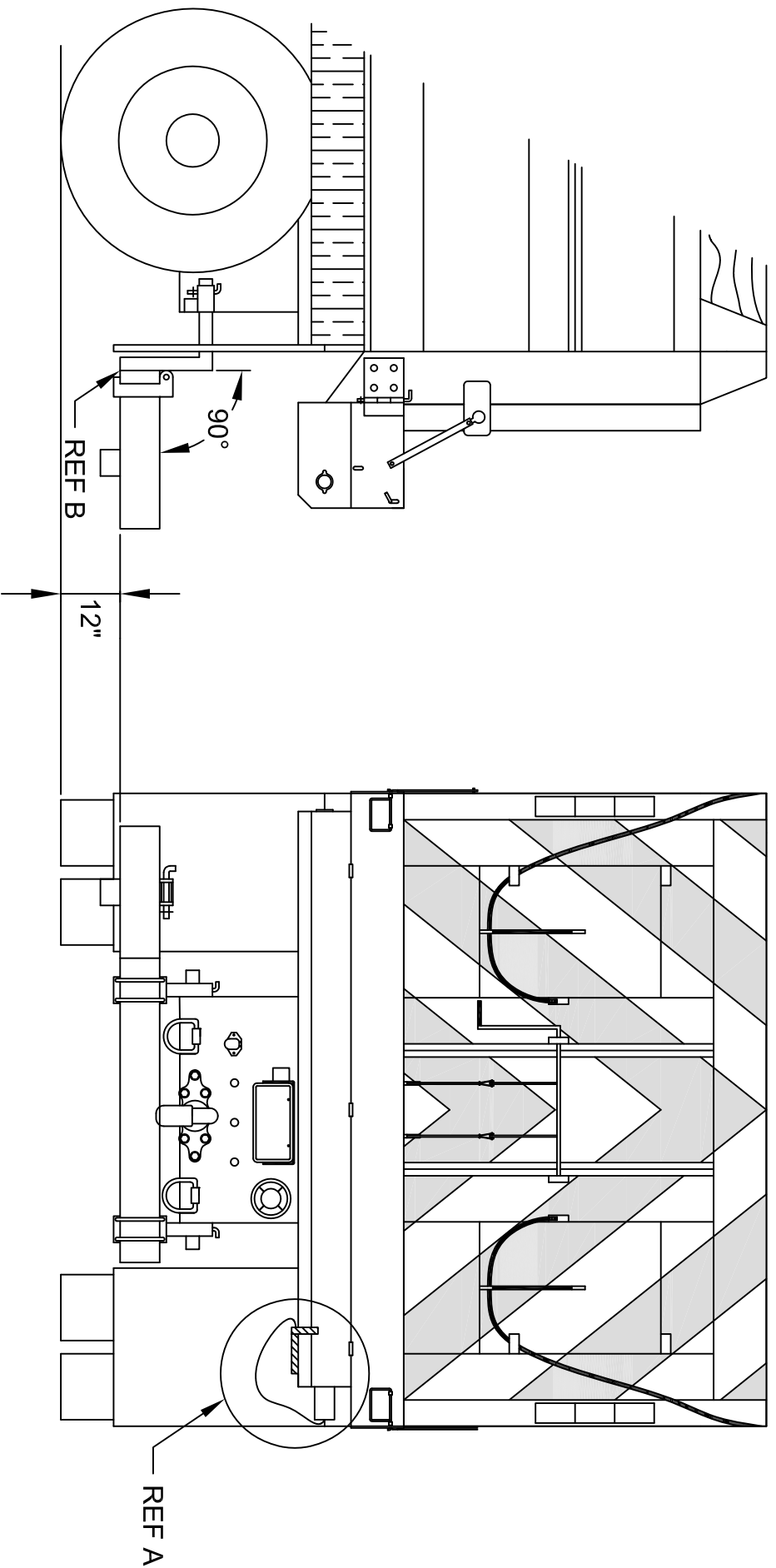
EACH CIRCUIT SHALL BE SUPPLIED INDIVIDUALLY, LABELED, PROPERLY SIZED, PROTECTED FROM WEATHER, AND SEALED TO BE WATERTIGHT.

PA DEPARTMENT OF TRANSPORTATION

POWER DISTRIBUTION BOX FOR STATE RADIO AND SPREADER CONTROLS

| NO. | DATE | BY | REVISIONS |
|-----|----------|-----|-----------|
| 1 | 00-00-00 | INT | |
| 2 | | | |
| 3 | | | |

| | | | | | |
|----------|----------|----------|-----|---------|--------|
| DATE | 01-08-14 | CHK'D BY | INT | SHEET | 1 OF 1 |
| DRAWN BY | JFM | SCALE | N/A | EQN-562 | |



MEASURED FROM GROUND TO BOTTOM OF SPINNER PLATE.
 (WHEN SPINNER IS MOUNTED AT LOWEST SETTING.
 REFERENCE SHEET 6)

NOTES:

- A. STANDARD OEM HYDRAULIC LOCK OUT MECHANISM.
- B. SPINNER MUST BE PERPENDICULAR TO BODY & AT LOWEST SETTING MUST BE LEVEL WITH VERTICAL SQUARE TUBE

PA DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | DATE | BY | DESCRIPTION |
|-----|----------|-----|---|
| 1 | 07-25-18 | KBD | UNDER TAILGATE SPREADER WITH IOWA SPINNER |
| 2 | 08-02-19 | KBD | |
| 3 | | | |

DRAWN BY **JJB**

Checked With **EQN-3 & 3A & 9 & 9A & 10**

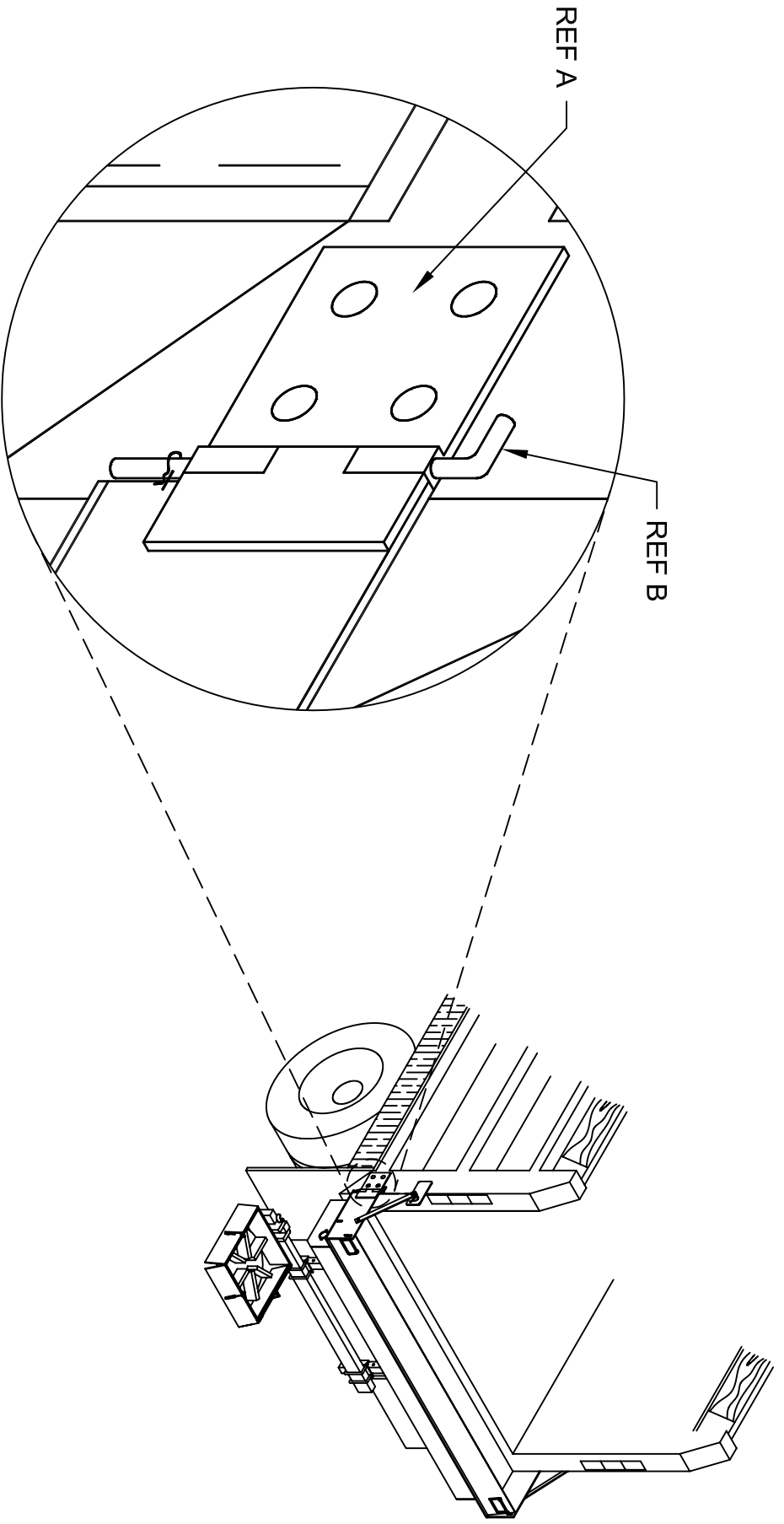
DATE **01-09-98**

CHG'D BY **TSR**

DATE **N/A**

EQN-568

SHEET 1 OF 14



NOTES:

- A. MOUNTING HARDWARE. TO RECEIVE BOTTOM CONTACT POINT OF SPREADER. REFERENCE EQN-3A.
- B. PIN WITH R CLIP. TO ALLOW QUICK DISCONNECT FROM TRUCK.

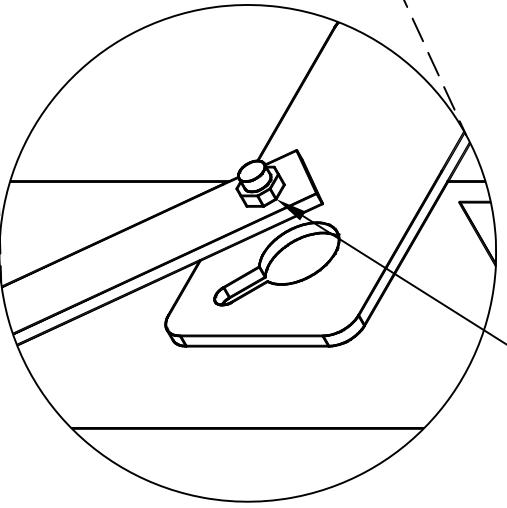
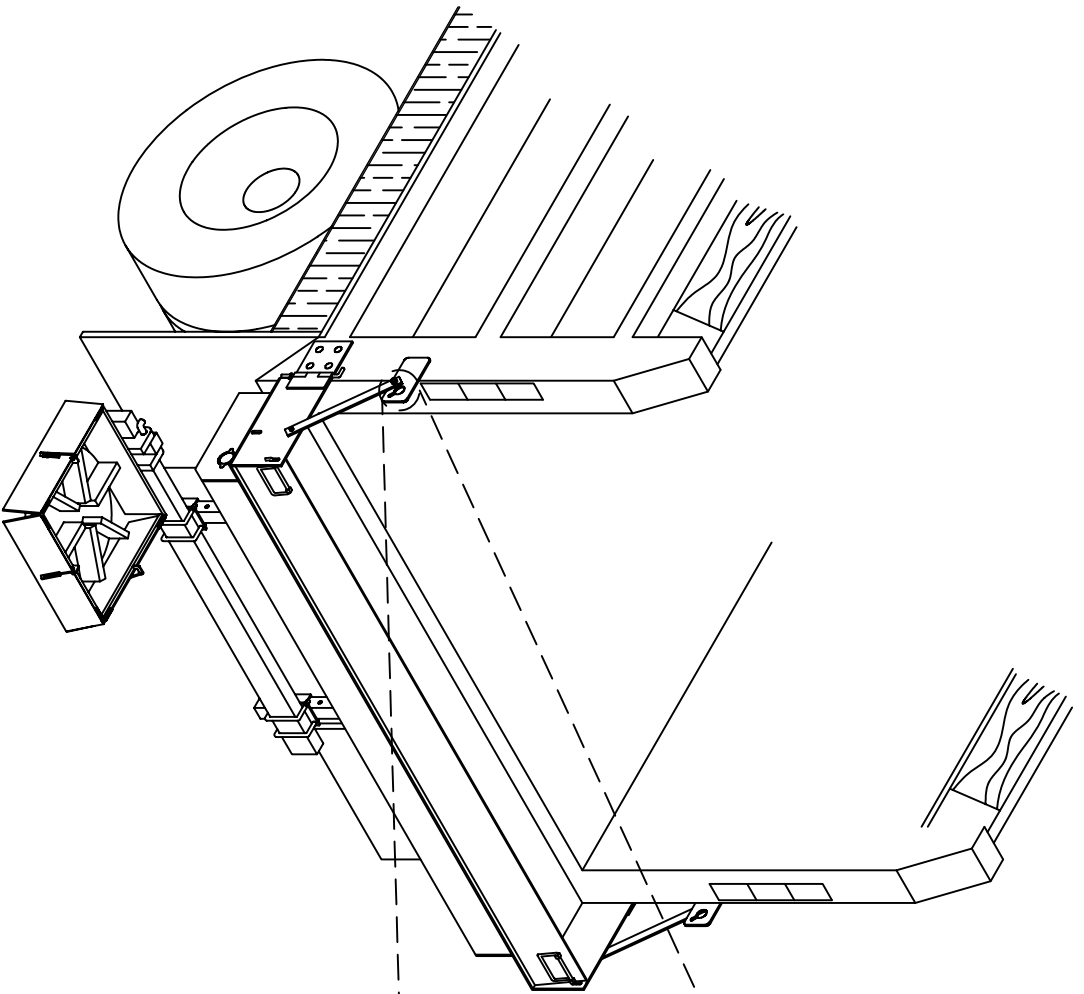
PA DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | DATE | BY | DESCRIPTION |
|-----|----------|-----|-------------|
| 1 | 07-25-18 | KBD | |
| 2 | 08-02-19 | KBD | |
| 3 | | | |

UNDER TAILGATE SPREADER WITH IOWA SPINNER

| | | | |
|----------|----------|--|---------------|
| DRAWN BY | JJB | Combined With EQN-3 & 3A & 9 & 9A & 10 | EQN-568 |
| DATE | 01-09-98 | CHG'D BY | EQN-568 |
| | | | SHEET 2 OF 14 |



REF A

NOTES:

- A. WELDED PLATE WITH HOLE. SHALL BE BOLTED. TO RECEIVE TOP CONTACT POINT OF SPREADER. REFERENCE EQN-3A.

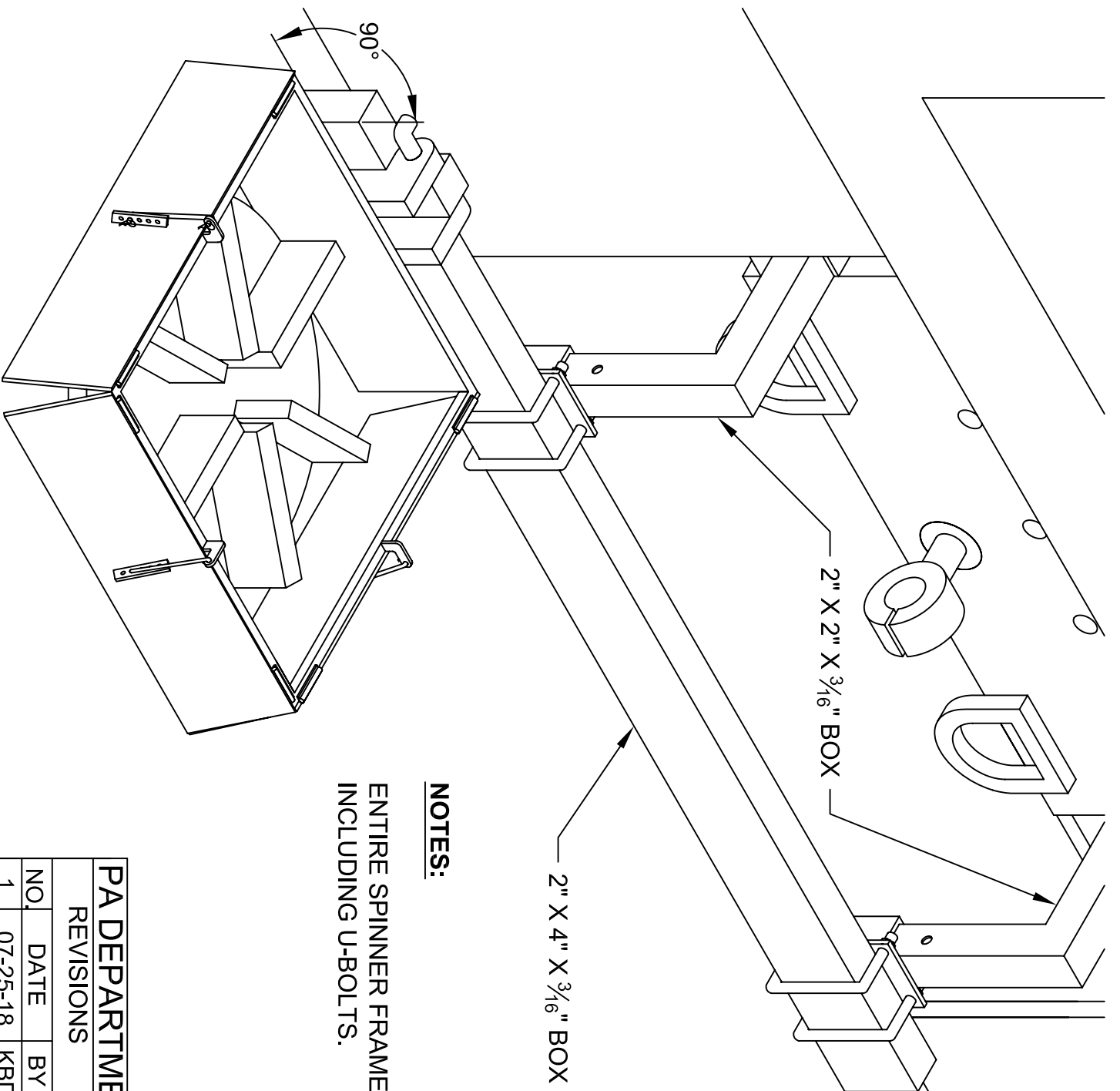
PA DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | DATE | BY | DESCRIPTION |
|-----|----------|-----|-------------|
| 1 | 07-25-18 | KBD | |
| 2 | 08-02-18 | KBD | |
| 3 | | | |

UNDER TAILGATE SPREADER WITH IOWA SPINNER

| | | | | |
|----------|----------|--------------|--------------------------|---------------|
| DRAWN BY | JJB | Checked With | EQN-3 & 3A & 9 & 9A & 10 | EQN-568 |
| DATE | 01-09-98 | CHG'D BY | N/A | SHEET 3 OF 14 |



2" X 4" X 3/16" BOX

2" X 2" X 3/16" BOX

NOTES:

ENTIRE SPINNER FRAME SHALL BE STAINLESS STEEL INCLUDING U-BOLTS.

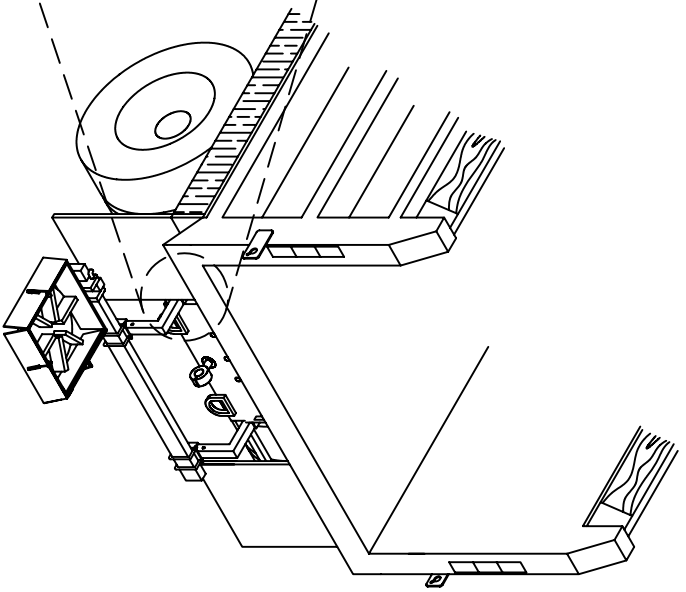
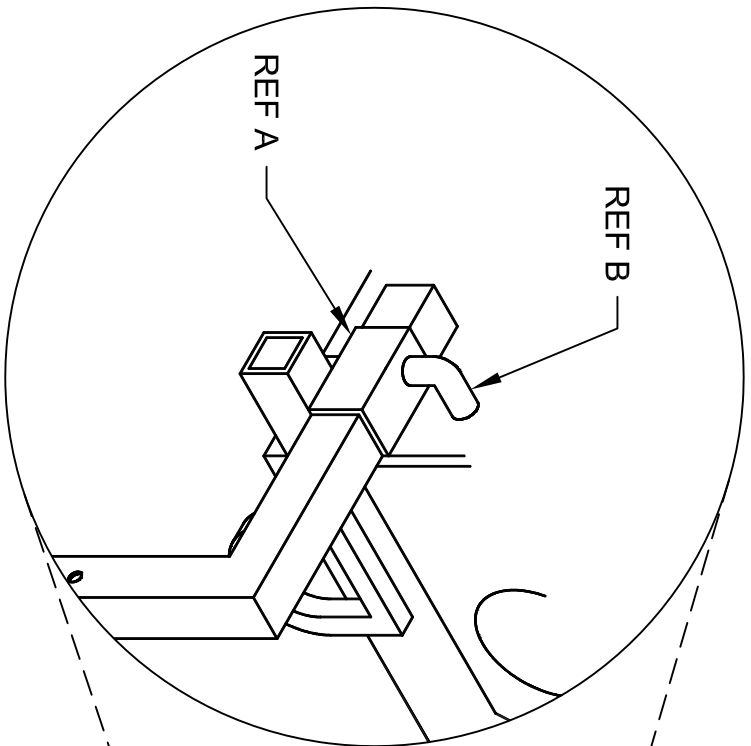
PA DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | DATE | BY |
|-----|----------|-----|
| 1 | 07-25-18 | KBD |
| 2 | 08-02-19 | KBD |
| 3 | | |

UNDER TAILGATE SPREADER WITH IOWA SPINNER

| | | | |
|----------|----------|--------------------------|---------------|
| DRAWN BY | JJB | Checked With | |
| DATE | 01-09-98 | EQM-3 & 3A & 8 & 9A & 10 | EQN-568 |
| CHG'D BY | N/A | TRK'd | |
| | N/A | | SHEET 4 OF 14 |



NOTES:

- A. WELDED 2 INCH RECEIVER. SHALL BE MOUNTED TO NOT INTERFERE WITH ICC BUMPER.
- B. PIN WITH R CLIP. TO SECURE SPINNER MOUNT TO CHASSIS.

PA DEPARTMENT OF TRANSPORTATION

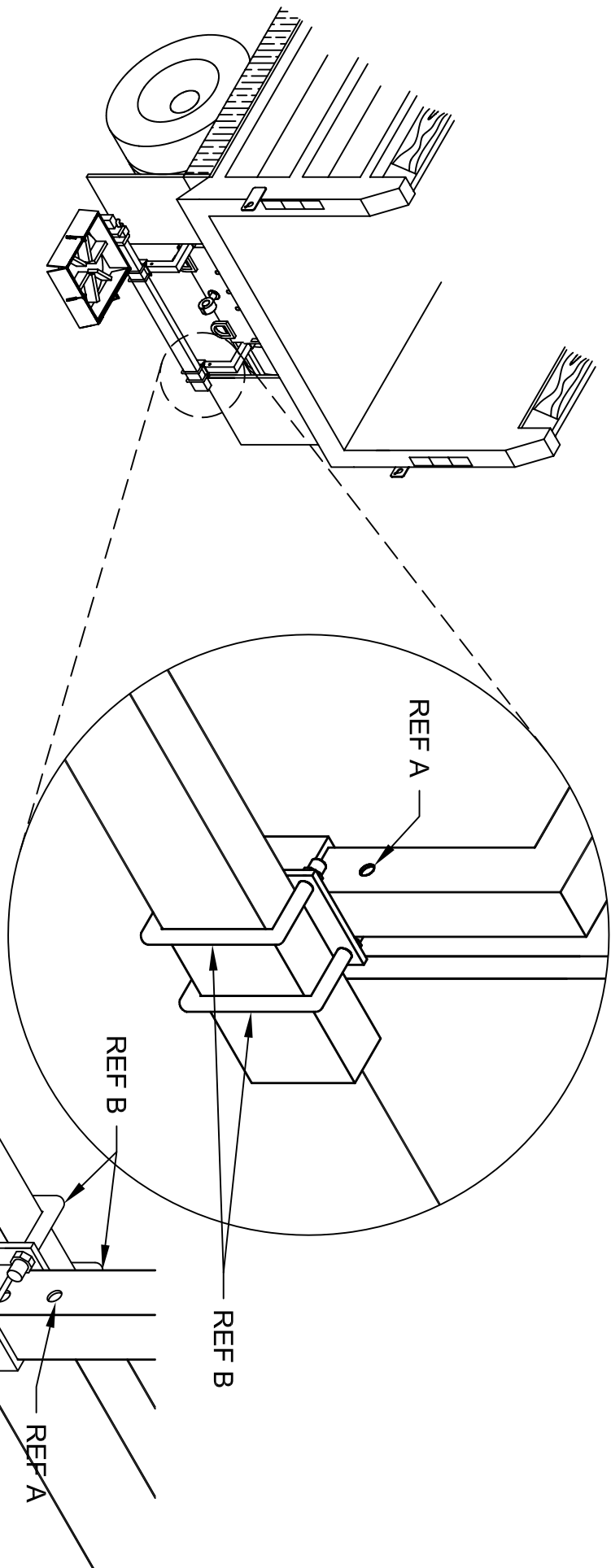
REVISIONS

| NO. | DATE | BY | DRAWN BY | | |
|-----|----------|-----|--|----------|-------|
| 1 | 07-25-18 | KBD | JJB | | |
| 2 | 08-02-19 | KBD | Combined With EQM-3 & 3A & 9 & 9A & 10 | | |
| 3 | | | DATE | CHG'D BY | TRK'D |
| | | | 01-09-98 | N/A | N/A |

UNDER TAILGATE SPREADER WITH IOWA SPINNER

EQN-568

SHEET 5 OF 14



NOTES:

- A. VERTICAL ADJUSTMENT HOLES. 2 INCH SPACING ON CENTER.
- B. U BOLTS. TO ALLOW HORIZONTAL ADJUSTMENT OF SPINNER.
- C. PIN WITH R CLIP. TO ALLOW VERTICAL ADJUSTMENT OF SPINNER.

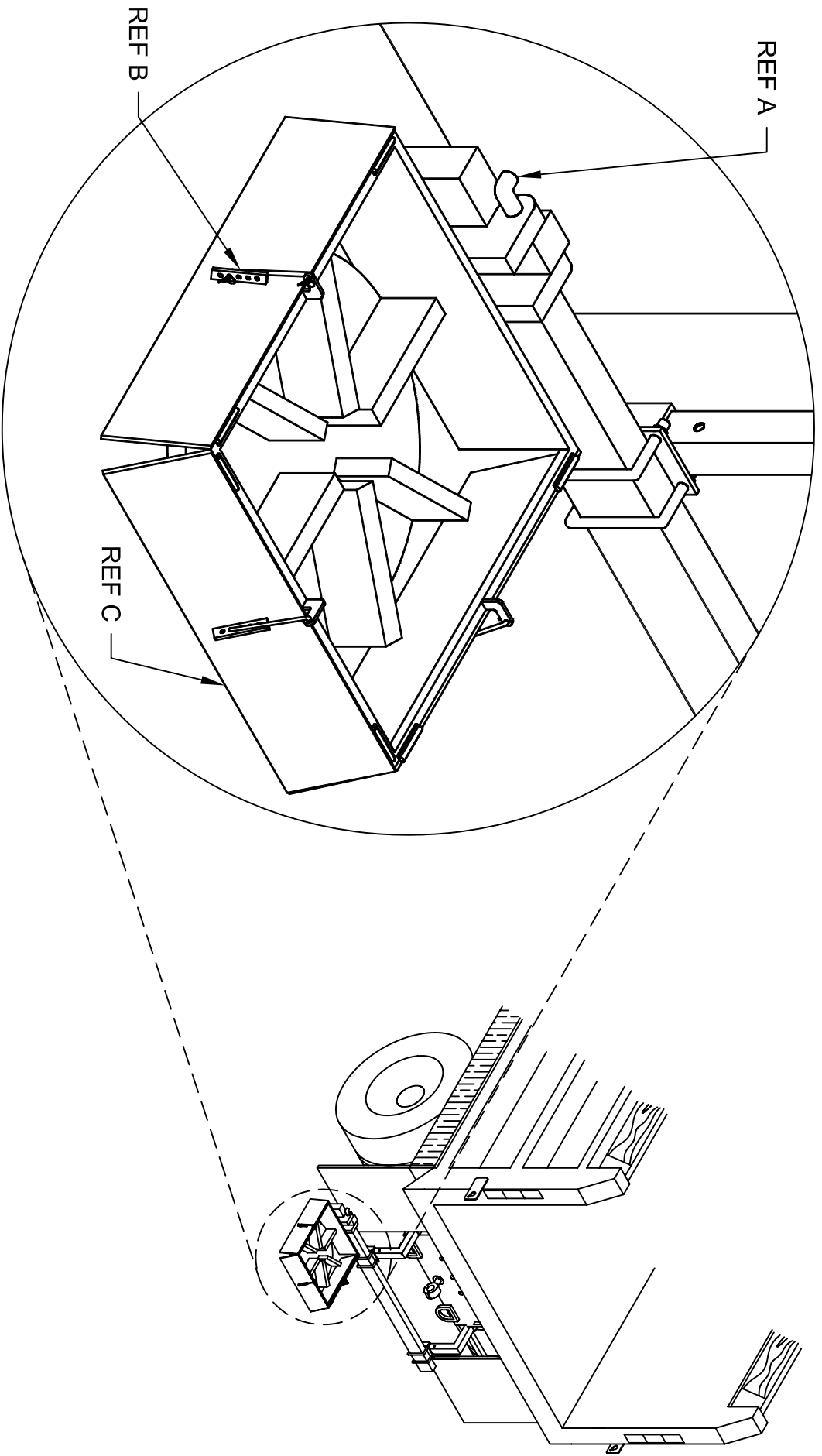
PA DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | DATE | BY | DESCRIPTION |
|-----|----------|-----|----------------|
| 1 | 07-25-18 | KBD | Initial Design |
| 2 | 08-02-19 | KBD | Revised Design |
| 3 | | | |

UNDER TAILGATE SPREADER WITH IOWA SPINNER

| | | | | |
|----------|----------|--------------|--------------------------|---------------|
| DRAWN BY | JJB | Checked With | EQN-3 & 3A & 9 & 9A & 10 | EQN-568 |
| DATE | 01-09-98 | CHG'D BY | N/A | SHEET 6 OF 14 |



- NOTES:**
- A. PINNED MECHANISM WITH R CLIP. TO ALLOW VERTICAL MOVEMENT OF SPINNER IF CONTACTED BY THE GROUND.
 - B. FLAP BRACKET. TO ALLOW HEIGHT ADJUSTMENT OF SPINNER FLAPS.
 - C. IOWA STYLE SPINNER FLAPS. TO ALLOW DIRECTIONAL SPREADING OF MATERIAL.

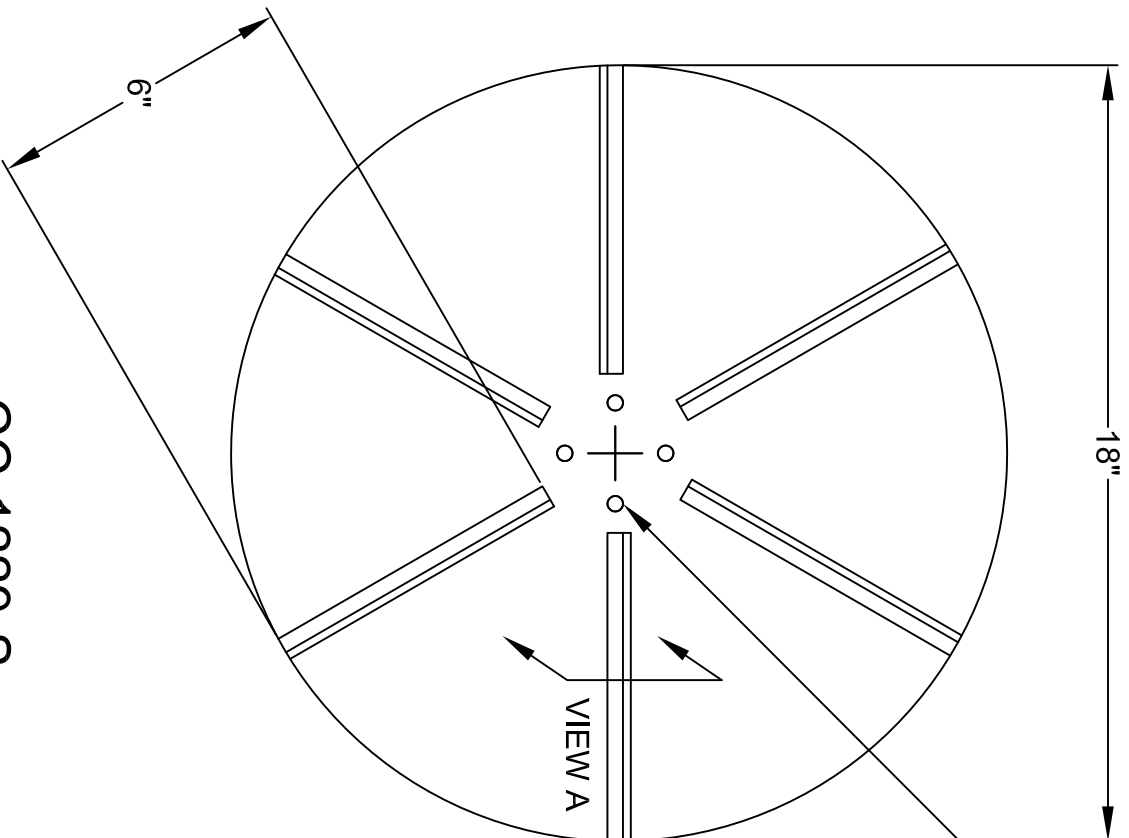
PA DEPARTMENT OF TRANSPORTATION

REVISIONS

UNDER TAILGATE SPREADER WITH IOWA SPINNER

| NO. | DATE | BY | DATE | BY |
|-----|----------|-----|------|----|
| 1 | 07-25-18 | KBD | | |
| 2 | 08-02-19 | KBD | | |
| 3 | | | | |

| | | | |
|----------|----------|---------------|--------------------------|
| DRAWN BY | JJB | Combined With | EQN-568 |
| DATE | 01-09-98 | CHG'D BY | EQA-3 & 3A & 9 & 9A & 10 |
| | | SCALE | N/A |
| | | | N/A |
| | | | SHEET 7 OF 14 |



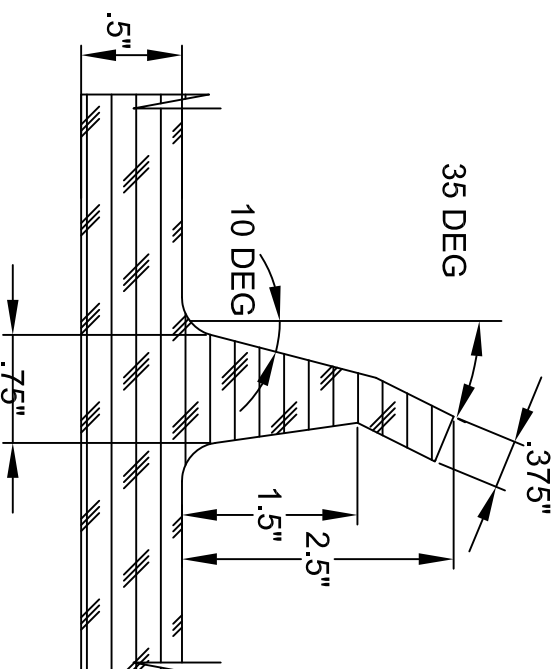
CC-1229-S

C.U.E. Inc
 11 Leonberg Township
 16066 U.S.A.

