

SPECIFICATION**066200 - Van, Cutaway, Cargo Box, 2WD, Gasoline Engine, Automatic Transmission, Dual Rear Wheels**

This Dual Rear Wheel Model, Shall Be A Manufacturer's Standard Model Vehicle, Capable Of Carrying Two (2) Passengers. 14,200 Lb GVWR Minimum. Manufacturer's Rating Certified On Door. Chassis to accommodate A 14 Foot Cargo Box Body.

Reference: Supreme Spartan Body, Dura Cube

Note: " Refer to PCID 1075 for Delivery, and Warranty Requirements".

The following additional items shall be supplied

Air Bags : Shall be equipped with manufacturers standard air bags.

Air Conditioning : Shall be equipped with manufacturers standard air conditioning.

Alternator : Shall be manufacturers largest / heaviest duty available.

Blue Tooth: Shall be equipped with manufacturers standard Blue tooth system.

Cruise Control : Shall be equipped with manufacturers standard Cruise Control.

Daytime Running Lights : Shall be equipped with manufacturers standard Daytime Running Lights. (Aftermarket Acceptable)

Differential : Shall be equipped with manufacturers standard Limited Slip Differential. Ratio to be selected at time of order from manufacturer's standard available ratios.

Engine : Shall be Manufacturer's highest available horsepower and torque rating, to include, engine oil cooler , and largest available engine cooling capacity.

Exhaust : Shall be capable of being extended by the body up fitter to the outer most edge of the installed body.

Front Bumper : Shall be Chrome, Black, or Argent.

Fuel Tank : Manufacturer's highest capacity standard tank frame mounted (Tank filler positioned to ensure that filler nozzle can be set on automatic and nozzle will support itself, with unrestricted flow.)

Lubricants : Shall be synthetic where available, with drain plugs identified or painted red. (Engine oil excluded)

Mirrors : Shall be manufacturers standard heavy duty outside mirrors with convex mirror (aftermarket convex spot mirror acceptable) and extendable arms, driver and passenger sides. Shall be equipped with manufacturers standard manual day / night rearview mirror.

Paint : Manufacturer's standard safety or school bus yellow.

Seats: Shall be equipped with Vinyl Bucket Seats, Foam Padded with Seatbelts. (Cloth is Unacceptable)

Suspension : Shall be equipped with trailer and handling package, to include front stabilizer bar, heaviest available front and rear suspension, and heaviest available differential.

Tires : Truck and Body Company shall ensure that proper sized tires and wheels for GVWR are supplied. Tires shall be radial, OEM's most aggressive / severe duty tire available from manufacturer.

Transmission : Shall be automatic with largest available auxiliary oil cooler.

Windshield : Shall be equipped with manufacturers standard tinted windshield.

Windows and Locks : Shall be equipped with manufacturers standard power windors and locks

There shall be a step bar REF: Bustin (PN# RB003) or prior approved equal, must be length of cab entry area on both sides. (Installed) REF: EQN-170 Drawing.

Cargo Box Requirements

Dimensions : Shall be a square front box measuring 14 feet in length, outside width shall be 96 inches, and the interior height shall be 78 inches.

Construction : Shall be constructed using 3/8 inch Fiberglass Reinforced Plywood.

Curb Side Door : Shall be a roll up design that is capable of being securely locked. Shall be full length and 48 inches in width. There shall be a step provided under curb side door to gain access to cargo box safely and to have three points of contact when entering.

Rear Door : Shall be a roll up design that is capable of being securely locked. Shall be full length and full width.

Cargo Access Door : There shall be an access door between the cab and cargo box. Shall be properly sealed and capable of being secured in place from either compartment.

Exhaust : All tool boxes above any exhaust tailpipe or within close proximity of muffler, DPF, etc. shall receive a heat shield plate to the box in order to protect it. Exhaust shall be extended to the outer most edge of the installed body.

Grab Handles : There shall be a stainless steel grab handle on each side of the rear and side access doors to assist the operator in entering and exiting the bed area, Non-skid paint or rubber shall be utilized, (non-skid tape is unacceptable). Ref: Non skid paint, Gamma Laboratories (Tel. 304-489-2828.)

Floor : Shall be as low as possible, wheel wells protruding into floor area is acceptable. Shall be constructed of 2 inch by 6 inch Shiplap Pine, Minimum.

