

## SPECIFICATIONS FOR 9 FT DUMP BODY

### I. 9 FT BODY LENGTH, 3-4 CUBIC YARD CAPACITY

- A. Body inside width shall be 87", outside width 96"
- B. Sides shall be 16" high, measured from the floor
- C. Tailgate shall be 22" high
- D. Front, tapered bulkhead shall be 43"
- E. Front bulkhead and cab shield to be one piece, integral design, eliminating welds.
- F. 1/4 Cab shield shall be 43" in height.
- G. Plasma cut slotted window in bulkhead for added visibility from the cab

### II. BODY SIDES AND FRONT

- A. Front shall be fabricated from 12 GA steel for a bulkhead under 40 inches in height. For a bulkhead height above 40 inches, material shall be 10GA steel.
- B. Front pillars shall be 6-3/16" x 4-1/8", radiused for extra strength and to provide a contemporary appearance
- C. Rear corner pillars to be 4-1/4" x 4" and shall be full depth for added strength
- D. Sides shall be rigid.
- E. Sides shall be fabricated from 12 GA steel.
- F. Sides shall have reverse bend top rail for added strength
- G. Sides shall be free of horizontal welds on the exterior
- H. The sides and front and rear pillars shall be dirt shedding design
- I. Front pillars shall have provisions for Crysteel tarp system, requiring no additional welding or drilling for installation
- J. Rear pillars shall incorporate one-piece plasma cut tarp receivers integral with the top hinge plates that secures the tarp and also accept the upper tailgate pin, and shall not hinder operation of tailgate when tarp is in use.
- K. Rear pillars shall incorporate FMVSS #108 compliant clearance lights mounted within rubber grommets
- L. Front to have pressed-in horizontal "V" brace for added strength
- M. Sides shall have 2" wide board pockets at the front and rear with a minimum height of 6 inches
- N. Side rub rail shall have 45 degree slope for strength and to shed dirt.
- O. All exterior welds shall be continuous to prevent pockets for corrosion

### III. TAILGATE

- A. Shall be off the single lever, quick-drop design for easy, "one-man" operation
- B. The upper tailgate release lever shall be offset to curb side for operator safety and for superior ergonomics
- C. The spring-loaded upper release mechanism shall be recessed within the boxed top section of the tailgate to prevent damage during use
- D. Tailgate shall be double-walled design with the inner panel fabricated of 10 GA steel and the outer panel 12 GA steel.
- E. The top and bottom of the tailgate shall be formed box sections for added strength and

rigidity

- F. Tailgate shall have 3/8" steel end plates
- G. Tailgate shall be free of any visible exterior horizontal welding
- H. Tailgate shall be dirt shedding design
- I. Top hinge plate shall be heavy duty, providing 1" bearing surface for the hinge pins
- J. Tailgate top hinge pins shall be 1 1/4" C1045 cold rolled steel shaft, and shall be grease zerk lubricated
- K. Lower latch pins are C1045 1 1/4" cold rolled steel shaft
- L. Latch fingers shall be flame-cut steel, 1" thick
- M. Tailgate lower release mechanism shall be grease zerk lubricated
- N. The release handle shall be located at the front, left side of the body
- O. The tailgate shall have high strength, adjustable 3/8" chain provided to hold the tailgate open for spreading aggregate material

IV. FLOOR AND UNDERSTRUCTURE

- A. Floor shall be fabricated from 10 GA steel.
- B. The understructure shall be a western, cross memberless design for reduced weight, easier clean up and lower body floor height
- C. The long sills shall be fabricated, trapezoidal design which is stronger than channel type long sills and has greater bridging effect and to eliminate long sills distortion during the welding process.
- D. Longsills shall be fabricated from 7 GA steel.
- E. Long sills shall be 7" height maximum for lower overall floor height
- F. Interior of the long sills shall be coated internally with SG-50A corrosion preventative compound at the factory to deter rust and corrosion for longer long sill life.
- G. Rear apron shall be 6" high, full-width design and fabricated with 10 GA steel.
- H. Fabricated design provides more strength across the rear of the dump body.
  - I. Rear apron shall incorporate three FMVSS #108 compliant clearance lights which shall be mounted within rubber grommets and connected through a one-piece wiring harness wrapped in a plastic convoluted loom for protection from abrasion.

**9' TELE HOIST KIT NON-INV - MAHOIT**

Included in hoist kit is saddle, rear hinge ASM, electric hydraulic power unit. Hoist kit eliminates hoist sub frame.

**COAL DOOR**

There shall be a center coal door mounted in tail gate.

G1000 (SEMI-AUTOMATIC) 8-11' TARP

**BODY LED & DOT LIGHT SYSTEM**

There shall be a LED system mounted in the front headboard (2) and (2) in the rear corner posts. The rear corner posts shall include Stop/Tail/Turn and backup lights. All lights shall be

mounted in a integral box mounted on the body prior to painting. There shall be a welded pipe assembly to allow wiring to be replaced on the rear corner boxes and all wiring to front lights. Controls mounted in the cab shall have a triple flash features. Power pack shall be mounted in the cab. All lights shall be mounted in rubber inserts with no screw hardware required.

### **10 TON PINTLE HITCH /RECEIVER**

PINTLE HITCHES INCLUDE 1/2" MOUNTING PLATES WITH TWO "D" RINGS DROP FORGED

### **URETHANE PAINT SYSTEM**

#### **PRODUCT DESCRIPTION EPOXY PRIMER**

3.5 VOC DTM Epoxy Primers, E2B931 / E2W932 / E2A933, are low VOC, two-component primers offering excellent direct metal adhesion and corrosion protection over properly cleaned steel and aluminum substrates without the use of lead or chromate. 3.5 VOC Epoxy Primers E2B931 / E2W932 / E2A933 offer flexibility greater than standard epoxy primers. E2B931 / E2W932 / E2A933 require no induction time and are designed for truck manufacturers, fleets and automotive refinishers where extended service is important.

#### **GENESIS® 3.5 Low VOC Acrylic Polyurethane**

Genesis® 3.5 Low VOC Acrylic Polyurethane is extremely durable, provides high gloss and is chemical/solvent resistant. Genesis® 3.5 can be air-dried or force dried for urethane-tough enamel that is ideal for OEM, Fleet, Truck, and special vehicle finishing. Genesis® 3.5 demonstrates many graffiti resistant properties that make it ideal for industries such as: airline ground support equipment, the waste industry, beverage industry, DOT, and public transportation equipment. Genesis® 3.5 offers excellent coverage with lead and chromate free formulas...

#### **PPG ERP-420-1 & ERP-201-1 Epoxy Coating.**

Under side of body, frame, and plow equipment shall be painted with PPG AUE-370-FG-1 epoxy black paint