

## “SERVICE BODY” SPECIFICATION SHEET

### **I. BODY**

- a. Service body for single or dual wheel chassis having cab-to-axle (C.A.) or cab-to-trunnion (C.T.) of 56", 60", 84", 108" and 120". Available in standard, low profile, and top opening compartment models.

### **II. OVERALL LENGTH**

- a. 72", 76", 80", 96", 108", 132", 156" and 168"

### **III. OVERALL WIDTH**

- a. 69 3/4", 78 1/2", 79 3/4", 89 3/4" or 95 3/4"

### **IV. OVERALL HEIGHT**

- a. 40" - Standard models
- b. 36" - Low profile models
- c. 38" - Top opening compartment models

### **V. HEIGHT FLOOR TO TOP OF COMPARTMENT**

- a. 26" - Standard models
- b. 22" - Low profile models
- c. 24" - Top opening compartment models

### **VI. FLOOR WIDTH**

- a. 48 1/2" no wheel boxes
- b. 54 1/2" with 6" wide wheel boxes

### **VII. COMPARTMENT DEPTH**

- a. 15" (for single wheel)
- b. 20" (generally for dual wheel)

### **VIII. COMPARTMENT LAYOUT**

- a. "V" configuration - full height vertical compartments front and rear; horizontal compartment at center.
- b. "H" configuration - full height compartment front, horizontal center compartment extending to rear of body, 18" high vertical compartment at rear.

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*i. Front compartment width:*

- 15” – 72
- 13” – 76 & 80V Ford
- 19” – 80V Chevy
- 29” – 96”
- 33” – 108/132/156/168

*ii. Horizontal compartment width:*

- 46” – all “V” models
- 67” – 96 “H” model
- 75” – 108 & 132 “H” model

*iii. Intermediate compartment width:*

- 24” – 132/156
- 32”/28” - 168

*iv. Rear compartment width:*

- 15” – 72
- 19” – 80 Chev
- 21” – 76, 80 Ford & 96
- 29” – 108/132/156 & 168

### **IX. TOP OPENING COMPARTMENT**

- a. Compartment runs full length of body 4" deep.
- b. Compartment tray is 8 ¼ " wide on standard compartment and 13 ¼ " on deep compartment, with divider slots on 4" centers.
- c. Release latch is located inside the horizontal compartment. Gas springs are used to hold lid in open position.

### **X. UNDERSTRUCTURE**

- a. Front and rear cross members - 7 ga. high strength formed steel channel.
- b. Additional reinforcement is incorporated in the front cross member at the universal mounting points to the chassis frame.

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- c. Intermediate cross members - 7 ga. formed steel channel with two extensions which rest on the truck frame rails.
- d. Longitudinal stiffeners – Four (4) full-length 14 ga. formed steel channel longitudinal members, interlaced with the cross members.
- e. Floor - 12 ga. safety treadplate steel; 1/8" safety treadplate steel on 54 ½ " floor.

### XI. COMPARTMENT CONSTRUCTION

- a. Front and rear end panels - 14 ga. A40 two-sided galvanized steel.
- b. Bottom panels - 14 ga. A40 two-sided galvanized steel.
- c. Top panel - 14 ga. A40 two-sided galvanized steel.
- d. Intermediate panels - 14 ga. A40 two-sided galvanized steel.
- e. Horizontal comp. bottom panel - 14 ga. A40 two-sided galvanized steel.
- f. Fender panel - 16 ga. A40 two-sided galvanized steel with die formed wheel radius section.
- g. Back panel - 14 ga. A40 two-sided galvanized steel.
- h. Rubrail - 14 ga. A40 two-sided galvanized steel. Bottom outside edge of rubrail (drip rail) has 3/8" hem for additional strength.

### XII. 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.
- c. Striker pin - stainless steel pin, adjustable and located inside the primary seal. Mounted on 10ga. adjustable slotted bracket.
- d. Hinge - full length all stainless steel hinge with concealed hinge leaves and ¼” stainless steel rod. Bolted to door frame for security and for ease of replacement.
- e. Door seal - full perimeter automotive neoprene bulb seal with 3M adhesive backing. Seal has continuous contact with door.
- f. Horizontal door holders - heavy duty cable.
- g. Vertical door holder - spring loaded two-way adjustable door stay.

### XIII. TRAYS & SHELVES

- a. (4) front compartment and (1) horizontal compartment divider tray - standard. Trays are 16 ga. galvanized steel, 2" lip front & rear with divider slots on 2" centers. Vertical and horizontal compartment trays are adjustable via clips on 4" centers. Divider trays with 3" lip are available for "H" model horizontal compartment. Tray dividers are galvanized steel and hemmed on top.
- b. (2) rear compartment shelves - standard. Shelves are 16 ga. galvanized steel, 1" lip on one side with lip flanged opposite on other side so shelf can be installed with front lip either up or

down.

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- c. Rear vertical compartment shelves are adjustable via clips on 4" centers.

### XIV. FRONT BULKHEAD

- a. 14 ga. A40 two-sided galvanized steel. Formed top rail with two die formed reinforcing ribs. Floor drainage is designed into lower rib at floor level.

### XV. TAILGATE

- a. Double wall construction; 14 ga. A40 two-sided galvanized steel inner panel, formed 14 ga. A40 two-sided galvanized steel outer panel.
- b. Pickup Style Slam Tailgate (no pins or chains to remove). Stainless steel center actuator paddle handle with internal rotary latches at each end of tailgate. Rubber coated stainless steel cables support the tailgate at each end.

### XVI. PAINT

- a. Entire body underside and door interiors covered with automotive type undercoating meeting OSHA and NFDA specifications.
- b. 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 primer 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.

### XVII. LIGHTING KITS

- a. XBL-1 Standard light kit for all bodies consisting of:
  - 2 4" Round Red Stop/Turn/Tail lights with black mounting grommets
  - 2 4" Round Clear Backup lights with black mounting grommets
  - 2 4" Rectangular Red Clearance lights
  - 2 Round Red Reflectors, adhesive backed
  - 1 License plate bracket with light
  - 1 Complete wiring harness

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- b. XBL-2 Standard light kit for all bodies over 80” wide consisting of:
  - 5 2” Round Red Clearance lights with black mounting grommets
  - 2 4” Rectangular Amber Clearance lights
  - 1 3 Light Cluster wiring harness
- c. LED light kits are also available (LED backup lights are not included in standard LED kit but can be ordered separately)
- d. XBL-3 Dodge Cab Chassis adapter harness
- e. XBL-5 Ford Super Duty Cab Chassis adapter harness
- f. XBL-6 Ford Super Duty Box Removal adapter harness
- g. XBL-7 Chevrolet Box removal and Cab Chassis adapter harness
- h. XBL-13 Chevrolet 4500 adapter harness

### **XVIII. BUMPER ASSEMBLIES**

- a. Grip punch bumper - 12 ga. A40 two-sided galvanized step-type bumper, raised flanges in punched array of holes provide excellent non-slip surface. 10" step with 5" riser furnished with "quick mount" installation brackets. Furnished as full step, recessed for pintle hook or with recess and ball hitch plate.
- b. Optional 12 ga. treadplate step type bumper - 10" step with 5" riser furnished with "quick mount" installation brackets. Furnished as full step, recess for pintle hook or with recess and ball hitch plate.
- c. 1/2" thick steel ball hitch plate with 1" diameter ball mounting hole. Plate furnished loose or installed on recessed bumper. Maximum trailer weight 5,000 lbs., maximum trailer tongue weight 500 lbs.