# NOTICE

The Grant Parish Police Jury will receive sealed bids until 3pm Thursday, June 9, 2022 in the Police Jury Meeting Room, Courthouse Building, Colfax, Louisiana and publicly open same for the following:

Purchase of One (1) or more, current productive model Low Profile COE Truck with a 40 Yard Front End Loading Compaction Body with the following specs.

Specs: (Not all specs are listed. Full bid package with all specs available by request via email, fax, or in person at the Police Jury Office.)

Min. 20,000 lb front axle with 425/65/22.5 tires

Min. 46,000 lb rear suspension

Min. 355 hp diesel motor

Allison 6 speed automatic transmission

Rear back up camera

All lighting on body shall be L.E.D. and comply with D.O.T. regulations

The Grant Parish Police Jury reserves the right to reject any and all bids and waive informalities.

# TECHNICAL SPECIFICATION

## TERRAPRO 64R

| | APPLICATION PACKAGES | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| | MPK21K | CHASSIS CONFIGURATION PACKAGE | LH Battery Box, 6.6 Gallon (25L) RH DEF, Single RH Fuel Tank, Vertical BOC DPF/SCR | 0 | 0 | **0** |

| | CUSTOMER/VEHICLE INFO | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| **S** | 002A02 | CHASSIS (BASE MODEL) | TERRAPRO 64R DAYCAB | 4,253 | 3,083 | **0** |
| **S** | MP2001 | CUSTOMER FLEET SIZE | DEALER FLEET WITH LESS THAN 25 VEHICLES IN OWN FLEET OF ANY VEHICLE BRAND | 0 | 0 | **0** |
| **S** | 013001 | TYPE OF SERVICE | COMMERCIAL | 0 | 0 | **0** |
| **S** | M98018 | WARRANTY REGISTRATION LOCATION | USA - WARRANTY REGISTRATION LOCATION | 0 | 0 | **0** |
| | MBT01T | EMISSION WARRANTY CERTIFICATION | EPA (only) for Mack MP7 / MP8 Diesel | 0 | 0 | **0** |
| **S** | 5050B5 | INITIAL REGISTRATION LOCATION | USA REGISTRATION | 0 | 0 | **0** |
| **S** | 534014 | LANGUAGE-PUBS/DECAL/SIGNS | ENGLISH | 0 | 0 | **0** |
| **S** | APPAA3 | VEHICLE APPLICATION CLASS | CLASS B HIGHWAY-INNER CITY | 0 | 0 | **0** |
| | 0050S5 | VEHICLE USE & BODY/TRAILER TYPE | REFUSE FRONT LOADER TRUCK | 0 | 0 | **0** |
| **S** | 032A39 | TERRAIN GRADE | NORMAL HIGHWAY, STARTING GRADES<12% | 0 | 0 | **0** |
| **S** | 033A10 | LOADING SURFACE | CONCRETE LOADING AND / OR UNLOADING SURFACE | 0 | 0 | **0** |
| | 0342A4 | VEHICLE VOCATION | REFUSE / LANDFILL OPERATION | 0 | 0 | **0** |

| | ENGINE/TRANSMISSIONS | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| | 1004Q0 | ENGINE PACKAGE, COMBUSTION | MP7-355C MACK 355HP @ 1600-1800 RPM (PEAK) 2100 RPM (GOV) 1250 LB-FT, US'21 | 0 | 0 | **972** |
| **S** | 136206 | TRANSMISSION | 4500 RDS 6 SPEED ALLISON GEN 6 W/PROGNOSTICS, WITH PTO PROVISION | 732 | 245 | **0** |

| | EXHAUST/EMISSIONS | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| | CIRAA2 | CARB 2008 IDLE REGULATION | IDLE EMISSION CERTIFICATION, BASIC | 0 | 0 | **0** |
| **S** | DPFAA3 | DPF DIESEL PARTICULATE FILTER | CLEARTECH VV DPF VERTICAL LH SIDE BACK OF CAB W/SCR VERT RH SIDE BOC | 0 | 0 | **0** |
| **S** | DF1041 | DIESEL EXHAUST FLUID TANK | 6.6 GALLON (25 L) 22" RIGHT SIDE FRAME MOUNTED | 157 | 31 | **0** |
| **S** | 130AC7 | EXHAUST | SINGLE VERTICAL RIGHT SIDE OUTBOARD MOUNTED STRAIGHT EXH STACK PLAIN END, SIDE OUTLET DIFFUSER | 0 | 0 | **0** |
| **S** | Q0AA1X | EXHAUST SYSTEM MATERIAL FINISH | W/O VERT EXH-BRIGHT FINISH | 0 | 0 | **0** |
| **S** | W4BC1X | REGENERAT CONTROL SWITCH, DPF (CA in PC28 only) | NO INHIBIT DPF REGENERATION SWITCH | 0 | 0 | **0** |
| | 78ADAX | EMISSION ON BOARD DIAG CONTROL | EMISSION OBD, DISPLAY ONLY, USA2022 | 0 | 0 | **0** |

# TECHNICAL SPECIFICATION *(cont.)*

| ENGINE EQUIPMENT | | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| S | 1250C5 | AIR CLEANER | 13" SINGLE ELEMENT, DRY TYPE W/SNORKEL BEHIND CAB, AIR RESTRICTION INDICATOR ON FILTER | 0 | 0 | 0 |
| S | H8XZ1X | WINTERFRONT | W/O BUG SCREEN/WINTER FRONT | -8 | 3 | 0 |
| S | 113093 | AIR COMPRESSOR/DRYER | WABCO 1800P AIR DRYER W/O TURBO CUT OFF VALVE, W/ WABCO 636 (37.4 CFM) AIR COMPRESSOR | 0 | 0 | 0 |
| S | KOXA1X | AIR DRYER POSITION (CA) | AIR DRYER POSITION STANDARD | 0 | 0 | 0 |
| | 132AB8 | ALTERNATOR | DELCO 12V 165A (36SI) BRUSHLESS W/ REMOTE VOLTAGE SENSING | 27 | 0 | 223 |
| S | 316AA6 | BATTERIES | (3) MACK 12V 650/1950 CCA THREADED STUD TYPE | 0 | 0 | 0 |
| S | 393AD9 | BATTERY BOX - MOUNTING (x) | PERPENDICULAR TO FRAME 11" FROM NTOF (3 BATTERY MAX) | 0 | 0 | 0 |
| S | L5XA1X | BATTERY BOX COVER | MOLDED PLASTIC | 0 | 0 | 0 |
| | LLXC1X | EMERGENCY START CONNECTIONS | EMERGENCY START STUDS, BATTERY BOX MOUNTED | 7 | 0 | 166 |
| | 318AA3 | BATTERY DISCONNECT SWITCH | FLAMING RIVER BIG SWITCH WIRED TO POSITIVE SIDE | 3 | 0 | 134 |
| S | NCXA5X | STARTER MOTOR | 12 VOLT DELCO 39MT-MXT | 31 | 0 | 0 |
| S | 110AA5 | ENGINE BRAKE | MACK MP7 POWERLEASH | 36 | 5 | 0 |
| S | 118AB8 | FAN DRIVE | BEHR FAN AND ELECTRONIC MODULATING VISCOUS FAN DRIVE | 0 | 0 | 0 |
| S | 119AI9 | COOLANT PROTECTION | ETHYLENE GLYCOL FULLY FORMULATED COOLANT (50/50 MIX DYED PINK) TO -34DEG, W/ FILTER | 0 | 0 | 0 |
| S | 508018 | COOLING PERFORMANCE | W/O AUXILIARY COOLING | 0 | 0 | 0 |
| | H9XN1X | RADIATOR TYPE | EXTRA NARROW RADIATOR WITH LENGTH 1 (60 DM2) | 0 | 0 | 0 |
| | 124003 | HOSES - RADIATOR/HEATER | SILICONE W/ SPRING LOADED CLAMPS FOR BOTH RADIATOR & HEATER HOSE | 3 | 0 | 100 |
| S | 293043 | FUEL-WATER SEPARATOR | MACK W/MANUAL DRAIN VALVE W/ HOT RECIRCULATION (INTEGRAL W/ PRIMARY FUEL FILTER) | 0 | 0 | 0 |
| S | QHXC1X | OIL SUMP | OIL PAN | 0 | 0 | 0 |
| | MCA04B | ENGINE HEATERS | GRID HEATER + 120v 1500w BLOCK HEATER ONLY (120V-15A PLUG) | 0 | 0 | 177 |
| | 5NXA1X | ENGINE BLOCK HEATER | 120V 1500W ENGINE BLOCK HEATER | 5 | 0 | 0 |
| | 4TBA1X | ENGINE BLOCK HEATER RECEPTACLE (CA) | ENGINE BLOCK HEATER RECEPTACLE, BASIC LOCATION | 0 | 0 | 0 |
| | NDXA1X | ENGINE STARTING AID | ELECTRIC PREHEATER | 7 | 0 | 0 |

| CLUTCH/TRANS EQUIPMENT | | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| S | MCB05B | CLUTCH ACTUATION SYSTEM & PEDAL PAD | WITHOUT CLUTCH CABLE SYSTEM | 0 | 0 | 0 |
| S | 195AA9 | DRIVELINE - MAIN | MERITOR 176 MXL "XTENDED LUBE" (PROPS-M) | 3 | 3 | 0 |
| S | 204AA5 | DRIVELINE - INTERAXLE | MERITOR 17 MXL "XTENDED LUBE" | 0 | 0 | 0 |
| | 83AA1X | PROP SHAFT BEARING GUARD | DRIVESHAFT GUARD FOR CENTER BEARING | 0 | 12 | 42 |
| S | 76AA1X | PROPELLR SHAFT MAIN, UNVSL JNT | UNIVERSAL JOINT HALF-ROUND TYPE | 0 | 0 | 0 |
| S | 8WAAAX | PROP SHAFT INTERAXL UNIV JOINT | HALF-ROUND UNIVERSAL JOINT | 0 | 0 | 0 |
| S | 7RXAEX | LUBRICANTS, TRANSMISSION | TRANSYND SYNTHETIC LUBE FOR ALLISON TRANS | 0 | 0 | 0 |

# TECHNICAL SPECIFICATION *(cont.)*

| | CLUTCH/TRANS EQUIPMENT | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| | 139019 | TRANSMISSION OIL COOLER | ALLISON TRANS. W/DIRECT MOUNT COOLER & SS COOLANT TUBES | 0 | 0 | 421 |

| | FRONT AXLE EQUIPMENT | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| S | 240AA3 | FRONT AXLE | 20000# (9100 KG) MACK FXL20 WIDE PIVOT CENTER STRAIGHT SPINDLE/UNITIZED BEARINGS | 325 | 0 | 0 |
| | 244AC3 | SPRINGS - FRONT | MACK MULTILEAF 20000# (9100 KG) GROUND LOAD RATING, EQUAL BIAS | 120 | 0 | 47 |
| S | 241081 | FRONT AXLE BRAKES | MERITOR "S" CAM TYPE 16.5" x 6" Q+ | 16 | 0 | 0 |
| S | U0AA1X | FRONT BRAKE ADJ. MANUFACTURE | HALDEX - AUTOMATIC | 0 | 0 | 0 |
| S | V7AD1X | FRONT BRAKE CHAMBER MFG. | FRONT BRAKE CHAMBER MANUFACTURER, MGM | 0 | 0 | 0 |
| S | 0KXA1X | HUB MATERIAL, FRONT | FERROUS | 0 | 0 | 0 |
| S | 1KAA1X | SHOCK ABSORBER, FRONT | DOUBLE ACTING TYPE | 20 | 0 | 0 |
| S | 245AB3 | STEERING | SHEPPARD XD120 STEERING GEAR (RATIO 23:1) | 181 | 0 | 0 |
| S | K9AZ1X | POWER STEERING, COOLER | WITHOUT POWER STEERING, COOLER | 0 | 0 | 0 |
| | 2SAA1X | BUMP STOP, FRONT SUSPENSION | STATIC LOAD CUSHIONS | 12 | 0 | 226 |

| | REAR AXLE EQUIPMENT | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| | 268AA9 | REAR AXLE | 46000# (20900kg) MACK S462R CAST DUCTILE HOUSING | 0 | 1,614 | 2,534 |
| S | 6MAA1X | REAR AXLE CASING WIDTH | W/O WIDE TRACK AXLE | 0 | 0 | 0 |
| S | 018AA6 | CARRIER - REAR AXLE | CRDP150/151 AVAILABLE WITH OPTIONAL DRIVER CONTROLLED INTERWHEEL DIFFERENTIAL LOCKS, SEE 254 SYMBOL | 0 | 0 | 0 |
| | TAXAEX | REAR AXLE RATIO | 4.80 RATIO | 0 | 0 | 0 |
| | 1860K6 | REAR SUSPENSION | SS46 MACK CAMELBACK MULTILEAF 46,000 lb, HEAVY DUTY | 0 | 1,930 | 651 |
| | XZXA1X | REAR SUSP. BEAM BUSHINGS | BRONZE | 0 | 36 | 0 |
| S | GWXABX | BOGIE SPREAD, REAR | 50" AXLE SPACING (BOGIE WHEELBASE) | 0 | 0 | 0 |
| | 2AAABX | REAR SPRING INSULATOR MAT'L | URETHANE SHOCK INSULATORS, HEAVY DUTY, HIGHLY RECOMMENDED W/SS582 & SS652 REAR SUSP | 0 | 5 | 199 |
| | XYXB1X | TRANSVERSE TORQUE RODS, R SUSP | TRANSVERSE TORQUE ROD (REAR AXLE ONLY) | 0 | 67 | 0 |
| S | 253AA4 | BRAKES - REAR | MERITOR "S" CAM 16.5"x7" Q+ (Total for QTY = 2) | 0 | -35 | 0 |
| S | U4XA1X | BRAKE, DRIVE, REAR | CAST IRON | 0 | 0 | 0 |
| S | U1AA1X | REAR BRAKE ADJ MANUFACTURE | HALDEX - AUTOMATIC | 0 | 0 | 0 |
| | V1AB1X | REAR BRAKE CHAMBER SIZE | REAR SPRING BRAKE CHAMBERS 30/30 TYPE | 0 | 0 | 0 |
| | N5FAJX | BRAKE ORI REAR-MOST DRIVE AXLE | DRUM BRAKE CHAMBER ORIENTATION: High Mount - Rear of Axle - Chamber Down | 0 | 0 | 0 |
| | 300AM0 | PARKING BRAKE CHAMBER | MGM TR-T2 (TAMPER RESIST & BREATHER TUBE BRAKE CHAMBERS) LONG STROKE (Total for QTY = 2) | 0 | 0 | -128 |
| S | 3GAA1X | BRAKE CHAMBER DIAPHRAGM MATERIAL (CA in PC28 only) | W/O BRAKE DIAPHRAGM OPTION | 0 | 0 | 0 |