.375 Dia. HOLE REINFORCED
 WITH STEEL WASHERS (4)
 PLACES ON 4" B.C.

NOTES:

1. MATERIAL 80 DURO. URETHANE
2. WEIGHT 8.1 lbs. PER PIECE
3. ROTATION: COUNTER CLOCKWISE
4. ALL DIMENSIONS IN INCHES.

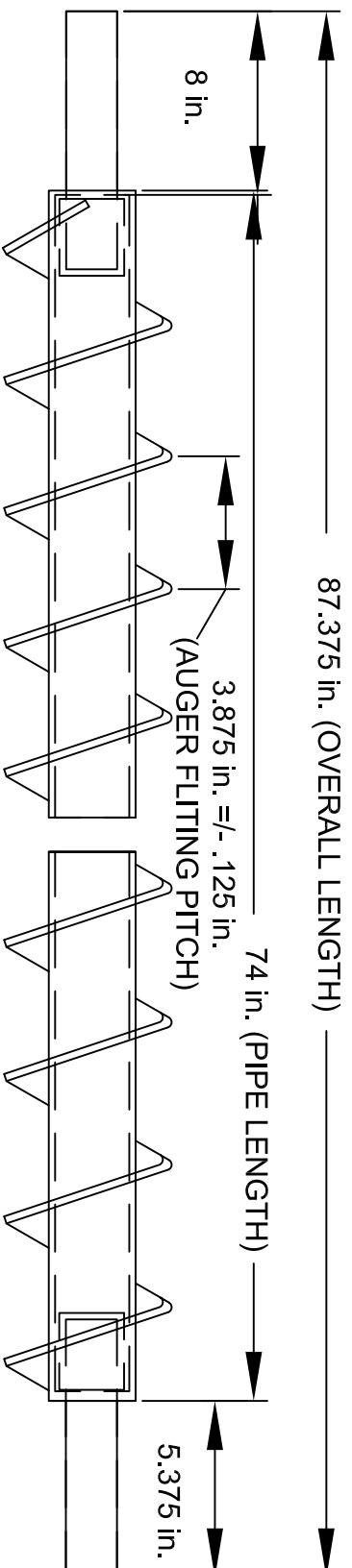


PA DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | DATE | BY | DRAWN BY | DATE | CHK'D BY | Scale | EQN-568 |
|-----|----------|-----|----------|----------|----------|-------|---------|
| 1 | 05-23-07 | CJW | JJB | 01-09-98 | N/A | N/A | EQN-568 |
| 2 | 07-25-18 | KBD | JJB | 01-09-98 | N/A | N/A | EQN-568 |
| 3 | 08-02-19 | KBD | JJB | 01-09-98 | N/A | N/A | EQN-568 |

SPINNER / SPREADER TAILGATE
 URETHANE



HELICOID FLIGHT (RIGHT HAND)
SINGLE CONTINUOUS SCREW TYPE
(BAR SIZE, BEFORE ROLLING, TO BE
SUCH THAT FITTING O.D. IS AS SHOWN
IN END VIEW AT RIGHT, AND OUTER
EDGE THICKNESS IS AS SHOWN IN
FLITTING THICKNESS SPECIFICATION)

VIEW SHOWING COMPLETE
AUGER WELDMENT

2 in. (2.375 O.D.)
SCHEDULE 80 (.20 in. WALL)
CARBON STEEL PIPE
(PIPE SIZE E.R.W. TUBING ACCEPTABLE)

8 in.

87.375 in. (OVERALL LENGTH)

74 in. (PIPE LENGTH)

3.875 in. +/- .125 in.
(AUGER FLITTING PITCH)

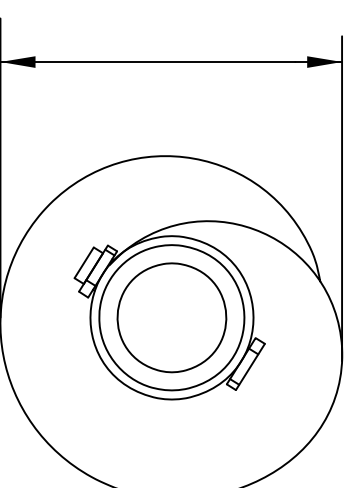
5.375 in.

SPECIFICATION NOTES

1. PIPE PORTIONED WORTH (WITH WELDED FITTING) TO BE STRAIGHT TO GIVE MAXIMUM OF .20 IN. TOTAL RUNOUT
2. BOTH STUB SHAFT CENTERLINES TO LIE ON PIPE CENTERLINE TO GIVE MAXIMUM OF .20 IN. TOTAL RUNOUT
3. ALL SURFACES OF SLEEVE, SHAFT, AND OTHER PIPE WHICH MAKE CONTACT WITH EACH OTHER TO BE COATED WITH ANTI-SEIZE COMPOUND
4. SHAFT IS REMOVED, AND NOT USED, WHEN AUGER IS USED IN A DIRECT DRIVE APPLICATION

| | |
|---|-----------------------------------|
| DO NOT SCALE DRAWING TOLERANCES (UNLESS OTHERWISE NOTED) | |
| FLAME CUTTING, NIBBLING & WELDING | +/- .060 |
| SHEARING & FORMING | +/- .030 |
| PUNCHING | +/- .020 |
| HOLE DIAMETERS | + .015/- .005 |
| ANGLES | +/- 2 DEG |
| DECIMAL MACHINING | 0.00- +/- .020 0.000- +/- .005 |

IMPLIED TOLERANCES DO NOT APPLY
TO REFERENCE DIMENSIONS



5.875 in.
+/- .125 in. O.D.

PA DEPARTMENT OF TRANSPORTATION

REVISIONS

**Penndot SPREADER AUGER
DETAIL (S/S & RUBBER
THROUGH)**

| NO. | DATE | BY | DRAWN BY | DATE | CHK'D BY | Scale | EQN-568 |
|-----|----------|-----|----------|----------|----------|-------|---------|
| 1 | 9-20-07 | BAG | JJB | 01-09-98 | N/A | N/A | |
| 2 | 7-25-18 | KBD | | | | | |
| 3 | 08-02-19 | KBD | | | | | |

DRIVE BEARINGS:

THE FOLLOWING SHALL INDICATE MINIMUM REQUIREMENTS INCLUDING ALL GENUINE PARTS, ACCESSORIES, EQUIPMENT, AND SAFETY FEATURES CONSIDERED STANDARD, WHETHER MENTIONED HEREIN OR NOT. THE VEHICLE SHALL COMPLY WITH ALL CURRENT APPLICABLE FEDERAL SAFETY STANDARDS AND OSHA REQUIREMENTS.

THE PURPOSE OF THESE SPECIFICATIONS IS TO DESCRIBE A BEARING CAPABLE OF BEING USED ON OUR TAILGATE SPREADERS.

UNLESS OTHERWISE SPECIFIED, EACH UNIT SHALL INCLUDE ALL SPECIFIED PARTS, MADE AVAILABLE FOR THE INDICATED MODEL BY THE EQUIPMENT MANUFACTURER. SPECIFIED ITEMS NOT AVAILABLE THROUGH THE EQUIPMENT MANUFACTURER SHALL CONFORM TO THE BEST QUALITY STANDARDS KNOWN TO THAT PARTICULAR INDUSTRY.

EACH UNIT SHALL BE CLEAN, LUBRICATED, AND SERVICED READY FOR IMMEDIATE OPERATION.

PERFORMANCE:

THE PROPOSED UNIT SHALL BE IDENTICAL WITH THE STANDARD OR IMPROVED MODEL AND A CURRENT PRODUCTION UNIT IN USE BY THE INDUSTRY FOR THE PAST TWELVE MONTHS PRECEDING THIS BID OPENING. IT SHALL BE THE RESPONSIBILITY OF THE BIDDER TO ASSURE THAT THE PROPOSED EQUIPMENT CONFORMS TO THE SPECIFICATIONS AND PERFORMS SATISFACTORILY ACCORDING TO THESE SPECIFICATIONS.

GRADE:

REFERENCE:AMERICAN FRICTION BEARING MANUFACTURERS ASSOCIATION #1, PRECISION

TYPE:

SELF-ALIGNING, ANTI-FRICTION, THRUST, RE-LUBE TYPE.

MOUNTING:

2 BOLT UNIT FLANGED UNIT TYPE. SEE DRAWING.

PA DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | DATE | BY |
|-----|------|----|
|-----|------|----|

| | | |
|---|--------|-----|
| 1 | 4-4-07 | KNH |
|---|--------|-----|

| | | |
|---|----------|-----|
| 2 | 07-25-18 | KBD |
|---|----------|-----|

| | | |
|---|----------|-----|
| 3 | 08-02-19 | KBD |
|---|----------|-----|

**SPREADER BEARING
INFORMATION**

DRAWN BY: **JJB**

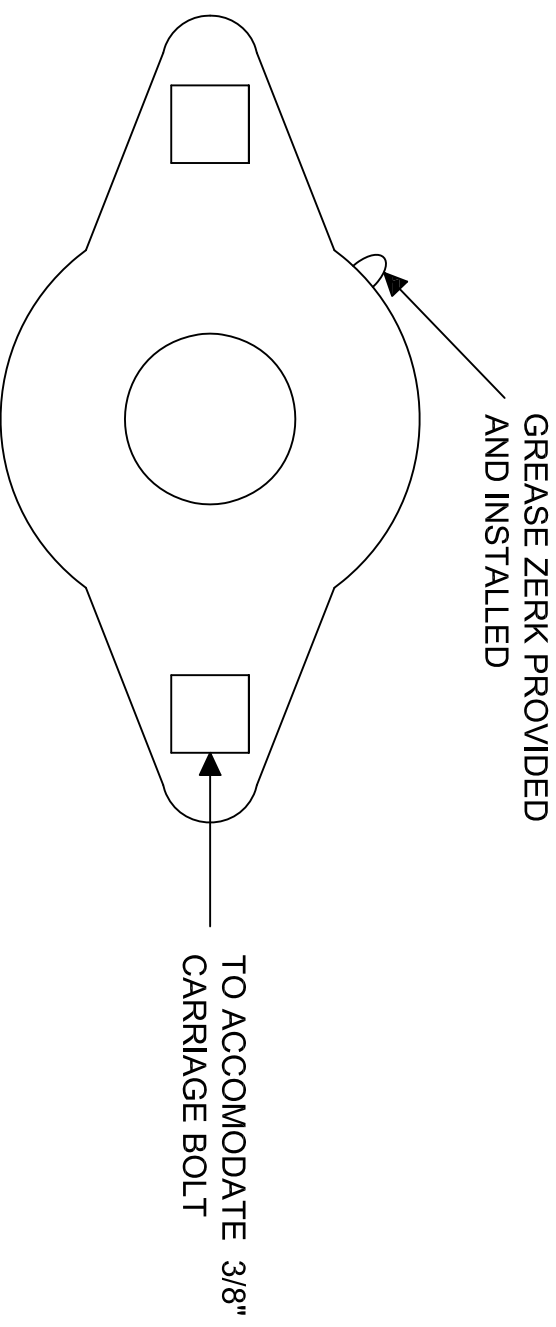
DATE: **01-09-98**

Checked with
EQN-568 & 5A & 5A 510

Scale
N/A

EQN-568
SHEET 10 OF 14

MOUNTINGS:
 2 BOLT (SQUARE HOLES) FLANGED UNIT TYPE. SEE DRAWING.



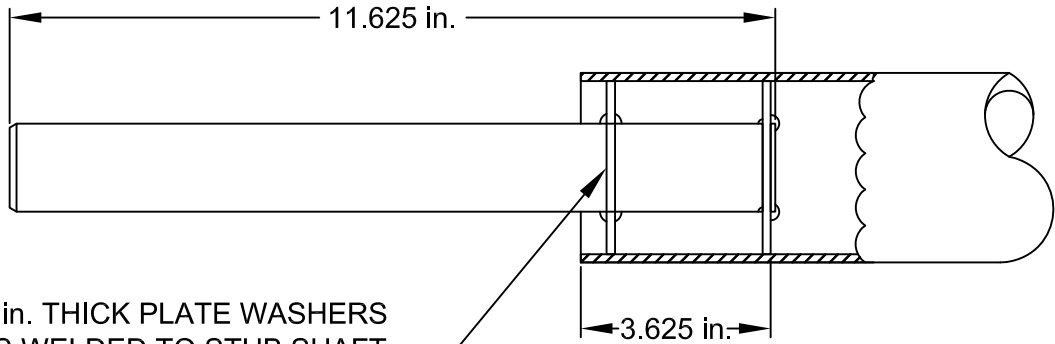
SHAFT DIAMETER: 1-1/4"

LOCKING: RETAINING COLLAR SHALL BE ECCENTRIC WITH SET SCREW.

HOUSING: CASE, DUCTILE OR MALLEABLE IRON.

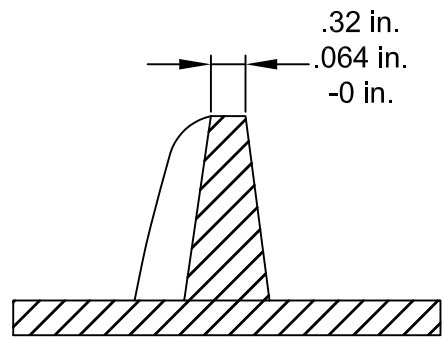
REFERENCE: LINK BELT FXWG 2E2ou, FAFNIR GVFTDS, ROBERTS FBPZ-20L, BROWNING MODEL #VF2E-120SM, SST MODEL #SAFG 206-20G, IPTCI MODEL SALF 206-20

| | | | | | |
|--|----------|-----|-------------------------------------|--------------------------|--|
| PA DEPARTMENT OF TRANSPORTATION | | | SPREADER BEARING INFORMATION | | |
| REVISIONS | | | DRAWN BY | | |
| NO. | DATE | BY | DATE | JJB | |
| 1 | 4-4-07 | KNH | 01-09-98 | Checked With | |
| 2 | 07-25-18 | KBD | N/A | EON-5 & SA 5/8 & SA 5/10 | |
| 3 | 08-02-19 | KBD | N/A | Scale | |
| | | | EON-568 | | |
| | | | SHEET 11 OF 14 | | |



.125 in. THICK PLATE WASHERS
CONTINUOUS WELDED TO STUB SHAFT
AND AUGER PIPE

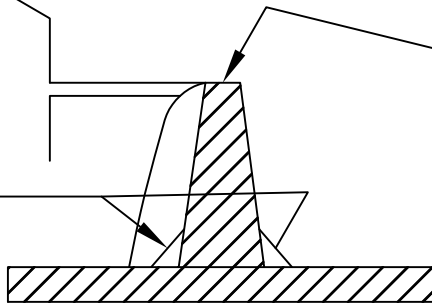
WASHERS TO FIT I.D. OF PIPE WITH
CLOSE SLIDING FIT SO NO FLEXING
OF SHAFT EXISTS AFTER FINAL WELDING



**FLITING THICKNESS SPECIFICATION
(BEFORE HARDSURFACING)**

.125 in. (MINIMUM)
HARDSURFACE

CONTINUOUS WELD
BOTH SIDES OF
FLITING



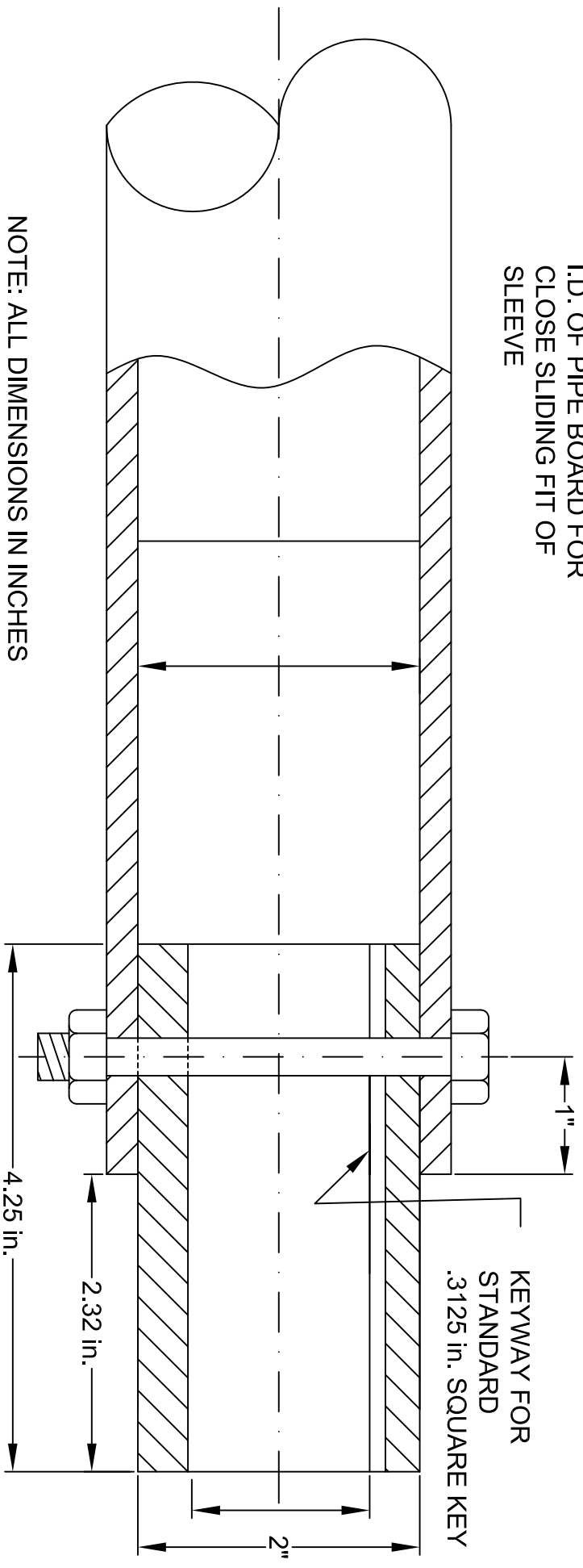
OUTER FLITE PERIPHERY CONTINUOUSLY
HARDSURFACED WITH ABRASIVE RESISTANCE
WELDING ROD (OR WIRE) EQUIVALENT TO
STUDY 121 (ROCKWELL HARDNESS C-44),
AND TO BE FULL WIDTH OF FLITING
THICKNESS AT OUTEREDGE

WELDING AND HARDSURFACE SPECIFICATION

| PA DEPARTMENT OF TRANSPORTATION | | | | | |
|---------------------------------|----------|-----|--|--------------------------|--------------------------|
| REVISIONS | | | UNDER TAILGATE SPREADER WITH IOWA SPINNER | | |
| NO. | DATE | BY | DRAWN BY | Combined With | |
| 1 | 05-28-02 | DWG | | EQN-3 & 3A & 9 & 9A & 10 | EQN-568 |
| 2 | 09-20-07 | BAG | JJB | | |
| 3 | 07-25-18 | KBD | DATE 01-09-98 | CHKD BY N/A | Scale N/A SHEET 12 OF 14 |

VIEW SHOWING DRIVE, STAINLESS AND RUBBER THROUGH SPREADERS

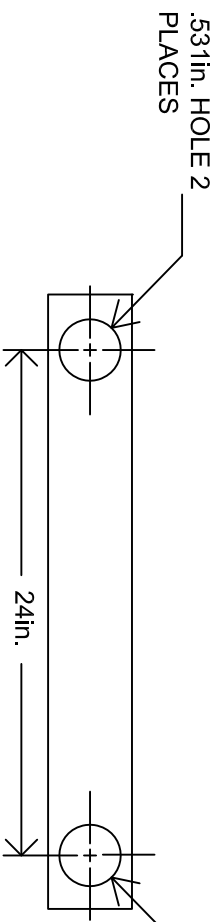
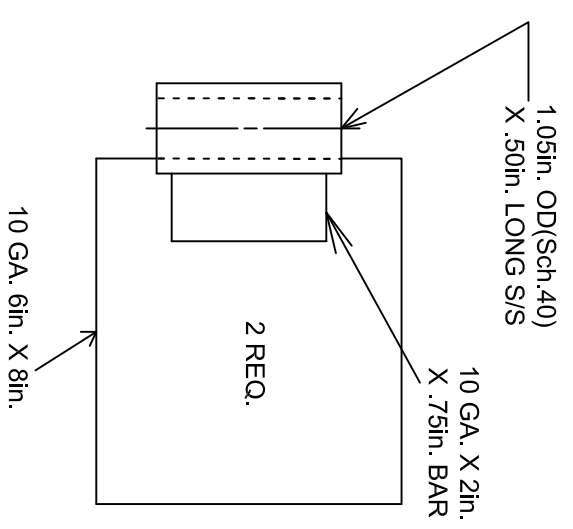
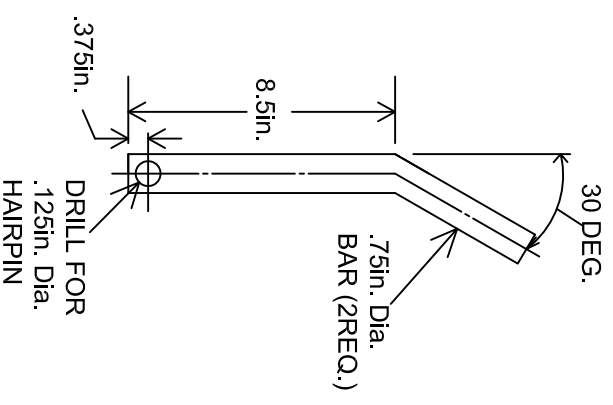
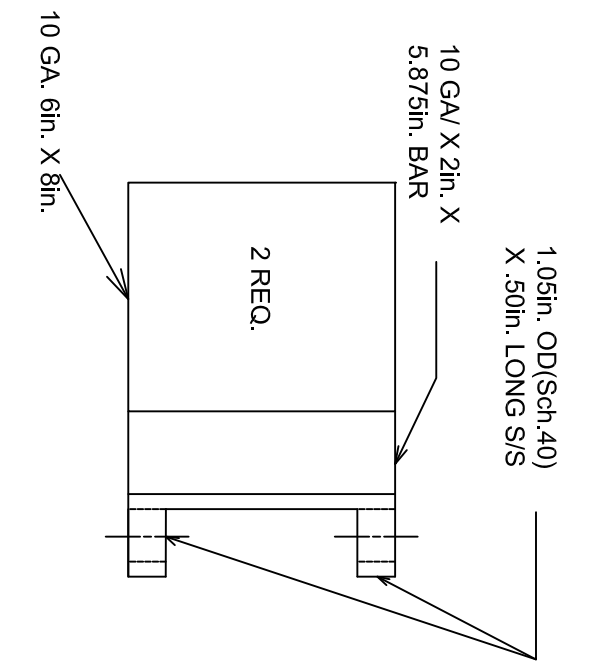
I.D. OF PIPE BOARD FOR
CLOSE SLIDING FIT OF
SLEEVE



1.25 in. Dia BORE
THROUGH (TO ACCEPT
HYDRAULIC MOTOR SHAFT AND AUGER
STUB SHAFT INTERCHANGEABLY)

SPREADER TAILGATE

| | | | |
|--|----------|---|------------------------------|
| PA DEPARTMENT OF TRANSPORTATION | | | |
| REVISIONS | | AUGER DRIVE SLEEVE INSTRUCTION | |
| NO. | DATE | BY | |
| 1 | 10-02-06 | CJW | |
| 2 | 07-25-18 | KBD | DRAWN BY JJB |
| 3 | 08-02-19 | KBD | DATE 01-09-98 |
| | | <small>Combined With EQN-5 & 3A & 9 & 3A & 10</small> | EQN-568 |
| | | <small>CHK'D BY N/A</small> | <small>Scale N/A</small> |
| | | | SHEET 13 OF 14 |



.125in. X 1.50in. X 26in. HANGER BRACE (2 REQ.) W/TWO (2) .50in. X 1.25in. STAINLESS STEEL BOLTS AND NUTS. DRILL FOR .125in. HAIR PIN (STAINLESS STEEL, LENGTH AS REQUIRED, QTY. 4).

NOTES:
1. ALL DIMENSIONS IN INCHES

2. MATERIAL OF CONSTRUCTION: STAINLESS STEEL THROUGHOUT, AISI TYPE 304.

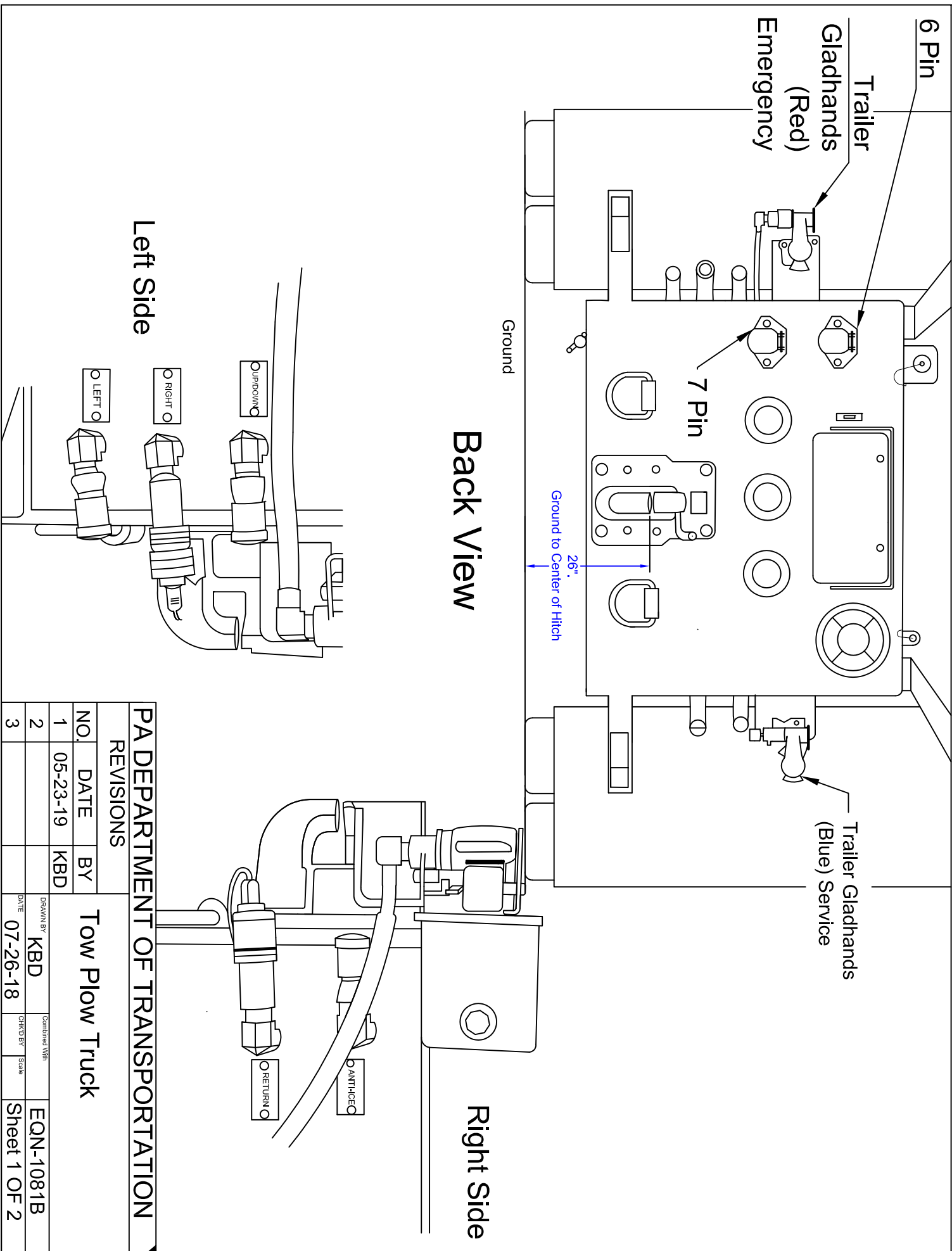
PA DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | DATE | BY | DESCRIPTION |
|-----|----------|-----|-------------|
| 1 | 05/23/02 | DWG | |
| 2 | 07/25/18 | KBD | |
| 3 | 08/02-19 | KBD | |

QUICK DETACH SPREADER KIT

| | | | |
|----------|----------|------------------------|--|
| DRAWN BY | JJB | Checked With | |
| DATE | 01-09-98 | EQM-3 SA & 9 BA & 4 IO | |
| DATE | 01-09-98 | Scale | |
| DATE | 01-09-98 | Scale | |
| DATE | 01-09-98 | Scale | |



Back View

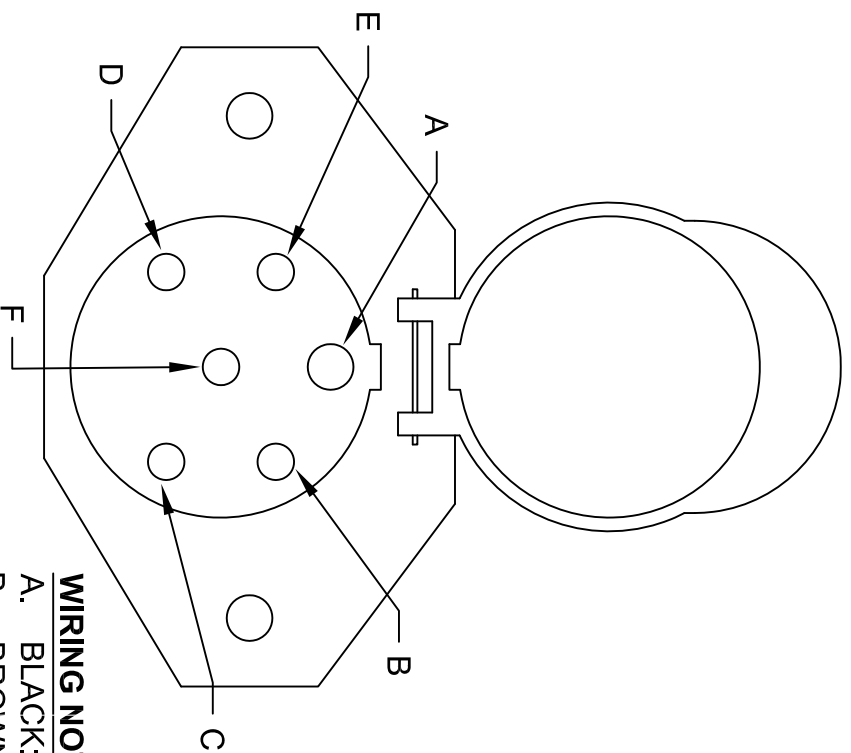
PA DEPARTMENT OF TRANSPORTATION

Tow Plow Truck

| REVISIONS | | | DRAWN BY | | |
|-----------|----------|-----|----------|-------|--------------|
| NO | DATE | BY | DATE | SCALE | SHEET |
| 1 | 05-23-19 | KBD | KBD | | EQN-1081B |
| 2 | | | | | Sheet 1 OF 2 |
| 3 | | | | | |

NOTES:

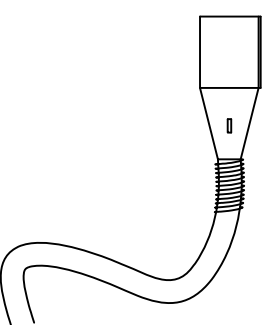
- VIEW OF FEMALE CONNECTOR, STANDING AT REAR OF TRUCK, LOOKING AT THE CONNECTOR.
- BRAKE LIGHTS SHALL FUNCTION WITH TURN SIGNALS.
- WIRE SHALL BE 6 WAY (1-10 GAUGE; 6-12 GAUGE) PER ATA COLOR CODE, CLAMPED EVERY 18" MINIMUM.
- CONNECTION SHALL BE MADE USING FACTORY OEM TRAILER WIRING HARNESS.
- ALL CONNECTIONS SHALL BE WATER TIGHT.
- ALL PINS SHALL BE ROUND STYLE.



WIRING NOTES:

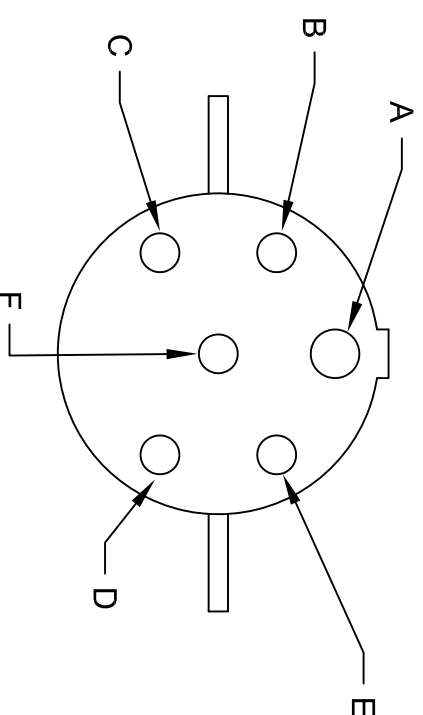
- A. BLACK: BEACON - 12
- B. BROWN: WING LIGHT -12
- C. GREEN: ---
- D. YELLOW: SIDE STROBE -12
- E. WHITE: GROUND - 10
- F. RED: UPPER REDS - 12

WIRES NEED TO EXTEND 8ft. BEYOND PINTLE.



