

Navajo Division of Transportation

Snow Plow Truck, with 10 cubic yard dump body & spreader box - Bid specifications

DUMP BODY & HOIST

- **Dump Body:**
 - Dimensions, Length: no less than 168", Inside width: 84", Outside width: not to exceed 96", Side height: 43", Rear height: 53"
 - Sides, board extension pockets, front and rear to accept 2" x 10" steel board. Cab shield shall extend no less than 24" forward of the front of body.
 - Body construction, the floor of dump body shall be fabricated of 3/16" gauge high tensile steel, one-piece deck, no overlapping seams. 2" radius rolled in deck to the side sheet.
 - The lower rub-rail shall be designed to provide strength and rigidity to the body and shall be of a material shedding design. The lower rail shall be formed into the side sheet with no less than 30-degree slope. There shall be a 1" minimum return flange under the cross-members. A formed angle reinforcement between shall be welded to the lower rail and the cross-members each side full length on each end.
 - The sides of the body shall be fabricated from the single sheet of 10-gauge high tensile steel with a minimum yield of not less than 50,000 psi. The sides shall incorporate intermediate vertical braces formed of 10-gauge high tensile steel with minimum yield strength of not less than 50,000 psi. There shall be 6" wide intermediate braces on approximately 24" centers. Side of body corner post must be heavy duty to support 3-way swing gate.
 - The intermediate braces shall sit on top of the lower rail and extend to the top of the rub-rail. The top rail shall be designed for severe duty and shall extend from the bulkhead to the rear post. The top rail shall be of material shedding design, eliminating ledges outside of the wood or steel boards. The top rail shall be fabricated using a single piece of formed high tensile steel creating a full box section. Forming the top rail into the side and using an insert to box the bottom is not acceptable. The rear post shall be fabricated from a single sheet of high tensile steel and form a box section no less than 15" wide. The rear post shall extend from the top of the tailgate to the bottom of the rear panel heavy enough to support a 3-way swing gate. The rear panel shall be full width and formed of 3/16" high tensile steel. This panel shall extend from the floor to the bottom of the long beams. The top of the rear post shall angle 45 degrees front to rear to prevent material build up in the area. The rear post shall be of sufficient depth to allow installation of recessed rubber mounted lighting. There shall be a 3/8" x 1-1/2" tarp tie bar welded to each side of the body approximately 10" above the floor line. In addition, there shall be

additional steps welded between the front and 1st post as well as steps welded inside the left front corner of the body to allow access into and out of the body. All welding shall be continuous (100%).

- The front of the body shall be fabricated from a single sheet of 10-gauge high tensile steel with minimum yield strength of 50,000 psi. The bulkhead shall extend from below the deck to a point 53" above the floor line. The top of the bulkhead shall be of the inverted "J" design with a 2" top flange and a 1-1/2" minimum return flange. The inside of the front sheet shall be enforced using formed in place "V" type reinforcements.
- The body shall be equipped with a cab shield extending a minimum of 24" forward of the front of the body. The cab shield shall be formed from a single sheet of 10-gauge high tensile steel with a minimum yield of not less than 50,000 psi and be fabricated with a 2" slope to allow drainage. Side gussets shall extend from the front of the cab shield to the front sheet of the body. There shall be additional vertical braces to stiffen the cab protector.
- The swing tailgate shall swing out, fold down and swing out from the bottom, also be fabricated from a single sheet of 8-gauge high tensile steel with minimum yield strength of 50,000 psi. The top hardware shall be cast and be of the upward acting design. The top pins shall be 1-1/4" diameter and be of a captive design. There shall be accessible grease zerks installed in the top hardware to facilitate lubrication. There shall be full perimeter bracing as well as 2 additional vertical and one (1) additional horizontal brace to make a 6-panel design. All bracing shall be 10-gauge high tensile steel. There shall be a 1/4" reinforcement plates at the ends of the lower horizontal brace surrounding the lower pin and weep holes in the reinforcement plates to allow drainage. The lower tailgate pin shall be 1-1/4" diameter minimum and be one-piece full width. The lower hardware shall be of the overshot design. The latch fingers shall be cast steel. The backing plate and receivers shall be no less than 1/4" thick and shall be welded to the rear post. There shall be 5/16" minimum coil proof chains attached to the top of the gate in the horizontal position. There shall be cast "no jump" banjo plates attached to the rear post near the top and bottom. There shall be angles installed in the lower outside panels of the tailgate to hold the chains for spreader operations. Hooks shall be installed on the gate to hold the chains when not in use.
- The tailgate operating device shall be air-operated tailgate. The air cylinder shall be located between the body long beams at the body. The cylinder shall be double acting and have aluminum housing, a 3-1/2" bore and 8" stroke. The switch to operate the cylinder shall be located in the cab within easy reach of the operator.
- The understructure shall be of the stacked design, constructed of structural steel members consisting of the following material. The longitudinal members shall be no less than 7" structural channel; the cross-members shall be no less than 4" structural channel, and not more than 12" centers. Each cross-member shall be gusseted to the long-members. Body cross-members shall be full width and be welded to the deck and lower rub-rail. Welds shall be alternated front and rear of each cross-member in accordance with approved welding practices.