# TECHNICAL SPECIFICATION *(cont.)*

| REAR AXLE EQUIPMENT | | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| S | 0LXI5X | HUB MATERIAL, DRIVE | IRON PRESET REAR HUB W/INTEGRATED SPINDLE NUT | 0 | 0 | **0** |
| S | N2AE1X | SPINDLE NUTS, MAIN AXLE | SPINDLE NUTS, MAIN AXLE, INTEGRATED | 0 | 0 | **0** |
| S | 3LAC1X | POWER DIVIDER LOCKOUT | POWER DIVIDER LOCKOUT, W/BUZZER & LIGHT | 0 | 40 | **0** |
| S | 7WXA1X | LUBRICANTS, REAR AXLE(s) | FACTORY OPTION LUBE - REAR AXLE 80W-90 | 0 | 0 | **0** |
| | 254AB5 | TRACTION DIFFERENTIAL | DRIVER CONTROLLED INTER WHEEL DIFFERENTIAL LOCK ALL RR AXLES, MANUAL AIR VALVE W/WARNING LIGHT. | 0 | 18 | **1,459** |
| S | 698058 | ANTILOCK BRAKE SYSTEM | BENDIX WITHOUT TRACTION CONTROL 4S4M | 0 | 0 | **0** |

| FRAME EQUIPMENT/FUEL TANKS | | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| | 271210 | WHEELBASE | 210" | 20 | 20 | **0** |
| | 374113 | AF (OVERHANG) | 113" | -83 | 384 | **0** |
| S | MCE0JE | FRAME RAILS & LINERS | 8 x 82 x 336mm - (0.312" x 3.25" x 13.25")W/ Full Liner; RBM 2,836,800 LB-IN | 0 | 0 | **0** |
| | 5CAACX | FRONT FRAME EXT. (BOLTED ON) | 13" FOR REFUSE SERVICE | 168 | -4 | **391** |
| S | A0XJ5X | FRONT FRAME LENGTH | FRONT FRAME LENGTH 1187MM | 113 | -15 | **0** |
| S | 281AI1 | CROSSMEMBERS | STEEL 1/2" PL BOLTED BOC & INTERMDT 1/8" BELOW TOP OF RAIL | 0 | 0 | **0** |
| S | 9DEB1X | AUX CROSSM. IN REAR OVERH TYPE | SINGLE CHANNEL WELDED AUXILIARY CROSSMEMBER TYPE | -11 | 45 | **0** |
| S | Q5AA1X | REAR CROSSMEMBER OPTIONS | STEEL CLOSING REAR CROSSMEMBER | -11 | 60 | **0** |
| | 4DXP3X | FRONT BUMPER | EXTENDED-SWEPT BACK-STAINLESS CLAD ALUMINUM (INCL.PAINTED CENTER TOW PIN) | -26 | 0 | **395** |
| | 5EXH1X | GUARD | SKID PLATE LIGHT WEIGHT UNDER BUMPER AND RADIATOR | 71 | -13 | **379** |
| S | 2RAA2X | FUEL LEVEL SENDER UNIT, LIQUID | BASIC FUEL LEVEL SENDER MOUNTED ON R.H TANK | 0 | 0 | **0** |
| | 290AI4 | FUEL TANK - RH | 80 GALLON (300 L) ALUMINUM, 26"x24" RECTANGULAR | 69 | 69 | **275** |
| S | JHXB1X | FUEL HOSES, LIQUID | BRAIDED HOSE | 0 | 0 | **0** |
| S | HBXAOX | FUEL TANK POSITION (CA in PC28 only) | RELOCATE R.H. TANK AS FAR FORWARD AS POSSIBLE, 5" BELOW TOP OF RAIL | 0 | 0 | **0** |
| S | 852072 | FUEL FILLER NECK OPTIONS | FOR RH FUEL TANK | 0 | 0 | **0** |

| AIR/BRAKE | | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| | UWXE1X | AIRTANK DRAIN VALVE | AUTO DRAIN VALVE, HEATED, ON SUPPLY TANK, W/LANYARDS ON ALL OTHER TANKS | 3 | 0 | **108** |
| S | U2XB1X | AIRTANK MATERIAL | STEEL AIR TANK PAINTED CHASSIS COLOR | 0 | 0 | **0** |
| S | 1JAAAX | PARKING BRAKE VALVE | SINGLE VALVE SYSTEM | 0 | 0 | **0** |
| | 7SAAAX | BODY BUILDER, AIR PREP KIT | BODYBUILDER AIR LINES (SEVEN 1/4" AIR LINES FOR USE W/PNEUMATIC JOYSTICKS) | 0 | 3 | **273** |

# TECHNICAL SPECIFICATION *(cont.)*

| | ELECTRICAL | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| | 5RXA7X | BACK-UP ALARM | POLLAK 41-722 CONSTANT AUDIBLE (MOUNTED ON REAR CROSS MEMBER) 107 dB | 0 | 3 | 121 |
| S | 312022 | ROOF & SIDE MARKER LIGHTS | TRUCKLITE ROOF MARKER FOR TERRAPRO | 0 | 0 | 0 |
| S | LJXABX | HEADLAMP BULB TYPE | HEADLAMP BULB TYPE, HALOGEN | 0 | 0 | 0 |
| | LSXH1X | DAYTIME RUNNING LIGHTS | DRL WHEN ENGINE RUNNING & PARK BRAKE OFF | 0 | 0 | 0 |
| S | NEXC1X | TAIL LAMPS | INCANDESCENT TAIL LAMPS | 0 | 5 | 0 |
| S | M4XAAX | AUX. POWER OUTLET, INTERIOR (CA in PC28 only) | COMPUTER AND 2-WAY RADIO DEDICATED CIRCUIT | 0 | 0 | 0 |
| S | 3BCB1X | FRONT & SIDE INDICATOR LMP TYP | FRONT AND SIDE DIRECTION IND & MARKER, LED TYPE | 3 | 0 | 0 |

| | TRAILER CONNECTIONS | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| | 4BAB1X | EXT. INDICATOR LMP, MAIN SWITCH (CA in PC28 only) | WIRED THRU OUTER MARKER LIGHTS | 0 | 0 | 48 |

| | PTO | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| | 826086 | HYDRAULIC PUMP | FURNISH PUMP MTG PROVISIONS - INCLUDE WIRING, SWITCHES, AND INDICATORS AS REQUIRED | 49 | 0 | 240 |
| | 183AA2 | CRANKSHAFT ADAPTER | 1350 SERIES FLANGE (DOES NOT INCLUDE FRONT FRAME EXTENSION) | 18 | -2 | 713 |
| | 189AA1 | TRANSMISSION MOUNTED PTO | VENDOR TRANSMISSION WITHOUT TRANSMISSION MOUNTED PTO | 0 | 0 | -102 |
| | 5XXZ1X | PTO TRANSMISSION MOUNTED ADM. | WITHOUT PTO TRANSMISSION | 0 | 0 | 0 |
| | T4XZ1X | PTO TRANSM. MOUNTED | WITHOUT TRANSMISSION MOUNTED PTO | 0 | 0 | -244 |
| S | L3XN1X | BODY BUILDER MODULE | ControlLink III BODY BUILDER EL PREP KIT, REFUSE, RP170 ELECT. INTERFACE (3 CON 54 PINS) | 0 | 0 | 0 |

| | SPECIALTY EQUIPMENT | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| S | 8FXU1X | TRANSPORT ADAPTATION | UNIFORM LOAD NO ADAPTATION | 0 | 0 | 0 |

| | CAB INTERIOR (A THRU G) | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| S | 1730B3 | AIR CONDITIONING/HEATER | (TE) MANUAL CONTROL CLIMATE UNIT | 0 | 0 | 0 |
| S | 1PAZ1X | SURVEILLANCE CAMERA OPTIONS (CA) | WITHOUT CAMERA | 0 | 0 | 0 |
| S | E0AABX | GAUGE TRANSM. OIL TEMP | TRANSMISSION GAUGE AND TRANS. OIL HIGH TEMPERATURE LIGHT | 0 | 0 | 0 |
| S | 198048 | GAUGES - UNIT OF MEASURE | U.S. UNITS (PREDOMINANT) | 0 | 0 | 0 |

| | CAB INTERIOR (H THRU R) | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| S | 6WXA1X | CENTER CONTROLE CONSOLE | CONSOLE INCLUDED WITH CONTROL LINK III | 0 | 0 | 0 |

# TECHNICAL SPECIFICATION *(cont.)*

| CAB INTERIOR (H THRU R) | | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| S | 20XA1X | KEY TYPES FOR DOORS | BASIC UNIQUE KEY | 0 | 0 | 0 |
| S | 2QAA1X | IGNITION TYPE | KEY TYPE | 0 | 0 | 0 |
| S | E3XG1X | FORWARD OVERHEAD STORAGE | FORWARD OVERHEAD STORAGE, RADIO SHELF, COVER, BLANK, BLANK | 0 | 0 | 0 |
| S | 1740D4 | AUDIO ACCOMMODATION | PREMIUM STEREO, AM/FM, MP3, WEATHER BAND, BLUETOOTH | 0 | 0 | 0 |
| S | 73AD1X | ANTENNA - RADIO | RADIO ANTENNA, CH STYLE COWL MOUNTED ON LH SIDE | 0 | 0 | 0 |
| S | 0LAA1X | AUDIO SHUTOFF | AUTO SHUTOFF FOR RADIO ENTERTAINMENT SYSTEM WHEN VEHICLE IS ENGAGED IN REVERSE | 0 | 0 | 0 |
| S | 1WAE1X | POWER LEADS | FURNISH IN OVERHEAD CONSOLE | 0 | 0 | 0 |

| CAB INTERIOR (S THRU Z) | | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| | 196066 | SEAT - DRIVER'S | BOSTROM TALLADEGA 905 (MID-BACK) AIR SUSPENSION | 9 | 0 | -29 |
| | 1970G7 | SEAT - PASSENGER'S | MACK FIXED (MID-BACK) NON-SUSPENSION | 0 | 0 | -75 |
| | 4850K5 | SEAT COVERING | CLOTH & VINYL, CAB INTERIOR DEPENDENT COLOR, DRIVER & RIDER SEATS | 0 | 0 | 17 |
| | 5920E2 | SEAT BELT(S) | LAP & SHOULDER (BOTH SEATS) ORANGE IN COLOR | 0 | 0 | 0 |
| S | 2WXAAX | STEERING WHEEL | DIAMETER 450MM STEERING WHEEL, RUBBER GRIP V1 | 0 | 0 | 0 |
| S | T2AA1X | WINDSHIELD PROTECTOR | FURNISH WINDSHIELD PROTECTOR | 16 | 0 | 0 |
| S | 87AA1X | WINDSHIELD WND DEFLECTOR (CA family in PC28 only) | FURNISH STANDARD FINISH | 0 | 0 | 0 |

| CAB EXTERIOR | | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| | 28XF3X | FRONT GRILLE | SILVER HEADLIGHT, GRILL SURROUNDS WITH BRIGHT ACCENT GRILL (WHERE APPLICABLE) | 0 | 0 | 410 |
| S | 144AA2 | CAB | CA531 LOW-PROFILE COE (WELDED STEEL GALVANIZED SHELL) INCLUDES MACK RUST PREVENTATIVE PROCEDURES | 0 | 0 | 0 |
| | 424024 | CAB DOOR OPTIONS | DOORS, COMPOSITE, LH & RH ROLL UP WINDOWS | 9 | 0 | 134 |
| S | 2EXA1X | CAB TILT PUMP | LOCATED IN STD LOCATION | 0 | 0 | 0 |
| | C7BAAX | CAB STEP PANEL PROTECTION | DRIVER SIDE | 0 | 0 | 5 |
| S | Q2AA1X | CAB INSTEP VERSION | Cab Low Entry Step | 0 | 0 | 0 |
| S | MCD01D | PASSENGER SIDE VISIBILITY OPTIONS | WITHOUT AUXILIARY WINDOW IN RH DOOR WITHOUT SIDE CLOSE VIEW MIRROR | 0 | 0 | 0 |
| | 0JAB1X | CAB GRAB HANDLE | FURNISH ADDITIONAL GRAB HANDLE ON DASH ON RIDER'S SIDE | 0 | 0 | 29 |
| S | 154AA6 | HORN - AIR | (1) BLACK TWIN TRUMPET, UNDER CAB MOUNTED | 5 | 0 | 0 |
| S | LXXC1X | HORN - ELECTRICAL | SINGLE TONE | 0 | 0 | 0 |
| | MCL06L | MIRRORS - LEFT SIDE EXTERIOR | LH POLISHED FLAT MANUALY OPERATED, HEATED, W/ UN-HEATED 8" SS CLOSE VIEW | 5 | 0 | 80 |
| | MCR06R | MIRRORS - RIGHT SIDE EXTERIOR | RH POLISHED FLAT MANUALY OPERATED, HEATED, W/ UN-HEATED 8" SS CLOSE VIEW | 0 | 0 | 80 |