WIRING NOTES:

- A. BLACK: BEACON - 10
- B. BROWN: WING LIGHT - 12
- C. GREEN: ---
- D. YELLOW: SIDE STROBE - 12
- E. WHITE: GROUND - 12
- F. RED: UPPER REDS - 12



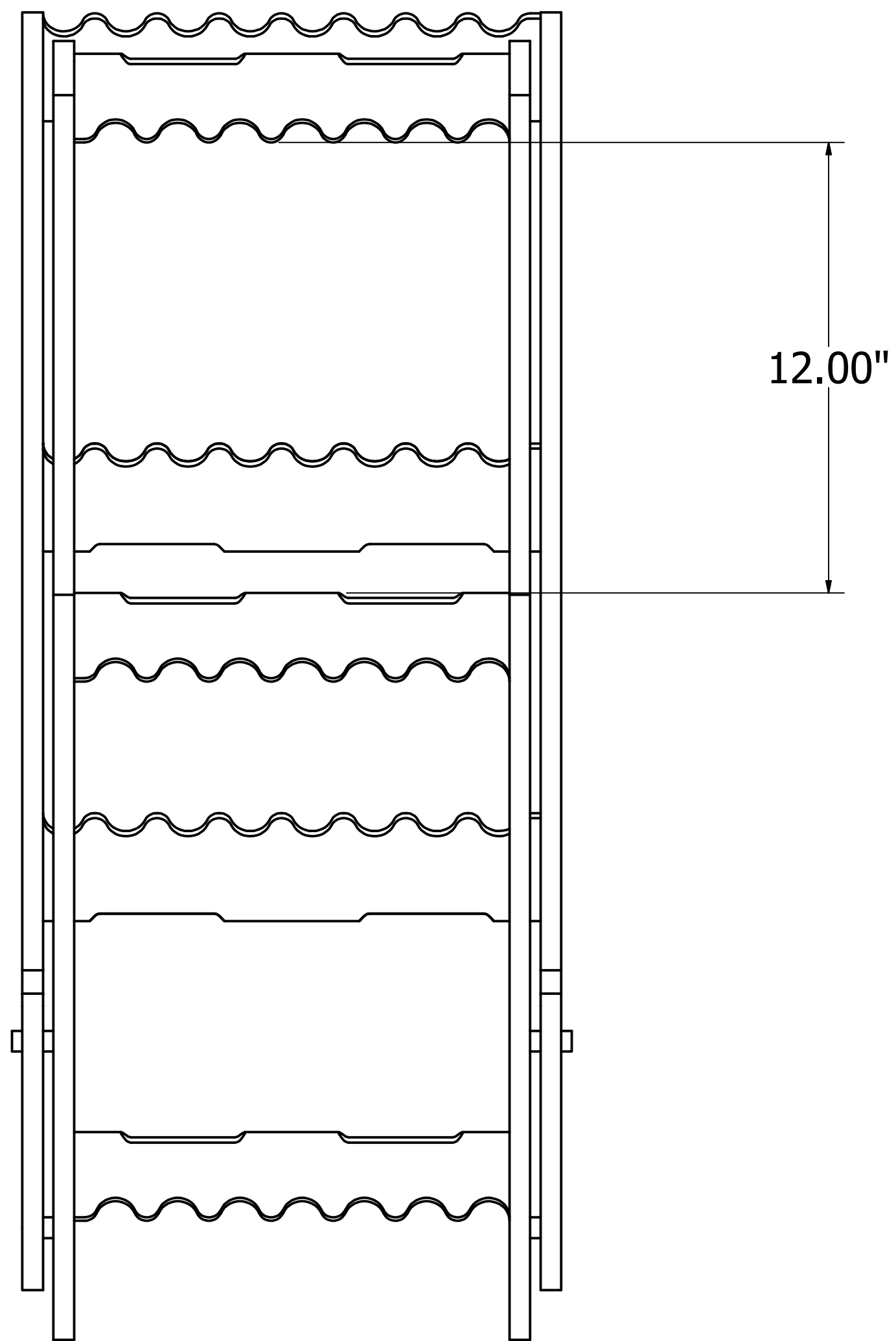
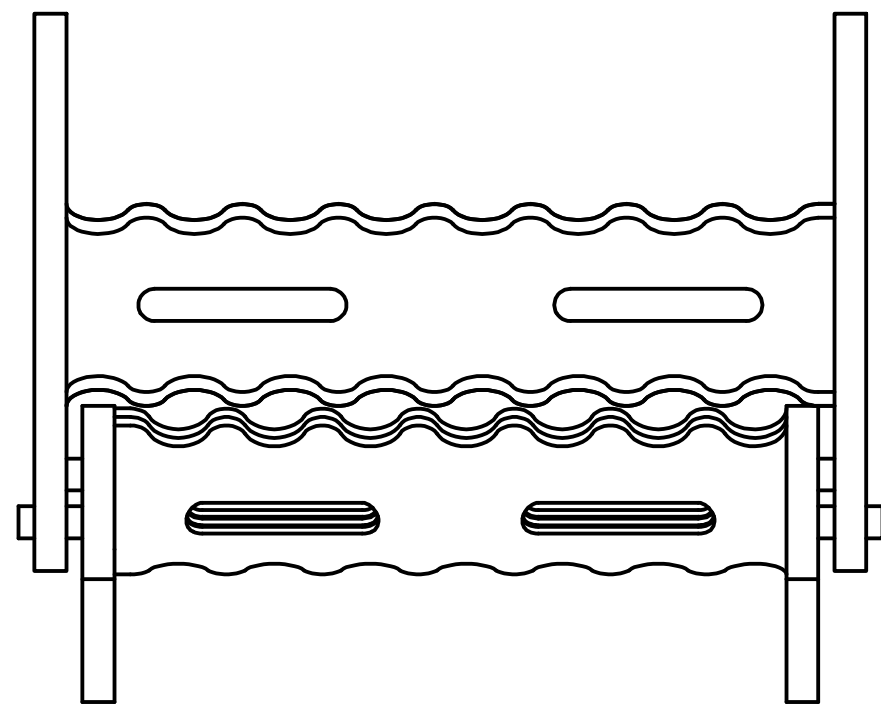
PA DEPARTMENT OF TRANSPORTATION

REVISIONS

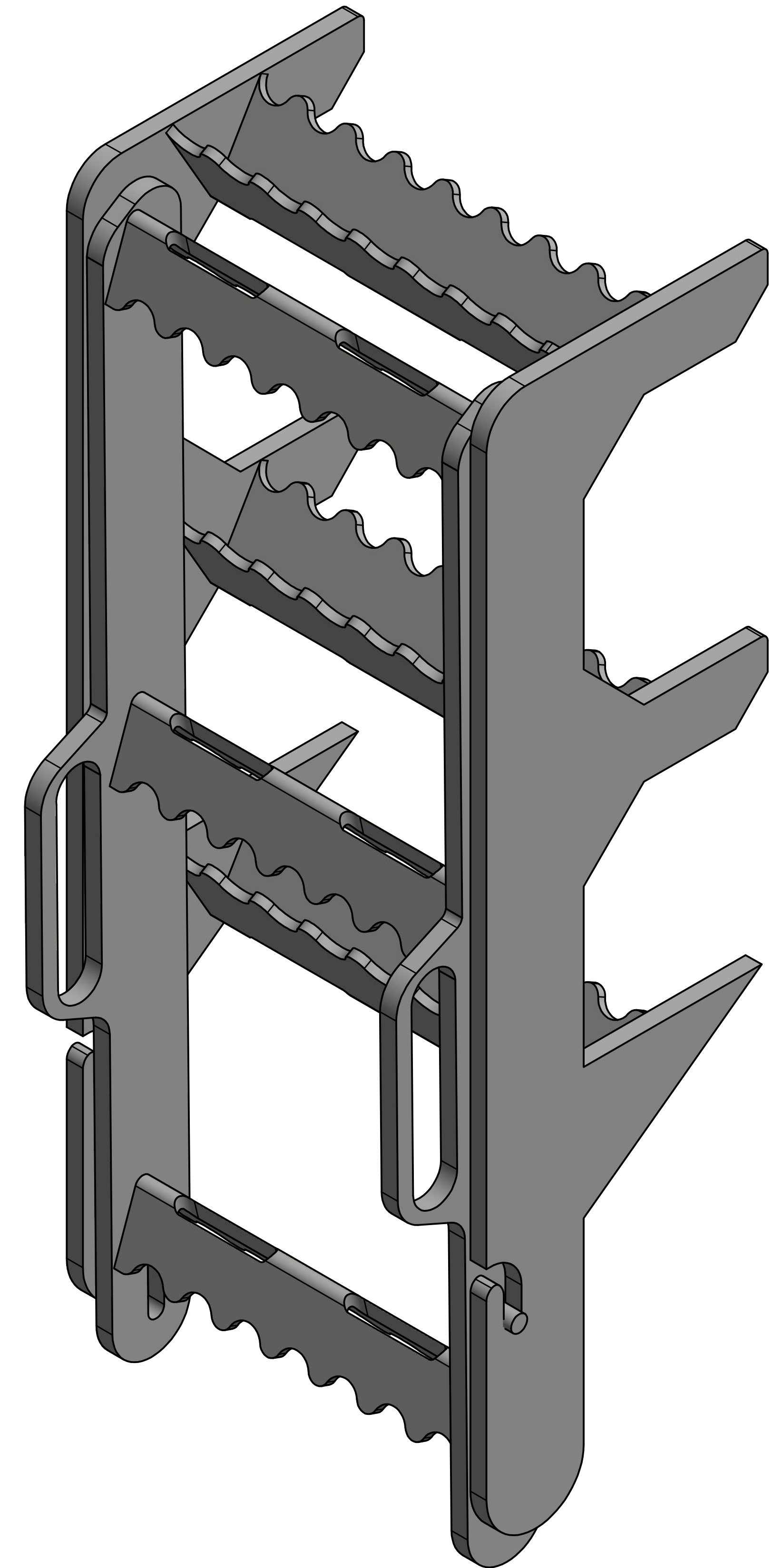
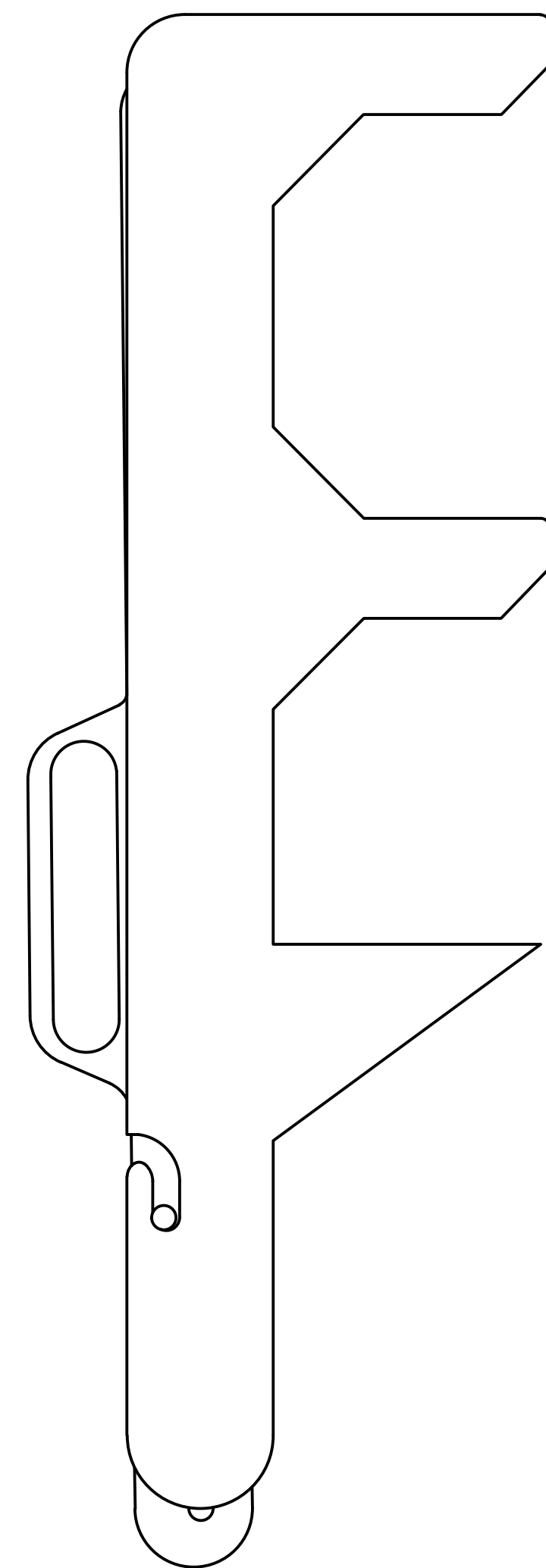
| NO. | DATE | BY | REVISIONS |
|-----|----------|-----|-----------|
| 1 | 08-02-18 | KBD | |
| 2 | 05-23-19 | KBD | |
| 3 | | | |

Tow Plow Truck Wiring

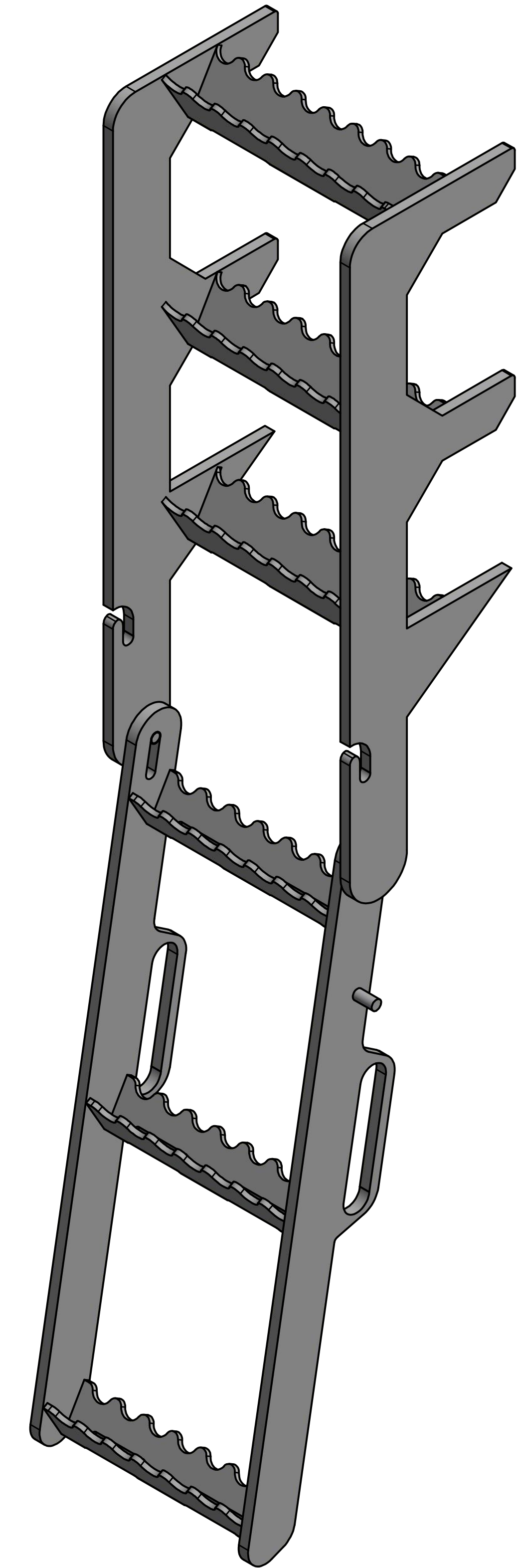
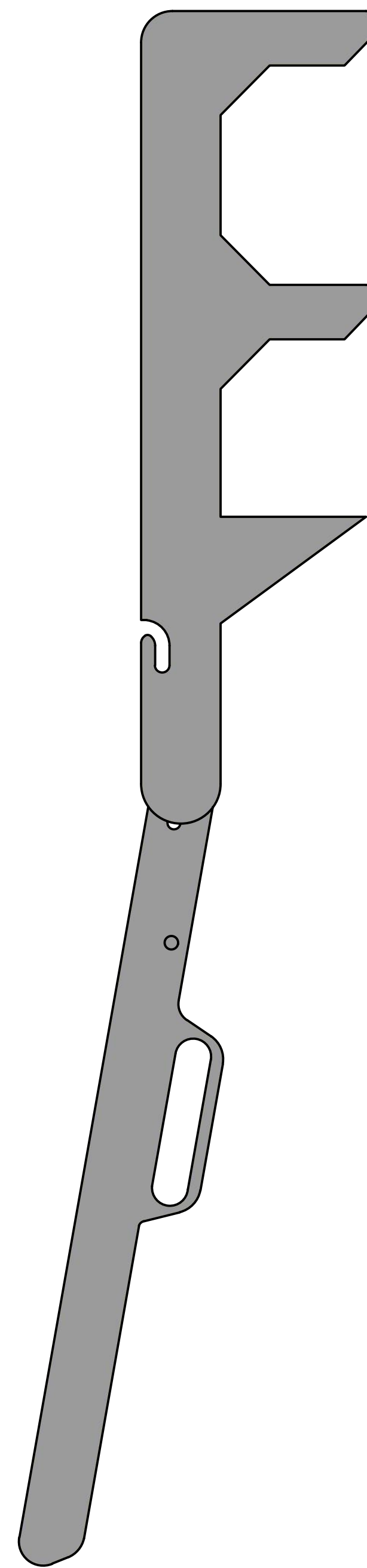
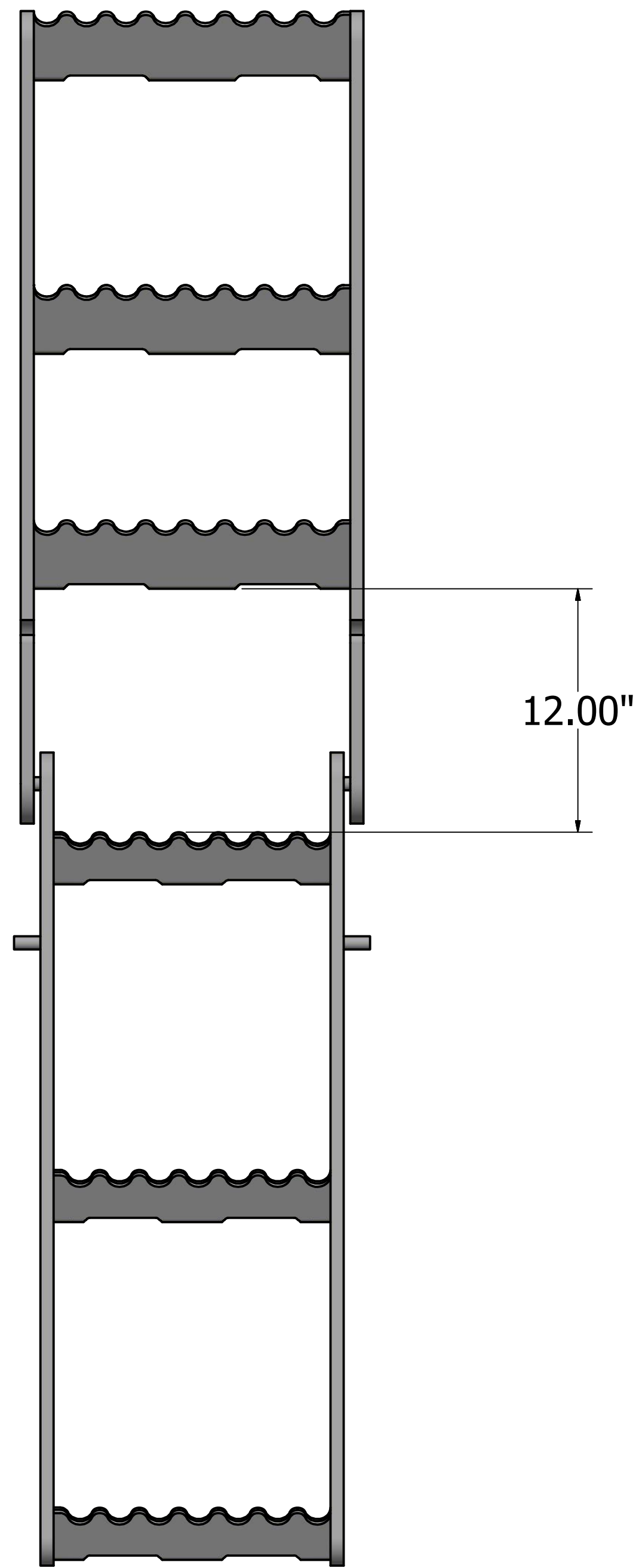
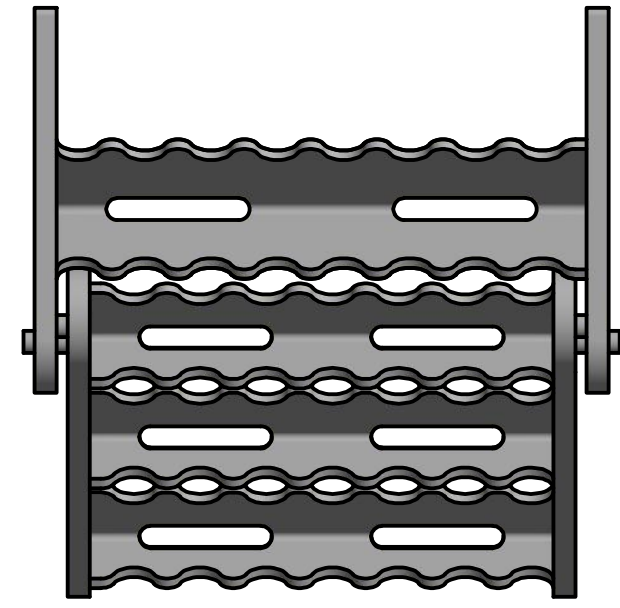
DRAWN BY: JJB
DATE: 08-02-16
Checked With: EQN-1081B
CHK'D BY: Scale
SHEET 2 OF 2



12.00"

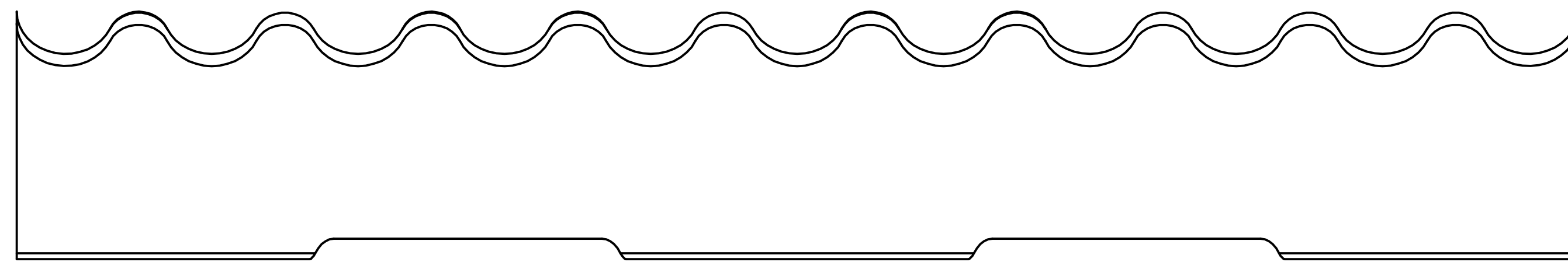
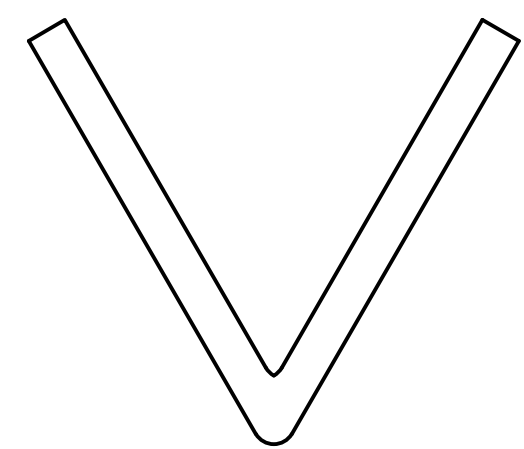
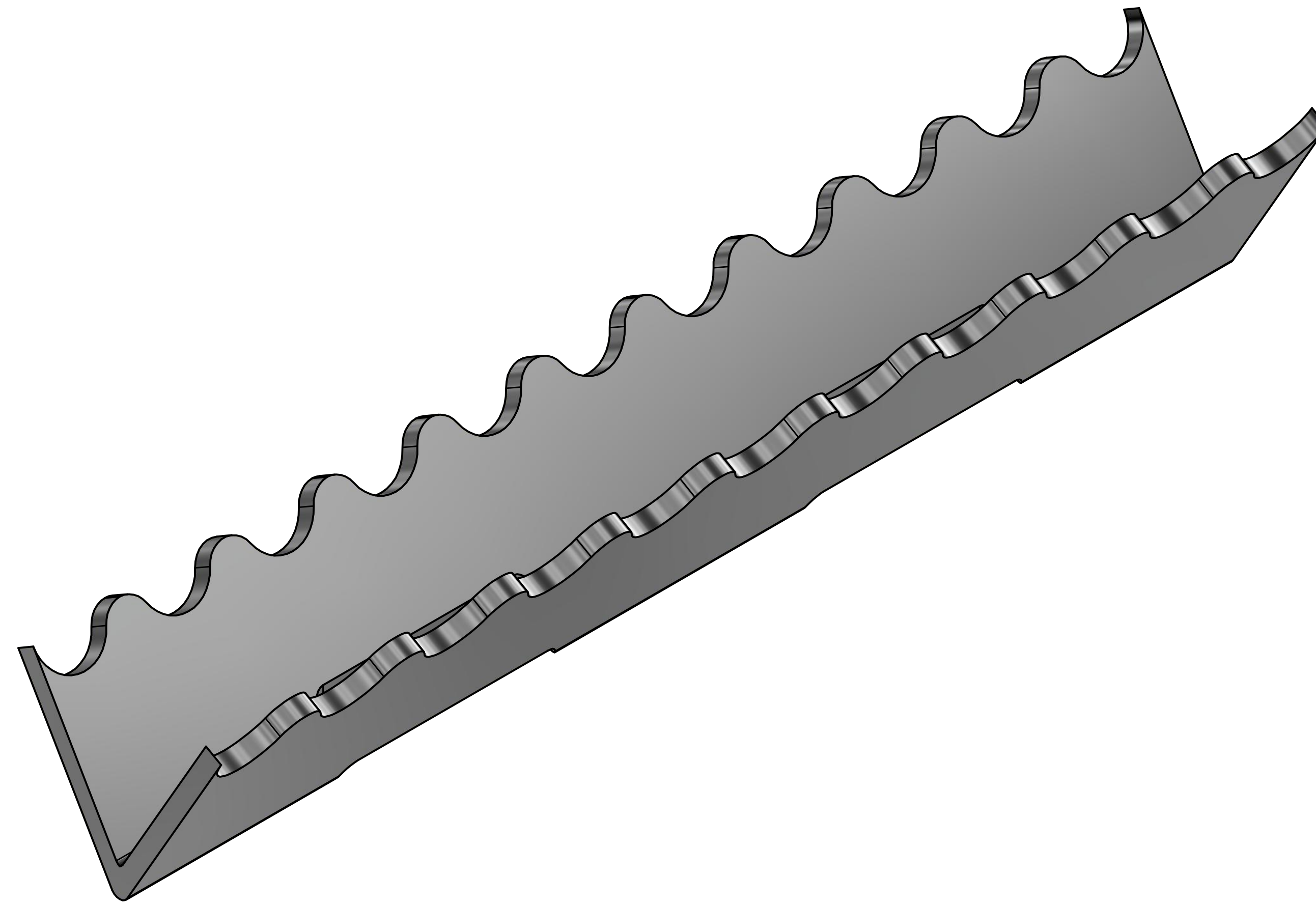
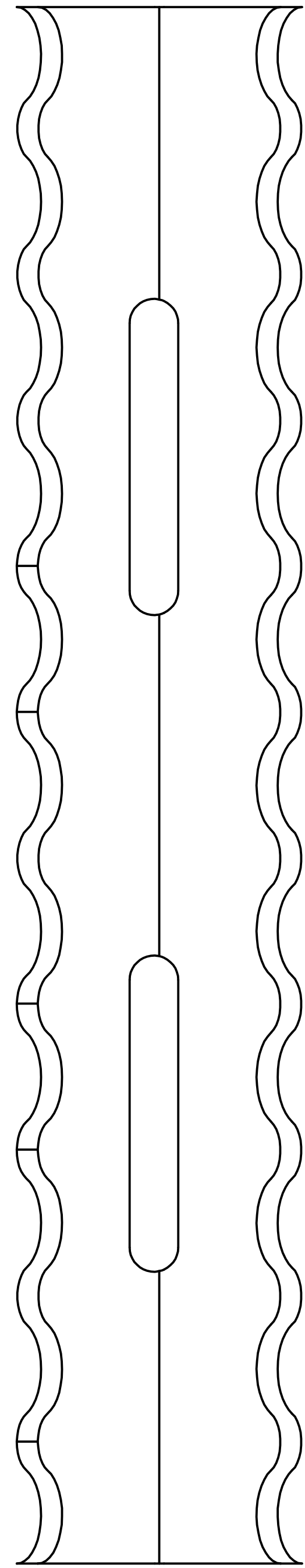


| PA DEPARTMENT OF TRANSPORTATION | | | | |
|---------------------------------|------|----|------------------|----------------------------------|
| REVISIONS | | | FLIP STEP | |
| NO. | DATE | BY | | |
| 1 | | | | |
| 2 | | | DRAWN BY KBD | Combined With EQN-1090 |
| 3 | | | DATE 07-26-19 | CHKD BY Scale SHEET 1 OF 3 |

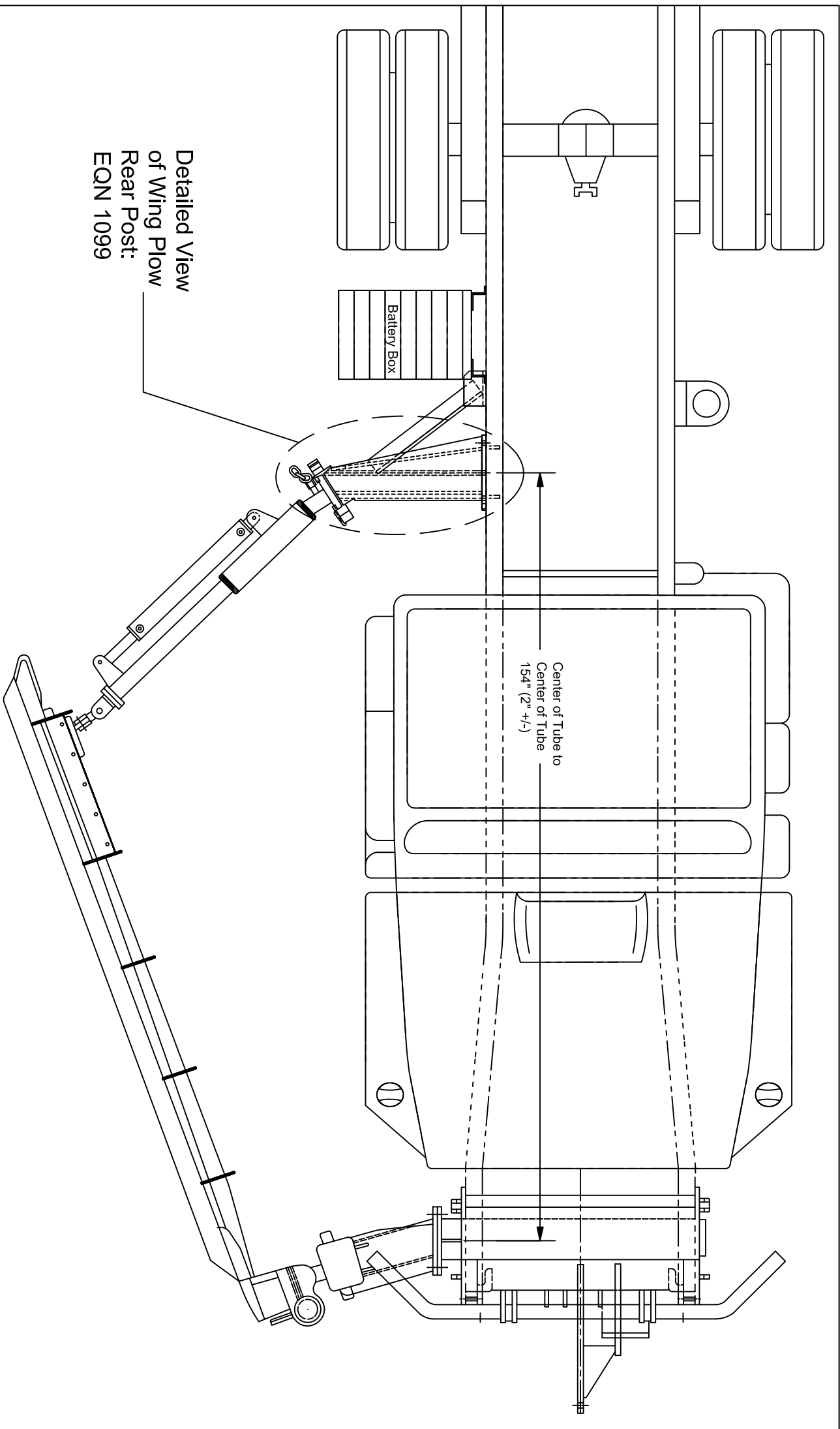


PA DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | FLIP STEP | | |
|-----------|------|----|------------------------------|-------------------------------|--------------|
| NO. | DATE | BY | | | |
| 1 | | | | | |
| 2 | | | <small>DRAWN BY</small> KBD | <small>Combined With</small> | EQN-1090 |
| 3 | | | <small>DATE</small> 07-26-19 | <small>CHK'D BY</small> Scale | SHEET 2 OF 3 |



| PA DEPARTMENT OF TRANSPORTATION | | | | | |
|---------------------------------|------|----|------------------------------|------------------------------|----------------------|
| REVISIONS | | | FLIP LADDER STEPS DESIGN | | |
| NO. | DATE | BY | | | |
| 1 | | | | | |
| 2 | | | <small>DRAWN BY</small> KBD | <small>Combined With</small> | EQN-1090 |
| 3 | | | <small>DATE</small> 07-26-19 | <small>CHKD BY</small> | <small>Scale</small> |