- **Hoist:**
 - Class 60 rated 52,000 lbs. Scissor lift, underbody.
 - All pivot points shall be equipped with accessible grease zerks for lubrication. The hoist shall be designed to achieve a 50-degree minimum dump angle. The mounting height shall not exceed 11-3/4". The hinge assembly shall consist of a 5" x 5" x 1/2" structural angle. The rear hinge shaft shall be no less than 1-3/4" diameter and extend full width of the angle. The hinges shall be supported in double shear under the body long-members.
 - Hoist controls shall be 3-position, with locking detent.

- **Hydraulics:**
 - The hoist shall be powered by a transmission mounted power take off installed on the bottom of the manual transmission described elsewhere in these specifications. The hydraulic gear pump shall be married to the power take off without using a driveline. The controls for the power take off shall be installed in a console mounted within reach of the operator beside the pump control. The operation of the valve shall be via an enclosed cable. The valve spool on the pump shall be integral and 3-position.

- **Accessories:**
 - The body shall be equipped with a bed up warning light located inside the cab, mounted in a conspicuous location to advise the operator the bed is lifted.
 - Body shall also be equipped with a back-up alarm.

- **Mounting and Painting:**
 - Entire body to be cleaned of welding, slag, oil, rust, etc. to insure good paint and bonding.
 - Body and hoist to be primed and then painted with two (2) coats of acrylic enamel to match cab.
 - Unit to be installed complete on chassis with all required lights and reflectors according to Federal Motor Vehicle Safety Standards No. 108.

- **Warranty:**
 - Bidder shall list warranty for evaluation. Chassis dealer shall include a full set of Operator's Parts and Maintenance Manuals with the delivered unit.

- **Options:**
 - Pull tarp w/flip arms, spring retractable.
 - Steel side board.
 - 3/4" Buck plate, 25-Ton pintle hitch, Air Lines, Brake Control, Electric Brake Control, D-rings, 7- & 6-way plugs.
 - Side Ladder
 - Tool box 18" x 18" x 24"

- One (1) Amber LED Strobe Light-Bar, with a minimum of 6 LED strobe lights front and 6 LED strobe lights in back, mounted on cab, four (4) LED strobe lights mounted on rear of bed.

CENTRAL HYDRAULICS

- **Pump:**

- Hydraulic pump shall be axial piston pressure and flow compensated load-sensing type. Pump shall be cast iron construction and rated to 4.67 cubic inches per revolution at maximum stroke which will deliver 19.2 GPM @ 1000 engine rpm. The pump shall have a 2" suction line and 3/4" case drain line plumbed directly back to the reservoir. The pump shall be rated for 4000 psi maximum and 3500 psi continuous. The pump shall have a 1 1/4" keyed drive shaft and SAE type C mounting flange. A 1" high pressure steel ball valve shall be at the outlet of the pump.

- **Driveline:**

- Pump shall be driven directly off the engine crankshaft by a splined driveline to allow for slip movement.