# TECHNICAL SPECIFICATION *(cont.)*

| WHEELS & TIRES | | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| S | 9004Y0 | TIRES BRAND/TYPE - FRONT | 315/80R22.5 L BRIDGESTONE M870 (20000 lbs) (Total for QTY = 2) | 336 | 0 | 0 |
| S | 531221 | WHEELS - FRONT | 22.5x9.00 ACCURIDE WHITE POWDER COAT STEEL,7.00" OFFSET, 5 HAND HOLE (Total for QTY = 2) | 217 | 0 | 0 |
| S | FWT002 | FRONT AXLE TIRE & WHEEL QUANTITY | TWO FRONT TIRES & WHEELS | 0 | 0 | 0 |
| | 9014Z1 | TIRES BRAND/TYPE - REAR | 315/80R22.5 L BRIDGESTONE M870 (36360 lbs) (ALL POSITION) (Total for QTY = 8) | 0 | 1,341 | 3,584 |
| | 346266 | WHEELS - REAR | 22.5x9.00 ACCURIDE WHITE POWDER COAT STEEL, 7.00" OFFSET, 5 HAND HOLE (Total for QTY = 8) | 0 | 865 | 784 |
| S | RWT008 | REAR AXLE TIRE & WHEEL QUANTITY | EIGHT REAR AXLE TIRES & WHEELS | 0 | 0 | 0 |
| S | H1EB1X | DRIVE WHEEL STUDS | DRIVE WHEEL STUDS LONGER LENGTH | 0 | 0 | 0 |
| S | 15XABX | TIRE INFLATION VALVE | STANDARD VALVE STEMS AND CAPS | 0 | 0 | 0 |

| COMMUNICATION SYSTEMS | | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| S | M30060 | TELEMATIC GATEWAY | TELEMATICS GATEWAY (P2), 4G/LTE AND WLAN SYSTEM WITH DIAGNOSTIC SERVICES | 0 | 0 | 0 |
| | 2JCA1X | REMOTE DIAG SERVICES | REMOTE DIAGNOSTIC SERVICES, ENABLED | 0 | 0 | 0 |

| ENGINE ELECTRONICS | | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| S | WOXA1X | OIL PRESSURE, ENGINE SHUTDOWN | OIL PRESSURE, ENGINE SHUTDOWN | 0 | 0 | 0 |
| S | WMXA1X | COOLANT TEMP, ENGINE SHUTDOWN | COOLANT TEMP, ENGINE SHUTDOWN | 0 | 0 | 0 |
| S | K5XA2X | ENGINE PROTECTION SYSTEM | ENGINE PROTECTION (SHUTDOWN) | 0 | 0 | 0 |
| | K7XH2X | ENGINE IDLE CONTROL | IDLE CONTROL, 625 RPM | 0 | 0 | 0 |
| S | X0AB0X | SMART IDLE ELEVATED IDLE RPM TIME | INCREASE 10 MINUTE MAXIMUM TIME | 0 | 0 | 0 |
| S | B1ACAX | IDLE S/D WARNING TIME | 30 SEC IDLE S/D WARNING TIME | 0 | 0 | 0 |
| S | A8AALX | IDLE S/D IF WARM-UP TEMP | 38C DEG (100F), WARM UP TEMP DELAY | 0 | 0 | 0 |
| S | A4AAEX | IDLE S/D WARM-UP TIMER | 5 MIN. WARM UP TIME DELAY | 0 | 0 | 0 |
| S | A6AABX | IDLE S/D IF PTO ACTIVE | ENGINE IDLE SHUTDOWN TIME OVERRIDDEN IF PTO ACTIVE | 0 | 0 | 0 |
| S | B0AAAX | IDLE SHUTDOWN IF POWER > LIMIT | ENG IDLE SHUTDOWN TIME OVERRIDDEN IF TORQUE > THAN LIMIT | 0 | 0 | 0 |
| | M4CB1X | IDLE S/D OVERIDE %ENGINE LOAD | IDLE SHUTDOWN OVERIDE UPTO 20% ENGINE LOAD THRESHOLD | 0 | 0 | 0 |
| | D2AAFX | AMBIENT TEMP MIN TRESHOLD | AMBIENT TEMP MIN TRESHOLD, 16 DEG C, (60 DEG F) | 0 | 0 | 0 |
| S | D3AAEX | AMBIENT TEMP MAX TRESHOLD | AMBIENT TEMP MAX TRESHOLD, 27 DEG C, (80 DEG F) | 0 | 0 | 0 |
| S | B3ABAX | EL HD THROTTLE,MAX ROAD SPEED | ELECTRONIC HAND THROTTLE, MAX ROAD SPEED, 16 KMH (10 MPH) | 0 | 0 | 0 |
| S | B6ACEX | EL HAND THROTTLE,MAX ENG SPEED | ELECTRONIC HAND THROTTLE, MAX ENGINE SPEED, 2100 RPM | 0 | 0 | 0 |
| S | B4ADAX | EL HAND THROTTLE,MIN ENG SPEED | ELECTRONIC HAND THROTTLE, MIN ENGINE SPEED, 700 RPM | 0 | 0 | 0 |

# TECHNICAL SPECIFICATION *(cont.)*

| ENGINE ELECTRONICS | | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| S | B9AABX | EL HD THROTTLE,SPEED RAMP RATE | ELECTRONIC HAND THROTTLE, SPEED RAMP RATE, 100 RPM/SEC | 0 | 0 | 0 |
| | L9CB1X | EHT HOLD TO NEAREST RPM | ELECTRONIC HAND THROTTLE HOLD TO NEAREST 50RPM | 0 | 0 | 0 |
| | M1CB1X | EHT ACCEL BUMP-UP RPM | ELECTRONIC HAND THROTTLE ACCEL "BUMP-UP" 50RPM | 0 | 0 | 0 |
| | M2CB1X | EHT DECEL BUMP-DOWN RPM | ELECTRONIC HAND THROTTLE DECEL "BUMP-DOWN" 50RPM | 0 | 0 | 0 |

| TRANSMISSION ELECTRONICS | | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| S | M05015 | TRANSMISSION DRIVE MODE PACKAGES, mDRIVE | W/O TRANSMISSION SHIFT SETTINGS | 0 | 0 | 0 |
| S | 6SAZ1X | TRANSMISSION KICK-DOWN MODE | WITHOUT TRANSMISSION KICK-DOWN MODE | 0 | 0 | 0 |
| | U7AA1X | TRANSMISSION PROTECTION | TRANS. PROTECTION, ENGINE SHUT DOWN (HIGH TEMP.) | 0 | 0 | 0 |
| | 7790V9 | TRANSMISSION ELECTRONICS PACKAGE | GENERAL REFUSE SERVICE (142) | 0 | 0 | 0 |
| | B1EB1X | TRANSM AUTO NEUTRAL ON P-BRAKE | ALLISON PARK BRAKE AUTO NEUTRAL-REQUIRES PARK BRAKE TO BE DISENGAGED PRIOR TO SELECTING A GEAR TO DR | 0 | 0 | 0 |
| | MAV0AV | TRANSMISSION ELECTRONIC SHIFTING PROPERTIES | FUELSENSE, FULL NEUTRAL AT STOP | 0 | 0 | 0 |

| VEHICLE ELECTRONICS | | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| S | JCXE6X | ROAD SPEED LIMITER SETTING | 105 KM/H ROAD SPEED LIMITER(65 MPH) | 0 | 0 | 0 |
| S | Y3CC5X | PEDAL RSL SETTING | 105 KM/H PEDAL ROAD SPEED LIMITER (65MPH) | 0 | 0 | 0 |
| S | JDXA1X | CRUISE CONTROL | CRUISE CONTROL | 0 | 0 | 0 |
| S | JFXLLX | CRUISE CONTROL, MAX SPEED | MAX CRUISE, 105 KPH (65 MPH) | 0 | 0 | 0 |
| S | E3AACX | CRUISE CONTROL MIN SPEED | MIN CRUISE, 32 KPH (20 MPH) | 0 | 0 | 0 |
| | E5AAEX | ENG BRK ENGAGE IN CRUISE | ENG BRK ENGAGE IN CRUISE, 5 MPH, ABOVE SET SPEED | 0 | 0 | 0 |
| | L2CC1X | PDLO ENGAGED VLS | POWER DIVIDER LOCK OUT (PDLO) ROAD SPEED LIMIT 40KMH (25MPH) | 0 | 0 | 0 |
| | W5BL1X | MAXIMUM ENG SPEED AT 0 MPH | 2100 MAXIMUM ENGINE SPEED AT 0 MPH | 0 | 0 | 0 |
| S | A4BAAX | DETECTION SPEED SENSR TMPRNG | DETECTION OF SPEED SENSOR TAMPERING, ENABLE | 0 | 0 | 0 |
| S | 8RXAEX | ENG TORQUE LIMIT,SPEED SENSOR | ENG TORQUE LIMITED TO 50%, IF SPEED SENSOR TAMPER DETECTED | 0 | 0 | 0 |
| S | G5AAHX | ENGINE OVERSPEED,ALL COND, LOG | ENGINE OVERSPEED, ALL CONDITIONS, TIME LOG IF ABOVE 2200 RPM | 0 | 0 | 0 |
| S | G2AAGX | ENGINE OVERSPEED,FUELED, LOG | ENGINE OVERSPEED, FUELED, TIME LOG IF ABOVE 2100 RPM | 0 | 0 | 0 |
| S | G4AAUX | VEHICLE OVERSPEED,ALL COND,LOG | VEHICLE OVERSPEED,ALL COND, TIME LOG IF ABOVE 75MPH (121KMH) | 0 | 0 | 0 |
| S | G3AAPX | VEHICLE OVERSPEED, FUELED, LOG | VEHICLE OVERSPEED, FUELED, TIME LOG IF ABOVE 70MPH (113KMH) | 0 | 0 | 0 |
| S | G1AABX | ENGINE IDLE DELAY TO LOG | ENGINE IDLE DELAY TO START LOG, 2 MIN | 0 | 0 | 0 |
| S | W9A01X | PERIODIC TRIP LOG DAY OF MONTH | PERIODIC TRIP LOG, DAY 1 OF THE MONTH | 0 | 0 | 0 |

# TECHNICAL SPECIFICATION *(cont.)*

| VEHICLE ELECTRONICS | | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| S | X5AB1X | VEHICLE APP SERVICE INTERVALS | SERVICE INTERVALS, VOCATIONAL APPLICATION | 0 | 0 | 0 |
| S | W8BAAX | SERVICE ALERT | WITH SERVICE ALERT | 0 | 0 | 0 |
| S | W5A90X | MAINTENANCE DUE ALERT % | ACTIVATE ALERT AT 90% OF THE TIME/DISTANCE SETTING | 0 | 0 | 0 |