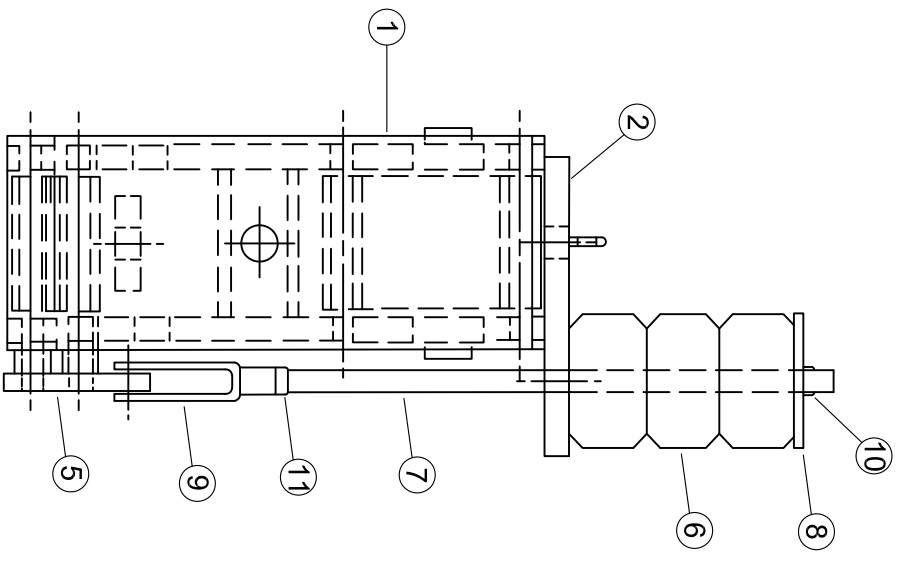
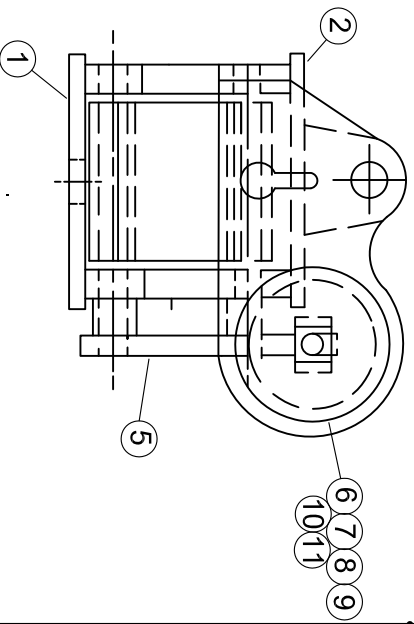
PA DEPARTMENT OF TRANSPORTATION

REVISIONS

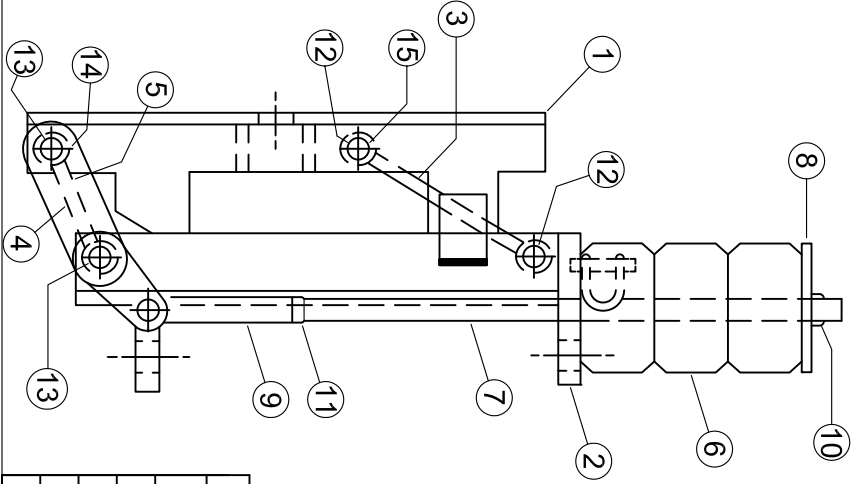
| NO. | DATE | BY | DESCRIPTION |
|-----|------|----|-------------|
| 1 | | | |
| 2 | | | |
| 3 | | | |

Wing Plow Tolerance

DRAWN BY: KBD
DATE: 07-12-19
CHECKED BY: []
SCALE: []
EQN-1097

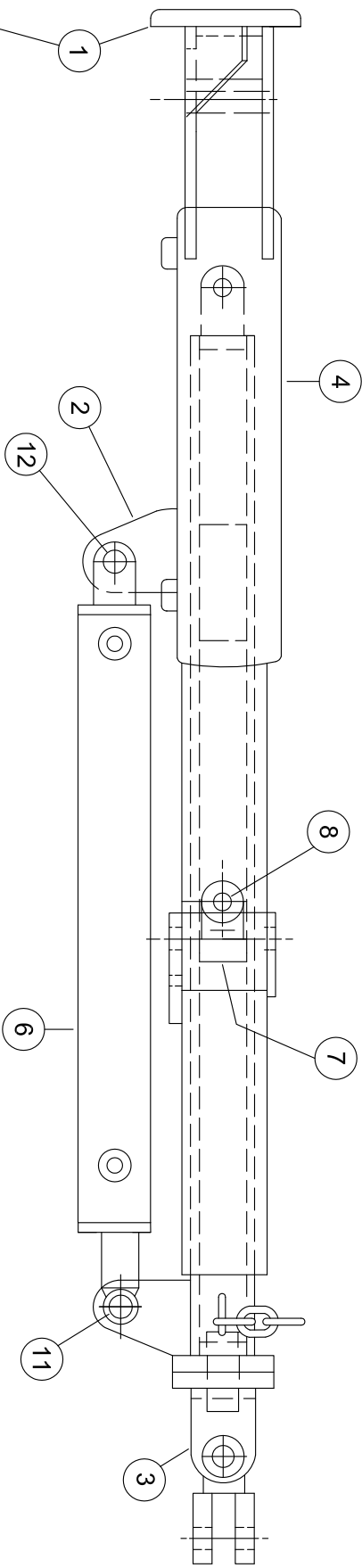


| ITEM | PART NO. | DESCRIPTION | REQ'D | NAME |
|------|-----------|--------------------------------------|-------|------------------------|
| 1 | 17477-B | SEE DRWG. | 1 | FRONT MTG. PLATE WLDMT |
| 2 | 17481-B | SEE DRWG. | 1 | REAR MTG PLATE WLDMT. |
| 3 | 17485-A | SEE DRWG. | 1 | TOP LINKAGE |
| 4 | 17486-A | SEE DRWG. | 1 | BOTTOM LINKAGE |
| 5 | 17488-A | SEE DRWG. | 1 | SIDE LINKAGE |
| 6 | P-116-838 | AEON A760-75 | 1 | TIMBREN SPRING |
| 7 | 17489-A | 3/4" DIA. ROD x 25 LG. C.F. | 1 | ADJUSTING ROD |
| 8 | 17490-A | ---- | 1 | SPACER |
| 9 | P-116-839 | ---- | 1 | YOKE |
| 10 | P-130-68 | 3/4" LOCK NUT | 1 | LOCK NUT |
| 11 | P-130-23 | 3/4" NUT | 2 | NUT |
| 12 | 5308-A477 | 7/8 - 9 UNC x 9 - 1/2 LG. w/LOCK NUT | 2 | CAPSCREW GR. 8 |
| 13 | 5308-A478 | 7/8 - 9 UNC x 12 LG. w/LOCK NUT | 3 | CAPSCREW GR. 8 |
| 14 | P-129-2 | 1/8" NPT (SCREW IN STRAIGHT) | 1 | ZERK |
| 15 | P-129-178 | 1/8" NPT (SCREW IN 45 DEG) | 1 | ZERK |
| 16 | 17565-A | SEE DRWG. | 1 | HINGE PIN |

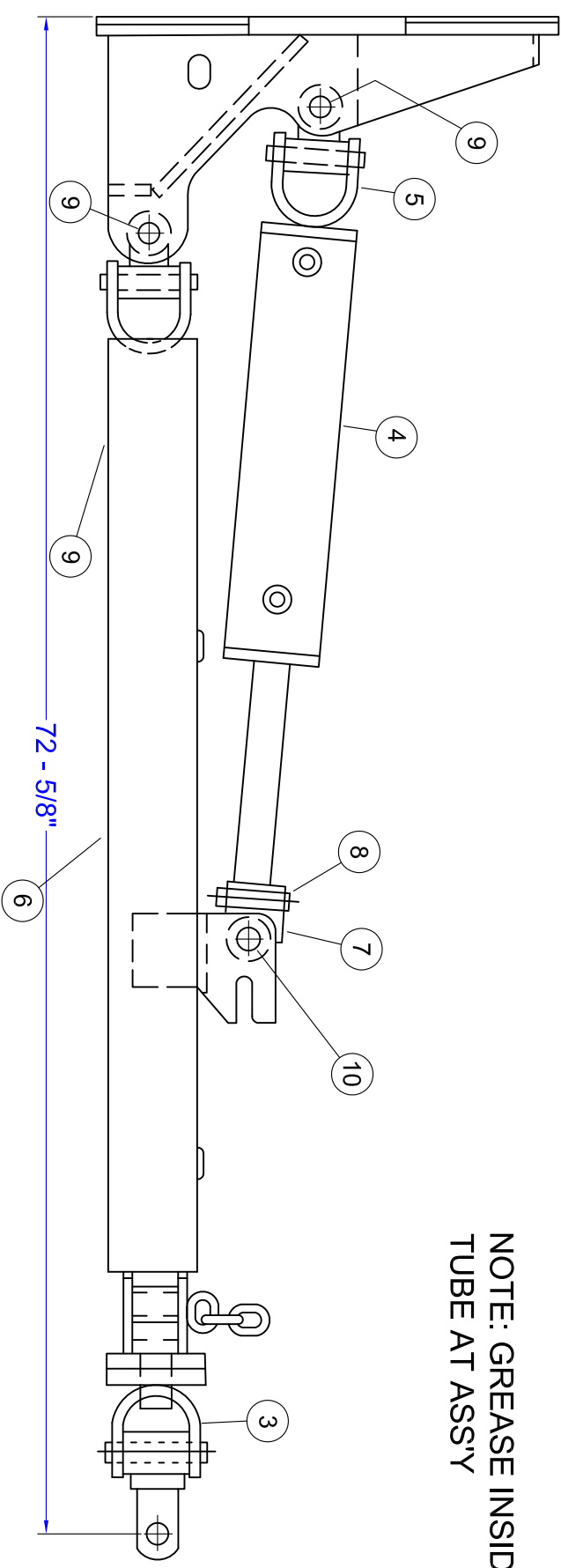


R.H. SHOWN
L.H. OPPOSITE
1 REQ'D PER UNIT

| | | | | |
|---------------------------------|------|----|----------------------------|--------------|
| PA DEPARTMENT OF TRANSPORTATION | | | TRIP LINKAGE FOR WING PLOW | |
| REVISIONS | | | DRAWN BY | Checked With |
| NO. | DATE | BY | KBD | EQN-1099 |
| 1 | | | | |
| 2 | | | | |
| 3 | | | | |



NOTE: GREASE INSIDE
TUBE AT ASS'Y



| ITEM | PART NO. | REQ'D | NAME | DESCRIPTION |
|------|-----------|-------|--------------------------|---------------------------------|
| 1 | 17543-B | 1 | REAR POST SLIDE | SEE DRWG. |
| 2 | 17550-B | 1 | OUTER PUSH BRACE | SEE DRWG. |
| 3 | 17557-B | 1 | INNER PUSH BRACE | SEE DRWG. |
| 4 | P-114-110 | 1 | TOP HYD. CYLINDER | 4 X 13-1/4 S.A |
| 5 | 17551-A | 1 | SWIVEL FLANGE | SEE DRWG. (USED CYL. ITEM #4) |
| 6 | P-114-109 | 1 | SIDE HYD. CYLINDER | 3 X 24 D.A. |
| 7 | 17551-A | 1 | CYL. ROD END SWIVEL TUBE | SEE DRWG. |
| 8 | F-159-4 | 1 | PIN | 1" DIA. x 3-1/2" LG. CRR |
| 9 | 11685-A10 | 2 | PIN | 1" DIA. x 5" LG. w/HAIR PIN |
| 10 | 5308-A377 | 1 | CAPSCREW GR. 8 | 1" -8 UNC x 6 LG. w/JAM NUT |
| 11 | 5308-A479 | 1 | CAPSCREW GR. 8 | 1" -8 UNC x 4 LG. w/JAM NUT |
| 12 | 5308-A480 | 1 | CAPSCREW GR. 8 | 1" -8 UNC x 3-1/2 LG. w/JAM NUT |

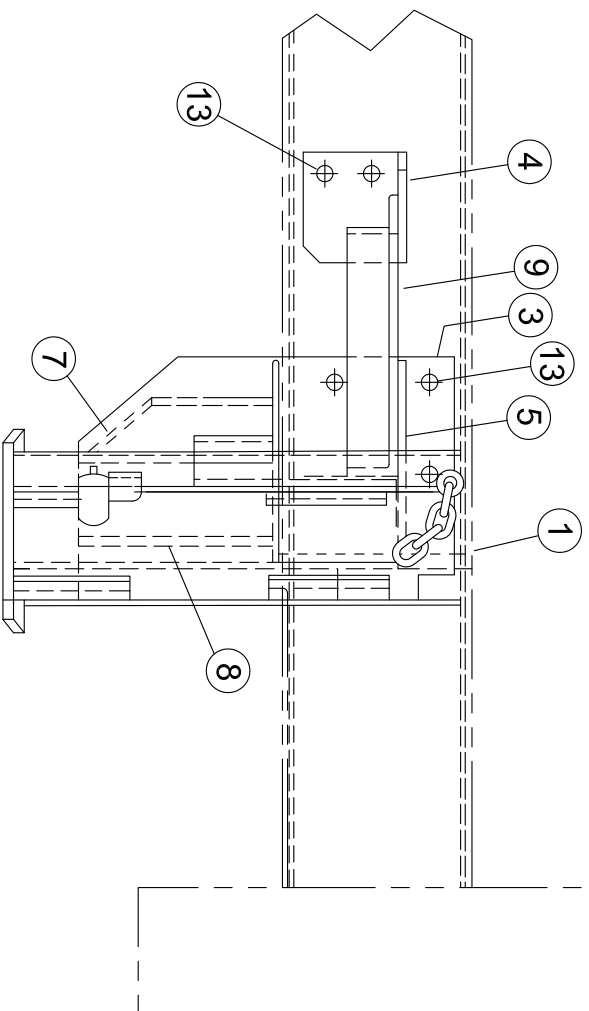
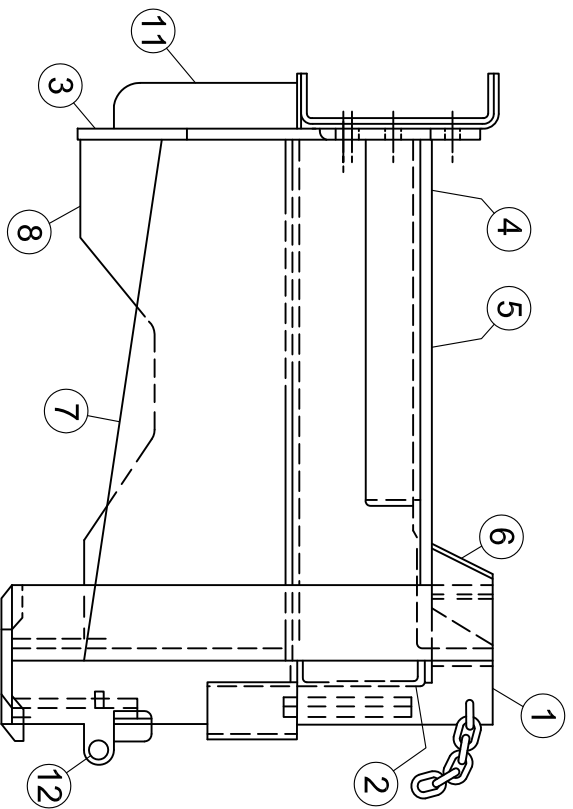
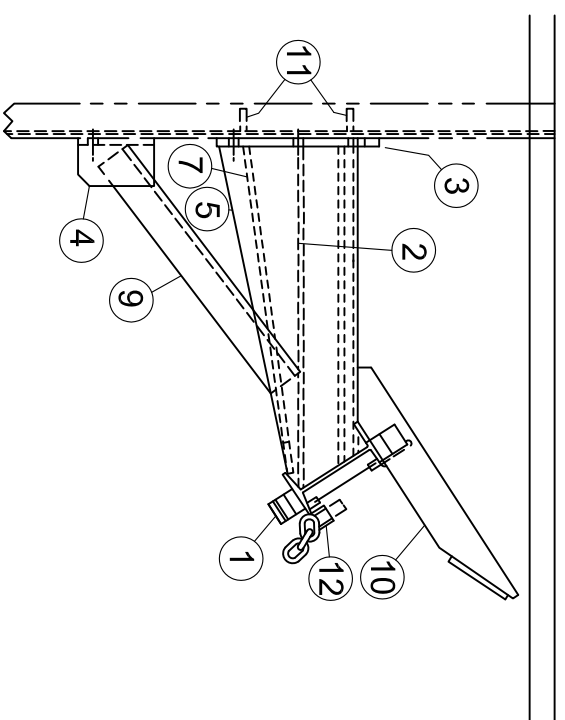
PA DEPARTMENT OF TRANSPORTATION

REVISIONS

| NO. | DATE | BY | REVISIONS |
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| 1 | | | |
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REAR WING PUSH BRACE
FOR WING PLOW

| | | |
|----------|---------------|---------------|
| DRAWN BY | Checked/Title | EQN-1099 |
| KBD | Scale | |
| DATE | 07-18-19 | Sheet 4 of 14 |



| ITEM | PART NO. | REQ. | NAME | DESCRIPTION |
|------|------------|------|-----------------|-----------------------------------|
| 1 | 17569-B | 1 | I-BEAM W/LD.MT. | SEE DRWG. |
| 2 | 17570-A | 1 | RECT. TUBE | SEE DRWG. |
| 3 | 17571-A | 1 | SIDE PLATE | |
| 4 | 17572-A | 1 | MTG. ANGLE | |
| 5 | 17573-A | 2 | REINF. PLATE | |
| 6 | 5855-A-141 | 2 | GUSSET | |
| 7 | 17574-A | 1 | GUSSET | |
| 8 | 17575-A | 1 | REINF. BAR | |
| 9 | F-118-46 | 1 | REINF. ANGLE | |
| 10 | 17626-A | 1 | WING UP STOP | SEE DRWG. |
| 11 | 14658-A20 | 2 | REINF. BAR | |
| 12 | 17134-A3 | 1 | PIN | 1" DIA. x 5-1/2 LG. w/HAIR PIN |
| 13 | 5308-A261 | 7 | CAPSCREW GR. 8 | 3/4-10 UNC x 2-1/2 LG. w/LOCK NUT |

PA DEPARTMENT OF TRANSPORTATION

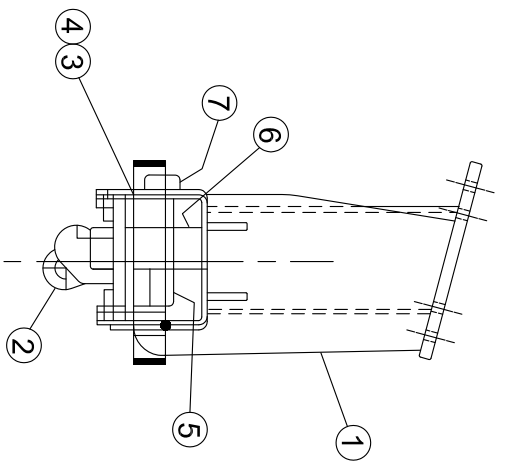
REVISIONS

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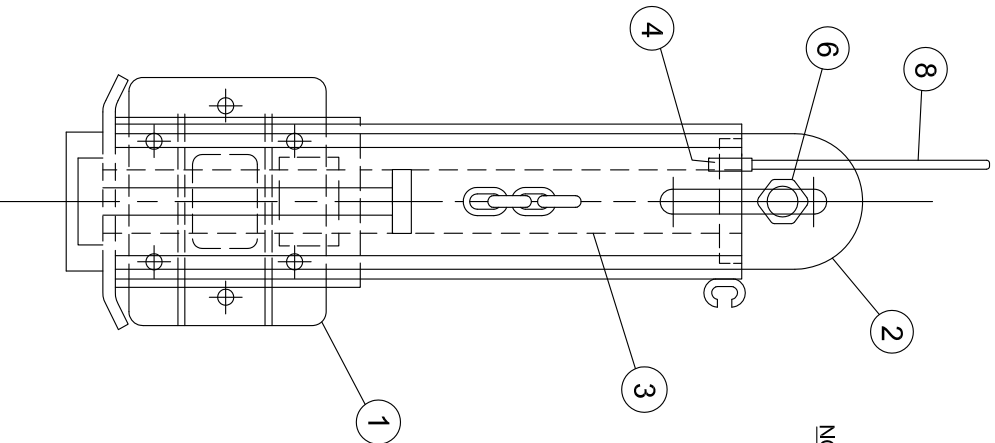
PASS. SIDE REAR POST FOR WING FLOW

| NO. | DATE | BY | DESCRIPTION |
|-----|------|----|-------------|
| 1 | | | |
| 2 | | | |
| 3 | | | |

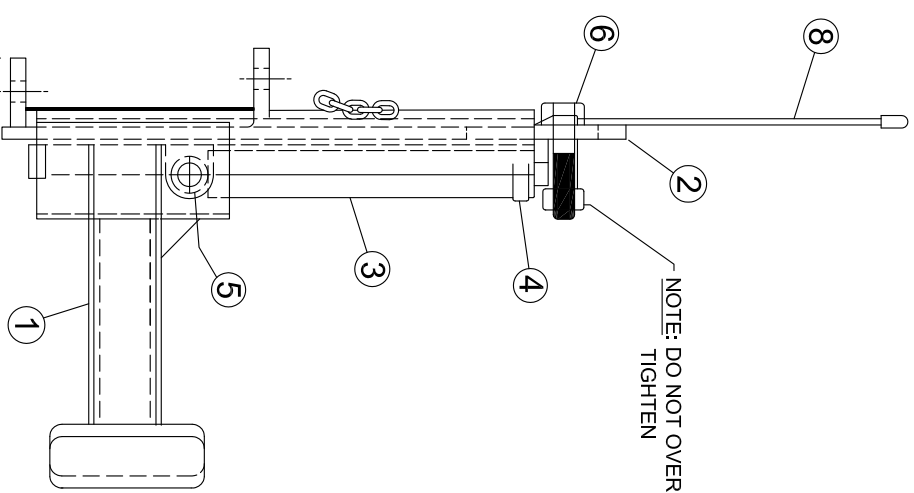
DRAWN BY **KBD** Combined With **EQN-1099**
 DATE **07-18-19** CHK'D BY Scale **Sheet 5 of 14**



NOTE: GREASE SLIDE
PLATE AT ASSY



| ITEMS | PART NO. | REQ. | NAME | DESCRIPTION |
|-------|-----------|------|--------------------|--------------------------------|
| 1 | 17492-D | 1 | FRONT POST W/LDMT. | SEE DRWG. |
| 2 | 17502-C | 1 | SLIDE W/LDMT. | SEE DRWG. |
| 3 | P-114-108 | 1 | HYD. CYLINDER | 2-1/2 x 15 D.A. |
| 4 | 17504-A | 1 | CYL. HOLD DOWN | |
| 5 | F-176-3 | 1 | PIN (BOTTOM CYL.) | 1-1/2 DIA. x 7-1/2 LG. HRR |
| 6 | 5308-A475 | 1 | CAPSCREW GR. 8 | 1-1/4-7 UNC x 6 LG. w/LOCK NUT |
| 7 | 5308-A476 | 1 | CAPSCREW GR. 8 | 1/4-20 UNC x 3 LG. w/LOCK NUT |
| 8 | P-116-637 | 1 | MARKER POLE | BUYERS |



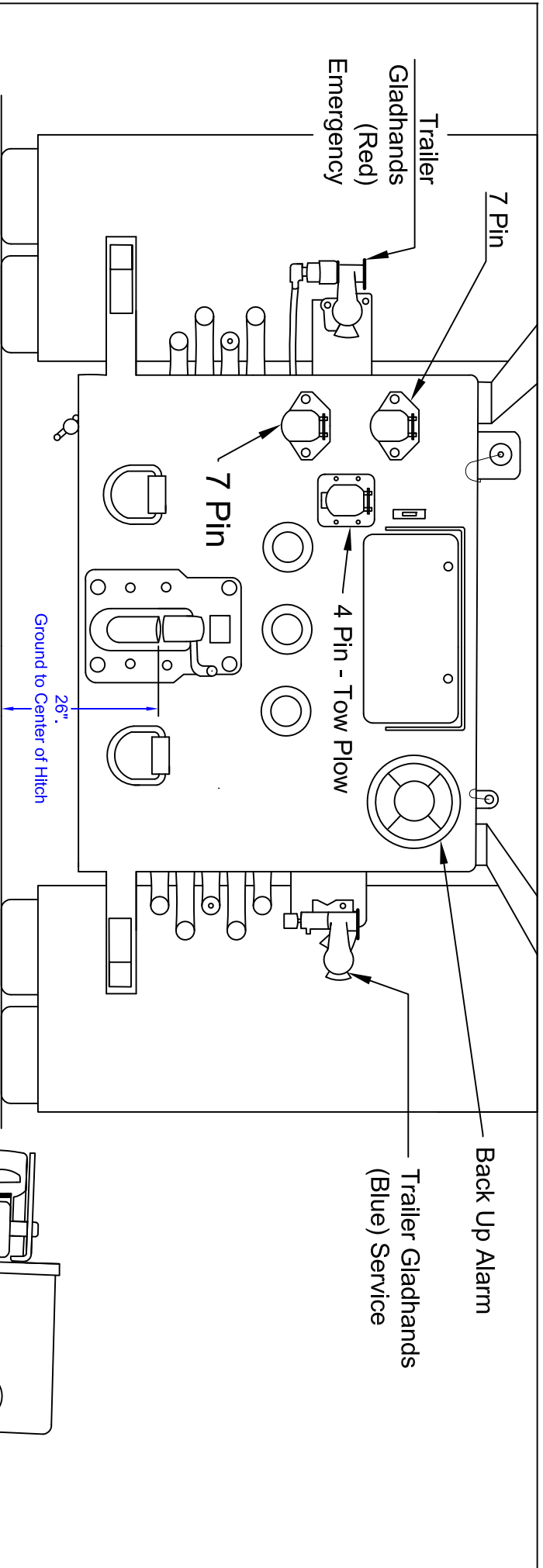
PA DEPARTMENT OF TRANSPORTATION

REVISIONS

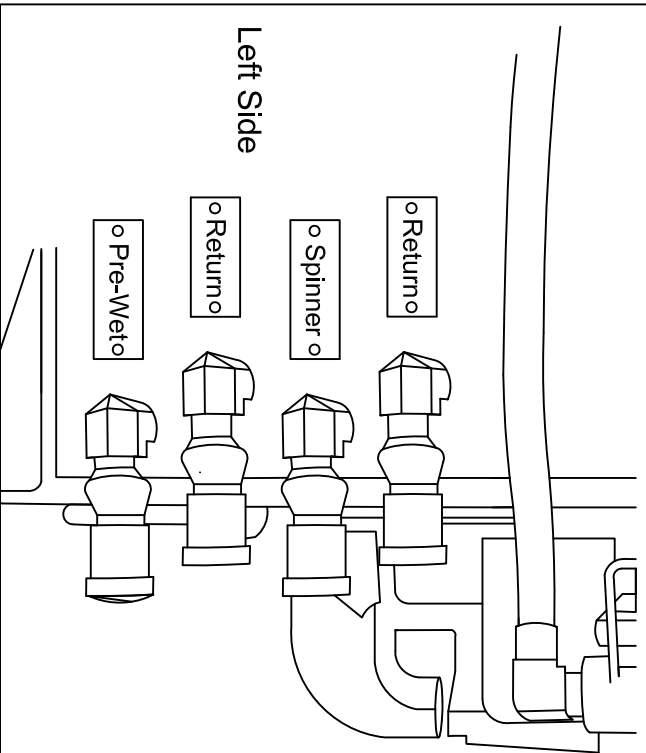
| NO. | DATE | BY | DESCRIPTION |
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| 1 | | | |
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FRONT POST ASS'Y

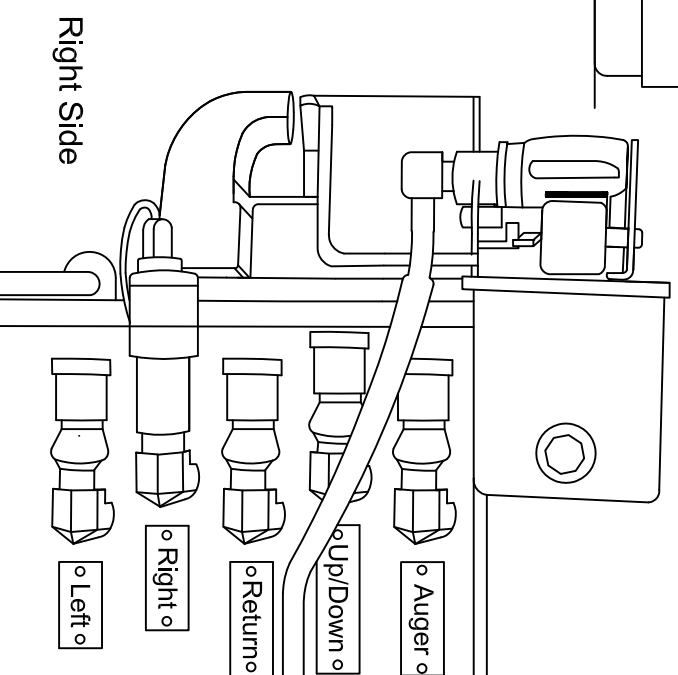
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| DRAWN BY | KBD | Checked with | EQN-1099 |
| DATE | 07-18-19 | CHK'D BY | Scale |
| | | | Sheet 7 of 14 |



Back View



Left Side



Right Side

PA DEPARTMENT OF TRANSPORTATION

REVISIONS

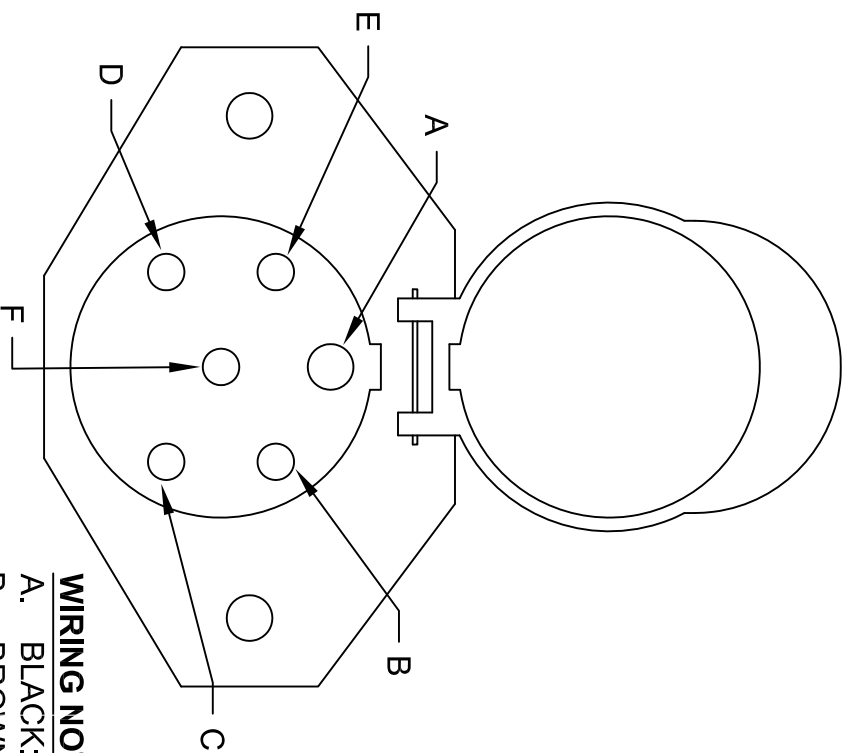
| NO. | DATE | BY | DESCRIPTION |
|-----|----------|-----|-------------|
| 1 | 05-23-19 | KBD | |
| 2 | 07-15-19 | KBD | |
| 3 | | | |

Granular Tow Plow Truck

| | | | |
|----------|----------|--------------|--------------|
| DRAWN BY | KBD | Checked With | EQN-1102 |
| DATE | 07-26-18 | CHK'D BY | Scale |
| | | | Sheet 1 OF 2 |

NOTES:

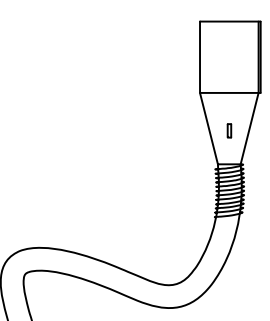
- VIEW OF FEMALE CONNECTOR, STANDING AT REAR OF TRUCK, LOOKING AT THE CONNECTOR.
- BRAKE LIGHTS SHALL FUNCTION WITH TURN SIGNALS.
- WIRE SHALL BE 6 WAY (1-10 GAUGE; 6-12 GAUGE) PER ATA COLOR CODE, CLAMPED EVERY 18" MINIMUM.
- CONNECTION SHALL BE MADE USING FACTORY OEM TRAILER WIRING HARNESS.
- ALL CONNECTIONS SHALL BE WATER TIGHT.
- ALL PINS SHALL BE ROUND STYLE.