- **Reservoir:**

- Hydraulic reservoir shall be 40-gallon capacity, constructed of 12-gauge steel, powder coated black, 3/16" thick angle iron mounting brackets and equipped with the following:
 - Basket type filler breathing cap
 - 3/4" Magnetic drain plug
 - 2" NPT suction with 100-mesh screen type filter w/3 psi bypass.
 - 5" Sight temperature gauge externally mounted
 - Internal baffling
 - Separate return port for case drain line
 - 2" full flow brass ball valve

- **Filter:**

- Hydraulic oil filter shall be return type filter and be rated to 50 GPM with a 10-micron nominal rating. Filter shall have a visual indicator gauge mounted on the filter. Bypass shall be set at 25 psi. A 1 1/4" full flow brass ball valve to be installed at the tank to allow for changing filter element without losing oil.

- **Cab Controls:**

- Cable/Lever controls shall be used for hoist, plow, and sander on/off functions. Cables shall be stainless steel and rated for a minimum 130 pounds pull. Cable controls will have sealed bonnet connections at the valve. Controls shall

be conveniently mounted in a console to the right of driver within easy reach of the operator.

- **Control Valve:**

- Control valve shall be a load-sensing type with O-ring ports. Mid inlet section porting will be #16 inlet, #20 inlet, #16 hoist section, #4 load sense port, and #10 or #12 for all other sections. The hoist section shall be stacked to one side of the mid-inlet and all other sections will be stacked on the other side. All ports shall be level with each other so as to lay flat on its base. There will be a main relief in the mid-inlet section that will be set at 2500 psi to protect the system from being over pressurized.
- Valve section to be arranged as follows:
 - 1st section – 3 position, 3-way spring center for dump body
 - 2nd section – Mid-inlet transition section
 - 3rd section – 3 position, 4-way spring center for plow angle
 - 4th section – 3 position, 3-way spring center for plow lift
 - 5th section – 2-way detent section with B-port blocked for sander on/off.

- **Sander Valve:**

- The sander valve to be dual flow control for auger and spinner. Valve to be mounted outside the cab in a convenient location for driver to change settings, if needed. Return flow from the auger and spinner motors to be plumbed to the mid-inlet of the main valve stack to supply flow for plow functions when the sander is operating.

- **Hydraulic Lines and Plumbing:**

- All hydraulic lines and plumbing shall be of sufficient capacity so as not to create heat or turbulence within hydraulic system. Suction line between reservoir and pump shall be a minimum of 2" I.D. with a minimum SAE 100-R4 rating and shall be secured on both ends via heavy duty banding straps. Radiator hose clamps will be unacceptable. All pressure hoses, including signal sense to pump shall have swivel fittings on BOTH ends and have a minimum SAE 100-R2 rating. Return lines and case drain shall have minimum SAE 100-R1 rating.
- Hydraulic lines shall be routed to minimize interference with equipment and chassis components requiring periodic servicing. Support brackets, grommets, and tie wraps shall be provided where appropriate to protect lines from damage by abrasion, cutting or impact.
- Hoses shall not be routed near exhaust manifolds, bolts, sharp edges, and exhaust system to prevent wear, fatigue, or fire. **Pipe fittings shall not be used in any high-pressure line.** Maximum distance between support clamps on all hydraulic lines shall be 24 inches.