| PTO ELECTRONICS | | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| S | F3AAEX | PTO1 SINGLE SPEED CONTROL RPM. | PTO 1ST, SINGLE SPEED SETTING, 1000 RPM | 0 | 0 | 0 |
| S | F5AABX | PTO 1ST, MAX ROAD SPEED | 1ST PTO, MAX ROAD SPEED, 10 MPH (16 KPH) | 0 | 0 | 0 |
| S | F6AABX | PTO 1ST, SPEED RAMP RATE | PTO 1ST, SPEED RAMP RATE 100 RPM/SEC | 0 | 0 | 0 |
| S | F7AAPX | PTO 1ST, MAX ENGINE SPEED | PTO 1ST, MAX ENGINE SPEED, 2100 RPM | 0 | 0 | 0 |
| S | F8AAGX | PTO 1ST, ROAD SPEED LIMIT | PTO 1ST, ROAD SPEED LIMIT, 97 KMH (60 MPH) | 0 | 0 | 0 |
| S | F9AABX | PTO 1ST, MINIMUM ENGINE SPEED | PTO 1ST, MINIMUM ENGINE SPEED, 600 RPM | 0 | 0 | 0 |
| | L6CB1X | PTO1 HOLD TO NEAREST RPM | PTO1 HOLD TO NEAREST 50RPM | 0 | 0 | 0 |
| | L7CB1X | PTO1 ACCEL BUMP-UP RPM | PTO1 ACCEL "BUMP-UP" 50RPM | 0 | 0 | 0 |
| S | L8CB1X | PTO1 DECEL BUMP-DOWN RPM | PTO1 DECEL "BUMP-DOWN" 50RPM | 0 | 0 | 0 |
| S | H6AAEX | PTO 2ND, SINGLE SPEED SETTING | PTO 2ND, SINGLE SPEED SETTING, 1000 RPM | 0 | 0 | 0 |
| S | H0AABX | PTO 2ND, MAX ROAD SPEED | 2ND PTO, MAX ROAD SPEED, 10 MPH (16 KPH) | 0 | 0 | 0 |
| S | G9AABX | PTO 2ND, SPEED RAMP RATE | PTO 2ND, SPEED RAMP RATE 100 RPM/SEC | 0 | 0 | 0 |
| S | H7AANX | PTO 2ND, MAX ENGINE SPEED | PTO 2ND, MAX ENGINE SPEED, 2100 RPM | 0 | 0 | 0 |
| S | H5AAGX | PTO 2ND, ROAD SPEED LIMIT | PTO 2ND, ROAD SPEED LIMIT, 97 KMH (60 MPH) | 0 | 0 | 0 |
| | L3CB1X | PTO2 HOLD TO NEAREST RPM | PTO2 HOLD TO NEAREST 50RPM | 0 | 0 | 0 |
| | L4CB1X | PTO2 ACCEL BUMP-UP RPM | PTO2 ACCEL "BUMP-UP" 50RPM | 0 | 0 | 0 |
| | L5CB1X | PTO2 DECEL BUMP-DOWN RPM | PTO2 DECEL "BUMP-DOWN" 50RPM | 0 | 0 | 0 |

| PAINT | | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| S | 950AA4 | PAINT DESIGN | SINGLE COLOR | 0 | 0 | 0 |
| S | 924014 | PAINT TYPE | SOLID PAINT | 0 | 0 | 0 |
| S | 944AA7 | PAINT COLOR - FIRST COLOR | MACK WHITE; P9188 | 0 | 0 | 0 |
| S | 945998 | PAINT COLOR - SECOND COLOR | NO SECOND TRUCK COLOR PROVIDED; NO COLOR | 0 | 0 | 0 |
| S | 946998 | PAINT COLOR - THIRD COLOR | NO THIRD TRUCK COLOR PROVIDED; NO COLOR | 0 | 0 | 0 |
| S | MPB944 | CAB COLOR | SAME AS FIRST COLOR - CAB | 0 | 0 | 0 |
| S | 996AA3 | PAINT - CAB PAINT SYSTEM | PAINT - CAB, URETHANE CLEAR COAT | 0 | 0 | 0 |
| S | 941998 | PAINT: CAB INTERIOR | W/O SPECIAL CAB INTERIOR PAINT (PAINT EXTERIOR COLOR) | 0 | 0 | 0 |
| | 922001 | CHASSIS RUNNING GEAR PROCESS CODE | CHASSIS PAINT PROCESS, STANDARD COLOR (MACK BLACK) 6ABZ1X | 0 | 0 | 0 |
| S | 951AA6 | CHASSIS RUNNING GEAR | MACK BLACK (URETHANE); P3036 | 0 | 0 | 0 |
| | 958028 | BUMPER | W/O OPTIONAL BUMPER PAINT | 0 | 0 | 0 |
| | 959019 | FUEL TANK - ***NO INVENTED VARIANTS ALLOWED in the FUEL TANK PAINT FAMILY*** | W/O OPTIONAL FUEL TANK PAINT | 0 | 0 | 0 |

# TECHNICAL SPECIFICATION *(cont.)*

| PAINT | | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| S | 962032 | HUBS & DRUMS-FRONT | SAME AS CHASSIS RUNNING GEAR | 0 | 0 | 0 |
| S | 963033 | HUBS & DRUMS-REAR | SAME AS CHASSIS RUNNING GEAR | 0 | 0 | 0 |

| CALCULATED CODES - KAX | | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| S | 9JXA1X | PROPCALC SELECTION | YES, THE ORDER MUST BE CALCULATED | 0 | 0 | 0 |

| BASE WARRANTY & PURCHASED COVERAGES | | | DESCRIPTION | WEIGHT (LB) FRONT | WEIGHT (LB) REAR | LIST PRICE USD |
|---|---|---|---|---|---|---|
| S | 898003 | VEHICLE WARRANTY TYPE | HEAVY DUTY WARRANTY CLASSIFICATION | 0 | 0 | 0 |
| S | M50030 | BASIC CHASSIS COVERAGE | HEAVY DUTY STANDARD BASE COVERAGE 12 MONTHS/100,000 MILES (161,000 KM) | 0 | 0 | 0 |
| | M8301T | EMISSION - SURCHARGE | EPA (only) for Mack MP7 / MP8 Diesel | 0 | 0 | 0 |
| S | M51021 | ENGINE WARRANTY | MACK MP7/MP8 BASE ENGINE COVERAGE 24 MONTHS / 250,000 MILES (402,000KM) | 0 | 0 | 0 |
| S | M52022 | EMISSION COMPONENT COVERAGE | US and CANADA EQUIPPED VEHICLE EMISSION COMPONENTS COVERAGE 60 MONTHS/100,000 MILES (161,000 KM) | 0 | 0 | 0 |
| S | M540B4 | TRANSMISSION WARRANTY | ALLISON TRANSMISSIONS (Contact Allison Transmission for standard warranty and extended coverage data | 0 | 0 | 0 |
| S | M550G7 | CARRIER & AXLE HOUSING WARRANTY | STANDARD MACK HEAVY DUTY COVERAGE 60 MONTHS / 500,000 (804,672 KM) | 0 | 0 | 0 |
| S | M56026 | AIR CONDITIONING WARRANTY | AIR CONDITIONING STANDARD COVERAGE (Sealed System Only) 12 MONTHS UNLIMITED MILEAGE | 0 | 0 | 0 |
| S | M57027 | CHASSIS TOWING WARRANTY | STANDARD NORMAL / HEAVY DUTY CHASSIS TOWING 90 DAYS OR 5,000 MILES | 0 | 0 | 0 |
| S | M58028 | ENGINE TOWING WARRANTY | STANDARD MACK ENGINE TOWING COVERAGE 24 MONTHS/250,000 MILES (402,000 KM) | 0 | 0 | 0 |
| S | M690F9 | GUARDDOG CONNECT BUNDLE | 24 MONTH - GUARDDOG CONNECT WITH MACK OTA (with ASIST and Mack OneCall)) | 0 | 0 | 0 |
| S | M78010 | PREPAID API | WITHOUT PREPAID API | 0 | 0 | 0 |
| S | M67017 | PREMIUM MAINTENANCE - CHASSIS LUBE AND INSPECTION | W/O PREMIUM MAINTENANCE - CHASSIS LUBE AND INSPECTION COVERAGE | 0 | 0 | 0 |

| | | |
|---|---|---|
| **FRONT / REAR AXLE WEIGHTS (LB)** | 6890 | 9802 |
| **TOTAL WEIGHT (LB)** | 16,692 | |

# PERFORMANCE - PREDICTOR

| Inputs Required | Inputs | UOM |
|---|---|---|
| Vehicle Type | Aero Muscle Hood - Roof Fairing (0.60) | MPH |
| Performance Level | >67 MPH / >108KPH | MPH |
| Frontal Area | 110.0 | FEET² |
| Accessory Power Loss | 11.0 | HP |

| VEHICLE SPECIFICATION SUMMARY | | |
|---|---|---|
| Model | | TERRAPRO 64R |
| Gross Combination Weight | | N/A |
| Vehicle Application | | NORMAL HIGHWAY, STARTING GRADES<12% |
| Body/Trailer Type | | REFUSE FRONT LOADER TRUCK |
| Loading/Unloading Surface Type | | CONCRETE LOADING AND / OR UNLOADING SURFACE |
| Engine | | MP7-355C MACK 355HP @ 1600-1800 RPM (PEAK) 2100 RPM (GOV) 1250 LB-FT, US'21 |
| Peak Power | HP | 355.0 @ 1550 - 1800 |
| Peak Torque | Newton Meters | 1695 @ 1000 |
| Transmission | | 4500 RDS 6 SPEED ALLISON GEN 6 W/PROGNOSTICS, WITH PTO PROVISION |
| Rear Axle | | 46000# (20900kg) MACK S462R CAST DUCTILE HOUSING |
| Rear Axle Ratio | | 4.80 |
| Rear Tire | | 315/80R22.5 L BRIDGESTONE M870 (36360 lbs) (ALL POSITION) |
| Tire Revolutions per | Mile | 485 |
| Total Reduction | | 3.22 |

| CALCULATED PERFORMANCE SUMMARY | | | | | |
|---|---|---|---|---|---|
| | Speed | UOM | RPM | Desired / Recommended Value | Status |
| Engine RPM @ 65 MPH | 65.2 | MPH | 1694 | | |
| Engine RPM @ Desired Cruise Speed | 65.2 | MPH | 1694 | 1275 - 1375 rpm | CHECK! |
| Engine RPM @ Road Speed Limit (RSL) | 65.2 | MPH | 1694 | < 2100 rpm | OK |
| Sweet Spot Cruise Speed Range in Top Gear | 49.1 - 53.0 | MPH | 1275 - 1375 | | |
| Top Gear Speed Range | 38.5 - 80.9 | MPH | 1000 - 2100 | 60.0 MPH | OK |
| Minimum Practical Speed In Reverse | 2.8 | MPH | 600 | | |
| Maximum Practical Speed in Reverse | 9.8 | MPH | 2100 | | |
| Minimum Practical Speed In Lowest Forward Gear | 1.4 | MPH | 600 | | |
| Maximum Practical Speed In Lowest Forward Gear | 4.8 | MPH | 2100 | | |

| | Concrete / Asphalt | UOM | | |
|---|---|---|---|---|
| Wheel HP Required at (65 MPH) Cruise Speed | 205.2 / 222.9 | HP | | |
| Wheel HP Required at (75 MPH) Road Speed Limit | 205.2 / 222.9 | HP | | |
| Wheel HP Required at (92 MPH) Top Speed | 338.6 / 361.8 | HP | | |

# PERFORMANCE - PREDICTOR *(cont.)*

| VEHICLE SPECIFICATION SUMMARY | | | |
|---|---|---|---|
| Gradeability | | Recommended Min. Gradeability in Top Gear | |
| Maximum in Top Gear (Concrete) | 1.6% | 1.9% | CHECK! |
| Maximum in Top Gear (Asphalt) | 1.4% | 1.9% | CHECK! |
| Startability | | Recommended Min. Startability | |
| In Lowest Gear | 27.6% | 12.0% | OK |
| Loading/Unloading Surface Type | CONCRETE LOADING AND / OR UNLOADING SURFACE | | |
| | | Recommended Speed on 1.5% Grade | |
| Speed on a 1.5% Grade (Concrete) | 42.4 MPH | >67 MPH | CHECK! |
| | @1100 rpm in 7th gear | PL5 | |
| Suggested Value for Gear Down Vehicle Speed | RSL - 10 | | |
| Driveability Rating | Status | | |
| 100% Max Power available after shift | CAUTION! | | |
| >95% Very Good >90% Acceptable | | | |
| Performance Level | Recommended Speed on 1.5% Grade | Min. Gradeability in Top Gear | |
| PL5 - High Performance | >67 MPH | 1.9% | |
| PL4 - Performance | 61 - 67 MPH | 1.7% | |
| PL3 - Economy | 54 - 60 MPH | 1.5% | |
| PL2 - Fleet / Construction | 47 - 53 MPH | 1.3% | |
| PL1 - Heavy Haul | 40 - 46 MPH | 1.1% | |

