

“CRANE BODY” SPECIFICATION SHEET
36,000 ft/lbs. (6,000 lbs. @ 6'-0”)

Crane body for 1 & 1-1/2 ton chassis having cab-to-axle (C.A.) measurements of 60”, 84”, 108” and 120” and dual rear wheels. Available in standard “V” configuration compartment models.

I. OVERALL LENGTH

- a. 108”, 132”, 156” and 168”

II. OVERALL WIDTH

- a. 88-1/2” (89-3/4”) and 94-1/2” (95-3/4”)

III. OVERALL HEIGHT

- a. 40”

IV. HEIGHT FROM FLOOR TO TOP OF COMPARTMENT

- a. 26”

V. FLOOR WIDTH

- a. 48-1/2” with 3” wide wheel boxes or 54-1/2” with 6” wide wheel boxes

VI. COMPARTMENT DEPTH

- a. 20”

VII. COMPARTMENT LAYOUT

- a. “V” configuration - full height vertical compartments front and rear; horizontal compartment at center.
 - i. Front compartment width.....33” – 108, 132, 156, 168
 - ii. Intermediate compartment width....24” – 132, 156
 - iii. Intermediate compartment width....30” – 168 only, 2” – 156 only
 - iv. Horizontal compartment width.....46” – “V” style ALL
 - v. Rear compartment width.....29” – ALL

VIII. UNDERSTRUCTURE

- a. Front cross member - 6” formed 7 ga. high strength channel with additional reinforcement at universal mounting points.
- b. Rear cross member - 3” X 6” 3/16” wall full width rectangular steel tubing.
- c. Intermediate cross members - 3” X 3” 3/16” wall full width square steel tubing at the front and rear of wheel well. 132, 156 and 168 bodies have additional floor width crossmembers forward of the wheel well.
- d. Longitudinal stiffeners - 3 full length 3” X 3” 10 ga. formed channels.
- e. Floor - 3/16” safety treadplate steel.

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- a. Front end panels - 14 ga. A40 galvanized steel.
- b. Rear end panels - 14 ga. A40 galvanized steel with 12 ga. treadplate steel overlays.
- c. Bottom panels - 14 ga. A40 galvanized steel.
- d. Top panels - 14 ga. A40 galvanized steel with 12 ga. treadplate steel overlays.
- e. Intermediate panels - 14 ga. A40 galvanized steel.
- f. Horizontal compartment bottom panel - 14 ga. A40 galvanized steel.
- g. Fender panel - 12 ga. A40 galvanized steel with 14 ga. A40 galvanized steel rolled fenderettes. Further reinforced with diagonal structural tubing.
- h. Back panel - 14 ga. A40 galvanized steel with 12 ga. treadplate steel overlays.
- i. Rubrail - 14 ga. A40 galvanized steel. Outside edge of rubrail (drip rail) has 3/8" hem for additional strength.

X. FRONT BULKHEAD

- a. 14 ga. A40 galvanized steel with formed top rail and three die formed reinforcing ribs. Lower rib is designed for floor drainage. Inside has a 12 ga. treadplate steel overlay.

XI. DOOR CONSTRUCTION

- a. Double panel construction of 20 ga. A40 two-sided galvanized steel with an interior steel "C" channel stiffener bonded to panels with structural adhesive to eliminate welds. Double panels are bonded together with structural adhesive to eliminate welds on doors.
- b. Latch - all stainless steel rotary paddle latch; two-stage safety catch; tamper proof cylinder lock; fully weather proof sealed stainless steel housing; bolted to inside of door for ease of replacement.

Striker pin - stainless steel pin, adjustable and located inside the primary seal. Mounted on 10ga. adjustable slotted bracket.
- c. Hinge - full length all stainless steel hinge with concealed hinge leaves and 1/4" stainless steel rod. Bolted to door frame for security and for ease of replacement.
- d. Door seal - full perimeter automotive neoprene bulb seal with 3M adhesive backing. Seal has continuous contact with door.
- e. Horizontal door holders - heavy duty cable.
- f. Vertical door holder - spring loaded two-way adjustable door stay.

XII. TRAYS & SHELVES

- a. (4) front compartment and (1) horizontal compartment divider trays
- b. Standard trays are 16 ga. galvanized steel, 2" lip front and rear with divider slots on 2" centers. Vertical and horizontal compartment trays are adjustable via clips on 4" centers.

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- c. Tray dividers are galvanized steel and hemmed on top.
- d. (1) non-crane rear compartment shelf - standard. 1” lip on either end may be installed so lip is up or down. Made of the same material as divider trays and also adjustable on 4” centers.

XIII. TAILGATE

- a. Double wall construction; 14 ga. A40 galvanized steel inner panel, 14 ga. A40 galvanized outer panel.
- b. Stainless steel rotary latch slam style, installed with rubber coated galvanized cable supports to hold tailgate in horizontal position.

XIV. CRANE COMPARTMENT

- a. Reinforcement – 3/8” structural plate in front, rear, and back with (2) 1/2” steel mounting plates (one inside compt. and one on outside of compt. top).

This is welded to rear and intermediate cross members and further supported by a 7 ga. fixed shelf between the uprights. 3” x 4” x 3/8” structural angles between support plates at top of compt. Outriggers should be mounted to the full width rear cross member (available from the crane manufacturer).

XV. PAINT

Pre-Paint Preparation and Primer – Electrocoat Process.

*All product goes through a multi-stage immersion cleaning and rinsing process to thoroughly clean all surfaces.

*The product is then immersed in a chemical bath to prep the steel for optimum zinc phosphate adhesion prior to immersion in the zinc phosphate tank.

*The zinc phosphate stage then puts a base zinc crystalline structure on the steel for superior paint adhesion.

*A subsequent sealer rinse tank seals the pretreated surface to optimize corrosion resistance.

*Two reverse osmosis rinse tanks insure the product is free from mineral deposits prior to painting.

*The product is then immersed in an epoxy electro-deposition tank where gray epoxy prime paint is charged onto the product.

*After two final permeate rinse tanks remove any excess epoxy material and insure a consistent surface finish, the product is oven cured at 350 degrees for 40 minutes to fully crosslink and cure the electrocoat primer providing an extremely durable and rust resistant finish.