E Track : There shall be an E Track Cargo securing system. There shall be 2 rows, evenly spaced, full length, on both side walls.

Rear Step Bumper : The heavy-duty rear bumper shall be constructed with a minimum of 1/8 inch reinforced steel. The size and strength shall be in accordance with the truck manufacturer's step design. The platform on top of the bumper shall be Bustin aluminum No. NST4 full size, or Bustin 628 steel, or Ohio Grating or IKG Industries serrated swage lock, with end band. The outer step edge must be serrated in lieu of plain, smooth metal edge. All edges shall be banded (skirting) on the outer perimeter. Overlay is not acceptable.

Paint:

Body priming and painting to ensure full coverage to all areas of the body

Color of the body, including inside and outside of compartments, and the bed, shall be cab manufacturer's standard safety or school bus yellow, or optional PennDOT yellow DuPont F9885 for shade. (Powder Coat, if available from factory.) **It will be the responsibility of the successful vendor to ensure color of the body matches the cab.**

All metal surfaces to be painted shall be cleaned and prepared by abrasive blasting to 1-1/2 mil profile in accordance with Steel Structure Painting Council Standard SSPC-SP-6.

A rust preventative treatment shall be applied.

Conspicuity tape on body as per EQN-127A. Red/white on sides of body and cab.

ICC Rear Under ride Protector, hitch and grip strut ladders shall be painted black.

Front lower leading edge of body shall have a minimum 12 inch high aluminum diamond plate for chip resistance.

Safety : Alternating Red / Yellow Reflective sheeting shall be mounted diagonally (45 degree angle) on the entire rear door as per EQN-120P.

Electrical:

Warning Lights shall be (8) Whelen model M6AD Lights with M6 Brush Guards, Mounted (2) per sides, Front & Rearward facing, in the upper most outside corners of cargo box. The Warning lights shall have a lighted, permanently labeled toggle switch located in the dash. 1 - Whelen PFP1PA Tripod pedestal work light with coiled cord and plug to be supplied in the cab. Work Light receptacle shall be wired and mounted in the rear of the truck. Work light receptacle shall have a constant 12 volt power supply, circuit to be properly protected and have a chassis ground.

Body builder to supply remaining Stop Tail Turn, Back Up, Marker and ICC lighting, they shall be protected against damage and shall also be shock mounted. Connections shall be water tight.

All Body lighting shall be LED.

License plate lighting shall specifically be a Truck light 36 series PN# 36140C LED lamp with light bracket PN# 36710

Body wiring shall be Grote, Trucklite, or Prior Approved Equal.

There shall be no splices outside of a sealed box or fixture.

There shall be a seven-way trailer (Pin Type) receptacle mounted on rear. Per EQN - 80A

A color-coded electrical wiring chart and schematic shall accompany each body.

There shall be 2 LED lights, mounted inside cargo box, evenly spaced to illuminate cargo box area, lights shall be on a separate switch located within the cargo box.

No wiring shall be left exposed or hung where it could be damaged by the elements or debris.

Mud Flaps:

Mud flaps rear of rear tires, unmarked, full width of tires.

Length shall be consistent with the unloaded rear axle height, And in accordance with the PA State Inspection Laws.

The following equipment shall be supplied / installed

There shall be an ECCO Model 450 backup alarm, shock mounted. (Installed)

There shall be a seven-way trailer light receptacle, "Pin Type", securely mounted near rear trailer hitch area. Wired per EQN - 80A. Connections shall be sealed and water tight.

All switches shall be permanently labeled and backlit.

There shall be two (2) front tow hooks, installed.

There shall be an emergency triangle warning kit in each unit, in storage box and mounted in cab. EQN - 66A

There shall be a 5 LB. minimum 3A:40:BC fire extinguisher rechargeable with vehicle mount. Securely mounted in the cab for easy and quick access. A sticker on the door closest to the extinguisher shall be applied in the outside lower corner of the door to identify the

There shall be a trailer hitch installed, as per EQN - 202B, the upper portion of hitch shall be painted with non-skid paint if extending to or outside body perimeter and is likely to be stepped on. (Tape is not acceptable.)