RPM at 65 MPH

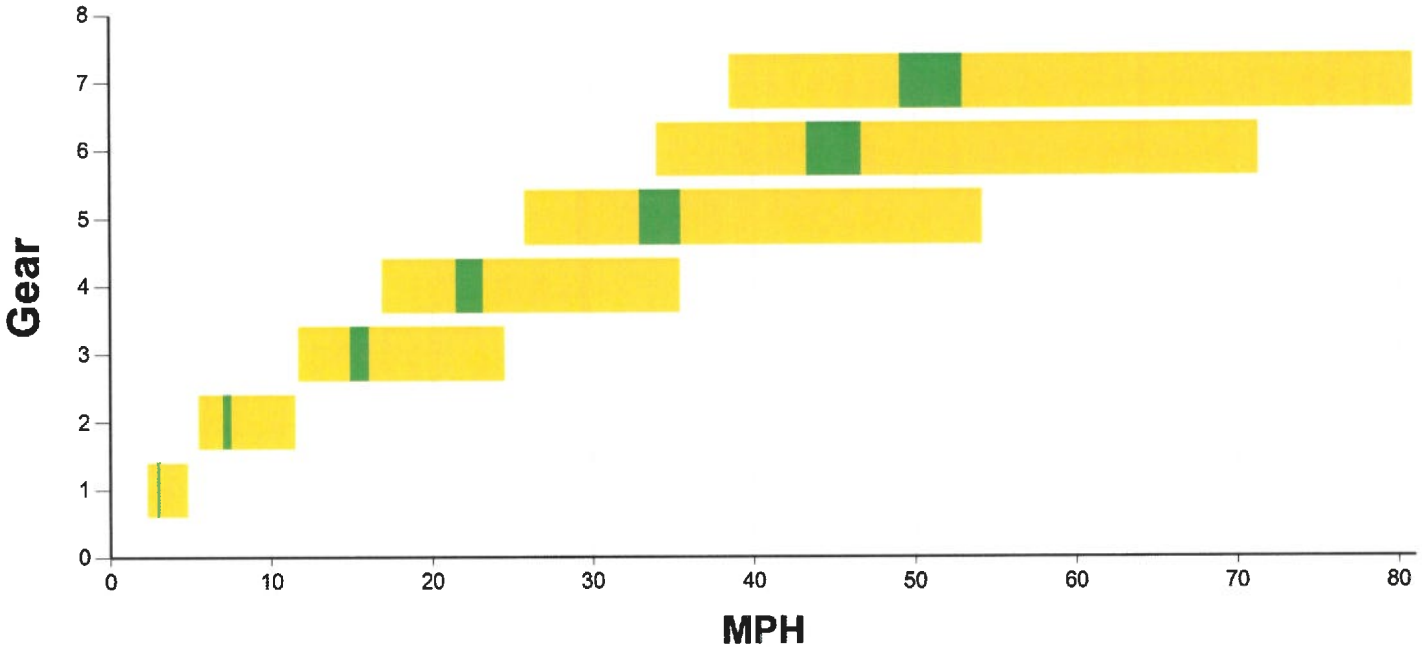


RPM at Cruise Speed

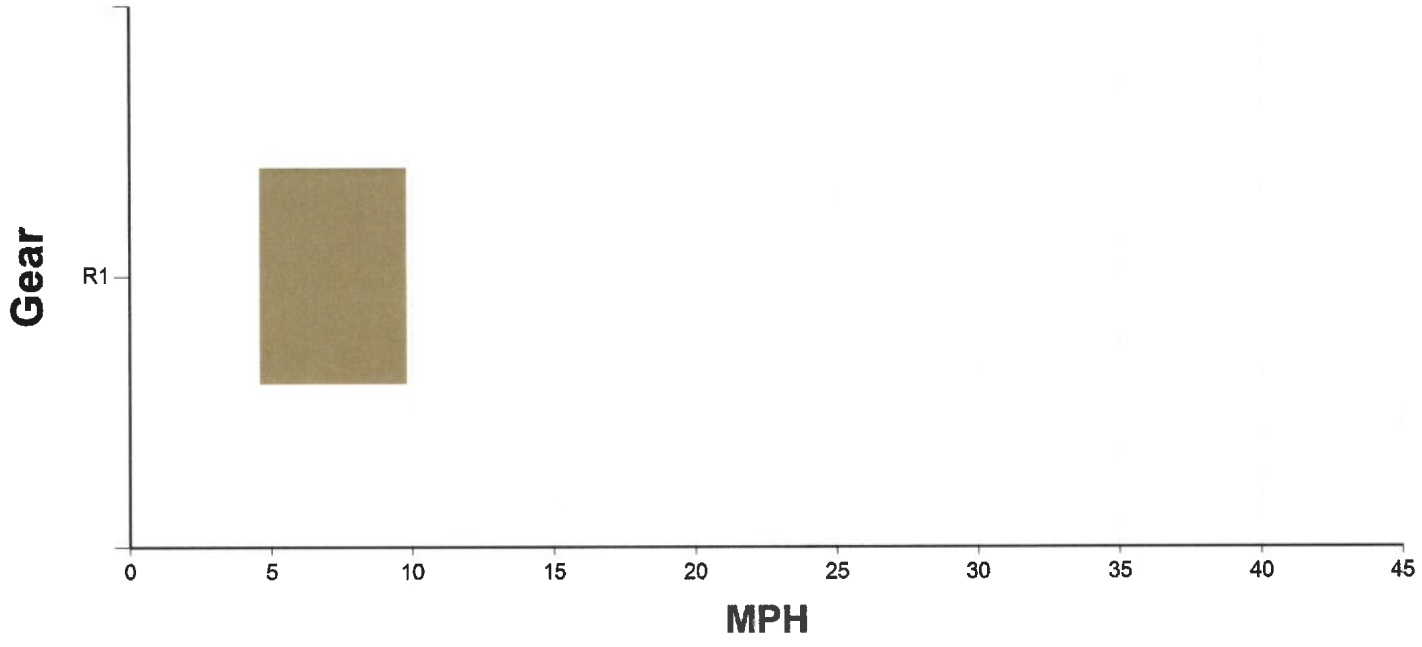


| | MPH | RPM |
|---|---|---|
| Minimun of Engine Range | 38.5 | 1000.00 |
| Minimum of Economy Range | 49.1 | 1275.00 |
| Cruise Speed | 65.2 | 1694.03 |
| Maximum of Economy Range | 53.0 | 1375.00 |
| Road Speed Limit | 65.2 | 1694.03 |
| Maximum of Engine Range | 80.9 | 2100.00 |