WIRING NOTES:

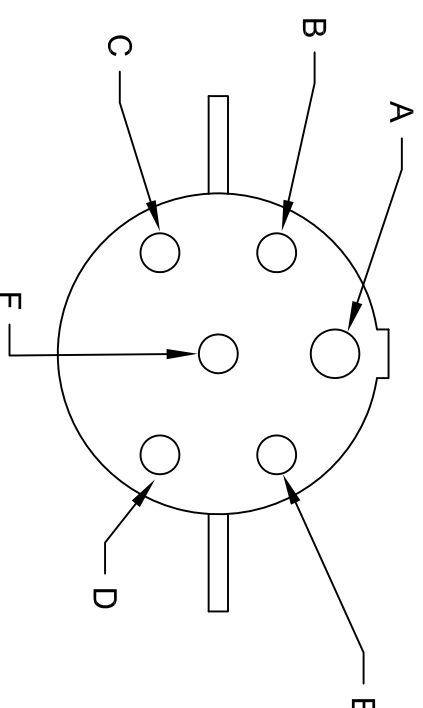
- A. BLACK: BEACON - 12
- B. BROWN: WING LIGHT -12
- C. GREEN: ---
- D. YELLOW: SIDE STROBE -12
- E. WHITE: GROUND - 10
- F. RED: UPPER REDS - 12

WIRES NEED TO EXTEND 8ft. BEYOND PINTLE.



WIRING NOTES:

- A. BLACK: BEACON - 10
- B. BROWN: WING LIGHT - 12
- C. GREEN: ---
- D. YELLOW: SIDE STROBE - 12
- E. WHITE: GROUND - 12
- F. RED: UPPER REDS - 12



PA DEPARTMENT OF TRANSPORTATION

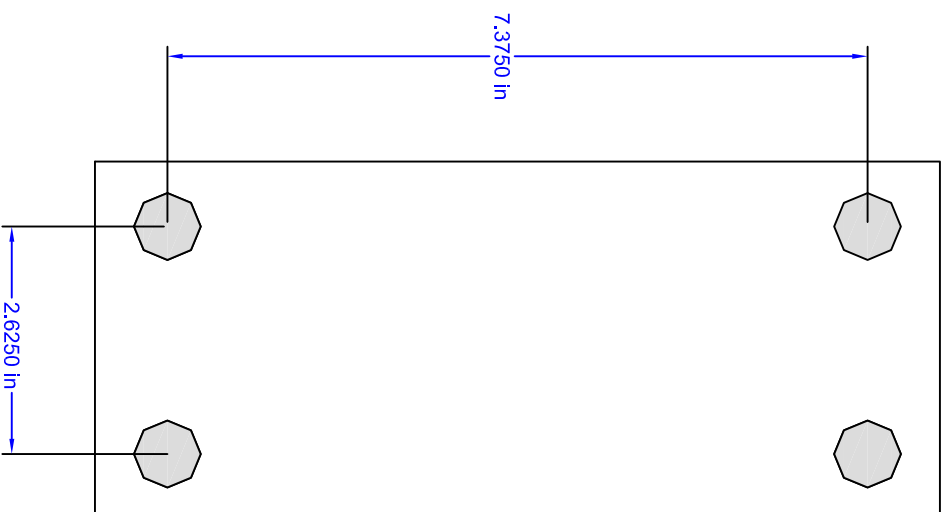
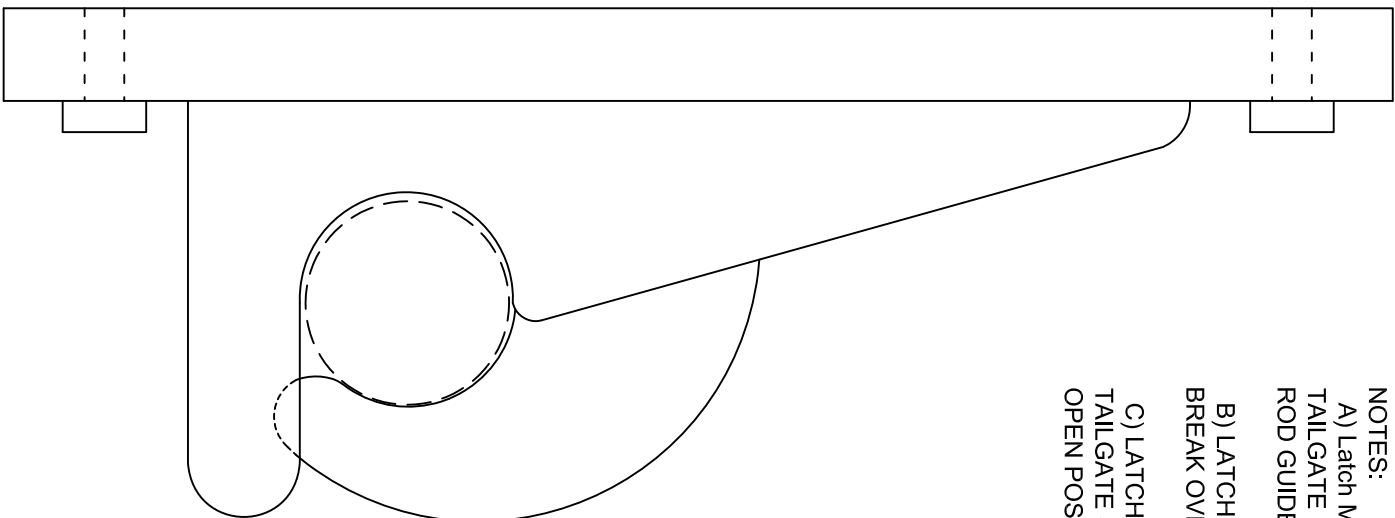
REVISIONS

| NO. | DATE | BY | DESCRIPTION |
|-----|----------|-----|-------------|
| 1 | 08-02-18 | KBD | |
| 2 | 07-15-19 | KBD | |
| 3 | | | |

Tow Plow Truck Wiring

| | | | |
|----------|----------|--------------|--------------|
| DRAWN BY | JJB | Checked With | |
| DATE | 08-02-16 | Checked By | Scale |
| | | | EQN-1102 |
| | | | SHEET 2 OF 2 |

- NOTES:
- A) Latch MUST FULLY CLOSE ON TAILGATE ROD AND ENGAGE TAILGATE ROD GUIDE FINGERS.
 - B) LATCH SHALL BE ADJUSTED TO BREAK OVER CENTER WHEN CLOSED.
 - C) LATCH SHALL NOT INTERFERE WITH TAILGATE SWING WHEN LATCH IS IN THE OPEN POSITION.



PA DEPARTMENT OF TRANSPORTATION

| REVISIONS | | | Dump Truck Latch | |
|-----------|------|----|------------------|--|
| NO. | DATE | BY | | |
| 1 | | | | |
| 2 | | | | |
| 3 | | | | |

| | | | |
|----------|----------|--------------|--------------|
| DRAWN BY | KBD | Checked With | EQN-1105 |
| DATE | 07-29-19 | CHK'D BY | Scale |
| | | | SHEET 1 OF 1 |

-1-
SPECIFICATIONS
A-A1

**TRUCK – EJECTOR – CONVENTIONAL CAB - 66,000 LB GVWR
HEAVY DUTY TANDEM AXLE EJECTOR TRUCK, STAINLESS STEEL BED, UNDER TAILGATE
SPREADER AND IOWA SPINNER (TYPE IV)**

052700 TO 052711

TRUCK, TYPE IV, EJECTOR, STAINLESS STEEL BED, UNDER TAILGATE SPREADER AND
IOWA SPINNER **(052700)**

TRUCK, TYPE IV, EJECTOR, STAINLESS STEEL BED, UNDER TAILGATE SPREADER AND
IOWA SPINNER, RIGHT WING PLOW **(052701)**

TRUCK, TYPE IV, EJECTOR, STAINLESS STEEL BED, UNDER TAILGATE SPREADER AND
IOWA SPINNER, LEFT WING PLOW **(052702)**

TRUCK, TYPE IV, EJECTOR, STAINLESS STEEL BED, UNDER TAILGATE SPREADER AND
IOWA SPINNER, DUAL WING PLOW **(052703)**

TRUCK, TYPE IV, EJECTOR, STAINLESS STEEL BED, UNDER TAILGATE SPREADER AND
IOWA SPINNER, TOW PLOW ANTI ICE **(052704)**

TRUCK, TYPE IV, EJECTOR, STAINLESS STEEL BED, UNDER TAILGATE SPREADER AND
IOWA SPINNER, RIGHT WING PLOW, TOW PLOW ANTI ICE **(052705)**

TRUCK, TYPE IV, EJECTOR, STAINLESS STEEL BED, UNDER TAILGATE SPREADER AND
IOWA SPINNER, LEFT WING PLOW, TOW PLOW ANTI ICE **(052706)**

TRUCK, TYPE IV, EJECTOR, STAINLESS STEEL BED, UNDER TAILGATE SPREADER AND
IOWA SPINNER, DUAL WING PLOW, TOW PLOW ANTI ICE **(052707)**

TRUCK, TYPE IV, EJECTOR, STAINLESS STEEL BED, UNDER TAILGATE SPREADER AND
IOWA SPINNER, TOW PLOW GRANULAR **(052708)**

TRUCK, TYPE IV, EJECTOR, STAINLESS STEEL BED, UNDER TAILGATE SPREADER AND
IOWA SPINNER, RIGHT WING PLOW, TOW PLOW GRANULAR **(052709)**

TRUCK, TYPE IV, EJECTOR, STAINLESS STEEL BED, UNDER TAILGATE SPREADER AND
IOWA SPINNER, LEFT WING PLOW, TOW PLOW GRANULAR **(052710)**

TRUCK, TYPE IV, EJECTOR, STAINLESS STEEL BED, UNDER TAILGATE SPREADER AND
IOWA SPINNER, DUAL WING PLOW, TOW PLOW GRANULAR **(052711)**

-2-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS:

- A. Intent Statement
- B. Weight Distribution
- C. Power train Overview
- D. Vehicle Components
 - 1. Axle Front
 - 2. Axle Rear
 - 3. Brakes
 - 4. Cab
 - 5. Chassis
 - 6. Drive Line
 - 7. Electrical
 - 8. Engine
 - 9. Exhaust
 - 10. Fast Lube Oil Change System (FLOCS)
 - 11. Frame and Frame Extension
 - 12. Instrumentation
 - 13. Paint
 - 14. Steering
 - 15. Suspension: Front
 - 16. Suspension: Rear
 - 17. Tank- Fuel
 - 18. Wheels/Tires
 - 19. Transmission

JAH/JKF/GAW August 27, 2020

-3-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

E. Ejector Body and Equipment Mandatory Minimum Specifications

1. Stainless Steel Ejector Body Structure
2. Central Hydraulic System/Hydraulics
3. Tarping System

F. General Plow Mounting/Accessories

G. Under Tailgate Spreader with Iowa Spinner

H. Optional Temperature Sensor

I. Optional AVL Hardware

J. Optional Wing Plow Specifications

1. Intent Statement
2. Specifications
3. Minimum Alterations
4. Plow Identification
5. Paint
6. Conspicuity Tape
7. Wing Plow Light

K. Optional Tow Plow

1. Tow Plow Anti Ice Hitch Upgrade Option
2. Tow Plow Granular Hitch Upgrade Option

L. Installation Practices

M. Safety

II. DRAWINGS:

III. MANUALS:

IV. TRAINING:

V. WARRANTY:

-4-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

A. INTENT STATEMENT:

Intent: The purpose of these specifications is to describe a conventional cab, tandem axle stainless steel cross member less full ejection body truck, equipped with dual rear wheels, approximately 14-foot-long and maximum 96-inch-wide material body, and 12 cubic yard approximate load capacity body, hoist, hydraulic power system and snow plow hitch. Unit shall be capable of one-man operation while plowing snow and simultaneously spreading all blends of granular and liquid materials during winter operations in automatic mode at all temperature ranges, and of hauling, stockpiling and unloading maintenance materials into a chip spreader or paver during summer operations. Further, it shall be capable of being loaded with a front-end loader or self-propelled belt loader. The body shall be capable of having the following components connected and or mounted to it: wing plow, slide in anti-ice insert, under tailgate spreader, tarp, paver, and chipper.

All references made to stainless steel shall be AISI Type 201 stainless steel, except where otherwise noted. The body shall be reinforced to withstand SEVERE duty service and be capable of being utilized for extended use while spreading salt, anti-skid and liquid material and summer operational material such as stone, dirt, rock, blacktop, millings, etc. or excavation with rip rap being dropped in the bed.

Pennsylvania Department of General Services, PCID No. 1075, "*General Requirements for Bidding PennDOT Vehicles/Equipment*", most current version effective at the time and date of bid opening is included as a part of this specification. PCID No. 1075 may be reviewed and downloaded from the Department of General Services website, <http://www.dgs.state.pa.us>. Delivery as required per Department of General Service PCID NO. 1075 Section "G". All units must be delivered within **300** days after receipt of the purchase order by the successful bidder.

Awarded OEM vendor shall be responsible for contacting the Specification Section of the Fleet Management Division at (717) 787-1567 to set up a pre-build meeting for all chassis and body mounting component locations prior to chassis build. Any deviations to the specification must be granted in writing by the Chief of the Specification Section, previous acceptance will not be considered pre-approved. It shall be understood that any discrepancies/deviations between the specification and the completed unit(s), chassis or body up-fitter related, must be addressed and corrected prior to the delivery deadline and the Departments acceptances.

Unit shall be delivered clean, with current PA state Inspection and a full tank of fuel.

All component manuals and weight distribution sheets shall be completed and supplied with the Pilot unit and the subsequent delivery of each unit.

-5-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

B. WEIGHT DISTRIBUTION:

Weight distribution charts shall be submitted with the pilot model for all models being delivered.
Weight distribution charts shall be submitted for two modes listed below.

1. Summer mode including the portion of the wing plow post and plow frame assembly that remains on the vehicle all year.
2. Winter mode with front plow, loaded pre-wet tank, spreader and complete wing plow.

Each item listed on Drawing EQN-507B shall be noted and individually calculated in the vendor's submission. Engineering certified weigh slips shall be provided with the pilot model and signed by the Manufacturer's Engineering Department. It is understood that the components specified are minimum and manufacturer's Engineering Department recommends or deems necessary, particular weight distribution, a larger component or a larger GAWR totally. The burden of responsibility is hereby placed upon the Manufacturer's Engineering Department to supply a unit that is totally engineered.

1. Frame
2. Axle
3. Tires
4. Steering unit and components
5. Rims
6. Suspension
7. Brakes
8. Any other items as required

-6-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

B. WEIGHT DISTRIBUTION: (Continued)

1. The dynamic and static loads created by the unit, plus operational stresses, must be reviewed to ensure the Commonwealth of a properly designed/engineered unit.
2. Front and rear axle legal weight distribution apply to non-emergency applications only! Winter weight distributions are required for payload information purposes only since winter plowing and spreading operations are exempt from legal weight restrictions. However, the total weight rating shall not exceed the manufacturer's GVWR for the vehicle that is offered. The weight imposed on the front and rear axles using the total GVWR shall be shown. (Overweight shown on the axles in these winter modes is for information only).

In addition to the Engineering Certified weight distribution provided at the pilot model inspection, the following information is required with the pilot model.

The vehicle shall be certified for 66,000 LB Gross Vehicle Weight Rating (GVWR). The GVWR shall be identified in the cab or on the door as the final complete certification label (minimum rating).

ACTUAL TRUCK WEIGHT: (LB)

"Chassis only" (shall be signed by a certified weigh master.)

_____ Front Axle

_____ Rear Axle

_____ Total

"Chassis with body" (shall be signed by a certified weigh master)

_____ Front Axle

_____ Rear Axle

_____ Total

THE ABOVE MAY BE PERFORMED BY THE BODY COMPANY.

-7-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

B. WEIGHT DISTRIBUTION: (Continued)

Truck GAWR's as Built (LB)

| | <u>Front GAWR</u> | <u>Rear GAWR</u> |
|---------|-------------------|------------------|
| Axle | _____ | _____ |
| Tires | _____ | _____ |
| Springs | _____ | _____ |
| Rims | _____ | _____ |

C. POWER TRAIN OVERVIEW:

ENGINE

DIESEL, MIN. 425 HP AT GOVERNED RPM, MIN. PEAK TORQUE OF 1540 LB/FT TORQUE, MIN. 12.4 LITER (actual engine liters).

OPTION: Tow plow and Dual Wing upgrade equipped chassis shall be increased to a MIN. 455 HP at Governed RPM. If additional HP and torque is available, it may be included in an effort to give the Department the maximum HP and or Torque available.

TRANSMISSION

AUTOMATIC ALLISION 4500 RDS 6 SPEED.

REAR AXLE

DANA DT463P
MERITOR RT46 -164 -P
MACK S462

Lubricants for front axle hubs, automatic transmission and all rear axle differentials shall meet or exceed all appropriate MIL and SAE specifications for synthetic lubricants and shall have all plugs identified as synthetic oil, or painted red. All axles shall have magnetic drain plugs.

-8-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

D. VEHICLE COMPONENTS:

1. AXLE FRONT:

20,000 lb. axle manufactures standard wheel seal
MERITOR MFS-2
MACK FXL 20
DANA D-20000F

The front axle shall be rated at 20,000 LB minimum capacity. The front axle drag links and tie rods shall have grease zerks installed. Kingpin or bushings shall be grooved to permit grease flow. Sufficient tire clearance at maximum turning angles. Complete oil seal assembly, including hub, plug type window, and seal. Each unit shall receive a front-end alignment prior to delivery. A setback axle is unacceptable.

2. AXLE REAR:

DANA DT463P
MERITOR RT46 -164 -P
MACK S462

Rear axles shall be rated at 23,000 LB. each.

Aluminum or lightweight housing is unacceptable. Only heaviest duty housing will be accepted.

All rear axles must provide axle shafts with a minimum diameter of 2.19 inch at the spline. All rear axle(s) shall have an extended breather tube to prevent debris buildup from entering axle housing. There shall be a torque-proportioning traction-assist device, which is full locking within the differential housing. The device shall provide maximum traction to the rear wheels when actuated and shall be a self-relieving designed to prevent gear damage and/or axle shaft breakage under extreme service conditions. The traction-assist device shall be driver actuated by a dash mounted traction control switch.

Lubricants for all rear axles shall meet or exceed all appropriate MIL and SAE specifications for synthetic lubricants and shall have all fill plugs identified as synthetic oil, or painted red.

Stemco guardian or SKF Scotseal, Chicago Rawhide rear wheel seals, or approved equal. All axles shall have magnetic drain plugs.

The following information shall be presented at the pre-build meeting.

Rear axle selection shall be made after the award and may be a mix of ratios as required. The successful vendor/manufacturer shall present three (3) computer runs showing the three most likely ratios for consideration for a top speed range of 55 MPH to 65 MPH max. Gear Selections shall provide gear ranges at 25 MPH & 35 MPH with a 1600 RPM to 1900 RPM range for plowing and spreading operations.

The rear axle ratios must be "identical" throughout the entire build.

3. BRAKES:

Full air antilock in compliance with the most current FMVSS requirements.

The ABS shall incorporate a diagnostic display capable of retrieving SAE fault codes. The activation switch shall be easily accessible and can be either dash or steering column mounted. A dash-mounted display that will show all SAE message descriptions for the ABS shall be easily navigated and viewed from the driver's seat.

Rear brakes: 16.5-inch x 7 inch "S" cam with quick-change type double anchor pin. Meritor Q+ (**No substitute, standardization**).

Steer-axle-brake: 16.5-inch x 6 inch "S" cam with quick-change type double anchor pin. Meritor Q+ (**No substitute, standardization**).

-9-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

D. VEHICLE COMPONENTS: (Continued)

3. BRAKES: (Continued)

Drum brakes shall have automatic slack adjusters and they shall be clearance-sensing type only, with adjustment on application of the brake. (No substitute, standardization). Backing plates shall be installed on all drum brakes. Air compressor: Per truck manufacturer's recommendation. Compressor shall be fitted with a safety valve to prevent mechanical failure.

Air compressor: Per truck manufacturer's recommendation. Compressor shall be fitted with a safety valve to prevent mechanical failure.

Low air pressure indicator: Buzzer-type and dash light. Must meet current Federal DOT guideline requirements. Air gauge shall display in 5lb. increments. Digital numerical readout is acceptable. Air gauge and low air warning buzzer shall operate with key switch **on** and engine **off**. Function shall not have capabilities of being deactivated by the operator.

Parking brake: Rear wheel spring-type, MGM E 30/30 or Haldex 30/30 gold seal chambers. Parking brake shall provide modulated emergency braking via the foot valve in the event of a rear service system failure.

All brake chambers, front and rear, shall be equipped with rubber boots on the brake chamber push rods.

Rear service brake chambers and spring brake chambers shall be mounted to provide adequate clearance for backing into bituminous paving machines.

Air tank: Automatic drain valve, with heater on wet (first) tank. Each of the remaining air tanks shall have a manual drain valve.

Air dryer: With heater, mounted away from road splashing and a minimum of 20 inches above road surface. Dryer shall be compatible with the body company clearance requirements for sub-frame, valve body, etc. Bendix AD-IP (**No substitute, standardization**) installation made in concurrence with the air compressor manufacturer's recommendations.

Air dryer shall be placed outside of frame rail to accommodate the changing of filter cartridges without disconnecting any hoses or removing dryer base from its mounting location. **Final mounting location shall be determined at Pre-Build meeting.**

System shall be equipped with anti-compounding valve to prevent mechanical failure of the foundation brakes, slack adjusters, etc.

Trailer air brake: Unit shall be equipped with factory installed trailer air brake control package. To include dash mounted, graduated, hand operated, trailer service brake trolley control valve. Body builder to mount and install Phillips STA-LOCK glad hands (1 each part numbers 12-4906 and 12-4908), location to be determined at pre-build meeting Ref: EQN-79E.

4. CAB:

Aluminum or galvanized steel cab.

Grab handles shall be supplied on all cab entry locations. Three points of contact shall be achievable at all cab entry locations. Handrails shall be coated with non-skid paint (non-skid tape is unacceptable) or have OEM anti-slip rubber inserts, both non-skid paint or rubber inserts must extend the full length of the grab handle.

Exterior grab handles shall be supplied if available from OEM.

Hood: Fiberglass, tilting. Fenders shall be part of tilting hood. Grille shall be fixed and constructed of non-rusting material. Hood shall be a one-piece design, high visibility, and without any access panels.

Air suspension system for the cab shall be factory installed.

Air deflector: Clear or smoke, hood mounted. Manufacturer's standard full width for the truck model. Access to front-end hood tilt handle shall not be blocked.

-10-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

D. VEHICLE COMPONENTS: (Continued)

4. CAB: (Continued)

Fenders: Front fenders shall have a formed extension. Not to exceed 102 inch truck width.

Deluxe fresh air hot water heater and defroster, manufacturer's highest output.

Air Conditioning: Highest output available as OEM option.

AM/FM radio with weather band and wireless hands-free cell phone connection.

Air horn(s): Minimum 1 horn with snow-shield (not required if under hood mount).

All controls and knobs shall be properly identified.

Brake pedal and throttle shall be suspended if available from the factory.

CB Power connections One (1) pair, on the dash, Ref: EQN-78.

Cab floor covering shall be heavy-duty rubber with closed cell rubber or heavy felt backing.

Covering shall seal against all mating and adjoining surfaces sealing dirt and liquid on the surface keeping it from penetrating or accessing the metal cab flooring causing corrosion from inside the cab.

Cruise control.

Cup holder in the cab within easy reach of the operator.

Dome light shall be provided

Dual sun visors.

Drivers and passenger's side windows shall be power.

Driver's and passenger's doors shall be equipped with power door locks.

Windshield: Manufacturer's standard heated windshield. One (1) or two (2) piece construction is acceptable, must be tinted. Safety glass throughout.

Dual windshield wipers, arctic type with the heaviest arms, linkages and motor available. Wipers shall be minimum 2-speed electric with intermittent feature.

Washer system shall be electric. Minimum capacity of two (2) quarts of washer fluid and shall be filled with an anti-freeze type solvent. Washer fill point shall be located to be accessed from ground level, without overhead reaching. With unobstructed and unrestricted flow from a one-gallon jug.

Mirrors: Driver and passenger side west coast style powered mirrors with manufactures standard heavy-duty breakaway arms. Mirrors shall have a minimum 105 square inch reflective surface. Mirrors shall be heated with a lighted toggle switch mounted within accessible reach of the operator, automatic on/off is acceptable. There shall be a heated convex mirror, minimum 50 square inch reflective surface. A heated blind-spot elimination mirror shall be mounted on the right front fender and it shall be minimum 50 square inch reflective area, stainless steel or aluminum head. Mirror shall be a conventional convex mirror and shall not be of the half-round cross view type. All mirror wires shall be fitted in such a way that the mirror glass/element can be changed by unplugging the two-wire lead. All arm/s and hardware shall also be stainless steel. Fender type washers, stainless or aluminum, with rubber pads shall be placed on both sides of the fender. Pedestal system shall be single, double or triple mounting assemblies (stainless steel or aluminum). Mirror shall be mounted in rubber or vinyl.

Seats: Driver's seat shall be high back adjustable Bostrom air 915 Series with lumbar support or National 195 Series with lumbar or DuraForm Air Command Series (fabri form cushions with lumbar support), with body cloth insert and three-point retractable seat belt (Seatbelt shall be High Visibility Orange). Seat belts shall be equipped with a comfort lock. A bellow-type or protective skirt shall cover the seat suspension mechanism. **Note:** If due to cab configuration a Bostrom 915 or National 195 seat cannot be used, a Bostrom 910 may be substituted. All other requirements must be met. There shall be an inside armrest on the driver's seat plus an outside armrest installed on the seat or the driver's door. **(No substitute, standardization).** Color coordinated to cab interior. Passenger seat shall be the manufacturer's standard non-suspension (static) high back type and shall have a three-point retractable seat belt (Seatbelt shall be High Visibility Orange) Color coordinated with driver seat.

-11-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

D. VEHICLE COMPONENTS: (Continued)

4. CAB: (Continued)

Seat Safety Switch: Driver's seat shall be equipped with a factory safety switch to work in conjunction with the central hydraulic system. Switch shall be rated at 7 lbs. and shall allow operation of the hydraulic auger spreader and spinner system when occupied and shut down the hydraulic auger spreader and spinner system ONLY when unoccupied.

Seat switch shall have all necessary components and connections to delay seat switch deactivation of auger and spinner circuit ONLY for a minimum of five (5) seconds and maximum ten (10) seconds.

Deactivation of the seat switch system shall activate a message on the spreader control screen display "AUGER & SPINNER STOPPED", this feature shall not cause any other interruptions or faults in the hydraulic/spreader system.

Reactivation of the seat switch system shall not require any action or input from the operator for operation of the complete hydraulic/spreader system.

It shall be the sole responsibility of the OEM to ensure seat safety switch compatibility with the selected hydraulic system manufacturer control system. Aftermarket installation of this switch is unacceptable.

Steering wheel diameter shall be 18 inch (approx.), Manufacturers standard.

Steering Column: Steering wheel and column shall be tilt and telescopic, infinitely adjustable to multiple positions.

Steps: Drivers and passenger entrance steps: Shall be aluminum, serrated. The outer step edge must be serrated in lieu of plain. (Overlay is not acceptable). Step design material must be the same, both left and right side. Ref: Bustin.

Top of the first step shall be approximately 21 inch above the ground.

Wiring Pass Through: All wiring entering the cab shall be made through a rubber boot assembly and be weather tight. There shall be no connectors in the wiring at the pass-through point. Wiring shall be protected against sharp edges from rubbing and chaffing. Boot design shall be pre-approved.

5. CHASSIS:

The GVWR rating of the truck shall be 66,000 LB. A label stating this shall be affixed on the door or in the cab as the completion certification label.

(CT) dimension: 127.00-130.00 inch cab to trunnion. Wheel base dimension 214.00 inch approximate. Wheelbase and CT dimension may be adjusted to provide the optimum legal weight distribution and to meet the vehicles intent statement. Final body mounting shall place the floor end at 19 inch + or - 1 inch from the rearmost part of the rear drive tire.

The frame AF shall incorporate a cross member at the rear of the frame (Local installation is acceptable) to reinforce the body pivot point. Cross member may be deleted if body up fitter's engineering determines a cross member is not needed due to pintle plate installation. EQN-79E & EQN-26B

Front Bumper: Heavy duty swept back design, mounted to the frame with the inner face of the bumper against the chassis frame.

Frame mounted tow hooks or eyes: Two (2) front. These may be installed by the body company after completion of the plow hitch mounting, using grade 8 bolts (minimum) of sufficient length, and grade 8 elastic type self-locking nuts, or by full welding.

License plate bracket rear securely mounted to prevent damage when backing into material piles. Ref. EQN-79E & EQN-26B

There shall be a centralized-on board chassis lubrication system installed, manufactured by SKF Lincoln Industrial Model# 94012 (**No Substitute, standardization**) Ref: EQN-501.

-12-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

D. VEHICLE COMPONENTS: (Continued)

6. DRIVE LINE:

Main driveline: Spicer Life HDXL or Meritor MXL Series. "**Factory balanced**" greaseable, (one zerk minimum). Heavy-duty driveline shall be engineered and be compatible to engine, drive train and transmission torque. Heavy-duty center bearing, if required, with due consideration to drive shaft angles, length, location, proper bolting based upon engine and transmission selection. Inter-axle driveline: Spicer Life XL or Meritor MXL Series.

7. ELECTRICAL:

All copper system, negative ground.

Alternator: Delco 36SI (**No substitute, standardization**) 160-amp minimum, high performance, solid state, brushless, with battery cable from battery negative terminal to starter motor or frame. All alternator and starter bolts shall be grade 8.

Batteries: Three (3), heavy-duty, 12-volt, maintenance-free, BCI Group Size 31, with stud-type posts and anti-corrosion treatment on each terminal. 2500 total cold cranking amperes (CCA) at 0 degrees F. 540 minutes of total reserve capacity at 80 degrees F as per SAE.

Battery Mounting: Mounting shall include the following:

- a.) 0.25-inch-thick rubber shock pad under the battery.
- b.) Box with cover. Cover shall be constructed of fiberglass, poly, or aluminum (if aluminum there shall be an insulated liner).
- c.) Mounting bolts shall be grade 8 with self-locking nuts.

All OEM connections within the battery box shall have attached non-metallic embossed labels/tags. Labels/tags applied with self-adhesives or stickers will not be accepted.

Mounting of accessories within the battery box is prohibited. Any connections that are essential in the battery box must be pre-approved by the Chief of the Specification unit at the Fleet Management Division in writing (717) 787-1567. Any circuit deemed necessary for connection in the battery box by the body up-fitter or component manufacturer shall have attached non-metallic embossed labels/tags. Labels/tags applied with self-adhesives or stickers will not be accepted.

All circuits shall be individually permanently labeled.

Cables shall conform to RCC Practice 105 with "sealed" terminal ends for stud-type battery posts.

Starter motor: Delco 39MT (No substitute, standardization) starter with thermal over crank protection and high torque capacity. Suitable for the diesel engines offered as per starter manufacturer's recommendation.

Electrical system: System shall be circuit-breaker-equipped, in an easily accessible location and weatherproof. Fuses acceptable in circuit so identified by manufacturer as safety factor. Any fuse or circuit breaker liable to be damaged during truck operation shall have an easily removable protective cover. All wire splices in the cab shall be insulated with heat shrink materials.

Electrical chassis wiring: Factory heavy duty harness to power components in rear light module. Trailer light plug shall have brake lights operate in conjunction with the turn signals. Per EQN: 80A

Flasher: (All) heavy-duty electrical, Ref: Tridon Model EL 12 or OEM Heavy Duty Electronic Flasher. If an audible alarm is supplied for the 4-way and turn signal circuit, it shall have on/off capability.

Lights: All lights shall meet all Federal and State regulations. The head Lights shall be Halogen with (DRL's) daytime running lights. Body lights shall have their own dedicated complete circuit. The chassis manufacturer shall route the dedicated body circuit/harness to the rear center portion of cab, with 4' of extra wire coiled on floor between seats. All pass-through points shall be properly sealed and protected. This shall be the access/connection point for the Whelen PART # 01-1518839-3SB (OLD PART# PADOTS3V). Pass-through point and/or routing location determined at Pre-build Meeting.

-13-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

D. VEHICLE COMPONENTS: (Continued)

7. ELECTRICAL: (Continued)

Plow Lights: Shall be Trucklite Halogen head lamps Part# 80894 and 80899. **(No substitute, standardization)**. Bracket design shall be either aluminum or stainless steel. Brackets shall be designed/constructed to provide sustained support of the light assembly while offering minimum vibration. Brackets shall be designed to place center of plow light lens approximately 80 inches from ground level and be adjustable vertically 3-inch up and 3-inch down. Ref: EQN-180. The height and width of the bracket will be governed by the application and shall meet all Federal and State lighting regulations. Awarded vendor shall supply plow light bracket design drawing(s) to the Fleet Management Division Specifications section for consideration. Final design shall be approved in writing from the specifications section chief at the pre-build meeting. The factory chassis plow light circuit shall be used and all areas where the wires might contact a rub point shall be protected by grommets, loom, etc. All connections shall be made using sealed connections and dielectric grease. Ref: EQN-180.

Radio Antenna: There shall be an antenna base, PCTEL Maxrad NMO-52-360-XX-N and a VHF StiCO Roof-FT-NITI-M whip shall be cut to 18.0 inches per manufacturer's cut sheet. Assembly shall be mounted to the stationary headache/cab protector, (to the street side, of the light bar) with the antenna cable routed (within protective conduit) to the floor area between the seats. There shall be a minimum of 4 feet of antenna cable coiled at the base of the floor to allow for connection of radio on spreader control pedestal. Antenna shall be prewired with a UHF MALE connection. **(No substitute, standardization)**. Antenna shall be mounted to not interfere with cab shield.

Power Distribution Center: There shall be a 4-way power/ground distribution center located near the console for connection of 800 MHz state radio. The lugs shall be labeled and configured in the following manner: (1) lug shall be a 30-ampere constant hot circuit, (1) lug shall be a 10-ampere ignition-controlled circuit. (2) lugs shall be chassis ground. All connections shall be enclosed in a weatherproof enclosure: EQN-562

Each circuit shall be supplied individually, labeled, properly sized, protected from weather and sealed to be watertight.

8. ENGINE:

Automatic idle shutdown shall be set to five (5) minutes. An audible warning alarm and dash light shall be provided to alert operator prior to engine shutting down.

ECM shall be set to a maximum of sixty-five (65) miles per hour.

The engine components facing wheel areas, on both sides, and the areas to the rear of wheels shall be shielded. The shield shall protect the engine, fan, radiator, belts and areas behind tires from stones and debris.