All the following shall be supplied and delivered in the cab. Buyers Products - Combo Ball Hitch W/ 2 inch Hard Chrome Ball BH8-2000, Pintle Mounting Plate PM-87, Bolt Kit 8520, Hitch Pin HP6253 WC. Or approved equal.

Safety

The cab shall have conspicuity tape as Per EQN-127A.

Any area likely to be stepped on shall be covered with non-skid paint, tape is unacceptable.

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

Anti-slip paint is required on all handholds, for the entire length, (tape is unacceptable).

Options

Option : To be equipped with Power windows, Power door locks, and Power / Heated mirrors with manual extendable arms.

Option : Install FLOCS system as per EQN: 351A.

Option : Bidder must provide option pricing for "one" of the following.

Factory: Having unit bid painted PennDOT yellow. Reference DUPONT F9885 shade only. Unit shall be painted PennDOT yellow in lieu of the OEM's original color. Using the same process as with OEM paint.

Aftermarket: Having unit bid painted PennDOT yellow. Reference DUPONT F9885 shade only. All surfaces shall be properly cleaned and prepared prior to paint. Paint shall be the same quality as factory paint. To include all areas of the unit including interior.

Option : Statewide Radio:

GPS Combo Radio Antenna: There shall be a roof mount base with built-in GPS, PCTEL model GPPB-204-54-12-S1-M1 and an elevated feed antenna, PCTEL model BMUF7603. Assembly shall be mounted on a vendor supplied/installed stainless steel fender bracket. The fender bracket shall be mounted on the driver's side of the vehicle and it shall be mounted on the inside of the engine compartment with the base extending out over the top of the fender. Existing fender holes shall be utilized to accommodate mounting, with no holes drilled in the exterior fender surface. There shall be no sharp edges and it shall not interfere with the opening/closing of the hood. The antenna cable shall be routed to the floor area between the seats. It shall be properly secured and protected against heat/road splash. There shall be a minimum of 4 feet of antenna cable coiled at the base of the floor to allow for connection of a radio. Antenna shall be prewired with a MINI - UHF MALE connection. (No substitute, standardization).

Power Distribution Center: There shall be a 4-way power/ground distribution center located on the underside of the dash for connection of our state radio. The lugs shall be 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.

Drawings:

EQN-66A	Revised	07-13-17	sheet 1	TRIANGLE STORAGE BOX AND BRACKET
EQN-80A	Revised	08-2-16	sheet 1	WIRING DIAGRAM
EQN-120P		11-03-11	sheet 1	CARGO BOX REAR DOOR REFLECTIVE SHEETING
EQN-127A	Revised	01-02-09	sheet 1	CONSPICUITY TAPE
EQN-202B	Revised	11-03-06	sheet 1	HITCH: WEIGHT DISTRIBUTING
EQN-351A	Revised	06-19-13	sheet 1 & 2	FAST LUBE OIL CHANGE SYSTEM OVERVIEW AND PARTS LIST
EQN-170		7-19-16	sheet 1	RUNNING BOARDS

Note : All up fitting shall be in accordance with the chassis manufacturers body builders up fitter manual.

Installation Practices:

All lights shall meet all Federal and State regulations.

All wire splices shall be insulated with heat shrink materials or removable connectors that create a water tight connection.

All wires shall be securley fastened with no wires hanging or protruding where they are exposed to the risk of damage.

All junction boxes shall be located inside of the utility body, in a location that will not compromise storage space. For easy accessibility, junctions boxes must not be obstructed in any way.

All electrical connections shall be treated with di-electric grease. All wiring shall be secured using "P" type clamps at intervals not to exceed 12" between securment points.

All wires shall be in a protective covering and protected from chaffing, rubbing and getting pulled or torn from external sources.

Any alterations / relocation to fuel fill, DEF tank, exhaust, Etc. to allow installation of body shall be made in a professional manner using new materials.

Any place steel and aluminum contact each other Mylar or an approved equal shall be used as a buffer.

Laminate rubber is unacceptable. All vertical and horizontal seams of the body sides shall utilize full penetration welds in accordance with standard welding practices as set forth by the American Welding Society and sealed water tight to create one integral body. All corners shall be angled or rounded for safety and all weld splatter removed. All mounting procedures shall be in accordance with NTEA standards.

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

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.

Loose hanging wires that are not secure or are pulled tight so they are suspended with no support.