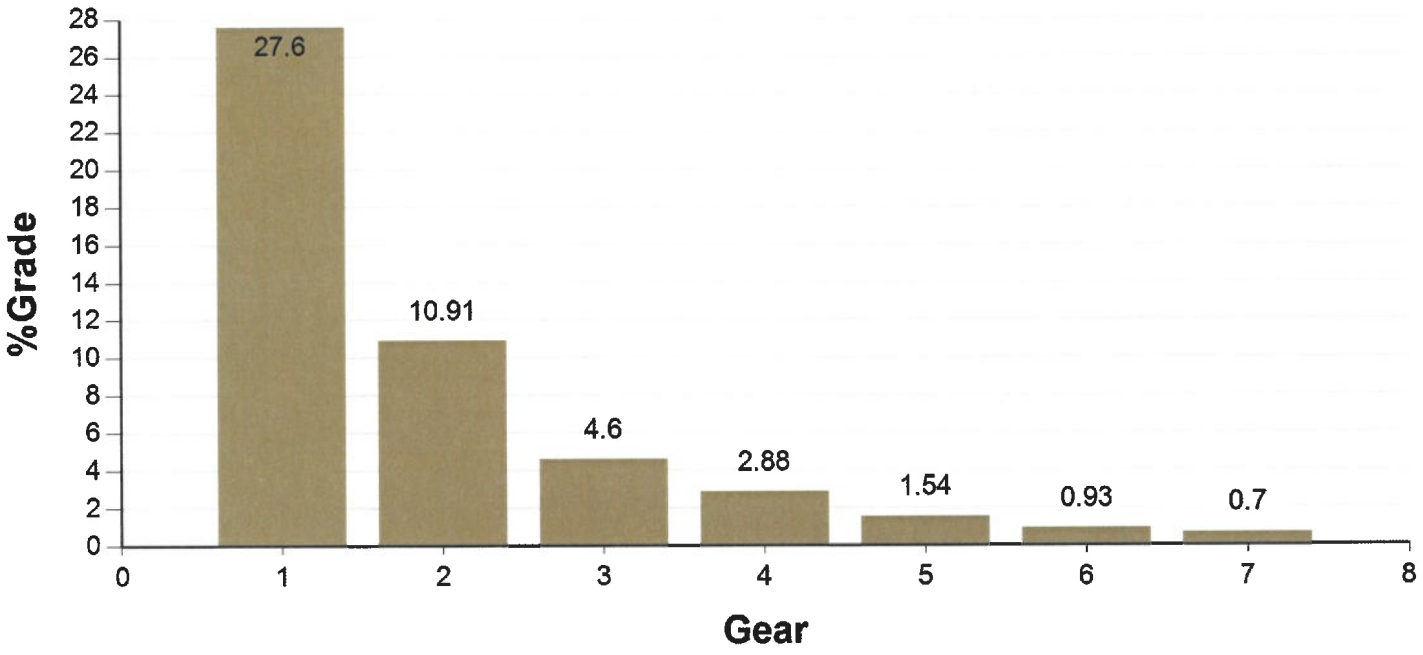
## Forward Geared Speed



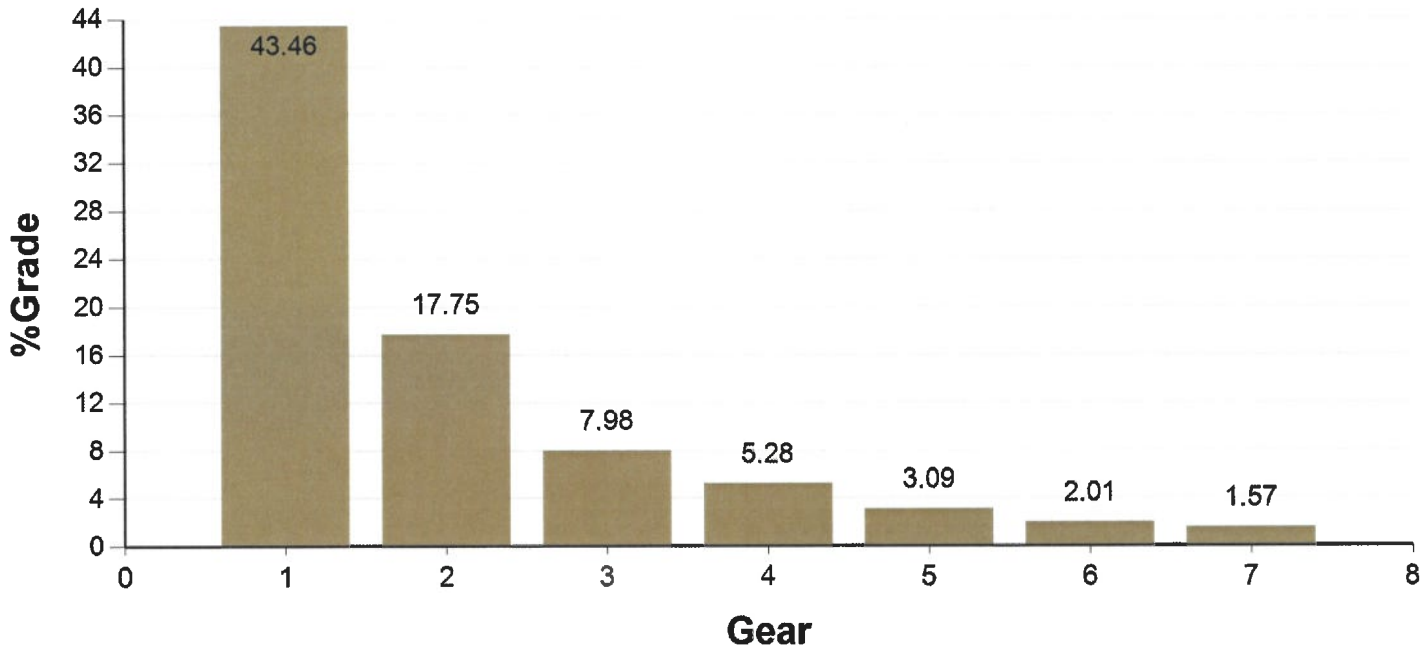

## Reverse Geared Speed



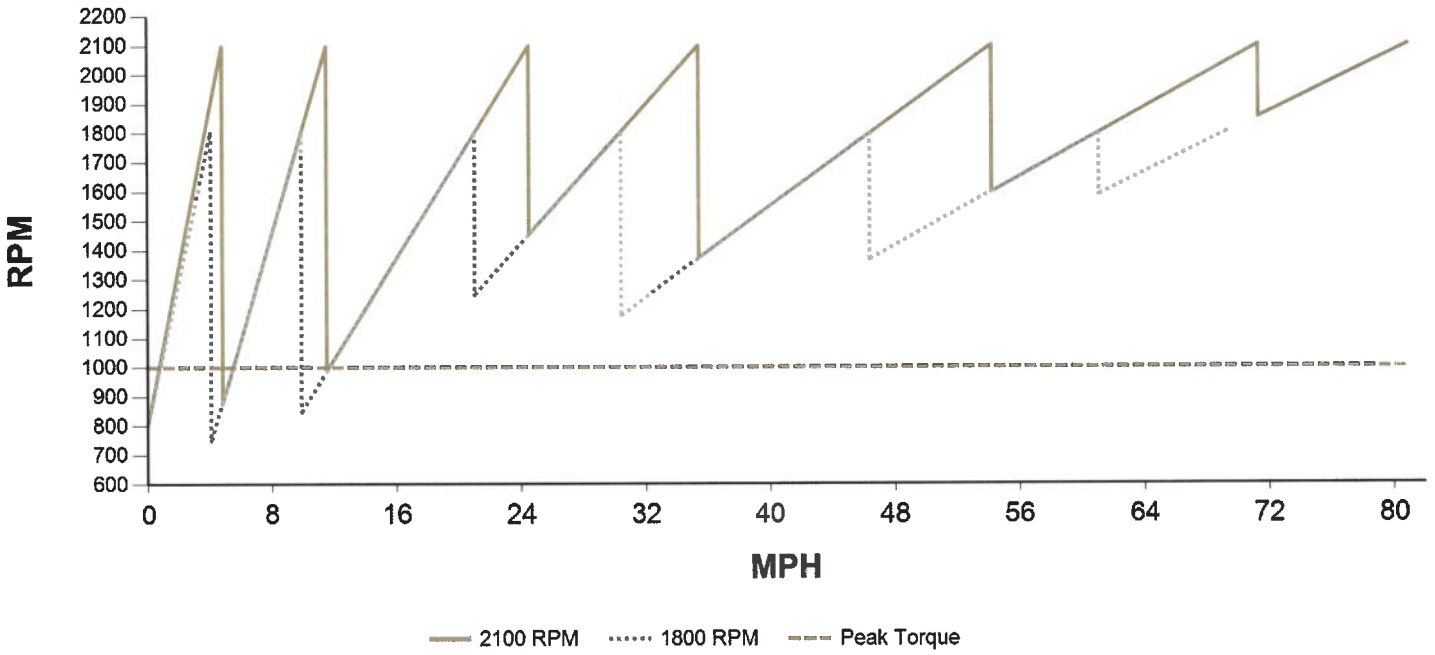
## Startability



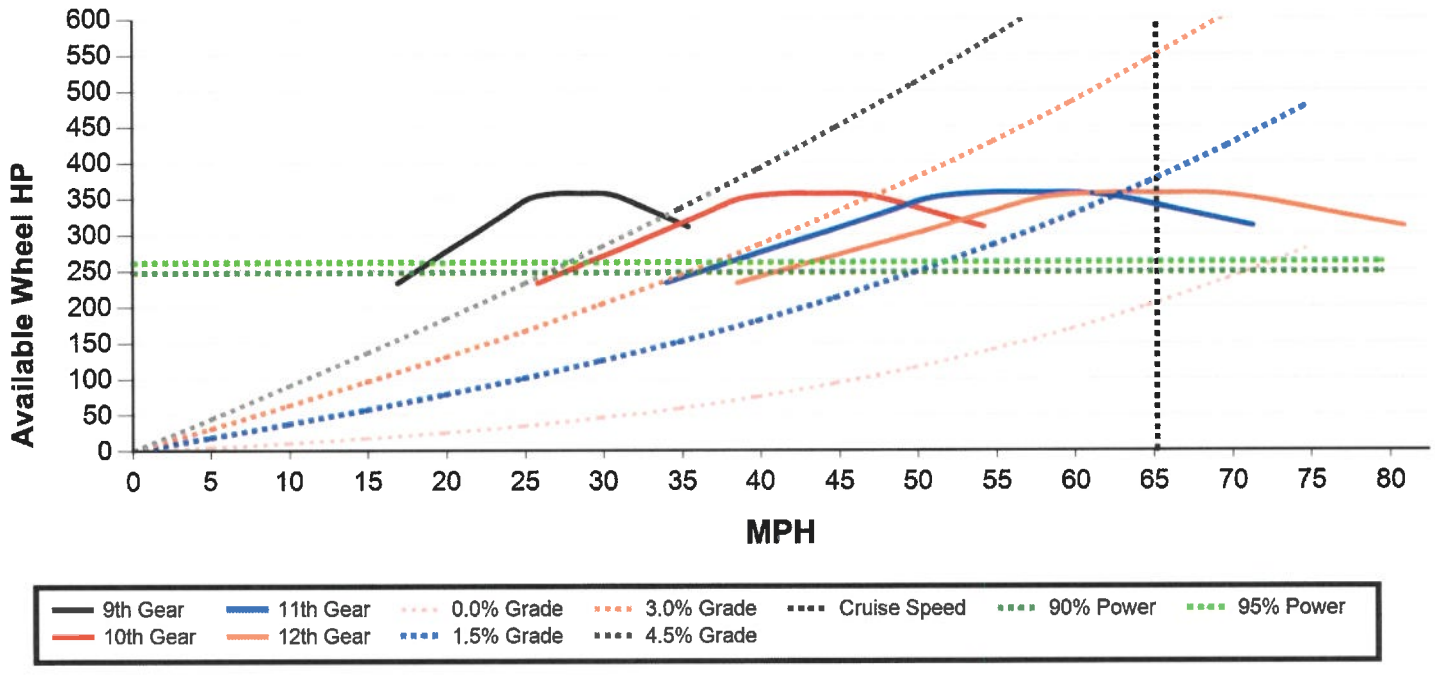

## Gradeability at Max Torque



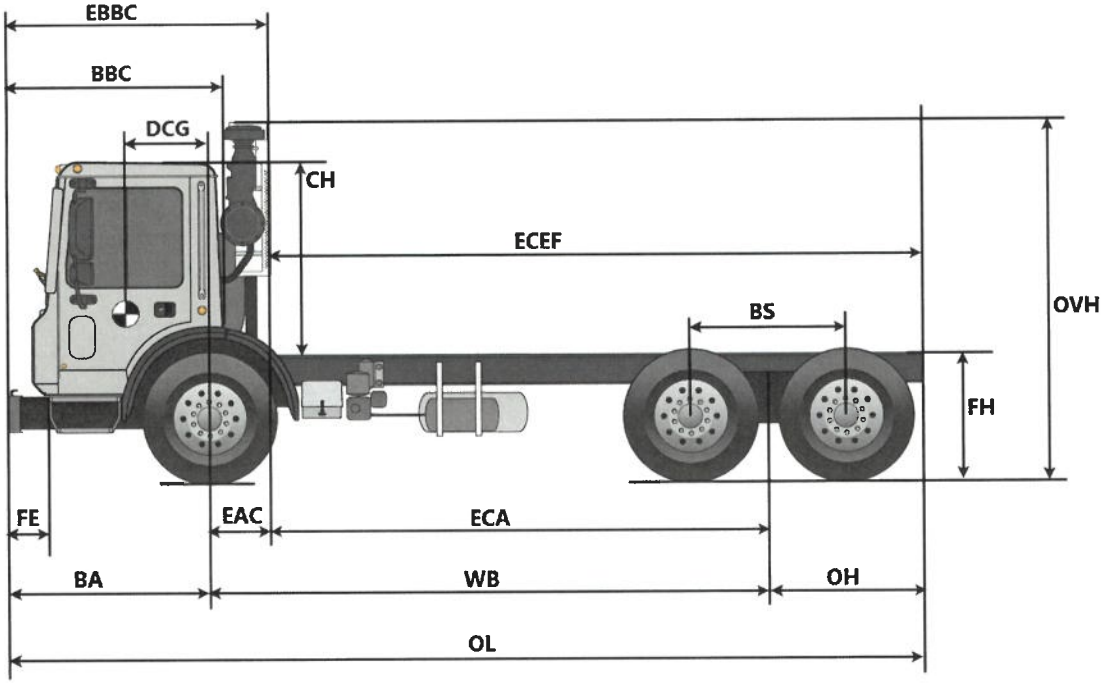
## Shift Chart



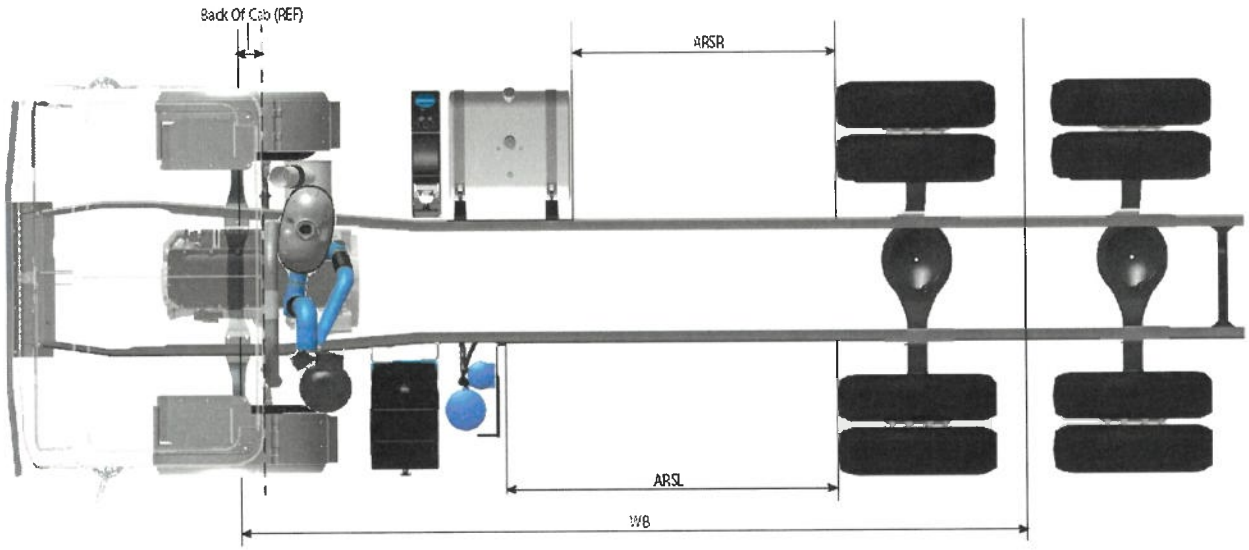

## Horsepower VS. Speed



| VEHICLE SPECIFICATION/CALCULATED PERFORMANCE SUMMARY | | | | |
|---|---|---|---|---|
| Description | Sales Code | Dwg Ref | Length | UOM |
| Front Frame Extension | N/A | FE | 13.0 | INCHES |
| Bumper to Front Axle | N/A | BA | 59.5 | INCHES |
| Wheelbase | N/A | WB | 210.0 | INCHES |
| Rear Overhang | N/A | OH | 113.0 | INCHES |
| Overall Length | N/A | OL | 395.5 | INCHES |
| Bumper to Back of Cab | N/A | BBC | 63.0 | INCHES |
| Eff. Bumper to Back of Cab | N/A | EBBC | 98.0 | INCHES |
| Eff. Cab to Rear Axle | N/A | ECA | 184.5 | INCHES |
| Eff. Front Axle to Back of Cab | N/A | EAC | 25.5 | INCHES |
| Eff. Cab to End of Frame | N/A | ECEF | 297.5 | INCHES |
| Unladen 5th Wheel Height | AAX29X | 5W | 0.0 | INCHES |
| Unladen Frame Height | N/A | FH | 43.7 | INCHES |
| Cab Height | N/A | CH | 61.6 | INCHES |
| Overall Height | N/A | OVH | 105.3 | INCHES |
| Driver CG | N/A | DCG | 13.8 | INCHES |
| 50" AXLE SPACING (BOGIE WHEELBASE) | GWXABX | BS | 50.0 | INCHES |
| Second Front Axle Spacing | | SFAS | 0.0 | INCHES |

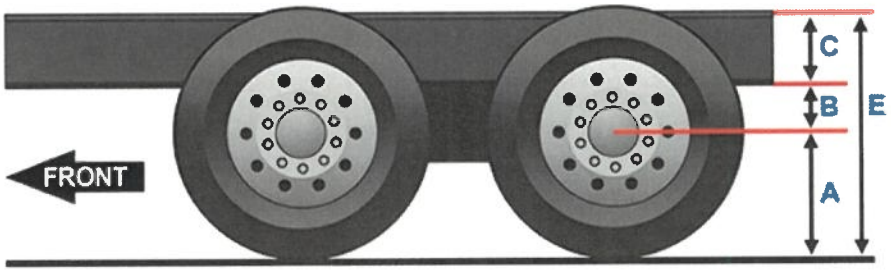


| VEHICLE SPECIFICATION/CALCULATED PERFORMANCE SUMMARY | | | | |
|---|---|---|---|---|
| Description | Sales Code | Dwg Ref | Left Value(in) | Right Value(in) |
| Wheelbase | N/A | WB | 210.0 | 210.0 |
| Available Rail Space Right | N/A | ARSR | N/A | 77.5 |
| Available Rail Space Left | N/A | ARSL | 135.6 | N/A |
| Eff. Front Axle to Back of Cab | N/A | REF | 25.5 | 25.5 |
| Front Axle To Fender | ABXLXX | N/A | 28.0 | 28.0 |
| Battery Box | 393AD9 | N/A | 0.0 | 18.0 |
| WITHOUT LH FUEL TANK / 80 GALLON (300 L) ALUMINUM, 26"x24" RECTANGULAR | 288AA1 / 290AI4 | N/A | 0.0 | 34.1 |
| Ad-Blue Tank | DF1041 | N/A | 0.0 | 6.0 |
| Drive Tire Radius | 9014Z1 | N/A | 21.4 | 21.4 |