Replaceable heavy-duty oil filter(s) as recommended by the manufacturer and **bearing a legible OEM part number.**

Diesel Fuel Filter: There shall be a DAVCO 382 or 487 filtration unit installed and mounted Higher than fuel tank per manufacturer's recommendations in a location to accommodate filter replacements, yet be protected from road debris **(No substitute, standardization)**. Mounting location to be determined at pre-build meeting.

Davco 382 Unit shall be equipped with engine coolant heat and 120 volt heater circuit. The 120 volt circuit and engine block heater shall be powered via the same electrical connection. **(No substitute, standardization)**

Davco 487 shall be equipped with a 12 volt and 120 volt heater circuit. 12 volt heater circuit will activate with the ignition key switch, the 120 volt heater circuit and engine block heater shall be powered via the same electrical connection. **(No substitute, standardization)**

-14-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

D. VEHICLE COMPONENTS: (Continued)

8. ENGINE: (Continued)

Cooling System: Cooling System: The system shall be the largest factory engine cooling capacity, compatible with engines and transmissions referenced for continuous high engine output under extreme temperatures and/or operating conditions due to prolonged snow plowing operations in low gears. The water pump shall be adequately sized to provide proper cooling and be of sufficient size to accommodate the larger pulley to adequately handle the specified options. Shall be fitted with provisions for visually monitoring coolant without necessitating removal of the cap from the radiator or expansion tank (e.g. sight glass, transparent expansion tank). The antifreeze solution shall meet all applicable EPA requirements. A non-charged spin-on coolant filter shall be installed if required by engine manufacturer.

Cooler guard: Mounted in front of radiator, full width and length to protect from stones and road debris. System to be approved by engine and truck manufactures.

Engine Oil Pan: Oil pan shall be 304 stainless steel, with stainless steel mounting hardware. Stainless steel oil pan shall be compatible with the FLOCs fittings. Stainless steel oil pan shall not void OEM's warranty.

The oil dipstick must have tubing and dipstick with sufficient length to provide reasonable access for checking the oil level.

Engine Heater: Immersion in-block type, for cooling system, with waterproof plug, flush-mounted in an accessible location at the front/side of the vehicle, outside the cab/hood, 110 volt, 3-prong plug. The electrical cable from the heater to plug shall be one piece and waterproof. Location to be determined at the pre-build meeting.

Air Cleaner: Air filter shall be manufacturer's heaviest duty air cleaner that meets all the requirements of the extended engine warranty.

The air intake system shall be fitted with inside/outside air.

Fan: Thermostatically controlled viscous type or manufacturer's recommended automatic fan.

Screening system: Mounted in front of radiator that protects radiator full width and full length from stones and road debris. System to be approved by engine and truck manufacturer(s).

Engine Vibration Dampener: At PTO flange yoke. Ref: EQN-90.

Governor: Set at manufacturer's recommended maximum rpm.

Hoses: The air induction system and large radiator cooling system hoses shall be clamped with 0.500-inch-wide, 150-inch LB stainless steel, constant torque, spring-loaded worm clamps. Ref: Wittek Manufacturing (Tel: (312) 492-9400) or Breeze Clamp Co, Constant Torque clamps with liner for silicone hoses. Cooling system hoses under 1-inch OD may use factory standard hose clamps, as a minimum acceptable standard.

Air intake hoses shall be 0.250-inch minimum thickness, molded hoses. Ref: Gates, Goodyear or equal. Silicone or premium rubber, radiator and heater hoses. Hoses shall not be painted.

Lubricating Oil Lines: High quality flexible wire-braid type, "Aeroquip" or approved equal system, minimum standard if hoses are used.

Drive Belts: Cog belts or serpentine.

Engine Brake: Engine shall be equipped with a minimum 2 stage, full engine compression brake.

Brake lights shall activate when engine brake is activated, Ref: Jacobs.

-15-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

D. VEHICLE COMPONENTS: (Continued)

9. EXHAUST:

Vertical tailpipe with elbow and muffler system or horizontal muffler and vertical tail pipe with elbow. Exhaust system shall neither interfere with the operation of the dump body or equipment, nor shall it be close to any fluid tank, and PERMIT WING PLOW AND PRE-WET TANK INSTALLATION. The tail pipe shall be installed in a manner that will keep the muffler and tail pipe away from dump truck body. The flex in the body, when operating on an uneven terrain, must be considered in the design.

The muffler, DPF and tail pipe shall be shielded or insulated to protect personnel from burns when entering or exiting the cab. The shield shall be 180 degrees to 360 degrees and shall be of non-rustable material such as stainless steel or aluminum.

All exhaust/DEF components shall be properly shielded to protect personnel from contact, at ground level to the side and rear of cab and normal entrance and exit into cab. Exhaust components below and to the inside of the frame rails do not need shielding. Awarded OEM Model will be discussed at pre-build.

10. FAST LUBE OIL CHANGE SYSTEM (FLOCS):

This FLOCS system shall be installed with all fittings, brackets, clamps. Hose from oil pan to FLOCS fitting shall be hydraulic hose with a 100R2 rating and properly secured. The system shall be compatible with all fittings presently used by the Department. The final placement of the male half of the snap coupler, on the equipment, shall be determined at the pre-build meeting. Ref: EQN-351A.

11. FRAME AND FRAME EXTENSION:

Frame rails: shall be a single rail 0.50 inch thick and have a Resisting Bending Moment (R.B.M.) with a minimum of 3.2 million inch LB per rail, including extension, for the entire length of the frame, including any frame liners. Frame material shall be of at least 120,000-PSI yield strength. Minimum frame RBM shall be approved by manufacturer 's Engineering Department. If a larger RBM is required to perform the specified operational duties, the vendor shall bid a frame concurrent with the intent and spirit of this contract. Ref: Snow removal operations, full payload snowplow, right and/or left patrol wing plow, etc. Mainframe and any required liners shall be either straight channel or offset channel, full length. Bolt-on or welded extension will not be accepted. Front frame shall accommodate the Department's standard hydraulic PTO shaft and pump (Ref: EQN-90) and the plow frame. It shall provide easy service accessibility.

12. INSTRUMENTATION:

All instruments and gauges shall be illuminated and dash-mounted, except where specified otherwise.

All standard instruments shall be supplied, including, but not limited to the following:

Oil pressure gauge with warning light or audible alarm.

Air pressure gauge(s) for dual circuit, dual indicator with low-pressure audible alarm and warning light.

Coolant temperature with warning light or audible alarm.

Transmission oil temperature gauge with warning light or audible alarm.

Fuel gauge.

Hour meter that records only when the engine is running. In – dash, integral with instrument panel and readable from the operator's seat.

-16-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

D. VEHICLE COMPONENTS: (Continued)

12. INSTRUMENTATION: (Continued)

DEF level gauge.

Speedometer with odometer and a dual speedometer lead to interface with the ground speed spreader control system.

Low air pressure indicator: Buzzer-type and dash light. Must meet current Federal DOT guideline requirements. Air gauge shall display in 5lb. increments. Digital numerical readout is acceptable. Air gauge and low air warning buzzer shall operate with key switch **on** and engine **off**. Function shall not have capabilities of being deactivated by the operator.

Tachometer.

Voltmeter.

Parking brake indicator light.

Hydraulic fluid level gauge shall be installed within the dash face, exterior installation will not be accepted.

Air Restriction Gauge: Vehicle OEM equipped electronic dash that incorporates an air restriction gauge or indicator light, shall be required.

13. PAINT:

Cab shall be painted with OEM manufactures standard painting process PENNDOT yellow Ref: DuPont F9885, PPG 85246, Sherwin Williams 73266, Sikkens 4017 and NAPA 73266 for shade only. Entire cab except for glass, rubber and those metallic accessories or fixtures constructed of rust-resistant (Aluminum and Stainless Steel) or plated material not normally painted. Base coat and clear coat. Ref: Axalita Imron for durability

OEM frame manufactures standard procedures shall be acceptable, all underside and attached components shall be ground to eliminate weld splatter, scale, sharp edges, rust and oils prior to a rust preventive primer and top coat of black paint. Powder coating is acceptable. Rims shall be painted as specified in the tire and wheel section of this specification.

Body up fitter prior to painting **all** body and upfit attachments (including wing frames) shall be ground to eliminate splatter, scale and sharp edges. All metal surfaces shall be cleaned to eliminate rust and oils prior to primer and final painting. All surfaces to be primed and painted, except for glass, rubber and those metallic accessories or fixtures constructed of rust-resistant (Aluminum and Stainless Steel) or plated material not normally painted shall be coated with one (1) coat of a rust preventive etching primer, (1) coat of epoxy primer and two (2) coats of the body up fitters lead free Acrylic urethane black paint to match frame. Wing plow moldboards shall be prepared to eliminate weld splatter, scale, sharp edges, rust and oils before a rust preventive etching primer and painted front and back with non-gloss PENNDOT Yellow paint, shade Ref. DuPont F9885, PPG 85246, Sherwin Williams 73266, Sikkens 4017 and NAPA 73266. Wing plow frame and all mounting and lifting components shall be coated with one (1) coat of a rust preventive etching primer, (1) coat of epoxy primer and two (2) coats of the body up fitters lead free Acrylic urethane black paint to match chassis frame. Aerosol can touch up paint and primer will not be accepted and will be rejected at the time of delivery inspection.

-17-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

D. VEHICLE COMPONENTS: (Continued)

14. STEERING:

Power Steering: Dual integral type hydraulic power steering with right wheel power-assist cylinder. Glidecoat steering shaft or Bendix wedge lock lube-for-life shaft. The steering system (e.g. flow, pressure, relief valve etc.) shall be selected considering the full front-GAWR axle loading. Hydraulic supply pump shall be vane or roller type design with sufficient oil flow to permit one (1) steering wheel revolution per second with front axle loaded to rated capacity, with plow on, in a "park" condition. Ref: Vickers V-20, Eaton or Borg Warner. The pump shall not be the integral filter type unit. Power steering reservoir shall be remote mounted, minimum 1.5 -quart capacity, incorporating a filter that is easy to remove and replace. The remote filter referenced above shall be factory mounted, certified and engineering approved in conjunction with the appropriate pump.

15. SUSPENSION: FRONT:

10,000 LB capacity at ground, each front spring. The six (6) front spring pins or bearings/bushing shall be furnished with 360-degree grease grooves to insure adequate lubricant penetration. Spring hangers shall be heavy castings with sufficient pin and bearing surface to render trouble free service. Maintenance free front spring bushings are acceptable.

16. SUSPENSION: REAR:

23,000 LB capacity at ground, each rear spring. Suspension shall be tailored to axle loads and shall be adequate to sustain maximum GVW, without overload or permanent set. The spring hanger brackets shall be severe duty castings with sufficient bearing surface/wall thickness to prevent premature bolt wear. The spring center bolts shall be a minimum of .4375-inch size, preferably .5000 inch. The rear spring hanger pins shall be the grease able type. Bolts must be of sufficient length to go through the washer, spring bracket and truck frame with sufficient length to install a self-locking nut.

17. TANK - FUEL:

Safety- type fuel tank as per the requirements of FMVSS. Dual tanks are unacceptable. Trucks with no wing and trucks with a right wing shall have one (1) 100-GAL minimum total capacity tank, frame mounted, under the left door. Left wing and dual wing trucks shall have one (1) 80-GAL minimum total capacity tank, frame mounted, under the left door. Tank mounting hardware and brackets shall be for "severe duty" applications. Heavy-duty aluminum or stainless steel, minimum 1.9-inch wide straps with rubber shims/liners shall be utilized. The fill pipe shall be accessible with the dump body in the down position; pipe can be located at either end of tank to avoid interference with steps. System shall be a top or side draw for suction and return lines.

-18-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

D. VEHICLE COMPONENTS: (Continued)

18. WHEELS/TIRES:

The truck shall be equipped with hub piloted steel disc wheels for tubeless tires. The wheel end shall be equipped with outboard cast brake drums, and 15 degree tubeless steel wheels, hub piloted, 10 hole - 285.75mm bolt circle with 22mm two-piece flange nuts.

Front: Wheels: 22.5 x 12.25, 10 hole - 285.75mm bolt circle with 220mm bore, tubeless steel disc wheel rated at 10,500 LBS at a maximum inflation pressure of 120 PSIG. Accuride part number 29807. **(No substitute, standardization).**

Rear: Wheels: 22.5 x 8.25, 10 hole - 285.75mm bolt circle with 220mm bore, tubeless steel disc wheel rated at 7,500 LBS at a maximum inflation pressure of 120 PSIG. Accuride part number 28828. **(No substitute, standardization).**

The dual rear wheel/tire assembly shall have clearance between the tires, which permits the use of dual tire chains.

Wheel-Guard Separators: The wheel ends shall be equipped with the Accuride part number 5903 Wheel Guard Separator as follows:

Front axle - between the wheel and the brake drum.

Rear axle - between the inner dual and the brake drum and between the inner and outer duals.

Paint: The wheels shall be topcoat painted with TGIC Polyester Powder Paint MLD-82008 High Gloss Gray or equal applied over Cathodic Electro-Disposition Gray Primer.

Tires: Drive tires shall be mud/snow tread. All tires shall be radials and have minimum 25/32 thread depth.

Front Tires: 425/65R22.5 (Load Range L).

Rear Tires: 12R22.5 (Load Range H).

MANUFACTURER

Goodyear

Michelin

Bridgestone

19. TRANSMISSION: See POWER TRAIN OVERVIEW for acceptable transmission.

AUTOMATIC:

ALLISON 4500 RDS 6 SPEED

Automatic transmission cooler lines shall be stainless steel.

All vehicles shall have a transmission (auto) operated safety starting switch that will avoid engine starting with drivetrain in gear.

Dash mounted console with push button shift selector or steering column mounted stalk style selector.

An external, Allison approved cooling system shall be installed regardless of whether a full engine compression brake is incorporated in the system or not. The oil cooler for transmission is required due to prolonged transmission torque converter operation in low gears. Cooler shall be sized to keep the transmission fluid at an acceptable operating temperature under these prolonged conditions (Water to oil type cooler). Automatic transmission cooler lines shall be stainless steel, Braided hoses will not be accepted, and all hoses shall be routed to prevent rub-through with hanging brackets and P-style clamps.

Unit shall be programmed to require a service brake application for transmission to shift into any gear from neutral.

All transmission modules shall be routed and installed in the cab

-19-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

E. EJECTOR BODY AND EQUIPMENT MANDATORY MINIMUM SPECIFICATIONS:

Intent: The purpose of these specifications is to describe a conventional cab, tandem axle stainless steel cross member less full ejection body truck, equipped with dual rear wheels, approximately 14-foot-long and maximum 96-inch-wide (outside dimension) material body, and 12 cubic yard approximate load capacity body, hoist, hydraulic power system and snow plow hitch. Unit shall be capable of one-man operation while plowing snow and simultaneously spreading all blends of granular and liquid materials during winter operations in automatic mode at all temperature ranges, and of hauling, stockpiling and unloading maintenance materials into a chip spreader or paver during summer operations. Further, it shall be capable of being loaded with a front-end loader or self-propelled belt loader. The body shall be capable of having the following components connected and or mounted to it: wing plow, slide in anti-ice insert, under tailgate spreader, tarp, paver, and chipper.

All references made to stainless steel shall be AISI Type 201 stainless steel, except where otherwise noted. The body shall be reinforced to withstand SEVERE duty service and be capable of being utilized for extended use while spreading salt, anti-skid and liquid material and summer operational material such as stone, dirt, rock, blacktop, millings, etc. or excavation with rip rap being dropped in the bed. **Samples of longitudinal and crossmember extrusion shall be supplied prior to build with lb./ft rating information for approval prior to pilot model build.**

Pennsylvania Department of General Services, PCID No. 1075, "*General Requirements for Bidding PennDOT Vehicles/Equipment*", most current version effective at the time and date of bid opening is included as a part of this specification. PCID No. 1075 may be reviewed and downloaded from the Department of General Services website, <http://www.dgs.state.pa.us>. Delivery as required per Department of General Service PCID NO. 1075 Section "G". All units must be delivered within **300** days after receipt of the purchase order by the successful bidder.

Awarded OEM vendor shall be responsible for contacting the Specification Section of the Fleet Management Division at (717) 787-1567 to set up a pre-build meeting for all chassis and body mounting component locations prior to chassis build. Any deviations to the specification must be granted in writing by the Chief of the Specification Section. It shall be understood that any discrepancies/deviations between the specification and the completed unit(s), chassis or body up-fitter related, must be addressed and corrected prior to the delivery deadline and the Departments acceptances.

Unit shall be delivered with current PA state Inspection and a full tank of fuel.

All component manuals and weight distribution sheets shall be completed and supplied with the Pilot unit and the subsequent delivery of each unit.

-20-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

E. EJECTOR BODY AND EQUIPMENT MANDATORY MINIMUM SPECIFICATIONS: (Continued)

1. STAINLESS STEEL EJECTOR BODY STRUCTURE: (Continued)

Longitudinal Members: Shall be one piece 8 inch formed stainless steel 0.250 inch, reinforced internally, full-length construction (no splicing) with end caps, all joints fully weld.

Body Mounting: Two (2) rear rigid body mounts per side, two (2) front spring loaded body mounts per side. Final mounting of body shall be 19 inch + or – 1 inch from the rear of the rear most drive tire to the end of the bed. Ref: EQN-79E

Sub Frame: Longitudinal members shall be full length rubber cushioned, mated to frame rails. Ref: EQN-79A Sheet 3.

Front bulkhead: There shall be a front extension approximately 24-inch one-piece design fabricated using minimum 7ga. inch stainless steel, front extension shall be integrated with long sills and provide anchoring for horizontal double acting ejector cylinder. Entire front bulkhead and cylinder assembly shall accommodate two (2) 190-gallon minimum liquid tanks one tank per side of cylinder.

Under ride protection shall be supplied in accordance with EQN-118.

Spinner and auger hydraulic lines shall be supplied in reference to EQN-94 for placement of the quick couplers only. Lines shall be properly sized and hard piped. Each side shall have 1 each male pressure and 1 female return 5600 stainless steel series quick couplers. Hydraulic lines shall have a permanent stamped metal tags, permanently attached identifying each line, IE: Spinner, Auger & returns. Ref: EQN-94. Hydraulic hoses shall be full run front to back along the outside of the long sills within Hycon clamps, clamps shall be evenly spaced with no more than 12 inch of hose unsupported: Ref: EQN-94

Body Sides: Shall be constructed using a minimum of 7 ga. stainless steel, 48 inch high from top of bed floor to top of bed rails (one piece per side). Top rails shall be 3/16-inch X 3-inch X 4-inch stainless steel boxed continuous welding. Top rail shall have a minimum 0.250-inch inverted angle full width (Dirt Shredding) fully welded. Top rails shall be one-piece construction: NO SPLICING. Horizontal side braces shall be of one-piece heavy-duty design formed 7 ga. minimum stainless steel and fully welded. Top of all horizontal side braces shall be of dirt shredding design. Maximum overall width not to exceed 96 inch. A 3/8" pipe fitting with removable threaded plug shall be installed in the center line of the body approximately 12" from the floor level to allow temperature checks of hot asphalt. Threaded plug shall have three (3) inch bar stock welded for handle and be tethered to the bed to keep it from becoming separate from the truck. Ref: EQN-79E.

Rub rails shall be stainless steel 7ga. 3-inch X 4 inch formed one piece fully welded, width shall cover the outer rear dual tires and must be full length of the body, both sides, in addition to the front and rear corner posts, with continuous welding and shall have one bottom drain hole per brace. Maximum overall width not to exceed 96 inch. Ref: EQN-79E.

Bed Access Ladder: Folding ladder shall be welded to left front side of body, next to left front corner post. Ladder material shall be aluminum or 201 stainless steel, to match body material. Folding half of ladder may be aluminum to provide a lighter design. Handles shall be incorporated into design to provide operators handholds for folding, unfolding and climbing ladder. Ladder rungs shall be of an open design with a serrated edge in lieu of smooth edge. Top of first step shall be 21- inch from ground level, and rungs shall be evenly spaced at approximately 12 inch. Ladder design and mounting shall provide space for operator footing past ladder rung before contacting body side. Folding ladder shall provide a 15-degree angle from side line of body. Folding section shall have two (2) positive slotted/sliding locks, one to each side. Design shall be self-locking without the use of additional spring or rubber locking devices. Inside of dump body shall have grab handle installed in the upper rear side board pocket in line with outside ladder. Two (2) steps inside dump body for single axle, single axle crew cab and tandem evenly spaced in line with outside steps.

-21-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

E. EJECTOR BODY AND EQUIPMENT MANDATORY MINIMUM SPECIFICATIONS: (Continued)

1. STAINLESS STEEL EJECTOR BODY STRUCTURE: (Continued)

Bed Access Ladder: (continued)

Open design serrated steps shall be welded to body side minimum 13 inch to a maximum 16-inch-wide and 4.5 inch away from body side. All handles shall be coated with anti-slip paint, anti-slip tape will not be accepted. Completed ladder and grab handle design shall provide a minimum 500 lb. weight rating. Ref: EQN-79E & EQN-1090

Tarp Rail: There shall be 0.50-inch stainless steel round stock from the rear of the side steps to the front of the rear corner post on the driver's side, and from the back of the front corner post to the front of the rear corner post on the passenger's side (tarp anchoring). Each shall be welded 1 1/2 inch standing away from the side of bed using 3/16-inch X 1-inch X 1 1/2 stainless flat at 12 inch intervals.

Ejector blade: Shall be constructed of structural and plate stainless steel full width with replaceable heavy duty UHMW wipers and guides both side and bottom. Ejector blade shall be 48 inch in height properly braced for severe duty. Ejector blade shall be designed to move material to the rear of the bed without spillage over top of the ejector blade and to fully evacuate the truck bed. Blade position indicator shall be electronic.

Ejector Steps: There shall be 2 steps mounted on the back face of the ejector blade on the driver's side. Two steps minimum with serrated edge shall be evenly spaced to assist personnel to enter and exit body. Ref: EQN-79E.

Ejector Cylinder: Custom with Thermal Chemical Process with ONC, properly sized for flow (extend and retract) and load evacuation requirements. Cylinder shall incorporate a metal identification tag with the manufacturers model number, serial number and manufacturers address. Cylinder shall be fitted with a bleeder.

Ejector Cylinder Mounting: The ejector cylinder shall be mounted to a heavy-duty mount with minimum 2 inch diameter pins and 2.125-inch x 1/2 inch greasable wall bushings shall be used. The cylinder bases shall be fabricated (bolt together or cast mounts will not be accepted).

Ejector Guides: Internal full length both sides, heavy duty structural stainless-steel members attached to sides and floor fully welded to control rearward and forward movement of the ejector blade with replaceable heavy duty wear blocks.

Floor: Shall be a minimum of 0.250-inch-thick ASTM A588 (Corten) x 95.50-inch-wide x full length one piece and fully welded. Floor shall be fully welded to the floor and side sheets, entire bed length, both sides. Maximum overall outside width not to exceed 96 inch. Ref: EQN-79E.

Front and Rear Corner Posts: Shall be constructed using formed 7 ga. stainless steel X 10-inch face full length, shall be minimum 4-inch full depth one-piece construction from the top of the tailgate to the bottom of the rear bolster and shall be free of holes. There shall be two-spreader chain holders on each rear corner post (top and bottom banjo style) fully welded. Rear corner post shall have the Whelen tail light intergraded without being obstructed by the tailgate. Final location of Whelen light box to be determined at pre-build meeting. Ref: EQN-79E.

Rear Bolster: Shall be one-piece design, 1/4 inch minimum 201 stainless steel, full width and full depth, it shall be completely welded. Design shall create a flush surface below the tailgate for the under-tailgate spreader box to mount flush with no gaps between mating surfaces of the spreader to body areas. Ref: EQN-26B.

Cab Shield: No top gussets, one-half (1/2) cab shield constructed using 12ga. stainless steel integrated with sides.

-22-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

E. EJECTOR BODY AND EQUIPMENT MANDATORY MINIMUM SPECIFICATIONS: (Continued)

1. STAINLESS STEEL EJECTOR BODY STRUCTURE: (Continued)

Pre-wet: Twin 190-gallon minimum poly tanks and plumbing kit with stainless steel tank enclosure and mounting hardware. Pre-wet tanks shall be securely mounted to the body frame rails between the cab and too the front and sides of the ejector cylinder and the front bed bulkhead. Final mounting location shall be determined at pre-build meeting. Pre-wet tanks shall empty simultaneously from each tank. Pre-wet liquid supply line shall be plumbed to the rear module. Ref: EQN-26B. Tank fill shall be at ground level utilizing a two-inch male cam lock fitting with dust cap. Pre-wet pump shall be an Oberdorfer part # 25-N4000-RS3-02, Pump shall be driven hydraulically via a love joy connection. Hydraulic motor / pump assembly shall be housed in a NEMA enclosure large enough to facilitate servicing of unit, an electronic flow meter shall be installed to properly calibrate pre-wet. There shall be a low-level switch to automatically shut down the pre-wet motor when empty and an indicator to the operator shall be supplied. Location of pre-wet enclosure to be determined at prebuild meeting. Pre-wet pump shall have a flushing system utilizing a common garden hose. Each tank shall include an anti-splash vent tube mounted at the highest most point of the tank and shall have a non-collapsing one-inch minimum hose. Hoses shall be full run front to back along the outside of the long sills within Hycon clamps; clamp spacing shall be evenly spaced with no more than 12 inches of hose unsupported. P type clamps shall secure pre-wet hose at 12-inch intervals to below the frame rail of the truck. All hose connections shall utilize appropriately sized worm type hose (screw) clamps. There shall be no lids or unsealed opening in the tank that could allow the unintentional release of liquid. All valves and filters shall be placed in a location outside of the frame rail and away from the possible release of liquid onto any part of the truck or components. Final location to be determined at pre-build meeting. Ref: EQN-28C & EQN-79E

Shovel Holder: There shall be a Buyers stainless steel shovel holder model SH675SS (No substitute) and hook welded to the curb side of the ejector body that will hold a shovel in a horizontal position and accommodate a shovel handle up to 51-inch. Ref. EQN-79E.

Tailgate Cylinders: shall be 2 1/4-inch diameter bore, 1 1/4 inch rod, and 20-inch stroke approximate, hydraulically operated and incorporate piloted counter balance valves to prevent tailgate drop. Tailgate lift cylinders shall incorporate a tailgate interlock as not to allow ejector blade operation when latches are in the closed / latched position. Tailgate hydraulic circuit shall include an adjustable load sense pressure relief; both sides, to protect against tailgate damage from forcefully lowering onto obstructions. System pressure will be determined at the pre-build meeting.

Tailgate: High lift tailgate design shall be 5454-H32 sheeting with 6061-T6 extrusion frame work horizontal and vertical braces as required of 0.250-inch-thick aluminum, two (2) panel assembly minimum of 48 inch tall. Inverted angle dirt shedder on top, all other horizontal braces shall be of dirt shredding design. 1.50 inch stainless steel latch pin shall be full length. There shall be two (2) (one per side) wings that extend the full length of the tailgate without contacting the ejector blade (fully extended) and mounted to the inside with stainless steel hardware. Top pins shall be minimum 1.50 inch stainless steel. There shall be two (2) 3/4 inch stainless steel round stock hand holds welded to the gate one (1) to each side. Solid welded construction with stainless steel heavy duty flush mount offset top hardware. Bottom latch pins shall be stainless steel and have grease fittings as required. Conspicuity required on the tailgate, Ref: EQN-79E & EQN-122

-23-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

E. EJECTOR BODY AND EQUIPMENT MANDATORY MINIMUM SPECIFICATIONS: (Continued)

1. STAINLESS STEEL EJECTOR BODY STRUCTURE: (Continued)

Tailgate Hinges: Shall be stainless steel construction severe duty attachment brackets with grease able fittings. Stainless steel shall be fully welded. Tailgate shall hinge for spreader operation and tailgating of material. Tailgate hinges shall have two (2) positive external stops. One (1) shall allow tailgate to hinge back without contact to the spreader top cover in the raised position, without the use of tailgate chains or props. One (1) shall maintain tailgate angle in the high lift position and also provide high lift ability for full evacuation of material. Overall height of the fully raised tailgate shall not exceed 12 feet.

All pins shall be of non-rotating design. No tailgate pins shall be field removable.

Tailgate Latches: Shall be of steel construction, grade 50 high tensile material and mill certified, bolted into the rear corner post and grease able. Air operated tailgate latches shall be a spring-over-air system and fail in the closed position. The actuator(s) shall be APSCO C-6063 mounted to the bottom of the body and on the outside of the frame rails. (No substitute, standardization). Pneumatic tailgate switch shall be mounted within the central hydraulic console. Shall be dual linkage design, with a greasable cross over shaft. All air piping and connections must be D.O.T. approved, with minimum 0.25" nylon tubing and brass compression fittings. Note: Tailgate hinge and latch design shall be approved prior to build. Ref: EQN-78A & EQN-1105

Tailgate movement shall be monitored and shall control the ejector blade as follows.

- A latched tailgate will NOT allow the ejector blade to operate.
- With tailgate unlatched and ejector blade joystick placed in "detent", blade will automatically maintain material in the spreader, for a winter spreading mode and tailgating of stone, dirt etc. Detent shall disengage any time the high lift tailgate is elevated.
- Ejector blade shall not operate for full evacuation of material from the bed until the high lift tailgate is moved to the fully opened/raised position.

Chain Boxes: Shall be aluminum with safety grating overlaid.

There shall be a minimum of four (4) 3/4 inch drain holes in the box floors. Final position of these boxes to be behind the swept back front bumper and outboard of the frame channels, flush and level with top of bumper.

Chain boxes shall be mounted with a one (1) piece formed channel, minimum 0.250 thick steel.

Formed channel shall have a minimum 3 1/2-inch flange attached to the plow frame with full weld, flange shall taper to a minimum of 2 inch at end of chain box. Formed channel mounting bracket shall be full width and end flush with outside edge of chain box.

Chain box hinge shall be full width solid round stock with a heavy wall pipe stock welded hinge and nylon bushed.

Chain box rubber latch and catch shall be installed with flush rivets. Machine screws with nuts will not be accepted.

There shall be two (2) boxes with no wing, one (1) with left or right wing, zero (0) with dual wing applications. Ref: EQN-32.

Splash Guards: Both front and rear splashguard assemblies shall be properly braced. Ref: EQN-66.

Rear: 7ga. stainless steel splashguards shall be attached to the body on each side, behind the rearmost dual wheel, and extend downward to accommodate a 30-inch or 36-inch flap in order to meet Pennsylvania State Inspection Requirements. Mud flap sizes permitted are 30 inch or 36 inch. (No substitute, standardization). The rubber splashguards shall be bolted to these metal splashguards using self-locking nuts and metal strips. Flaps shall meet Federal Regulation of 22 degree. Unmarked flaps shall be heavy duty anti sail/anti spray and be razor split.

-24-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

E. EJECTOR BODY AND EQUIPMENT MANDATORY MINIMUM SPECIFICATIONS: (Continued)

1. STAINLESS STEEL EJECTOR BODY STRUCTURE: (Continued)

Front: The forward splashguards shall be 7ga. stainless steel and extend downward 3/4 of the length of the rear splash guard/mud flap, with a 1/4 inch length, unmarked mud flap attached for the remaining distance. Forward splashguard shall have a 1-inch lip for entire length-outside extremity (90 degree) with bottom outside corner rounded and have rolled edges. Splashguards shall be full length and width with no holes cut.

Spray Suppression: Spray suppression shall be installed full length between front and rear splashguards (both sides). It shall be bolted/screwed to the body. Ref: EQN-79E, sheet 1

Hitch Assembly: Pintle plate shall be made using 3/4 inch steel. It shall be inserted within the frame rails, with sufficient clearance for body dump pin. Frame rails shall not extend beyond the hitch plate. It shall extend the full width of frame rails and extend a maximum of 5 inches below the frame rails. The lower portion of the plate shall be channeled towards the front of the vehicle, with proper gussets added between frame rails and plate. There shall be two (2) safety chain D-style rings 0.750 diameter with a minimum breaking strength of 53,000 LB mounted to the plate each equal to the hitch rating (Ref: Ken Forge PN# 797. There shall be a trailer break away ring securely fastened to the plate on the left side of the pintle for attaching a trailer breakaway cable. The plate shall be placed 5 inch +/- 1 inch from the edge of the rear tires. Ref: EQN-26B & EQN79E.

Pintle Hook: There shall be one of the following manufacturer's 25-ton pintle hooks with spring loading, swivel design mounted to the hitch assembly, Wallace Forge 2044101 or Buyers BP200. Pintle hook mounted as Ref: EQN-26B & EQN-79E

Rear Light Module: The rear light module shall be integrated into the Hitch assembly containing the following components:

All lighting shall be LED. Module construction shall be a minimum 0.250-inch thick steel and shall be fully enclosed to eliminate material entering housing. License plate and license plate lamp shall be surface mounted with a 1 1/4 inch protective shield welded along the top and both sides to protect the plate and light from damage. All electrical connections shall be made within the sealed module and powered through the original chassis harness, with a compression fitting used at the wire pass-through location which shall be at the bottom of the module and configured in such a way that water cannot wick from the wires into the module. A small 1/4 inch hole shall be drilled on both the left and right bottom corners to drain any water that may enter the module. All electrical connections shall be weather tight and sealed with heat shrink, all open connections within a sealed box shall be coated with di-electric grease. Component placement on the module as per EQN-26B & EQN-79E.

Wiring Pass Through: All wiring entering the cab shall be made through a rubber boot assembly and be weather tight. There shall be no connectors in the wiring at the pass-through point. Wiring shall be protected against sharp edges and from rubbing/chaffing. Boot design shall be pre-approved.

(1) One grommet mounted back-up alarm, Ecco model 450. **(No substitute, standardization)** Alarm shall be mounted as high as possible, without obstruction within the rear module plate.

(1) One license plate lamp, Trucklite Model 36140C. Shall be shielded with license plate. EQN-26B & EQN-79E

(2) License plate mounting holes, with stainless steel hardware included.