HEAVY DUTY, SLIDE-IN V-BOX TYPE MATERIAL SPREADER

- Capable of hauling and spreading free flowing granular materials from a minimum width of four feet to a maximum width of forty feet. Consisting of a steel body, Discharge/Feed Conveyor/Spinner Assembly.
- Body: 9.7 cubic yards capacity. The spreader hopper shall be constructed from 7-gauge high grade steel. The hopper body length shall not be less than fourteen (14) feet inside length with integral longitudinal overhung for supporting the spinner assembly. The hopper body width shall not exceed 82" outside width (NO EXCEPTIONS). Hopper body side height shall not exceed 44" above the mounting surface. Forty-five (45) degree side body slope with front slope to ensure free flow of material to conveyor. Heavy Duty lift hooks at each corner.
- V-Body Tie down Brackets: Install four (4) 1/4" x 3" x 5" opening, tie down brackets for a 4" metal flat hook and nylon strap at each side (front/rear).
- Side supports: Seven (7) gauge formed side supports that extend the full side slope height, spaced on approximately 2-foot centers.
- Cross-members: 3" structural channels welded (flat side up) to each side support.
- Cross supports: Minimum of two internal cross supports.
- Inverted "V" shield: Heavy-duty, removable inverted "V" shield to protect conveyor.
- Material deflector: Bolt-on full body width front material deflector constructed from 3/16" thick steel. Material deflector shall be 24" deep and mounted at a 45-degree slope with 5 structural angle supports. This deflector minimizes material spillage during loading operations between front of V-body and dump body cab shield.
- V-body side rubber skirting: 24" wide bolt-on full V-body length conveyor-type rubber skirting on Right/Left V-Body sides mounted to a full-length Heavy-Duty metal flat strap bracket. These skirts shall drape over dump body sides and minimize spillage during loading operations between V-body side and dump body side.
- Material Vibrator: Bolt-on mounted manufacturer's standard material vibrator at front of body wired to junction box with jacketed cable and flexible loom complete with solid state vibrator interrupter that will disable the vibrator in one-minute intervals.
- I / H Beam: 6" I-Beam or H-Beam providing a longitudinal brace and hinge point for the top screens.
- Top screens: Manufacturer's standard Heavy-duty square mesh design. Four (4) sections per side with non-freeze hinges. 2 1/2" openings.
- Feed gate and ruler: Manufacturer's standard screw-type self-locking steel feed gate and ruler shall be provided at the rear of the hopper to allow for accurate discharge.
- Conveyor system: Manufacturer's standard heavy-duty conveyor system, chain bar flight-type running longitudinally with the body feeding material to the feed gate opening. The conveyor chain shall be constructed from heat-treated steel, minimum of 21,000 lbs per strand, self-cleaning pintle-type. Cross bars welded on both the top and bottom to every chain link. Replaceable or formed chain shield shall cover the strands exposing only the drag bar to the material. 3/16" thick steel bolt-on replaceable conveyor floor (flat design). The conveyor shall have one (1) internal front wiper and one (1) external rear wiper.

- Power drive: The conveyor chain shall be driven through the worm drive gearbox by a low speed, high-torque “orbital-type” hydraulic motor. This motor shall be directly coupled to the gearbox and protected from the elements by cast housing. The worm gear drive shaft shall have provision for a servo sensor, integral with the drive shaft.
- Chain oiler: One (1) gallon steel reservoir with on/off valve and copper lines to lubricate both sides of conveyor chain, mounted at the rear of the body.
- Gearbox: Cast iron gearbox shall have hardened and ground bronze gears mounted on a drive shaft and supported on tapered roller bearings. These gears shall be machined cut and mounted in anti-friction sealed bearings and running in oil. The gearbox ratio shall be 25:1.
- Sprockets and Drive shaft: Drive and Idler sprockets shall be manufactured from drop forged steel or cast iron. Sprockets shall be keyed to the drive shaft and the idler shaft. Both conveyor shafts shall have heavy-duty, dust-sealed, self-aligning four bolt, spring loaded take-up flange bearings and grease fittings with grease extension lines that will allow greasing the front bearings through the rear when V-Body is mounted inside the dump body.
- Spinner/Chute assembly: Manufacturer’s standard steel distributor disc assembly with replaceable formed steel fins. Disc shall be mounted on a cast iron replaceable hub connected directly to the motor. The material shall be guided from the conveyor to the distribution disc with a deflector system. This system shall control the spread pattern from left to right by controlling the material as it drops on the disc. The entire spinner/chute assembly shall be manufactured from 7-gauge steel and adjustable in height. Four (4) external adjustable baffles, adjustable without the use of tools. The entire spinner/chute assembly shall tip up to allow cleaning, unloading or storage.
- Spinner bypass chute: Bypass system that allows material to flow over the steel distributor disc assembly out to the curb-side as to unload material from the hopper body into a windrow for road shoulder maintenance.
- Pre-wetting system: Install a chemical pre-wetting system with two (2) 125-gallon polyethylene tanks with dual baffles mounted to the V-box body side. System design shall not exceed the V-box body width. Complete with corrosion resistant pump mounted in a weather tight corrosion proof housing, polypropylene ball valves, and corrosion resistant hoses with a 1 ½” cross over hose between tanks. 1 ½” bottom quick fill installed at the rear. Weather pack wiring harness with jacketed cable and flexible loom wired to junction box. Cab switches to make a complete system. Tank mounting shall not interfere with feed gate hand crank.
- Rear access ladder: Heavy-Duty folding design, metal access ladder with non-skid ladder rungs, grab handles and heavy-duty rubber latches bolt mounted to spreader body with heavy-duty mounting brackets to rear curb-side. The ladder shall not interfere with the spinner/chute assembly.
- Wiring: All wiring to include strobe lights, spinner lights, pre-wetting system and vibrator shall terminate at the rear in a weather tight, corrosion proof junction box and continued with a heavy-duty, seven (7) wire pig tail extension wired to electrical functions and seven (7) way male plug (provide matching plug and wiring schematic).
- Paint: Remove dust and slag. Prime and paint with industrial orange (highway) paint.
- Identification: Serial and Model numbers shall be stamped on visible part of frame.
- Installation:
 - Shall include, but not limited to, the following:

- Complete/Operational installation of salt spreader to dump truck according O.E.M. specifications/Instructions/Hardware.
- Install and align tailgate latch bar.
- Weld ratchet winch tie downs on dump bed and prime and repaint.
- Wiring of all electrical functions to truck's 7-way female plug to match spreader and heavy-duty switches in the cab with switch nomenclature.
- Install hydraulic hoses and quick disconnects compatible with truck.
- Weld structural runners to cross-members and tailgate latch bar.
- Tie downs: Four (4) 4" D.O.T. approved weld-on ratchet winch for 4" x 10' heavy-duty nylon straps with flat metal hooks. One (1) winch handle.
- Tailgate latch bar: Constructed from 3" x 2" x 1/4" thick rectangular tubing and two (2) 1 1/4" diameter hardened steel roll pins that utilize the lower tailgate clamps of the dump body for securing the spreader. The cross bar and pin assembly shall be custom fitted to the designated vehicle.
- Structural runners: Install two (2) 3" structural channel runners on the bottom side of the V-box welded to every cross-member and tailgate latch bar.
- Hoses/Fittings: Compatible with truck.
- Strobe lights: Bracket mounted with overhead protection, red/amber strobe lights at top rear driver's side of V-body, twelve (12) joules minimum. Jacketed cable and flexible loom wired to junction box.
- Spinner light: Manufacturer's standard bracket mounted, halogen, spinner work light (location to be determined by user). Jacketed cable and flexible loom wired to junction box.
- Warning sign: 19" x 18" length reflective self-adhesive white sheeting sign with red lettering "STAY BACK 30 FEET". First line: "STAY BACK" 3-inch lettering. Second line: "30" 7-inch lettering. Third line: "FEET" 4-inch lettering. Installed on spinner chute.

SNOW PLOW, TEN FOOT, HYDRAULIC REVERSE, TRUCK MOUNTED, NEW CURRENT PRODUCTION MODEL

- Scope: Ten (10) foot hydraulic reverse snow plow with integral shield and frame mounted quick connect/disconnect truck hitch to be installed on trucks.
- Moldboard: Ten (10) foot integral shield moldboard constructed from 10-gauge high strength carbon low-alloy sheet steel or 3/16" thick A-36 hot rolled steel. Height shall be a minimum of 41" with 8" cutting edge. Two (2) 36" high fluorescent orange moldboard end markers.
- Parking jack: Crank-type screw jack that stows when not in use.