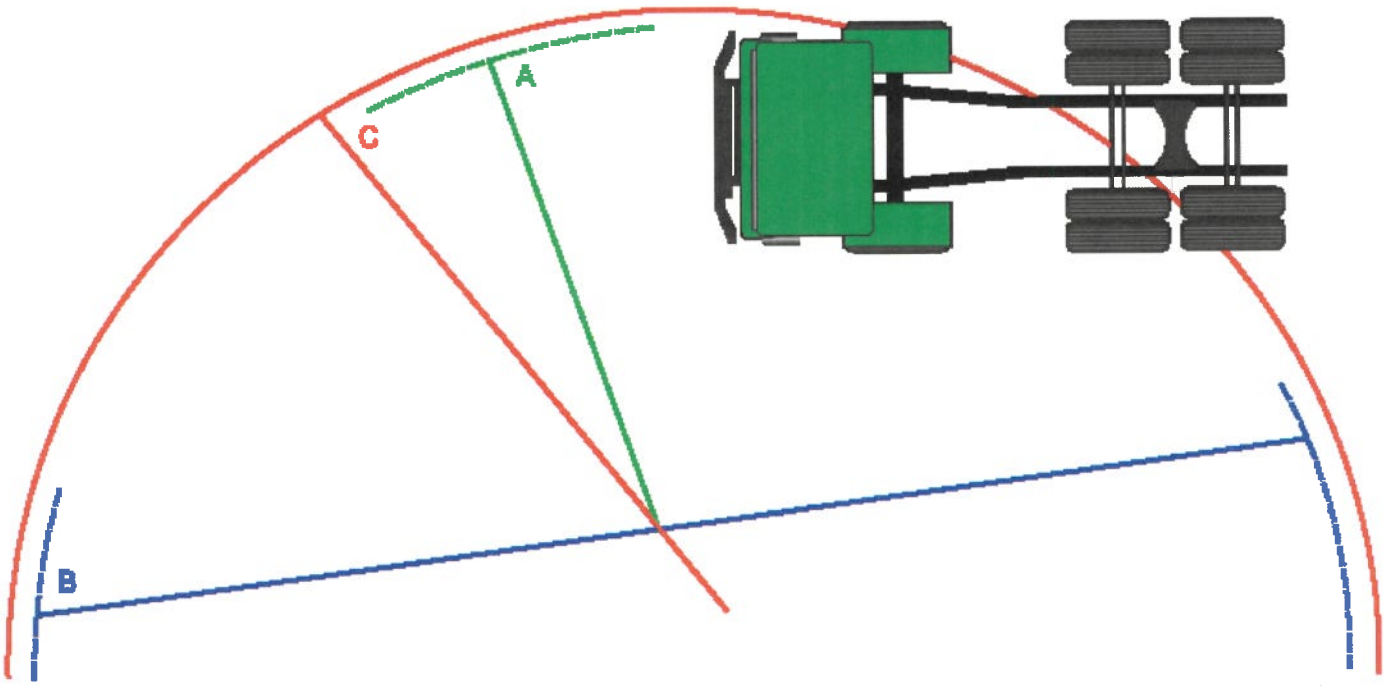



*Top View image is intended for illustration purposes only and is not presented to scale. Wheelbase, Axle Spacing and After frame are not shown as specified, but are a representation. Customer Adaptation (CA) options and relocated components are not represented in these images. Most CA options impact the variation of the image, thus an image may not populate. Calculations are approximate to a tolerance of ± 4 inches due to component mounting variation. Certain chassis component options are NOT represented in the Top View image, such as, but not exclusive to, Front Frame Extensions, Fuel Water Separators, Air Dryers, PTOs, Fifth Wheels, Chassis Fairings, Toolboxes, Trailer Connections. For further information on these items and their respective locations on your specification, please refer to the data sheets associated with those items in the configurator.*

| VEHICLE SPECIFICATION/CALCULATED PERFORMANCE SUMMARY | | | | | |
|---|---|---|---|---|---|
| | | | Rear | | |
| Description | Sales Code | Dwg Ref | Unladen | Laden | UOM |
| Requested Fifth Wheel Height | AAX29X | | 0.0 | 0.0 | INCHES |
| Tire Radius | 9014Z1 | A | 21.4 | 19.9 | INCHES |
| Suspension Height | 1860K6 | B | 11.7 | 8.7 | INCHES |
| Frame Depth | YBXH1X | C | 10.6 | 10.6 | INCHES |
| Closest Available Fifth Wheel Leg Height | N/A | D | 0.0 | 0.0 | INCHES |
| Total Height | N/A | E | 43.7 | 39.1 | INCHES |



| VEHICLE SPECIFICATION/CALCULATED PERFORMANCE SUMMARY | | | | |
|---|---|---|---|---|
| Description | Sales Code | Dwg Ref | Length | UOM |
| SAE Turning Radius | N/A | A* | 32.5 | FEET |
| Adjusted Turning Radius | N/A | A | 36.4 | FEET |
| Curb-to-Curb Diameter | N/A | B | 73.9 | FEET |
| Wall-to-Wall Diameter | N/A | C | 86.5 | FEET |



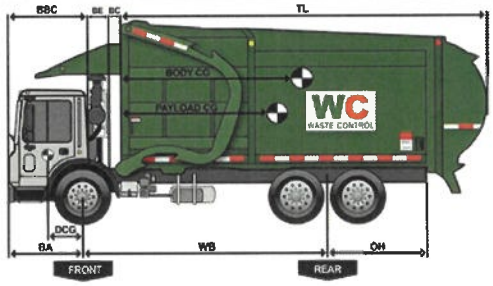

Tests have shown that the true location of the turning center is further to the rear than midway between drive axle sets (where applicable)

The actual location of the turning center depends on:

- Whether the drive tire equipment is single or dual.
- The overall load distribution for the vehicle (front/rear, between drive axles) in a loaded condition
- Manufacturing tolerances within the steering components

| Inputs Required | Inputs | UOM |
|---|---|---|
| Driver Weight | 201 | LB |
| Total Body Length | 16.4 | FEET |
| Body Tare Weight | 3501 | LB |
| Front of Body to Body CG | 96.0 | INCHES |
| Additional Clearance from Back of Exhaust to Front of Body | 6.0 | INCHES |

| VEHICLE SPECIFICATION SUMMARY | | | | |
|---|---|---|---|---|
| Description | Description | Dwg Ref | Length | UOM |
| Bumper to Front Axle | N/A | BA | 59.5 | INCHES |
| Wheelbase | N/A | WB | 210.0 | INCHES |
| Rear Overhang | N/A | OH | 113.0 | INCHES |
| Bumper to Back of Cab | N/A | BBC | 63.0 | INCHES |
| BOC Exhaust Space | DPFAA3 | N/A | 22.0 | INCHES |
| Driver CG from Front Axle | N/A | DCG | 13.8 | INCHES |
| First Pusher Axle Spacing | | | 0.0 | INCHES |




| CALCULATED PERFORMANCE SUMMARY | | | | |
|---|---|---|---|---|
| Tare Weights | Front Axle | Rear Axle (s) | Total | UOM |
| Chassis | 6890 | 9802 | 16692 | LB |
| Driver | 188 | 14 | 201 | LB |
| Fuel | 503 | 44 | 547 | LB |
| Body/Trailer | 1375 | 2127 | 3501 | LB |
| Total Tare | 8955 | 11986 | 20940 | LB |
| Payloads | | | | |
| First Body Payload | 17695 | 27366 | 45061 | LB |
| Total - Lift Axles Down | 26650 | 39351 | 66000 | LB |
| GAWR | 20000 | 46001 | 66000 | LB |

| VEHICLE SPECIFICATION/CALCULATED PERFORMANCE SUMMARY | | | | |
|---|---|---|---|---|
| Sub-Category | Sales Code | Sales Code Description | Value | UOM |
| Front Axle | 240AA3 | 20000# (9100 KG) MACK FXL20 WIDE PIVOT CENTER STRAIGHT SPINDLE/UNITIZED BEARINGS | 20000 | LB |
| Front Suspension | 244AC3 | MACK MULTILEAF 20000# (9100 KG) GROUND LOAD RATING, EQUAL BIAS | 20000 | LB |
| Front Tires | 9004Y0 | 315/80R22.5 L BRIDGESTONE M870 (20000 lbs) | 20000 | LB |
| Front Wheels | 531221 | 22.5x9.00 ACCURIDE WHITE POWDER COAT STEEL,7.00" OFFSET, 5 HAND HOLE | 20001 | LB |
| | | Front GAWR | 20000 | LB |
| Rear Axle | 268AA9 | 46000# (20900kg) MACK S462R CAST DUCTILE HOUSING | 46001 | LB |
| Rear Suspension | 1860K6 | SS46 MACK CAMELBACK MULTILEAF 46,000 lb, HEAVY DUTY | 46001 | LB |
| Rear Tires | 9014Z1 | 315/80R22.5 L BRIDGESTONE M870 (36360 lbs) (ALL POSITION) | 72721 | LB |
| Rear Wheels | 346266 | 22.5x9.00 ACCURIDE WHITE POWDER COAT STEEL, 7.00" OFFSET, 5 HAND HOLE | 80002 | LB |
| | | Rear GAWR | 46001 | LB |
| | | | | |
| | | Truck GVWR | 66000 | LB |
| | | Gross Combination Weight Rating | 0 | LB |
| | | | | |
| | | Tax Value GVWR (USA FET Only) | 66000 | LB |

| *GENERAL REQUIREMENTS* | *COMPLY YES/NO* | *STATE EXCEPTION* |
|---|---|---|
| **BODY** | | |
| Packer body manufacturer to be of U.S. origin | | |
| Packer body components are to be fabricated in the U.S. | | |
| Packer body to be assembled and mounted at manufacturer's plant in the U.S. | | |
| Provide city, state and country where body will be built and mounted.<br>City:_____ State:_____<br>Country:_____ | | |
| Packer body manufacturer MUST be ISO 9001 certified (provide certification documentation with bid. | | |
| State body manufacturer:_____ | | |
| State body model:_____ | | |

| *MINIMUM SPECIFICATIONS* | *COMPLY YES/NO* | *STATE EXCEPTION* |
|---|---|---|
| **CAPACITY** | | |
| The front loader body shall have a body capacity, excluding the receiving hopper, of not less than 28 cu. yds. and be full eject style. | | |
| The hopper shall have a capacity of twelve (12) cubic yards. | | |
| Total capacity – 40 cubic yards. | | |
| **BODY DIMENSIONS AND WEIGHT** | | |
| Body Length including tailgate: apx. 294"<br>State length of body bid _____ | | |
| Overall length with arms down and forks in full tuck position: apx. 396"<br>State length as bid _____ | | |
| Overall length with arms down and forks in horizontal position: apx. 454"<br>State length as bid _____ | | |
| Max. body width, outside (maximum): 102" | | |
| Body width, inside (maximum): 90" | | |
| Body height, inside (minimum): 88" | | |
| Max. body height above chassis rail, arms down: 118.5" | | |
| Body height above chassis rail, arms up (full tuck forks): 118.5" | | |
| Height above frame with tailgate raised (max): 182" | | |
| Hopper width (bottom) minimum: 80" | | |
| Hopper width (top) minimum: 80" | | |
| Hopper length at roof minimum: 97.5" | | |
| Body base weight, excluding options, to be a minimum of 20,000 lbs.<br>State the weight of the body offered:_____ | | |
| **CONSTRUCTION** | | |
| Packer body will have flat hopper and body floor with curved roof and body sides and of overhead loading design. | | |
| Hopper will be designed to properly handle containers from 1-10 cubic yard capacity. | | |

| ROOF | *COMPLY YES/NO* | *STATE EXCEPTION* |
|---|---|---|
| Minimum 10 gauge AR200 steel (90,000 PSI minimum tensile). | | |
| **SIDE WALLS** | | |
| Lower hopper sides - minimum 3/16" AR 400 abrasion resistant steel plate, 184,000 PSI minimum yield. | | |
| Upper hopper sides - minimum 3/16" AR200 abrasion resistant steel, 90,000 PSI minimum tensile. | | |
| Body Sides - minimum 1/8" AR450 steel, 195,000 PSI minimum yield. | | |
| Body sidewalls and roof shall utilize multiple overlapping sheets, fully welded inside and out utilizing precision robotic welding. | | |
| **FLOOR** | | |
| Hopper floor – minimum ¼" AR 400, 184,000 PSI minimum yield. | | |
| Body Floor- minimum 3/16" AR 400, 184,000 PSI minimum yield. | | |
| **ROOF AND SIDE REINFORCING** | | |
| Upper body longitudinal corner brace shall be 10 gauge 50,000 PSI minimum yield 11.5" x 5.5" deep formed channel fully welded to the roof and body side sheets. | | |
| Lower body bracing shall be 3/8" A36 steel fully boxed track fully welded to the body side sheets. | | |
| Forward vertical body side bolster shall be 3/16", 50,000 PSI minimum yield 4.5" x 9.5" deep formed channel conforming to the curved body sides and fully welded to the body sides. | | |
| Rear vertical body side bolster shall be 1/4", 50,000 PSI minimum yield 4" x 6" deep formed channel conforming to the curved body sides and fully welded to the body sides. | | |
| **HOPPER SIDE REINFORCEMENTS** | | |
| The bottom side brace shall be 3/16" formed 7.5" x 3.5" channel, 50,000 PSI minimum yield. | | |
| Middle side brace shall be 3/16" 50,000 PSI minimum yield. 9" x 3" depth formed channel. | | |
| Upper side brace shall be 3/16" 50,000 PSI minimum yield. 6" x 2" depth formed channel. | | |
| Upper hopper side braces shall be ¼" 50,000 PSI minimum yield | | |
| All external welds of hopper side bracing shall be continuous full seam. | | |
| Hopper sides to have tapered wind screens. | | |
| Hopper must have a hopper sump, located below hopper floor. Hopper floor to have a cut-out that allows trash in front of packer blade to fall into the sump. Sump shall have two liquid-tight hinged doors, one on each side of body to allow trash to be pushed out from either side. Cleanout doors will have spill trays. | | |
| **FLOOR REINFORCEMENTS** | | |
| Cross members shall be 3/16" 50,000 PSI minimum yield. 4" x 4" formed channel. Members shall be spaced on approximately 20" centers in low compaction zone and 14 1/2" centers in high compaction zone. | | |
| **BODY LONGITUDINALS (Long Members)** | | |
| Shall be minimum 1/4" 80,000 PSI minimum yield 6" x 2" tube construction. | | |
| **SIDE ACCESS DOOR** | | |
| The side access door shall be located at the front street side of the body with a minimum opening of 22" x 28" (616 sq. in.). Steps and grab handles shall be provided for ease of entry. An electrical interlock shall be provided to shut down the pump whenever the side door is open. | | |

