

SPECIFICATION

046900 - Heavy Duty Flat Bed Body Upfit For Use With 11K and 17K Chassis

Reference: Hostettler Truck Body 9 FT. Flatbed made for PENNDOT or, Approved Equal.

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

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

Body Shall Include The Following Equipment:

The flatbed body dimensions shall cover the rear wheels.
Any other applicable changes required to accommodate this type unit is the responsibility of the bidder.
The body shall be designed to accommodate stake body sides
There shall be a front mounted bulkhead.

Body - Installation:

It shall be the responsibility of the successful vendor to have this flatbed mounted on the chassis(s). The installation shall be engineered and approved by the vehicle manufacturer and shall have no adverse affect upon the manufacturer's warranty.
When any portion of the complete vehicle is to be installed by anybody other than the bidder or the chassis manufacturer, they shall indicate the name of the sub-contractor performing such installation and the location of their plants.
The bulkhead shall be a min14 gauge steel with punched or expandable metal area in alignment with the cab rear window. It shall be constructed of sufficient strength to eliminate damage to the rear of the cab. The bulkhead shall not interfere with the visibility of the third brake light. Proposed bulkhead shall be reviewed for acceptance prior to pilot model inspection by the Fleet Management Division. The bulkhead shall have a forward extension mounted to driver's side, of sufficient size to support the base of the warning light and this extension shall have a gusset.

Floor - Wood:

Reference for pine floor: Southern Pine Inspection Bureau (SPIB).
Pre-dried lumber. Vacuum process or kiln dried).
Pressure Treated (AWPA). Tongue and groove male and female groove same size, minimum 2 in thick, nominal.

LUMBER (PRESSURE TREATED) SPECIFICATIONS:

Pressure treated lumber shall be No. 1 stress rated Southern Pine.

Construction:

All body parts are to be electrically full welded into one integral body.
No welding inside the stake pockets.
Gusset plates shall be welded on both the sides.
For all threaded connections at least two (2) full threads shall be visible beyond the nut.
The fuel tank fill shall be positioned in such a way to ensure the filler nozzle can be set on automatic and nozzle will support itself with unrestricted flow.

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.
Two, 2" deep x 10" wide steps hung by 6" long 3/4" diameter cables shall be mounted, one under each side of bumper. Both hung 12" in from edge of bumper, step shall be Bustin steel grip grating.

Mud Flaps:

Mud flaps front and rear of rear tires, unmarked, full width of tires, and gusseted.
Length shall be consistent with the unloaded rear axle height, And in accordance with the PA State Inspection Laws.
The Flaps in front of the rear tires shall be constructed of 0.1406 in (10 gauge) steel.
The Flaps at the rear, of the rear tires, shall be constructed of 0.1406 in (10 gauge) steel, and include a rubber flap using 3 bolts and flat steel backed plates.

Electrical:**Whelen Light Kit Part # PADOTSY7, Kit contains the following lighting.**

1 - R10PADOT Light Bar to be mounted to the driver's side of the bulkhead. In no case shall the light bar be mounted on the roof of the vehicle.

2 - TLIA lights to be grill mounted per EQN - 115

2 - M6AD Amber warning lights with brush guard mounted to the rear of bed per EQN - 120L

2 - M6BTTD Stop, Tail, Turn lights with brush guard per EQN - 120L

2 - MUBUD Back-up lights with brush guards per EQN - 120L

2 - TLIA Amber warning lights, grommet mounted, mounted 1 to each side of bed per EQN - 120L.

Side and grill mounted warning lights are to be wired in conjunction with light bar.

8 - W441D Harness side mating Deutch connectors.

The above lights are supplied with male and female Deutsch connectors that shall be utilized to connect the vendor supplied harness to each light source.

1 - Pioneer Tripod pedestal flood 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 and one receptacle on the left front of the body. Work light receptacles shall have a constant 12 volt power supply, circuit to be properly protected and have a chassis ground. Remote mounting location to be determined at pilot inspection.

Body builder to supply remaining 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.

The Warning lights / Light bar shall have a lighted, permanently labeled toggle switch located in the dash.

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 filled with dielectric grease. Per EQN - 80A

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

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.

Wood surface shall be unpainted.

Body rail shall have conspicuity tape per EQN-127A.

HITCH:

There shall be a hitch installed, Per EQN-202B, there shall be provisions made to hook up a breakaway cable. 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. Below hardware shall be supplied in truck cab. Hitch and below receiver parts shall not interfere with any part of the bumper or body no matter what configuration on the mounting plate is used.

Buyers Products (216-974-888)

OR

Wallace Forge Company (800-328-1203)

Combo Ball

Hitch W/ 2

inch Hard

Chrome Ball:

BH8-2000

23071911

Pintle

Mounting

Plate:

PM-87

2200170 PADOT

Bolt Kit:

8520

2117240

Hitch Pin:

HP6253 WC

HP58412

DRAWINGS:

EQN-2C Revised 08-01-08 sheet 1-4 TYPICAL FLAT BED BODY

EQN-80A Revised 08-02-16 sheet 1 WIRING DIAGRAM

EQN-115 Revised 07-03-12 sheet 1 GRILL MOUNTED WARNING LIGHTS

EQN-120L 09-28-11 sheet 1 FLAT BED BODY LIGHTING

EQN-127A Revised 01-02-09 sheet 1 CONSPICUITY TAPE

EQN-202B Revised 11-03-06 sheet 1 HITCH: WEIGHT DISTRIBUTING

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 securely 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, junction 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 securing 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.