- Cutting edge: Manufacturer's standard heavy-duty vertical steel ribs welded to the top/bottom angles and moldboard sheet.
- Horizontal braces: Manufacturer's standard heavy-duty horizontal steel bracing welded between vertical ribs on entire length of moldboard.
- Heel iron: Constructed from 4" x 4" x 3/4" thick structural angle. 3/4" thick steel heel iron reinforcements welded to the heel iron between each bolt hole.
- Reversing push frame: Manufacturer's standard constructed from heavy structural angle, rolled angle or heavy-duty structural tubing designed to distribute plowing stress across the entire length of the moldboard. The push frame shall be attached to a minimum of four (4) points on the moldboard with 1 1/4" diameter cold rolled steel pins.
- A-frame push plate: Manufacturer's standard constructed of heavy-duty double tubular, I-beam, ship channel or structural angle.
- Hydraulic reverse: Two (2) double acting hydraulic reverse cylinders, 3" x 10" cylinders shall have an adjustable rod end casting and V-pack seals. O-ring type seals not acceptable. Cushion valve.
- Trip mechanism: Plow shall be equipped with manufacturer's standard heavy-duty dual exposed compression spring trip and rebound assembly that allows the entire moldboard to trip over center and return to original position. Shall have three (3) pitch adjustments for different attack angles.
- Shoes: Two (2) each, heavy-duty screw adjustable skid shoe assemblies (rectangular design) with carbide tip inserts.
- Snow deflector: 12" bolt-on full length, heavy-duty rubber snow deflector.
- Truck hitch/Lifting frame: Heavy-duty frame mounted and reinforced truck hitch assembly. Shall be quick connect/disconnect, self-aligning receiving jaws, and automatic locking design accomplished without driver leaving cab. Hitch design shall allow installation on trucks with and without front integral frame extensions and tilting hoods with stationary grills. The hitch or any of its components shall not interfere with the operation of the tilting hood. 4" x 10" moldboard lift cylinder with manufacturer's standard heavy-duty lifting frame complete with grade 70 lifting chains and safety latches if applicable.
- Parallel level lift: Manufacturer's standard parallel level lift system.
- Identification: Plow shall have a stamped aluminum tag that has serial number, model number, make, year manufactured and weight. Serial and model number shall also be stamped on visible part of moldboard.
- Paint: Prime and paint, Industrial orange (highway) paint.
- Installation:
 - Shall include, but not limited to, the following:
 - Complete/Operational Installation of snow plow hitch to truck according to O.E.M. specifications, instructions, and hardware.
 - Hitch to truck frame support brace angles shall not be greater than 45 degrees.
 - All welding shall be done with wire feed welder and certified welder.
 - Install hydraulic hoses and quick disconnects compatible with truck.
 - Prime and paint all mounting hardware.

TRUCK SPECIFICATIONS

Engine:

- 455 Horsepower (minimum) @ 2200 RPM, 1600 lb/ft torque
- Air compressor, 15.5 CFM
- Alternator, 130 AMP brushless
- Starter, 12V
- Batteries, 12V (4), 2500 CCA
- Engine block heater
- Engine brake
- Engine fan, plastic w/manual override (on/off) switch
- Fuel/Water separator, w/drain valve, hand primer pump
- Hoses, silicone radiator & heater; shut-off valve at each hose
- Radiator, aluminum core
- Starting Aid, electric Ether
- Flywheel housing, aluminum
- Coolant system, high efficiency w/conditioner
- Bug screen, black aluminum, mounted behind grille
- Exhaust, dual vertical w/curved stacks
- Heat shields, dual bright finish exhaust
- Provision for front P.T.O. w/adaptor

Transmission/Driveline/Clutch:

- 13 speed manual
- Internal transmission oil cooler
- Synthetic oil, 75w-90
- Driveline, heavy-duty w/coated splines, 1810 main & intermediate
- Clutch, self-adjusting w/grease bearing, remote lube hoses for clutch linkage, 15 1/2"

Cab:

- Integral, w/heater (heater/air conditioner unit) w/R-134A refrigerant
- A/C compressor, rotary
- Cab, conventional, rust protection (welded steel, galvanized shell)
- Dome light, w/map light (driver's left shoulder)
- Gauge cluster; Exhaust pyrometer, engine temperature, transmission temperature, axle oil temperature, and manifold pressure (English display).
- Gauge, speedometer w/trip odometer
- Gauge, engine tachometer (w/electric hour meter)
- Glass – cab windshield, safety tinted; side and rear windows
- Headlights, halogen