| ROOF ACCESS LADDER | *COMPLY YES/NO* | *STATE EXCEPTION* |
|---|---|---|
| A BOLT ON ladder shall be provided for access to the body roof. Steps must be of "non-slip" open grip strut material. Ladder must be located curb side of the body just to the rear of the hopper. Rungs shall be spaced 12" apart. The bottom four rungs must be fold away and when deployed the bottom step shall be no more than 12" from the ground. | | |
| **SLIDING TOP DOOR** | | |
| A hydraulically actuated sliding top door will be provided to cover the hopper for traveling to the discharge site. | | |
| The top door cylinder shall be double acting and have a maximum 2" bore With minimum 107" with a 1-1/2" diameter chrome plated rod. | | |
| An in-cab mounted light will be provided to indicate when the top door is not fully open. | | |
| Top door shall be constructed of 12 ga, 50,000 PSI minimum yield steel sheet. Frame tubing to be 2" x 2" x 11 gauge tubing. | | |
| **FRONT HEAD CLOSURE** | | |
| A 55" x 75" front head closure screen made of expanded metal shall be provided to prevent loose debris from entering the area in front of the packer and to prevent unauthorized entry by non-service personnel. | | |
| **PACKING MECHANISM AND GUIDES** | | |
| A hydraulically actuated packer traversing a minimum of 94" into the body, from the front head, shall clear the hopper of material with a maximum cycle time of twenty-five (25) seconds. | | |
| The lower packing panel face will be a minimum 5/16" AR 200 abrasion resistant steel plate, 75,000 PSI minimum yield. The upper vertical face will be a minimum 3/16", 75,000 PSI minimum yield. The packer will be reinforced with a combination of structural members for maximum rigidity. | | |
| The hopper zone packer guide rails (2) in the side of the body shall be comprised of 3/8" 50,000 PSI minimum yield formed channel on each side of body | | |
| Abrasion resistant wear strips shall be welded to the guide rails, each side, in the following manner:<br>• Bottom horizontal track wear strip shall be 1/4" thick XWEAR. XWEAR is rated 5 times stronger than AR400 and is required.<br>• Top horizontal track wear strip shall be 1/4" thick AR400 184,000 PSI yield.<br>• Outer (vertical surface) track wear strip, shall be 1/4" AR400 184,000 PSI yield. | | |
| The packer panel shall be guided on each side of the body with abrasion resistant wear strips in the following manner:<br>• Bottom horizontal packer panel wear strip shall be 1/4" thick XWEAR. XWEAR is rated 5 times stronger than AR400 and is required.<br>• Top horizontal packer panel wear strip shall be 1/4" thick AR400 184,000 PSI yield.<br>• Outer (vertical surface) packer panel wear strips shall be 1/4" thick AR400 184,000 PSI yield. | | |

| PACKING MECHANISM AND GUIDES (continued) | *COMPLY YES/NO* | *STATE EXCEPTION* |
|---|---|---|
| The packer panel shall be provided with welded pillow blocks for each of the two (2) packing cylinders. The cylinders shall be attached to the packer panel pillow blocks via two inch (2") diameter pins. The pillow blocks shall be attached to the packing panel with six (4) 3/4" diameter bolts for each pillow block assembly. | | |
| The body front head shall also be provided with welded pillow blocks for packing cylinders. The pillow blocks shall retain each cylinder pin with four (4) 3/4" diameter bolts. | | |
| The packer will be hydraulically actuated by two (2) double acting telescopic cylinders with 5-1/2" bore x 164" stroke, three (3) stage. | | |
| Packer cylinders must be Mailhot brand and incorporate an M2 tool steel scraper in all three stages. Cylinders incorporating bronze or brass scrapers will not be considered. | | |
| Packer cylinders shall have spherical bearing on both ends. | | |
| Front opening of hopper shall be covered with expanded metal. | | |
| Packing force - minimum cylinder compaction force shall be 118,000 pounds. | | |
| **TAILGATE** | | |
| Tailgate must be one piece; top hinged and shall open adequately to allow ejection of load. | | |
| Tailgate back sheets shall be constructed of a minimum 1/8" AR450, 195,000 PSI minimum yield steel. | | |
| Tailgate side sheets shall be constructed of a minimum 1/8" AR450, 195,000 PSI minimum yield steel. | | |
| The tailgate shall not be required to be reinforced by horizontal boxed braces. | | |
| The tailgate will be secured to the body by two (2) sets of hinges with 2" hinge pins at the roof line. | | |
| A heavy duty rear door positive seal of rubberized gasket material will be installed the full length of the bottom and 47" up the sides of the tailgate to prevent leakage. | | |
| The tailgate shall be secured in the closed position by means of a fully automatic latching mechanism actuated by a separate control in the cab. | | |
| The tailgate shall be raised and lowered hydraulically actuated by two (2) double acting cylinders with a minimum bore of 3.25"x 30" stroke with 2" diameter chrome plated rod. Cylinder design shall also include an orifice fitting in the base port which will prevent the rapid descent of the tailgate in the event of a hydraulic failure. | | |
| The tailgate shall be locked in place utilizing the two cylinders above and shall not require an additional set of cylinders to lock the tailgate. In addition, the tailgate will be locked/unlocked from use of the control panel only and will not require the operator to remove manual locking pins. | | |
| Clearance, backup and directional lights shall be a Lexan lens, shock mounted in a protective housing. The whole unit will be "pop-out" and replaceable. All vehicles will meet FMVSS #108 and State lighting and reflector requirements. LED lighting will be provided (except back-up lights). Directional, stop and running lights will be mounted in all four (4) corners of the tailgate. | | |
| An in-cab mounted light and audible alarm will be provided to indicate that the tailgate is not fully closed. | | |
| **LIFT ARMS** | | |
| The lift arms will be 3.5" x 9.5" minimum box reinforced type construction. The lift arms and forks must be rated at 10,000 pounds. | | |
| Lift arm cycle time will be approximately 12 seconds. | | |

| **LIFT ARMS (continued)** | ***COMPLY YES/NO*** | ***STATE EXCEPTION*** |
|---|---|---|
| Pick up, dump, and disengagement will be done without the need for assistance and without the driver leaving the cab. | | |
| The lift arms, during the dump cycle must not obstruct or interfere with the opening of the truck cab doors on either side. | | |
| The two (2) 3.5" x 9.5" rigidly constructed lift arms will be held tight to the torque tube using parallel flanges that are welded to the box structure of the arm, and secured using two (6) 1 1/4" Grade 8 bolts on each side. | | |
| The arm torque tube will be mounted in four (4) pillow blocks with replaceable Nylatron bushings with grease provisions. The pillow blocks will be welded to the lower front of the body. | | |
| The lift arms will be hydraulically actuated by two (2) double acting cylinders 4-1/2" bore x 46" stroke with a 2-1/2" diameter induction hardened and chrome plated rods. | | |
| The cylinders will be located outside the body at the body floor level and directly attached to the lift arms. | | |
| **CONTAINER FORKS** | | |
| Two (2) 1-1/2" x 53" grip high tensile, 50,000 PSI minimum yield forks shall be welded to a 3-1/2' O.D. x 3/4" wall C-1026 Seamless tubing fork cross shaft assembly. This assembly shall include rubber bumpers to reduce impact and prevent damage to containers. | | |
| Fork cross shaft assembly shall be attached to the arms with two (2) pillow blocks with replaceable Nylatron bushings fitted with grease provisions. | | |
| The forks will be hydraulically actuated by two (2) double acting cylinders, 3.5" bore x 26" stroke with a 2" diameter induction hardened and chrome plated rod. | | |
| Forks shall be designed to provide the necessary dump angle to assure complete discharge of materials from the refuse containers. | | |
| Heavy duty bolt-on hard rubber arms stops located at the side of the body will cushion and prevent over travel of the lift arms. | | |
| Maximum height with the lift arms raised in the full up and forks fully tucked position will be 13' 6" (based on a chassis rail height of 42"). | | |
| An in-cab mounted warning light will be provided to indicate when any parts of the arms are raised above the body. | | |
| Rubber bumper pads will be provided and positioned on fork cross shaft to cushion containers. | | |
| **HYDRAULICS** | | |
| The maximum operating pressure of the system will be 2,500 PSI. | | |
| The pump shall be a single gear pump, front engine crank driven with hydraulic over-speed control. Vane or Piston pumps will not be accepted nor will units utilizing electronic over-speed control. | | |
| All hydraulic tubes will be securely clamped to prevent vibration, abrasion, and excessive noise. | | |
| All hydraulic hoses shall conform to S.A.E. standards for designed pressure. Bends shall not be more than recommended by S.A.E. standards. Flat spots in hoses will not be acceptable. | | |
| The hydraulic oil reservoir shall have a minimum capacity of 50 gallons. | | |
| The tank shall be complete with a screened fill pipe and cap, filter breather, clean out cover, shut off valve and oil level sight and temperature gauge. | | |
| The hydraulic system shall be protected by a three (3) micron, in tank, return line filter along with a 100 mesh (140 micron) reusable oil strainer in the suction line. | | |
| The in-tank return line filter shall also include a filter by-pass monitor which shall indicate to the operator or service personnel when the filter is in need of replacement. | | |

| **HYDRAULICS (continued)** | ***COMPLY YES/NO*** | ***STATE EXCEPTION*** |
|---|---|---|
| The main control valve will be a six (6) section stack valve with relief to prevent overload damage. Valve capacity will be minimum 50 GPM @ 2500 PSI and designed to properly operate all hydraulic components. | | |
| The hydraulic system shall be configured to provide the "pack-on-the-go" feature. | | |
| A hydraulic over-speed protection system shall be provided to eliminate excessive hydraulic flow to the system. | | |
| **CONTROLS** | | |
| A CAN (Controller Area Network) based electronic controls center utilizing multiplexing shall be provided to control and monitor system functions. The unit shall be installed on the front of the body and shall possess self diagnosing error codes which help identify the trouble source. | | |
| There shall also be a separate operator/maintenance interface panel mounted in the cab which will allow operators/maintenance personnel to set various parameters for the system through this menu based touchpad unit. | | |
| This interface panel will have indicators showing "prox switch status" to assist in troubleshooting | | |
| There will be a control panel, mounted in a convenient location in the cab, for the operator to control the pump, packer, top door, tailgate and lighting. This control panel shall be a double layer laser etched membrane style touch pad for the control switches. | | |
| Arm and fork movement shall be accomplished by an air over hydraulic, self-centering joystick that returns to the neutral position when released. An arm rest shall be provided for operator comfort. All tailgate functions, un-lock, raise, lower and lock shall be performed in-cab without the need for the operator to leave the cab. | | |
| All functions shall be properly labeled and indicate the direction of travel (i.e., arms up, arms down, etc.) with warning lights to indicate "Tailgate Open","Top Door Closed" and "Arms Above Cab". | | |
| The electric packer controls shall incorporate an auto-pack function, which will allow the operator to push and release a single button which will activate the packer panel. The panel shall clear the hopper and automatically retract to the bulkhead. There will also be controls to manually extend and retract the pack panel. | | |
| All electrical wiring connectors to be automotive double-seal, with wiring in split convoluted loom and/or braided mesh. All wiring connections to be soldered with rubber molded covering or crimp type connectors with shrink wrap. Unprotected wiring in any application is unacceptable. | | |
| All switches not manually operated shall be proximity in type. Mechanical "whisker" switches are not acceptable. | | |
| **LIGHTING** | | |
| There shall be two (2) sets of rear tail/signal/brake lights; one set at a lower level and one set at a higher level. Both levels are to have all functions. Lights to be a minimum size of 4" in diameter. | | |
| Clearance, back up, and directional lights shall be Lexan lens, shock mounted in a protective housing. The whole unit shall be pop out and replaceable. All lights other than backup lights must be the L.E.D. type. | | |
| All lights shall be provided in accordance with FMVSS #108, plus mid-body turn signals on each side of the body and a center brake light on the rear. All wiring shall be installed in accordance with the manufacturer's instructions. | | |
| | | |
| **REAR UNDERRIDE GUARD** | | |
| The body shall be equipped with a rear under-ride guard as standard equipment, to meet Federal Motor Carrier Safety. | | |

| PAINTING | *COMPLY YES/NO* | *STATE EXCEPTION* |
|---|---|---|
| The entire body shall be properly cleaned of all dirt, grease, and weld slag. Cleaning shall be in keeping with accepted industry practices. | | |
| The body shall be steel shot blasted to prepare the surface for the primer to adhere to. | | |
| A two part high solids Epoxy CIP primer shall be applied for superior corrosion resistance. | | |
| The unit is then pressure washed and the primer is sanded to promote the adhesion of the polyurethane sealer. | | |
| The unit is cleaned with a waterborne degreaser and dried prior to entering the paint booth. | | |
| One coat of Sealer is then applied. This sealer prepares the surface for the topcoat. | | |
| Two coats of Topcoat are then applied. The topcoat shall be a 2 component polyurethane paint. The unit will then be baked at 140 degrees F for 1 hour.. | | |
| Body color to match chassis cab color. | | |
| **REAR VISION CAMERA** | | |
| SSV-9 color camera/monitor system with tailgate and hopper cameras. | | |
| **ADDITIONAL REQUIRED ITEMS** | | |
| Body service lift, hydraulically controlled by its own pump and reservoir. | | |