(1) One Pin Type 7-way female electrical trailer plug connection. Ref EQN-80A

(1) One 3-lamp cluster. Trucklite Part # 33740R **(No substitute, standardization)**

-25-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

E. EJECTOR BODY AND EQUIPMENT MANDATORY MINIMUM SPECIFICATIONS: (Continued)

1. STAINLESS STEEL EJECTOR BODY STRUCTURE: (Continued)

Body Lighting System: Whelen model # 01-1518839-3SB, to include the following, model number will assign cable length and light mounting material for body configuration. Ref: EQN-26B A six to eight-week lead time is required for delivery of light kits Whelen contact is Brad Walker (740) 325-6727 or bwalker@fleetreps.com

4-Headboard Warning 01-026F523-A0

2-Reverse Light 01-066G397V11

2-Brake/Tail 01-066E462-R1C

2-Rear bed warning 01-026F769-A0

2-Side Rear Warning 02-0363818-10C

1-Photo Cell 01-066D205-010

1-Spreader light 01-0686447-30F

1-Flasher Model #SLFLASH

4- Red 01-02634898R90

2-Amber/Yellow 01-02634898A90

Kit to include wiring (installed in body) and diagnostic board (installed in console) for Snow Away heated tail light lens. Heated Lens will **not** be included in build.

* Depending on wing configuration, illumination light 01-0418169-01F shall be installed for each wing installed

* Depending on wing configuration, steady "RED" light 01-066E765-500 shall be installed for each wing in conjunction with a mercury switch (mercury switch not supplied from Whelen).

All amber warning flashers shall be connected to dedicated OEM dash switch.

Wing illumination light(s) shall be connected to dedicated OEM dash switch.

Spreader illumination light shall be connected to dedicated OEM dash light.

Plow lights shall be connected to dedicated OEM dash switch.

Whelen control panel shall be mounted within the cab under passenger seat with access cover facing passenger door for easy accessibility. Whelen light kit shall include a programable flasher that turns both the rearward facing yellow strobe lights off when the turn signal, four ways and brake lights are on, then returns to normal operation. System shall also be equipped with a photo cell mounted to the right side in the chassis cab forward facing on the A-pillar that will dim all the flashing yellow strobe lights at night and return to full power in the daylight. Flasher module is to be fully programable with department software provided by Whelen for any combination of flash pattern. Brake lights shall operate when engine compression brake is activated.

Whelen light package shall be installed and wired so the 4-way flasher and amber lighting to continue working after engine 5 min. shut down activates. All circuits shall be individually labeled with permanent labels.

All open terminal connection shall be coated with 3M brand Scotchkote Electrical Coating FD.

All OEM connections within the battery box shall have attached non-metallic embossed labels/tags. Labels/tags applied with self-adhesives or stickers will not be accepted.

Any circuit deemed necessary for connection in the battery box by the body up-fitter or component manufacturer shall have attached non-metallic embossed labels/tags. Labels/tags applied with self-adhesives or stickers will not be accepted.

-26-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

E. EJECTOR BODY AND EQUIPMENT MANDATORY MINIMUM SPECIFICATIONS: (Continued)

2. CENTRAL HYDRAULIC CONTROL:

Hydraulic Control Approved Manufacturer's:
Certified Cirus Spreadsmart RX Touch.

Intent: The purpose of these specifications is to describe a conventional cab, tandem axle stainless steel cross member less full ejection body truck, equipped with dual rear wheels, approximately 14-foot-long and maximum 96-inch-wide material body, and 12 cubic yard approximate load capacity body, hoist, hydraulic power system and snow plow hitch. Unit shall be capable of one-man operation while plowing snow and simultaneously spreading all blends of granular and liquid materials during winter operations in automatic mode at all temperature ranges, and of hauling, stockpiling and unloading maintenance materials into a chip spreader or paver during summer operations. Further, it shall be capable of being loaded with a front-end loader or self-propelled belt loader. The body shall be capable of having the following components connected and or mounted to it: wing plow, slide in anti-ice insert, under tailgate spreader, tarp, paver, and chipper.

All references made to stainless steel shall be AISI Type 201 stainless steel, except where otherwise noted. The body shall be reinforced to withstand SEVERE duty service and be capable of being utilized for extended use while spreading salt, anti-skid and liquid material and summer operational material such as stone, dirt, rock, blacktop, millings, etc. or excavation with rip rap being dropped in the bed.

Intent/Installation Practices: The pressure compensated, load sensing central hydraulic system shall operate all functions (plows, ejection blade, tailgate, spreader, and pre-wet circuits) from an electric/hydraulic system independently and simultaneously, without interruption of any other hydraulic functions.

All controls and components shall be of the latest design and installed to provide simple and convenient operation.

All system operations shall be achieved from a single pump matching all required flow and pressure demands.

Hydraulic tool operation shall be included through both spreader circuits and will not require any type of cooling.

This system shall provide the most fuel efficient, safest, simplest and consistent operation possible.

All hydraulic components shall be installed and serviced by a single manufacturer.

Hoses shall be full run front to back along the outside of the long sills within Hycon clamps; clamp spacing shall be evenly spaced with no more than 12 inches of hose unsupported.

Full responsibility for a serviceable system lies with the successful bidder.

All wiring shall be securely clamped at approximately 12-inch intervals, shielded from exhaust and include a protective sleeve where necessary to prevent damage and/or failure.

Upon start up, the hydraulic system shall be operated at maximum flow for not less than 15 minutes and then have a new hydraulic filter installed on the truck. Used filter is required to be placed in a leak proof bag and delivered with the truck to which it was removed from for proof that it was changed after the 15-minute break in period.

It shall be the sole responsibility of the successful truck manufacturer and Certified Cirus to ensure that the chassis and the ground speed control wiring harness is totally compatible.

-27-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

E. EJECTOR BODY AND EQUIPMENT MANDATORY MINIMUM SPECIFICATIONS: (Continued)

2. CENTRAL HYDRAULIC CONTROL: (Continued)

Seat Safety Switch: Driver's seat shall be equipped with a factory safety switch to work in conjunction with the central hydraulic system. Switch shall be rated at 7 lbs. and shall allow operation of the hydraulic auger spreader and spinner system when occupied and shut down the hydraulic auger spreader and spinner system ONLY when unoccupied.

Seat switch shall have all necessary components and connections to delay seat switch deactivation of auger and spinner circuit ONLY for a minimum of five (5) seconds and maximum ten (10) seconds.

Deactivation of the seat switch system shall activate a message on the spreader control screen display "AUGER & SPINNER STOPPED", this feature shall not cause any other interruptions or faults in the hydraulic/spreader system.

Reactivation of the seat switch system shall not require any action or input from the operator for operation of the complete hydraulic/spreader system.

It shall be the sole responsibility of the OEM to ensure seat safety switch compatibility with the selected hydraulic system manufacturer control system. Aftermarket installation of this switch is unacceptable

All electronic control modules and their connections shall be mounted within the cab in a location to provide access for servicing and to prevent damage / corrosion to modules and connections.

System Operation: The system shall communicate over a CAN Open system bus using CAN Open protocol and not a proprietary communication protocol. The system shall consist of four primary modules that reside on the Bus and allow flexibility in mounting configurations. The system shall be expandable and allow for additional modules to be added to the CAN Bus. All four primary components of the system shall be software upgradeable using a laptop and interface cable or a USB thumb drive. The configuration file of a calibrated system shall be saved for transfer to other systems or as a backup providing the ability to use specific configurations for varying vehicle use or operator skill level. The original configuration file shall be maintained at the factory as a secondary backup and is traceable by part number. The in-cab control system panel shall be contained in an enclosure and mounted in an easily accessed position in the cab.

Control System Requirements: Central hydraulic system shall be capable of the following requirements in their entirety.

- All functions shall be recorded, and time stamped, to include capturing all error messages.
- System shall allow data to be downloaded in a common format (Excel).
- System shall be ground speed controlled and shall respond at one MPH.
- System shall have multiple level security and be individually password protected; Administrator and Technician. Operator shall not require a password to access the system and switch between automatic and manual operation.
- System shall be calibratable to various pounds per lane mile.
- System shall capture and store storm totals by event (Event Log).
- System shall capture and store annual storm totals.
- Stored data shall be capable of being cleared at various levels of password protection.
- Operator shall be capable of clearing storm totals.
- System shall be programmable to a minimum of six material types.
- Materials shall be programmable to various weights.
- System shall have a programmable minimum / maximum setting for the auger and spinner.
- System shall have a feeder (Auger) sensor, and capability of turning the sensor on or off.

-28-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

E. EJECTOR BODY AND EQUIPMENT MANDATORY MINIMUM SPECIFICATIONS: (Continued)

2. CENTRAL HYDRAULIC CONTROL: (Continued)

- Each unit shall be capable of having an individualized seven-digit equipment number stored for identification purposes.
- System shall have a programmable pre-wet maximum / minimum setting at one-gallon increments and capable of being set to various gallons per ton of dry material.
- System shall be capable of showing auger jam.
- System shall be capable of providing in cab (controller screen) information for blade location, fully retracted/stowed and fully extended.
- Tailgate movement shall be monitored and shall control the ejector blade as follows.
- A latched tailgate will NOT allow the ejector blade to operate. System shall be capable of allowing operation of the ejection blade only when the tailgate latches are in the unlatched position.
- System shall be capable of a “detent” mode, engaged by the ejector joystick to operate the ejection blade during a spreading operation to maintain a “loaded” spreader of salt/anti-skid material with no operator input.
- System shall also allow operator to disengage detent mode at any time by momentary moving ejector joystick to the retract position.
- System shall be capable of disengaging detent when cylinder reaches full extend.
- With tailgate unlatched and ejector blade joystick placed in “detent”, blade will automatically maintain material in the spreader, for a winter spreading mode and tailgating of stone, dirt etc. Detent shall disengage any time the high lift tailgate is elevated.
- Ejector blade shall not operate for full evacuation of material from the bed until the high lift tailgate is moved to the fully opened/raised position.
- System shall be capable of controlling high lift tailgate with three position (spring center “OFF”) rocker switch.
- System shall only allow full evacuation of material when tailgate is in the fully lifted position.
- System shall be capable of working in conjunction with the following products;
 - Wojanis hydraulic plow balance valve (plow saver).
 - Vasila and Road Watch road temperature sensor.
 - Pre-wet flow meter.
 - OEM installed seat switch.
 - Current AVL system
- System shall have a manual override in the event of sensor failures.
- Shall be capable of operating when truck is moving in forward and reverse directions.
- Each hydraulic valve section shall have individual overrides located at each valve section.
- No tools shall be required to calibrate the system.
- Shall be equipped with a pause button to disable the system momentarily, without the need to reengage the ejector blade “detent” mode when the pause is deactivated.
- Shall be equipped with a blast button to allow full calibrated material to be dispensed.

Console Assembly: Shall be ergonomically designed for easy accessibility for operator from the driver’s seat. Assembly shall be secured to the floor of truck as to not interfere with any original truck manufacture equipment. **Assembly shall be properly braced as to not allow any excessive movement that could be detrimental to the integrity of the floor or mounting location.** Console shall have a padded arm rest and be adjustable to accommodate various operators’ side to side and with three (3) inch adjustment down from a top height of 30 inch with positive locking. Console shall not come in contact with the driver’s seat. Console shall be capable of housing all hydraulic controls and switches, including all wing options and tow plow functions. Console base shall be of steel construction conforming to drawing EQN-509 or prior approved equal. Base shall include an adjustable bracket for mounting of state radio.

-29-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

E. EJECTOR BODY AND EQUIPMENT MANDATORY MINIMUM SPECIFICATIONS: (Continued)

2. CENTRAL HYDRAULIC CONTROL: (Continued)

Display: The display shall be manufacturer's latest design and largest available screen, with backlighting, user adjustable positioning. The display shall be user resizable to provide maximum readability with varying display content including a status window that provides the operator with system status messages. The display shall incorporate "touch screen" switches that are defined by the system program via the display. When configured, the display shall incorporate granular rates, pre-wet rates, directional spinner position, road/air temperature, hydraulic pressure where designated, system status, error messages, plow float indication, auto/manual mode indication and material currently being used. Active functions that are not in use shall show "off" and the graphic be "grayed out" for ease of operator interpretation.

Display shall not emit "RF" frequencies or any "noise" that could interfere with any wireless or communications device utilized in any PennDOT vehicle such as a two way radio, CB, Cellphone or other communications device.

Consideration should be made when mounting display screen as not to block operator vision to passenger side mirrors.

Software: The system shall incorporate two (2) levels of security and access that is password protected and defined by the user. The two levels of access called technician and administrator shall give the user varying levels of access to system setup, data configuration fields and parameters based upon access given. The "administrator" shall have full access to all menus in the system and have the ability to make system configuration changes as well as system parameter changes. Spreader and liquid functions, when controlled utilizing closed loop feedback, shall incorporate an "auto trim" feature that will allow the system to automatically set the PWM minimums and maximums when engaged. The system shall have "over speed" protection for the liquid functions that will alert the operator and shut down the liquid function when the driver has exceeded a user defined speed. The software shall incorporate a "test speed" mode for use in testing the system safely without requiring the truck to be moving, the drive axles engaged or the parking brake to be off.

Control Console: The control console shall contain individual joysticks to control hydraulic functions including tow plow and wing options. Body ejector blade stick shall contain an interlock button to protect against unintended operation. The plow stick shall be a two-axis joystick. All joystick functions shall be protected by a software-based safety system to protect against unintended operation due to a joystick failure. The console shall contain the operator interface for the spreader control, joysticks, low oil override switch, plow balance control switch, wing float control switches, tarp switch, blade indicator light, and blade limit indicator light. All controls shall be securely attached, within easy reach of operator and console mounted. All controls shall be connected to the valve/s via an electronic cable and utilize CAN network communications. Console base shall be of steel construction conforming to drawing EQN-509. Base shall include an adjustable bracket for mounting of state radio. Unit shall be capable of adjustment vertically and horizontally to allow for comfortable positioning for the operator. **Console base shall be properly braced to eliminate floor flex.** Additional supports brackets shall be vendor's responsibility. Ref: EQN-509.

-30-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

E. EJECTOR BODY AND EQUIPMENT MANDATORY MINIMUM SPECIFICATIONS: (Continued)

2. CENTRAL HYDRAULIC CONTROL: (Continued)

Wire Harness Kit: All wiring for the kit shall be included and be TPE type wiring only to the following specification: Wiring and harness system shall meet ISO rating IP68 and NEMA 6. The connectors shall be zinc die cast E-coated, similar to a MIL spec connector. Each shall have three sealing points- the lock ring itself, a raised portion of the molded plastic around each pin, and a viton O-ring that seals the entire connector. The cable jacket shall be TPE- thermoplastic elastomer and molded to the connectors. Connectors and harness shall be rated and tested for a temperature range from – 30C to + 70C. Connectors shall be tested to be water tight when submerged in 6' of water for 24 hours, in 275' of water for 1 hour, and when subjected to a 1000-psi pressure wash. The connectors shall be designed to have NO corrosion after 500 hours in a 35C salt spray. Cabling shall be rated excellent in low temperature flexibility and in its resistance to oxidation, heat, oil, weather, sun, ozone, abrasion, electrical priorities, flame, water, acid, alkali, gasoline, benzol, toluol, degreaser solvents, alcohol, and weld slag.

Combination Tank/Valve Enclosure: Combination tank/valve enclosure shall be frame mounted, in a location not to interfere with body, wing plow or exhaust components. Final mounting location shall be determined at pre-build meeting. Unit shall be constructed of ten-gauge 304 stainless steel. The oil reservoir portion shall not be less than 40-GAL capacity, filled with ISO 32AW hydraulic oil and a baffle plate to prevent oil flow from venting directly to suction port. Tapered outlet shall be below oil level at all times to prevent air entrapment. A magnetic drain plug shall be installed into reservoir. Tank shall be clearly labeled "HYDRAULIC FLUID ONLY". Lockable tank filler cap assembly, model 57XL-40 (40 micron with chain) L.C. as manufactured by Lenz. Tel: (937) 277-9364. An oil level sight gauge/thermometer shall be provided on the reservoir. A suction strainer shall be installed in the suction port of the tank. There shall be a provision for a low oil float to be installed. Low level float shall thread into the side of the assembly and shall have an M12 connector. The valve portion must be of weather-tight design and utilize a gasket to seal the lid to the body of the unit. Lid shall be retained by two rubber fasteners. Handles (two) shall be welded to the lid and constructed of stainless steel.

Combination Tank/Valve Enclosure: (Continued)

A mounting location for the hydraulic control system module(s) shall be provided as part of the enclosure design. Stainless steel shields to protect exterior wiring shall be provided. The valve shall be installed in the enclosure by the hydraulic system supplier and pre-plumbed to the outside of the enclosure through the use of bulkhead style fittings. Enclosure shall provide space to service spool valve solenoids without removal of the hydraulic valve. No hoses shall enter the weather-tight area of the enclosure. Valve to be pre-wired inside the enclosure and di-electric grease shall be applied to all connections as required. Return oil flow shall be through the reservoir mounted filter assembly. Return filter shall be provided as part of the tank/valve enclosure assembly Ref: Fleetguard filter # HF302282 or equivalent **No substitute Standardization** It shall be rated @10 micron. There shall be a pressure switch with boot to activate a warning message on the control system screen. Cab mounted filter contamination indicator set at 23 PSI. Return filter housing shall have provisions for a service filter switch; connection shall be made via an M12 connector. Suction line/strainer shall be 125 micron with 3 PSI bypass rated above 47gpm submerged at all times. Shall have a 1/4 turn, 2.5-inch full flow ball valve in the suction line as close to the tank as possible Strainer integral mounted in a 4-inch NPT female opening in the bottom of reservoir with a 3 inch female NPT opening. There shall be a 5600-series complete quick coupler (with dust cover) located in the pressure line entering the main valve assembly located inside the valve enclosure.

-31-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

E. EJECTOR BODY AND EQUIPMENT MANDATORY MINIMUM SPECIFICATIONS: (Continued)

2. CENTRAL HYDRAULIC CONTROL: (Continued)

Quick disconnect shall be bracket mounted to the inside of the enclosure, easily accessible so that a shop pressure gauge (not to be installed or included) maybe easily visible for test purposes. Final location shall be determined at the pre-build meeting. REF: EQN-508.

Wire harness covers shall be installed on the enclosure to protect the wiring harness where it enters/exits the modules.

Directional control valve: The hydraulic control valve shall be a Sauer Danfoss PVG32 with aluminum manifold to control spinner and pre-wet functions. (One Manual control lever is to be supplied per unit to control manual override of valve.)

Sections shall be provided as follows: (non-wing)

Ejector blade – PVG 32 Turbo Spool (34 GPM) section, double acting with 1500 psi retract relief and 2000 psi extend relief.

Plow raise/lower, double acting.

Plow angle, double acting, motor spool.

Tailgate lift/ lower, double acting, motor spool with adjustable load sense pressure relief, both sides. Pressure setting will be determined at pre-build meeting.

Return manifold: There shall be a return line manifold mounted on the chassis, location to be determined at the pre-build meeting. Ref: EQN-94. Return manifold shall be an 8 port header block with 8 # 16 SAE openings and 2 #24 SAE openings at each end. Header shall be an Alamo, Damon or Hycoa or equal.

There shall be a 3-port valve block to control spinner, auger, and pre-wet as part of the main valve assembly. There shall be two (2) return lines from the control valve to the return manifold.

Ejector Speed requirements:

Blade speed shall be tested at 1200 rpm at normal operating temperature.

Blade speed full eject shall be 36 seconds' maximum.

Blade speed full retract shall be 38 seconds' maximum.

Hydraulic Pump: Rexroth Part Number R910979162, Model A10V0100 LH rotation: KEYED Crankshaft Driven, **(No substitute, standardization)**. Pump shall include low oil shut down with console-mounted override switch. Shutdown shall be direct mounted to the pump. Remote mounted valve will be unacceptable. Valve shall be a normally closed, energize to open cartridge valve. Valve shall be controlled by the hydraulic control system. The pump shall match system flow and pressure (horsepower) requirements to provide maximum fuel economy. Ref: EQN-90. An unloader or by-pass system is not an acceptable means of regulating excess oil flow. To ensure responsive controls pilot pressure shall be set to 500 psi +- 5 psi.

Pump Mounting Bracket: Regardless of design the bracket shall be a minimum of 5/8 inch formed steel channel. The pump bracket shall be sloped to match the engine crankshaft. Width dimensions shall be full frame rail width. Bracketry to attach pump-mounting bracket to the truck frame rails shall be a minimum of 5/8" thickness. Brackets shall either be fully welded or use 3/4 inch grade 8 (eight) bolts of sufficient length and grade 8 (eight) locknuts, minimum of four (4) bolts per mounting side. Ref: EQN-90.

-32-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

E. EJECTOR BODY AND EQUIPMENT MANDATORY MINIMUM SPECIFICATIONS: (Continued)

2. CENTRAL HYDRAULIC CONTROL: (Continued)

Hydraulic Pump Driveline: Hydraulic pump SHALL BE DRIVEN by a Spicer 1310 series or NEAPCO factory balanced drive shaft. Driveline shall be capable of 130-foot pounds of torque and have a tubular shaft of 1141 steel. Tubular shaft shall have 16-spline heat treated to 40 Rockwell hardness. A groove shall be machined the length of the shaft to provide proper phasing of universal joints at time of shaft assembly. Driveline installation shall be in accordance to manufacturer's recommended procedures. Slip assembly shall provide a minimum of 2.25 inch of travel to allow ease of engine drive belt replacement. The truck engine radiator and frame construction shall readily accommodate the installation of a front mounted crankshaft driven hydraulic pump. The engine crankshaft pulley or vibration damper shall be drilled and tapped to accommodate a power take off drive shaft adapter plate required under hydraulic system section of these specifications. Loctite shall be used for the installation of all mounting bolts. Universal joints shall be of the non-greaseable lube for life design. Ref: EQN-90.

Hydraulic Hose: All hoses and hose ends shall be matched and assembled on a hose machine to prevent hose failure. All hydraulic plumbing practices shall conform to JIC H11 standards. Pressure hose from hydraulic pump to valve body shall be 100R17, pressure hoses shall be 100R2, return lines shall be 100R1 and suction lines shall be 100R4. Velocity in pressure lines shall not exceed twenty (20) feet per second, return lines not to exceed ten (10) feet per second, and not to exceed four (4) feet per second in suction lines. All hoses shall include JIC female swivel ends with the exception of the suction line. All hydraulic components shall have SAE porting wherever possible

All hydraulic hoses shall be securely clamped at approximately 18-inch intervals, shielded from exhaust and include a protective sleeve where necessary to prevent damage and/or failure. All hoses shall have JIC swivel connections at each end and be located in such a manner to aid in easy component replacement. Hoses shall be full run front to back along the outside of the long sills within Hycon clamps; clamp spacing shall be evenly spaced with no more than 12 inches of hose unsupported: Ref: EQN-94.

Hydraulic Alarm and Shutdown System: There shall be a low hydraulic oil alarm system to alert the operator of a low hydraulic oil situation and allow ample time to take preventative action and avoid damage to the central hydraulic system pump. It shall be operated via a 12-volt system. All wiring shall be routed to prevent damage from heat, sharp edges and moving parts. An in-tank float switch shall be mounted to provide a signal to the control system. The on-screen message and audible alarm shall come on whenever the oil level drops below a safe reserve, and the pump mounted low oil shutdown manifold shall deactivate to prevent pump damage. A console mounted low-oil override switch shall be provided to allow momentary operation in an emergency.

All electronics associated with the hydraulic system shall be protected against and shall not cause interference to the operation of the vehicle or the land mobile radio communications system or AVL when properly installed in the vehicle.

-33-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

E. EJECTOR BODY AND EQUIPMENT MANDATORY MINIMUM SPECIFICATIONS: (Continued)

3. TARPING SYSTEM:

Tarp System: Aero (**No substitute, standardization**).

Tarp Spool: Shall have a one-piece aluminum wind deflector, mounted onto the upper portion of the attached cab protector. It shall include an extruded aluminum roll pipe. Extrusion shall have a corrosion resistant steel stub shaft to connect it to a greaseable bearing on the idler end of the roll pipe, idler bearing shall be installed on the outside of the wind deflector side plate.

Provisions shall be made to position the arms below the top line of the side boards to achieve unobstructed transition from the bed ladder to the inside of the bed.

Gear Motor: Shall be a 12-volt Electric Gear Motor designed to operate at fewer than 35 amps. Gear case to be chrome plated. Gear case output shaft shall be corrosion resistant. Gear motor to have a minimum of a 3-year non-prorated limited warranty against wear out and manufacturing defects.

Controls: System to be operated by a low voltage rocker switch and control relay assembly. Control switch shall be located **IN** the hydraulic controller dash console, an externally mounted switch will not be accepted. For safety there is to be a weather resistant automatic reset circuit breaker mounted at the power supply to protect the complete tarp system from overload and short circuit. Location to be determined at pre-build meeting.

All wiring shall be protected from corrosion and rub through. wire terminal ends soldered, and heat shrink connections. Pivots: Shall be mounted on the flat face of the shedder rail. Pivots shall contain coated spiral torsion spring or coated double helix spiral spring. The spring must have the ability to be preloaded with tension. Pivot arms shall be American made aluminum extrusion.

Bow Set: Shall be a 3-piece aluminum straight arm extrusion set. Arms shall connect to the pivots in a telescopic fashion. Shall provide the following for varying truck configurations.

- 30° or 45° offset elbows.
- Pivot tube mounted tension bow (in cases where there is more than an 8" drop behind bulkhead).

Tarp: The tarp material shall be fabric and suitable for covering asphalt and winter material/salt. Material shall be able to withstand temperatures associated with hauling hot asphalt for extended periods of time. Tarp to have 18" Rear Corner reinforcements.

Shall be equipped with the following:

- 12" Side Flaps
- 12" Tail Flap
- Full Flap Length Shock Cords (for tie down purposes)

-34-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

F. GENERAL PLOW MOUNTING / ACCESSORIES:

Front Plow Hitch: Side-mounting plates shall be constructed using 3/4 inch Steel. Lower plow mount bracket center shall be 16 inch to 17 inch from ground (both sides). Trucks that do not have a wing, "X" braces shall be installed using .31 inch wall 2 inch x 2 inch steel tubing. There shall be a minimum of five (5) 7/8 inch grade eight (8) bolts per side with washers and lock nuts to mount the plow frame to the truck frame. Lift height shall be sufficient to afford unrestricted lift for PennDOT plows, (16 inch minimum lift). Side strengthening bars (two per side) shall be fabricated using 3/4 inch steel, 16 inch long by 2 inch wide and mounted to the external side of the plow hitch. All grease zerks shall be surrounded by a short length of pipe (welded in place) or be in a recessed hole. The zerks for the plow arm bushings shall be mounted on the underside of the bracket.

Plow hitch pins shall be 1 1/4 inch diameter, length shall be sufficient to allow 3/4 inch between bottom of plow frame and "R" pin drilled hole. Pins shall be tapered, from 1 inch to half the diameter of the pin. **(No substitute, standardization)** Ref: EQN-50.

The hydraulic connections on the plow hoist cylinder and for the two way plow connections shall be the 5100 series winged typed couplers positioned as to keep them from being stuck and damaged, while connecting or disconnecting the front plow. **All other hydraulic connections mounted to the plow frame shall also be positioned to keep them from damage.** Ref: EQN-94 **(No substitute, standardization)**

Plow hoist cylinder shall be a welded barrel type, 4 inch X 10 inch stroke, 20 inch retracted 30 inch extended. Rod shall be full size diameter. Both barrel and rod pins shall be 1 inch diameter. Pins shall be tapered, from 1 inch to half the diameter of the pin. **(No substitute, standardization)**. Ref. EQN-24

Plow Balance: There shall be a Wojanis part number WSC-072-4-00 plow balance device installed. **(No substitute, standardization)**. Plow balance shall have the following specifications:

Valve to be designed to offset a specific (adjustable) plow weight when activated. Valve to be of cartridge and manifold design, and electrically activated. The valve shall be activated by a single solenoid.

The plow balance system shall not alter the operation of any other hydraulic function on the vehicle or have an adverse effect on the performance of other hydraulically operated equipment including wing plow, body hoist, plow hoist or angle, or spreader functions. All normal operations of the plow lift/lower function must be maintained without additional tasks. Operation of any electrical switches beyond the normal up/down command to raise or lower the plow shall not be acceptable. The use of a relay circuit to allow the plow to remain in the up position shall not be acceptable.

To guarantee safe operation of the vehicle, the plow balance system must operate with the following parameters: The system will remain electrically activated when lifting the plow from the road surface. Plow lift must be immediate. It is not necessary to turn off the system for plow lift. Plow lowering and return to balance mode must be done by activating the plow lever or switch to the lower mode.

The plow balance system must be able to hold the plow in the up position indefinitely.

The plow balance manifold shall be of cartridge style valving utilizing "floating" style cartridge valves. The valve body must be constructed of aluminum and have minimum construction hole plugs. All solenoid valve coils shall have manual override capabilities. Manifold must include a pressure test point for use when checking balance pressures. The pressure test point must be capable of tapping into the system at pressures of up to 5000 PSI.

-35-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

G. UNDER TAILGATE SPREADER WITH IOWA SPINNER:

Flink or Swenson (No Substitute, standardization)

Spreader: Unit shall be equipped with a stainless steel under tailgate spreader with an Iowa type spinner assembly. Spreader and spinner shall meet the following specifications and be installed. Mounting location of spreader and Iowa spinner to be determined at pre-build meeting. Spreader mounting shall not interfere with the tow plow hitch (if equipped). Consideration shall be made to address flat areas in the spreader box to avoid various winter material mixes from freezing, hindering tailgate operation. EQN-568

All references made to stainless steel shall be AISI Type 304 stainless steel.

7 gauge 0.1875-inch

10 gauge 0.1350 inch

Per EQN-568

All nuts, bolts and hardware brackets, or angle stock, unless otherwise specified, shall be stainless steel (no substitutes), with all edges deburred and rounded.

DIMENSIONS:

Overall width of vertical trough end plate shall be 96 inch.

Overall height shall be approximately 18 inch.

Overall depth shall be approximately 18 inch.

Inside trough width opening shall be 81 inch + or - 1/2 inch. Per EQN-568

TOP COVER:

Two-position top cover. When raised, normal spread mode. When lowered with spreader not in use, allows full dump-over capability.

Spreader material, full width, shall be a minimum 0.135-inch thick stainless steel.

Properly secured to prevent material leakage in spreading positions.

AUGER:

Per: EQN-568 & EQN-6. (Material is specified in drawing.)

AUGER BEARING:

1-1/4-inch shaft diameter.

2 bolt flanged type ends self-aligning, anti-friction, thrust, re-lube type, with retaining collar with set screw with Zerk fitting cover, eccentric type, or equal, per EQN-568

AUGER MOTOR:

NOTE: The auger motor is a standard, no substitute. It is the responsibility of the successful Vendor to ensure that the spreader's assembly is designed and manufactured in such a way as to ensure compatibility and serviceability with the Department's hydraulic system/s.

Auger Motor: White Hydraulics: Model RE (no substitution), with a 50-pulse auger motor sensor installed. Kit # W80509

Displacement cu in: 32

Housing: 08 (A style 4 bolt)

Output Shaft: 14 1-1/4-inch straight

Rotation: 1 clockwise

Options: 25 Options

Note: Porting is 7/8 inch 'o' ring fitting

STAINLESS STEEL SPREADER, URETHANE SPINNER ASSEMBLY:

Spinner frame shall be an "Iowa" type. The assembly shall be mounted with the dump bed in the fully down position, the center of the spinner fan shall be positioned under the center of spreader discharge opening. Urethane spinner disc shall be per EQN-6 & EQN-568 No Substitute without prior approval. Spinner height shall be 12 inches from the ground to the disc lip. Spinner disk shall not have the ability to adjust lower than this height.

-36-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

G. UNDER TAILGATE SPREADER WITH IOWA SPINNER: (Continued)

DISC:

Ref: C.U.E. Inc. Spinner Part #CC1229S per EQN-568 (**No substitute without prior approval**).

HUB:

REF: C.U.E., Inc., hub Part #20559-0650 (4 bolt type hub mounted to spinner disc with locking type nuts for use with spinner motor (bolt pattern shall match for referenced spinner). **No Substitute without prior approval**

SPINNER MOTOR:

Gerotor type hydraulic drive motor
Hydraulic port opening: 1/2 inch NPT.
Flange mount: 4 bolt.
Shaft keyway: 1-inch woodruff.
Displacement: 3.0 cubic inch/rev. maximum.

PAINT:

All carbon steel surfaces shall be properly prepared by thorough cleaning, removal of dirt, grease, rust and corrosion and shall be painted with proper undercoat and a sealer. All stainless steel shall be unpainted.

COUPLERS:

One (1) 1/2inch spinner – 5600-series-10 (Pressure Female Coupler) no substitute.
One (1) 1/2inch spinner – 5600-series-10 (Return Male Coupler) no substitute
One (1) 3/4 inch auger - 5600-series-12 (Pressure Female Coupler) no substitute.
One (1) 3/4 inch auger - 5600-series-12 (Return Male Coupler) no substitute.

Hydraulic couplers shall be stainless steel.

All necessary hardware and fittings shall be supplied to ensure that the system is fully functional.

Hoses shall be full run front to back along the outside of the long sills within Hycon clamps; clamp spacing shall be evenly spaced with no more than 12 inches of hose unsupported. Spinner and auger hydraulic lines shall be supplied in accordance with EQN-94. Lines shall be properly sized. Each side shall have 1 each male and female series 5600 quick couplers. Lines shall have a permanent metal tags identifying each line, IE: Spinner, Auger & returns. Hydraulic hoses shall be full run front to back along the outside of the long sills within Hycon clamps, clamps shall be evenly spaced with no more than 18 inches of hose unsupported.

SAFETY:

All edges and corners shall be ground to eliminate sharp edges.

Appropriate decals, instructional and WARNING/S, shall be provided and fixed.

There shall be a lock out system that will prevent the lower auger inspection pan from being lowered (opened) while the hydraulic line is connected to the auger motor. Safety Disconnect shall not interfere with operation of rear cover while unloading. Safety disconnect shall allow hydraulic couplers to swivel away from material being unloaded, to prevent material buildup in couplers.

Note: Lock out to be plumbed with 3/4 inch hoses and couplers.

-37-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

G. UNDER TAILGATE SPREADER WITH IOWA SPINNER: (Continued)

TROUGH:

There shall be hinged trough bottom with spring loaded latches.

Bottom shall be separate from the anti-spill/cover.

Separate one-piece bottom shall be full spreader width, minimum 7-gauge stainless steel.

Separate anti-skid/cover plate shall be minimum 10-gauge stainless steel.

Bottom shall be properly secured to prevent material leakage in spreading positions.

Bottom shall be hinged by bolts or pins (stainless steel) with a minimum of three (3) center hinge points and two (2) end points. End pieces, one piece formed front wall and rear wall, shall be minimum seven (7) gauge stainless steel.

ANTI-FLOW PLATE OPENING:

Anti-flow plate shall be mounted over the trough opening.