- Hood insulation
- Horn, air (2) rectangular trumpet style (left and right side of cab roof)
- Horn, electric
- Lights, clearance/ID, (5) LED lamps (roof of cab)
- Mirrors, exterior, aero mirror, body colored, left and right heated and motorized w/integrated convex mirror.
- Mirrors, round convex type, bright finish, hood and fender mount w/ss arms and brackets, RH & LH, 8" diameter
- Mirrors, door mounted round convex type, bright finish, 8" diameter
- AM/FM stereo w/CD player
- Radio antenna, roof mounted
- CB radio antenna, dual fiberglass, mirror mounted
- CB radio, 40-channel radio w/integral speaker
- CB radio mounts, strap mount (top of dash) or headliner mount; to mount CB radio and required equipment.
- Seat, driver, air suspension, high-back w/inboard arm rest
- Seat, passenger, air suspension, high-back w/inboard arm rest, integral storage compartment.
- Seat covering, vinyl type
- Seat belts, lap and shoulder harness, cab mounted w/fixed D-rings, driver and passenger
- Steering column, adjustable (tilt and telescope)
- Storage accessories, padded vinyl w/header storage with door.
- Sun visor, exterior, painted fiberglass
- Sun visor, interior, padded vinyl w/ticket holder, driver and passenger
- Power door locks, driver and passenger
- Power windows, driver and passenger
- Windshield wipers, 2-speed electric motor w/intermittent feature

Frame Equipment/Fuel tanks:

- Bumper, front, chrome, extended swept back steel 113.5"/2883mm BBC w/1.5" extended brackets
- Front frame extension, 24"
- Mud flaps, front fender
- Mud flaps, rear
- Brackets, mud flaps, with conspicuity feature
- Fuel tanks, driver and passenger, 26" polished aluminum, 100-gallon capacity, w/bright finish stainless steel straps, w/locking fuel caps
- Fuel hose, braided steel
- Dual draw and return fuel system hoses

Front axle/Equipment/Tires/Wheels:

- Axle, 20,000 lb. capacity
- Steer tires, 425/65R22.5, 20-ply, radial (2)
- Wheels, 22.5x12.25 Alcoa 10-hole, hub-piloted, polished aluminum

- Brakes, S-cam type, w/drum cast outboard mounted
- Slack adjusters, automatic
- Springs, front tapered leaf
- Power steering

Rear axle/Equipment/Tires/Wheels:

- Axle, 46,000 lb. capacity
- Drive tires, 11R22.5, 16-ply, radial (8)
- Wheels, 22.5x8.25 Steel, Heavy-Duty, two hand holes, hub-piloted
- Brakes, S-cam type, w/drum cast outboard mounted
- Spring brake chambers (4)
- Slack adjusters, automatic
- Power divider lockout
- Shock absorbers mounted forward and rear of each axle (4)
- Suspension, 46,000 lb. capacity

Frame:

- Frame rails, 11.81" x 3.54" x .37" (300x90x9.5mm) steel with reinforcement
- Wheelbase to achieve 120" to 126" Cab-to-Axle dimension, square end of frame, 56" after frame

Air system/Brakes:

- Air dryer, with heater
- ABS (anti-locking braking system) system
- Automatic drain valve
- Brake control valve system, (2) valve brake system – trailer supply and tractor protection
- Hand control valve, trailer brakes w/air and light lines to end of frame w/tractor package for straight truck applications

Electrical:

- Alarm, Back-up (reverse)
- Battery box cover, polished aluminum
- Battery shock pads
- Daytime running lights
- Electrical circuit protection package
- Fog lights, recessed in front bumper, w/switch mounted on dash
- Battery shut-off switch

Paint:

- Cab exterior, single color, industrial (highway) orange

Specialty/Additional Equipment:

- Parts & Service, detailed; available upon delivery
- First-Aid kit
- Fire extinguisher
- Warning triangles
- Tow hooks, (2) mounted in front bumper
- Spare tire mounted on rim; available upon delivery

Protection plan:

***** Include all warranties available, show cost for evaluation. *****