Anti-flow plate shall be arched to provide a minimum of 3/4-inch clearance between the shield and the outer periphery of the auger flight. Anti-flow plate shall butt against end plate.

Anti-flow plate shall be minimum 10-gauge stainless steel.

Discharge opening shall be approximately 6-inch-wide by 7-inch-long rectangular opening.

Discharge opening shall begin from end plate on roadside.

QUICK DETACH:

There shall be quick detach bracket per EQN-568

-38-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

H. OPTINAL TEMPERATURE SENSOR:

There shall be pricing included on the bid sheet for:

- RoadWatch road/air temperature system
- Vaisala Surface Patrol DSP100 road/air temperature system

Either system shall be installed with hydraulic control system as an integrated temperature display.

I. OPTIONAL AVL HARDWARE INSTALLED:

AVL Hardware option: Unit shall be equipped with a complete AVL hardware system installed and completely functional to work in conjunction with the Departments current AVL solution. Shall include but not limited to; GPS Transponder / Advanced Tele metrics System box, modem, GPS antenna, all wiring and connectors. All hardware shall be mounted within the truck cab and location shall be determined at pre-build meeting.

J. OPTIONAL WING PLOW SPECIFICATIONS:

1. INTENT STATEMENT:

Reference Gledhill Road Machinery Co. Patrol Wing(s) (**No substitute, standardization**).

Right Hand Patrol Wing 11FRPW-PENNDOT

Left Hand Patrol Wing 11FLPW- PENNDOT

Dual Wing Patrol Wings 11FDUAL-PENNDOT

The purpose of these specifications is to describe a full floating patrol wing plow with tripping action and telescoping action mechanism and a capability to lower the assembly into the travel position for improved visibility and to allow emergency egress.

It shall be the responsibility of the vendor to certify through proper chassis stress analysis the adequacy of the existing truck frames to accommodate the patrol wing plow in addition to a front mounted plow weighing approximately 3500 LB.

The aforementioned plow will be used for "severe duty" high-speed plowing by the Pennsylvania Department of Transportation. The attached drawings and written text are to be considered minimum and the manufacturer shall reinforce the plow, framing and hydraulic cylinders by means of gussets, or increased material strength or thickness to present a plow designed to meet the severe duty" operational setting.

The Patrol Wing shall be designed to quick attach or detach independently utilizing the rear slide bracket from the A frame assembly. The front shall quick attach or detach between the front lift frame assembly and the trip mechanism utilizing a minimum 1 inch diameter pin. No part of the chassis or dump body assembly shall have to be moved or removed when attaching or detaching the wing.

When wing assembly is disconnected from the truck, no parts may extend past the bodyline of the truck. The Patrol Wing shall be installed in such a manner to ensure quick access to the engine and all accessories. Hood on dump truck shall tilt without obstruction.

All parts not specifically mentioned, which are necessary in order to provide a complete snowplow shall be furnished by the successful bidder. The plow fabrication and assembly shall be to the latest engineering techniques.

All steel unless otherwise specified, shall be hot-rolled steel (HRS) as per ASTM A-36 and all mounting hardware shall be Grade 8.

Areas of the wing plow tubes and cylinders that are likely to be stepped on when in the down position shall be coated with anti-skid paint, tape is unacceptable.

-39-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

J. OPTIONAL WING PLOW SPECIFICATIONS: (Continued)

2. SPECIFICATIONS:

All cylinder rods shall be Chrome or Nitride plated

The front and rear wing plow braces shall be attached in such a way that will properly distribute the load to both chassis frame rails using a cross tube design and be approximately 154 inch +/- 2 inch (No Substitute, standardization) from the center of the rear cross tube to the center of the front cross tube. Ref: EQN-1097

Rear Wing Brace: The rear wing brace shall be (A)Frame style that will properly distribute the load to both chassis frame rails using a minimum 3 inch square cross tube and be approximately 154 inch from the center of the rear cross tube to the center of the front cross tube. The (A) Frame shall incorporate 7inch x 15.3 LB/feet I Beam that will accept the rear wing post slide bracket for easy removal of the wing plow for none winter or summer modes

Rear Wing Post Slide Bracket: shall incorporate a manual stop so contact between wing plow and truck cannot happen when the rear of the wing plow is raised to its highest position.

The top portion of the bracket shall incorporate a minimum 4inch x 15inch double acting lift cylinder with a chrome/nitride plated piston rod. This cylinder will raise and lower the rear wing plow for transport and plowing operations This cylinder shall have a 500-PSI relief valve when in float on the down side REF: EQN-1099 Sheet 5

Rear Wing Post Slide Bracket: The bottom portion of the bracket shall incorporate a minimum 3inch X 27 inch double acting cylinder with a chrome/nitride plated piston. This cylinder shall extend and retract a telescoping strut that is constructed of 4inch O.D square tubing with 3inch O.D square tubing installed inside it. There shall be wear guides welded to the outside of the 3inch square tubing to prevent binding when retracting and extended the strut. There shall be a knuckle link at the end of the strut for connection to the horizontal bracing bracket on plow mold board. Ref: EQN:60A This Knuckle shall be of a one-piece cast design. (Use of welding components is unacceptable). The telescoping strut cylinder shall have an adjustable pressure relief valve installed in the hydraulic system for safety when contacting heaving objects in plowing operations. Ref: EQN-1099 Sheet 4

Front Wing Mast Bracing and support shall be attached in such a way that the load is properly distributed to both chassis frame rails using a cross tube and be approximately 154 inch from the center of the front cross tube to the center of the rear cross tube. Ref: EQN-1097 The front horizontal cross tube shall be minimum 7 inch X 4 inch X.3750.The formed wing mast mount shall be bolted to the horizontal cross tube with minimum grade 8, 0625 (5/8) bolts.

Front Wing Mast shall not block or interfere with O.E.M or aftermarket plow lights or mirrors. The front wing mast shall be minimum 7 inch x 15.3 LB/feet I Beam and shall incorporate a minimum 5/8 inch thick steel plate for the wing post slide. Minimum lift shall be 10 inch to allow sufficient clearance from bottom of plow to ground surface for transport. Front wing double acting lift cylinder shall be minimum of 3 inch X 18 inch with a chrome/nitride plated piston rod with the most weather resistant neoprene wiper seal. Ref: EQN-1099 Sheet 7

Tripping: The patrol wing shall be capable of a full trip moldboard design. The trip mechanism and linkage shall be heavy duty and be of adequate strength to handle the forces encountered when the wing moldboard is tripped. The trip mechanism shall be located at the front (nose end) of the wing moldboard. The trip mechanism shall utilize a rubber compression system that is adjustable by means of a 3/4 inch x 25 inch long threaded rod. The rubber compression spring shall be constructed from aeon A760-75 rubber. The tripping mechanism shall allow the wing moldboard to return to normal plowing position after it has encountered an obstacle. There shall be provisions to lock the plow from tripping when operations deem it necessary to have a rigid moldboard. Ref: EQN-1099 Sheet 3

-40-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

J. OPTIONAL WING PLOW SPECIFICATIONS: (Continued)

2. SPECIFICATIONS: (Continued)

Wing Plow Hydraulics All 3 cylinders will be double acting with a chrome/nitride plated piston rod with the most weather resistant neoprene wiper seals. All the cylinders shall be connected to the truck chassis hydraulics using 5100 series winged hydraulic couplers Ref: EQN-94. All hydraulic cylinders shall be controlled by a single joystick located conveniently in the cab with the hydraulic control system. In addition, there shall be 3 spool valves added to hydraulics. One to lift and lower the front of the wing, one to extend and retract the wing and one to fold up and lower the rear of the wing.

Wing Plow Assembly: The wing assembly shall in no way interfere while turning either right or left with the steering tire. The wing shall not be less than 11 feet long overall, 27 inch (minimum) high at the front and 37 inch (minimum) high at the discharge end. The moldboard shall be fabricated from 0.1719-inch-thick (eight USS gauge) minimum steel and weigh a minimum of 755 LBS. It shall be drilled to accept standard AASHTO spacing as shown on attached drawing Ref: EQN-16A

Suspension Load booster: There shall be a Timbren load booster added to both the driver and passenger side steering axle to help support the leaf spring suspension with the load of the wing plow(s).

Plow Markers/Guides: Wing plow shall have a (visual) mechanical alarm system to help alert the operator of the position of the front of the wing plow. It must be visible from the driver's seat. There shall be two vertical highly visible coated cable plow guides on the front wing post. One shall be mounted to the stationary plow frame and one shall be mounted on the lift frame. Guides shall be mounted near of one another and the tops of the guides shall align when the wing plow is in the down position. There shall also be a vertical highly visible coated cable plow guide mounted on the top rear corner of the wing plow to help determine the location of the wing when in the down position. Ref: EQN-60A

Steel Blade: The cutting edge shall be of 1/2 inch x 6 inch C1090 steel, at least 10 feet long. Per attached plow blade drawing, EQN-16A. The wing plow shall have two cast wing shoes.

Swivel Knuckle: Swivel shall be of bolt on design to extension tube. The wing knuckle link at the rear of plow mold board connection shall be of a cast design. The use of welded together components will not be accepted.

3. MINIMUM ALTERATIONS:

The following minimum alterations shall be the responsibility of the successful vendor:

- a. Suspension Load booster: There shall be a Timbren load booster added to both the driver and passenger side steering axle to help support the leaf spring suspension with the load of the wing plow(s).
- b. Brace right hand side plate to truck frame.
- c. Add additional steel to side plates to provide increased strength and more substantial mounting for the 7-inch cross channel.

4. PLOW IDENTIFICATION:

Each unit shall bear the manufacturer's model number, serial number and weight affixed to the plow, by means of a permanently affixed (riveted) non-rusting metallic tag located on the right-hand backside of the moldboard as viewed from truck operator's seat. Sticker decals **will not** be accepted

-41-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

J. OPTIONAL WING PLOW SPECIFICATIONS: (Continued)

5. PAINT:

Entire wing moldboard shall be painted with 2 coats of Flat PENNDOT yellow paint Ref: DuPont F9885, PPG 85246, Sherwin Williams 73266, Sikkens 4017 and NAPA 73266 for shade only. Frame and all underside and attached components shall be ground to eliminate weld splatter, scale, sharp edges, rust and oils prior to a rust preventive primer and top coats of yellow paint. Body up fitter prior to painting **all** frame/body and upfit wing attachments shall be ground to eliminate splatter, scale and sharp edges. All metal surfaces shall be cleaned to eliminate rust and oils prior to primer and final painting. All surfaces to be painted, except for glass, rubber and those metallic accessories or fixtures constructed of rust-resistant (Aluminum and Stainless Steel) or plated material not normally painted shall be coated one (1) coat rust preventive etching primer (1) coat of epoxy primer and two (2) coats of the body up fitters lead free Acrylic urethane black paint to match frame. Wing plow moldboards shall be prepared to eliminate weld splatter, scale, sharp edges, rust and oils before a rust preventive etching primer (1) coat of epoxy primer and two (2) coats of the body up fitters lead free Acrylic urethane paint and painted front and back with non-gloss PENNDOT Yellow paint, shade Ref. DuPont F9885, PPG 85246, Sherwin Williams 73266, Sikkens 4017 and NAPA 73266

6. CONSPICUITY TAPE:

The rear of the wing plow shall have a strip of retro-reflective sheeting across the top and down the outside in order to outline the plow when viewed from the rear in the lowered position. Shheeting shall also be placed on the length of the extension/retraction hydraulic cylinder and vertically on the rear most frame support of the moldboard plow as to make plow more visible in the raised/stowed position. Material shall be: 2 in/5.08 cm wide Reflexite Conspicuity II System of 3M Scotchlite Conspicuity Series 980, red/silver continuous backing. Ref: EQN-60A.

7. WING PLOW LIGHT:

The rear of the wing plow shall have a Whelen part # 01-066E765-500 light permanently mounted facing rearward and set to be a red steady burn. Light shall be controlled by a COMUS part # CB08-90 mercury switch. Light shall be wired to be on only when the plow is in the down position. There shall be a Deutsch connector installed at the front wing hinge point to allow for easy removal. All wiring connections shall be sealed and water tight. The wing plow manufacturer shall weld a 1/2 inch ID steel pipe on the rearward face of the plow, prior to painting. Pipe shall serve as a conduit to run the wiring for the light. Pipe shall be mounted toward the top and run across the entire length of plow webbing. Ref: EQN-60A

There shall be a Whelen part # 01-0418169-01F light to illuminate the wing plow. There shall be 1 light for each wing plow mounted on the same side as the wing (Dual wing will get 2 lights 1 on each side). Location will be determined at prebuild meeting. There shall be a dedicated OEM dash mounted switch that is properly labeled and illuminates.

-42-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

K. OPTIONAL TOW PLOW:

1. TOW PLOW, ANTI ICE HITCH UPGRADE OPTION: (ECN's as applicable)

Truck shall be a complete turn key unit to operate a Viking Cives TP26 anti-ice tow plow.

The following shall be supplied in lieu of base hitch assembly.

Intent: Vehicle shall be capable of towing / operating a Viking Cives TP26 anti-ice tow plow. It is understood that the components specified are minimum and if the vendor's Engineering Department recommends or deems necessary, additional components, it shall be the successful vendor's responsibility to ensure complete 100% compatibility and successful integration / operation. The burden of responsibility is hereby placed upon the vendor's Engineering Department to supply a unit that is totally engineered.

Hitch: Shall install a heavy-duty 1 inch hitch plate attached and be reinforced to chassis frame. Incorporate ICC bumper.

Provide and install, at 26 inch from ground to center of hitch eye, a Holland PH400 with cushion cylinder pintle hitch.

Install (2) heavy-duty Ken Forge PN# 800 1.00 inch diameter D-style rings rated at 85,000 lbs. All other features for specifications must be met as in Section I.E.1 for hitch assembly.

Hydraulics: Shall supply and install any additional circuits to operate tow plow (with anti-icing package), including all hydraulic components, valves, hoses, fittings and electrical components to control plow lift, steering and anti-icing system on tow plow. All functions shall be operated through the central hydraulic controller. Control system shall control and capture all the data from the tow plow.

Hydraulic couplers shall be 5600 series stainless steel male (3) #8 and (2) #12 installed/mounted to the rear outside of the frame rails Ref. EQN-1081B. Coupler placement shall maintain a 1 inch clearance from end of installed coupler (facing rearward) to rear of pintle plate. Male couplers shall be mounted with adequate clearance for the female coupler to be attached, male couplers may be mounted/installed angled away from frame at 45 degrees. Each coupler shall have a permanently attached stamped metal tag identifying function. Couplers and plumbing shall be sized for required flow from OEM tow plow manufacturer (below). Dust boots shall be attached for each coupler.

- Moldboard 1 #8 1/2 inch hose
- Steering 2 #8 1/2 inch hoses
- Liquid pump 2 #12 3/4 inch hoses

All electrical connections, mounting and functionality shall be installed as per the current systems installation standards. All newly installed modules and valving shall be mounted in a vendor supplied weather tight enclosure on the tow vehicle. This enclosure shall not interfere with the operation of any other components and shall be securely mounted in an easily accessible location. Additional trailer plug shall be a 7-round pin. Tow plow shall have separate switches to control beacons, left side rear amber warning and flood/plow light. Ref. EQN-1081B

-43-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

K. OPTIONAL TOW PLOW: (Continued)

2. TOW PLOW, GRANULAR HITCH UPGRADE OPTION: (ECN's as applicable) (Continued)

Truck shall be a complete turn key unit to operate a Viking Cives TP26 granular tow plow.

The following shall be supplied in lieu of base hitch assembly.

Intent: Vehicle shall be capable of towing / operating a Viking Cives TP26 tow plow that is equipped with an 8-cu yd granular hopper and a 225-gallon pre-wet system. It is understood that the components specified are minimum and if the vendor's Engineering Department recommends or deems necessary, additional components, it shall be the successful vendor's responsibility to ensure complete 100% compatibility and successful integration / operation. The burden of responsibility is hereby placed upon the vendor's Engineering Department to supply a unit that is totally engineered.

Hitch: Shall install a heavy-duty 1 inch hitch plate attached and be reinforced to chassis frame. Incorporate ICC bumper.

Provide and install, at 26 inch from ground to center of hitch eye, a Holland PH400 with cushion cylinder pintle hitch.

Install (2) heavy-duty Ken Forge PN# 800 1.00 inch diameter D-style rings rated at 85,000 lbs. All other features for specifications must be met as in Section I.E.1 for hitch assembly.

Hydraulics: Shall supply and install any additional circuits to operate tow plow with an **8-cu yd granular hopper and a 225-gallon pre-wet system**, including all hydraulic components, valves, hoses, fittings and electrical components to control plow lift, steering, spreader and anti-icing system on tow plow. All functions shall be operated through one (1) Central hydraulic controller. Control system shall control and capture all the data from the tow plow.

Hydraulic couplers shall be 5600 series stainless steel male (7) #8 and (2) #12 installed/mounted to the rear outside of the frame rails Ref. EQN-1102. Coupler placement shall maintain a 1 inch clearance from end of installed coupler (facing rearward) to rear of pintle plate. Male couplers shall be mounted with adequate clearance for the female coupler to be attached, male couplers may be mounted/installed angled away from frame at 45 degrees. Each coupler shall have a permanently attached stamped metal tag identifying function. Couplers shall be sized for required flow from OEM tow plow manufacturer (below). Dust boots shall be attached for each coupler.

- Moldboard 1 #8 1/2 inch hose
- Steering 2 #8 1/2 inch hoses
- Liquid pump 2 #8 1/2 inch hoses
- Spinner 2 #8 1/2 inch hoses
- Spreader conveyor 2 #12 3/4 inch hoses

All electrical connections, mounting and functionality shall be installed as per the current systems installation standards. All newly installed modules and valving shall be mounted in a vendor supplied weather tight enclosure on the tow vehicle. This enclosure shall not interfere with the operation of any other components and shall be securely mounted in an easily accessible location. Additional trailer plug shall be a 7-round pin. Tow plow shall have separate switches to control beacons, left side rear amber warning and flood/plow light. Ref. EQN-1102

-44-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

L. INSTALLATION PRACTICES:

Any place steel and aluminum contact each other Mylar (**No Substitute, standardization**) shall be used as a buffer. Laminate rubber is unacceptable.

All welding shall be in accordance with standard welding practices as set forth by the American Welding Society.

All vertical and horizontal seams of the body sides shall be continuous welds with full penetration, no stitch welding.

All corners shall be angled or rounded for safety.

All mounting procedures shall be in accordance with NTEA standards.

All hoses shall be routed as to not interfere with any components, shall be protected from rubbing / chaffing other hoses or components.

All hydraulic circuits shall be tested for proper operation and flow. Control systems shall be tested/calibrated and programmed for Department material spread rates prior to delivery. Material spread rates will be disclosed at the pre-build meeting.

All electrical connections shall be treated with di-electric grease.

All electrical wiring and harnesses shall have an engineered strain relief system designed to eliminate stress on electrical connections, harnesses, control modules and any other associated electrical system components.

Each electrical circuit shall be supplied individually and properly sized, protected from weather and sealed to be watertight

All OEM connections within the battery box shall have attached non-metallic embossed labels/tags. Labels/tags applied with self-adhesives or stickers will not be accepted.

Any circuit deemed necessary for connection in the battery box by the body up-fitter or component manufacturer shall have attached non-metallic embossed labels/tags. Labels/tags applied with self-adhesives or stickers will not be accepted.

All open terminal connection shall be coated with 3M brand Scotchkote Electrical Coating FD.

The use of any of the following items or practices WILL NOT BE ACCEPTED.

The use of accumulators or auxiliary pumps.

Non-steel fittings on hydraulic pressure lines.

Excessive use of elbows on hydraulic lines.

Use of thread tape on hydraulic fittings.

Use of galvanized fittings or components on hydraulic system.

Improper hydraulic line size.

Use of high-pressure hose for hydraulic suction line.

Scotchlok-type wire splices.

Non-insulated wire splices.

Improper hose or wire routing near exhaust, over-sharp edges or through holes without grommets, or sharp edges.

Improperly prepared, primed and painted surfaces.

Non-fused electric circuits.

Hydraulic circuits without pressure relief protection.

Laminated Rubber.

All zerk fittings shall be threaded.

-45-
SPECIFICATIONS
A-A1

I. GENERAL TRUCK SPECIFICATIONS: (Continued)

M. SAFETY:

Anti-slip paint is required on all handholds and areas designed to be walked/stepped on, for the entire length, (tape is unacceptable).

All handrails, ladders, and step configurations shall be built for three points of contact.

There shall be two-wheel chocks per truck Ref: buyers WC1467 or equal with a rope. Mounting location will be determined at pre-build meeting. EQN-82B.

All corners shall be angled or rounded for safety.

Compliance shall be made per EQN-118.

Cab and body shall have reflective enhancement per EQN-122.

Emergency triangle warning kit, with hold down. Warning Triangle Flare Kit, Ref: KD 610-4645, KD Lamp Co. (Tel: (513) 621-4211) or equal, stowed (fastened) in the cab. Ref: EQN-66A

Fire extinguisher: Rechargeable with vehicle mount, 3A: 40B: C minimum. Mounted in the cab for easy and quick access.

There shall be a permanent decal, 2-inch-high red letters on white background affixed by the driver side door handle stating the overall maximum height of the completed and unloaded unit.

Example: HT-__'__" Ref: EQN-552

There shall be a permanent decal, "THREE POINTS OF CONTACT" located at each entry point of the truck cab and at the bed area Per EQN-552-1. Exact location to be determined at pre-build meeting.

II. DRAWINGS:

| | | | | | |
|---------|-------|------|----------|-----------|---|
| EQN-6 | dated | Rev. | 09-14-07 | 3 sheet | SPREADER AUGER |
| EQN-16A | dated | Rev. | 08-09-18 | 2 sheets | STEEL CUTTING EDGES |
| EQN-24 | dated | Rev. | 12-11-06 | 2 sheets | PLOW RAM |
| EQN-26B | dated | Rev. | 08-08-19 | 3 sheets | HITCH AND LIGHT MODULE |
| EQN-28C | dated | Rev. | 08-08-17 | 1 sheet | DOUBLE PRE-WET BRINE TANK |
| EQN-32 | dated | Rev. | 07-24-18 | 1 sheet | DUMP TRUCK CHAIN BOXES |
| EQN-50 | dated | Rev. | 08-02-18 | 4 sheets | FRONT PLOW HITCH ASSEMBLY |
| EQN-60A | dated | Rev. | 07-06-17 | 2 sheets | SNOW PLOW PATROL WING |
| EQN-66 | dated | Rev. | 07-20-09 | 2 sheets | SPLASH GUARDS-RUBBER TRAILER & TRUCK |
| EQN-66A | dated | Rev. | 07-13-17 | 1 sheet | TRIANGLE STORAGE BOX |
| EQN-78 | dated | Rev. | 10-27-06 | 1 sheet | CB RADIO CONNECTIONS |
| EQN-78A | dated | Rev. | 07-13-17 | 3 sheets | AIR TAILGATE HARDWARE |
| EQN-79A | dated | Rev. | 04-27-15 | 1 sheet | TYPE IV DUMP BODY RUBBER CUSHION |
| EQN-79E | dated | Rev. | 8-05-19 | 10 sheets | EJECTOR BODY |
| EQN-80A | dated | Rev. | 08-02-18 | 1 sheet | WIRING DIAGRAM 7 WAY ROUND PIN FEMALE CONNECTOR |
| EQN-82B | dated | Rev. | 07-17-17 | 1 sheet | CHOCK AND HOLDER |
| EQN-90 | dated | Rev. | 07-20-09 | 2 sheets | PUMP MOUNTING BRACKET & PTO ASSEMBLY |

-46-
SPECIFICATIONS
A-A1

II. DRAWINGS: (continued)

| | | | | | |
|-----------|-------|------|----------|----------------|---|
| EQN-94 | dated | Rev. | 08-02-18 | 5 sheets | HYDRAULIC HOSE MOUNTING & REQUIREMENTS |
| EQN-118 | dated | Rev. | 06-26-09 | 1 sheet | UNDERRIDE PROTECTION |
| EQN-122 | dated | Rev. | 07-24-18 | 3 sheets | DUMP BODY REFLECTIVE SHEETING |
| EQN-180 | dated | Rev. | 07-26-18 | 2 sheets | HEADLIGHT ADJUSTMENT BRACKET |
| EQN-351A | dated | Rev. | 06-19-13 | 2 sheets | FAST LUBE OIL CHANGE SYSTEM |
| EQN-501 | dated | Rev. | 06-08-09 | 2 sheets | CENTRALIZED LUBE SYSTEM |
| EQN-507B | dated | Rev. | 07-24-18 | 1 sheets | DUMP TRUCK WEIGHT DISTRIBUTION MINIMUM DATA REQUIRED |
| EQN-508 | dated | Rev. | 11-30-09 | 1 sheet | VALVE ENCLOSURE TANK COMBO |
| EQN-509 | dated | Rev. | 08-01-18 | 1 sheet | DUMP TRUCK SPREADER CONTROL BASE WITH RADIO BRACKET |
| EQN-552 | dated | Rev. | 07-25-18 | 1 sheet | MAX TRAVEL HEIGHT STICKER |
| EQN-552-1 | dated | Rev. | 07-06-17 | 1 sheet | THREE POINTS OF CONTACT STICKER |
| EQN-562 | dated | Rev. | 01-08-14 | 1 sheet | POWER DISTRIBUTION BOX |
| EQN-568 | dated | Rev. | 08-02-19 | 14 sheets | UNDER TAILGATE SPREADER WITH IOWA SPINNER |
| EQN-1081B | dated | Rev. | 05-23-19 | 2 sheets | ANTI-ICE TOW PLOW TRUCK |
| EQN-1090 | dated | Rev. | 07-26-19 | 3 sheets | FLIP STEP |
| EQN-1097 | dated | Rev. | 07-12-19 | 1 sheet | WING PLOW TOLERANCE |
| EQN-1099 | dated | Rev. | 07-18-19 | sheets 3,4,5&7 | WING PLOW FRAME |
| EQN-1102 | dated | Rev. | 07-15-19 | 2 sheets | GRANULAR TOW PLOW TRUCK |
| EQN-1105 | dated | Rev. | 07-29-19 | 1 sheet | TAILGATE LATCH |

NOTE: Drawings appear in SAE.

The above referenced drawings shall become part of these specifications.

These drawings reflect the intent of the Department and any discrepancies shall be resolved at the pre-build meeting between the vendor and the Chief of the Fleet Management Division.

DRAWINGS APPEAR AT THE END OF THE SPECIFICATIONS.

-47-
SPECIFICATIONS
A-A1

III. MANUALS:

The successful vendor shall furnish all applicable manuals per unit:

- 1 Operator's
- 1 Parts
- 1 Service complete engine and chassis
- 1 Engine
- 1 Transmission (Automatic)
- 1 Body and Sub-frame (Parts and Service)
- 1 Complete set of manuals for any additional items/equipment added to a piece of equipment.
- 1 Electrical System Charts
- 1 Control System/Hydraulic and Electrical System Schematics
- 1 Lube System Grease/Electrical Schematics

The manuals listed above shall be official O.E.M. publications supplemented with technical manuals for all components as published by sub-vendors/manufacturers.

Parts Service Manuals presented must be relative to "all" items utilized to build these units, with appropriate part numbers.

Delivery of these manuals, including manual revisions shall be completed with delivery of the first unit in a series and with the pilot of a new build, VIN and body serial specific.

Any changes requested by the Department or deviations granted by the department to the OEM chassis or body up fitter shall have updated manuals supplied with serial number specified.

Delivery of these manuals shall be completed with delivery of the first unit of each series.

Manuals shall be supplied on thumb drive in lieu of paper manuals for each new build or at any time a change is made to series.

Manuals may be supplied on a dedicated website (OEM chassis ONLY) in lieu of paper manuals.

It shall be the responsibility of the OEM chassis and or the sub vendors to provide revisions to corresponding / Subsequent specific manuals with any changes specific to chassis or body serial numbers.

IV. TRAINING:

See training information attachment in the bid package.

V. WARRANTY:

Per PCID No. 1075 Section E.1., and the additional specific warranty items stated below.

1 year starting from the Department's in-service date.

The warranty start-up date shall be defined as the date of transfer from the PennDOT Fleet Management Division to the designated county location. This will be considered the date of delivery to the county and NOT the date of delivery by the successful bidder to the Department. The PennDOT Fleet Management will supply the actual start-up date, equipment number, and serial number of the machine, via email, to the successful bidder. It is the responsibility of the successful bidder to ensure that the equipment manufacturer recognizes and applies the Department's actual warranty start-up date in their database.

This warranty is in effect as follows, starting from date of acceptance by the Department. Warranty shall not be voided due to Department operation as explained in the Intent Statement. It is understood that the components specified are minimum and if the manufacturer's Engineering Department recommends or deems necessary a more robust component, other than specified, be installed to meet the vehicles intent statement and to not void the warranty, it shall be the bidders/vendors responsibility.

MANUFACTURE IN-HOUSE WARRANTY PROGRAM:

The Manufacture and the dealer must agree and comply to the Manufacture In-House Warranty Program. A signed letter from the manufacture on the manufacturer's letterhead must be included with the bid. The signed letter must agree to the Commonwealth's Manufacture In-House terms as set out in this IFB.

PRIOR TO BID ALL OEM CHASSIS MANUFACTURES MUST ESTABLISH AN IN-HOUSE WARRANTY PROGRAM AND SERVICE AGREEMENT DIRECTLY TO THE DEPARTMENT.

AFTER CONTRACT AWARD IF THE DEPARTMENT DESIRES TO PARTICIPATE, THE PROGRAM SHALL BE OPERATIONAL (user name/password(s) established, etc.) PRIOR TO DELIVERY OF THE FIRST UNIT. ESTABLISHED WARRANTY AND SERVICE AGREEMENT SHALL REMAIN INSERVICE FOR THE FULL TERM OF EACH UNIT REGARDLESS OF THE AMOUNT OF UNITS WITHIN THE FLEET.

Warranty repairs shall be completed at the manufacturer's location or in-house field repair completed by PENNDOT. It shall be the Departments discretion to repair internally or transport the unit to the dealership. The manufacturer shall reimburse the Department at the manufacturers standard published in-house labor rate. The labor rate shall be mutually agreed upon between the Department and the vendor/bidder.

Any and all training for in-house warranty work will be provided by the Manufacturer at no expense to the Commonwealth.

All in-house warranty documentation shall be delivered with the pilot model. All warranty documentation (extended warranty service contracts and coverage) shall be delivered with the pilot model.

Prior to bid, the In-house warranty program shall provide the department the availability to file warranty claims directly to the OEM manufacturers warranty website for repairs made in-house by department personnel during the equipment's specified warranty period. Supplying manufacture shall ensure that there are authorized OEM repair facilities within the commonwealth of PA. capable and in agreement to perform repairs after the warranty period ends and throughout the department owned equipment's life cycle.

V. WARRANTY: (continued)

BUMPER-TO-BUMPER WARRANTY:

1 year starting from the Departments acceptance date.

RADIATOR WARRANTY:

Manufacturer's standard service and warranty policy for radiator minimum shall be for one (1) year, 100% parts and labor.

ENGINE WARRANTY:

The successful vendor and or supplying OEM shall provide the Department with a 100% parts and labor engine warranty, shall include all engine components internal and external FOR 60 months / 150,000 miles minimum.

ENGINE OIL PAN:

The oil pan and all fastening hardware shall be warranted against corrosion, rust, rust thru etc. regardless of atmospheric conditions for 5 years, 100% parts and labor.

EMISSION WARRANTY:

The successful vendor and or supplying OEM shall provide the Department with a 100% parts and labor warranty for all emission related components to include the diesel particulate filter (DPF) FOR 60 months / 100,000 miles minimum, unlimited engine hours.

TRANSMISSION WARRANTY:

Manufacturer's service and warranty policy for automatic shall be three (3) years 100% parts and labor. This warranty shall include all internal and external components related to the automatic transmission.

DIFFERENTIAL/AXLE WARRANTY:

Manufacturer's service and warranty policy for differential and axles shall be for three (3) years 100% parts and labor.

Structural Integrity and workmanship of body shall be guaranteed for five (5) years, parts and labor. A decal shall be affixed to the driver's door, on the inside, stating the company's name, model, serial number, address and phone number.

Body hoist assembly 3 years, 100% parts and labor.

Tailgate spring-over-air cylinder system, 3 years 100% parts and labor.

CENTRAL HYDRAULIC SYSTEM:

Complete Central Hydraulic system and components 1-year 100% parts and labor including but not limited to the following:

Saur Danfoss Valve

Controller

Electronic Joysticks

All wiring harnesses shall be warranted for 5 years 100% parts and labor.

HYDRAULIC PUMP

Manufacturer's service and warranty policy for hydraulic pump shall be three (3) year 100% parts and labor.

-50-
SPECIFICATIONS
A-A1

V. WARRANTY: (continued)

UNDER TAILGATE SPREADER if Equipped:

Warranty will be for a minimum of one (1) calendar year on the entire spreader, and two (2) calendar years for hydraulic motors (spinner & auger) and sensor or manufacturer's standard commercial term (whichever is greater), from date of departments acceptance. If the manufacturer neglects or fails to correct defect(s) during the warranty period, their responsibility shall continue until such time as it takes to correct the defect(s). The manufacturer is expected to respond to warranty problems and administrate effective solutions in the best interest of the Commonwealth. The successful bidder shall be an authorized dealer for the proposed spreader/s and shall comply with the manufacturer's warranty or authorize a qualified dealer in the locality in which the unit is assigned, to do whatever is required to comply with the manufacturer's warranty without cost to the Commonwealth.

The vendor will replace, free of charge within two (2) years from date of county acceptance, any spinner, auger motors and sensors which in the judgment of the manufacturer has failed because of defective material or workmanship, provided it is shown to be properly mounted, and not subject to abuse in operation or assembly.

The successful bidder shall be an authorized dealer for the proposed spreader/s and shall comply with the manufacturer's warranty or authorize a qualified dealer in the locality in which the unit is assigned, to do whatever is required to comply with the manufacturer's warranty without cost to the Commonwealth.

BODY ELECTRICAL/LIGHTING:

Wiring harness shall be 5 years 100% parts. First year shall include 100% labor.

All LED lights and lighting system controller shall be 5 years 100% parts.

WING PLOW WARRANTY:

The manufacturer's standard service and warranty policy shall be for a minimum of two (2) years. This warranty shall start on the final date of acceptance of the entire order and continue for the two (2) years thereafter, (2) full winter plowing seasons.