

Chassis Reminders

The following is a listing of various options that you need to be aware of with your customer when specifying out the appropriate chassis to match up with a service body. **New items are highlighted in yellow.**

GENERAL NOTES FOR ALL CHASSIS:

- 1) For chassis ordered with OEM supplied backup camera's, sales kit #AO-03468 is required
 - a. Note: Requires factory installed monitor in dash
 - 2) Air suspensions require 2-control valves on crane bodies; some chassis OEM have the dual controller as an option and some require it as an after-market.
 - 3) Walking beam suspensions are not recommended, due to being too rigid and eventually causing potential body damage.
 - 4) Before requesting a quote from Maintainer be sure to verify what the chassis and body color is going to be so the body quote can be processed properly (colors other than white and especially metallic / clear-coat do cost more).
 - 5) Be sure to provide the chassis specs if possible when requesting a body quote so items that change the body price (transmission type, exhaust type & routing, fuel tank configurations, paint, suspension type, etc.) can be factored in; if provided at a later date the dealer/customer will be responsible to deal with the price changes.
 - a. NOTE: When sending in chassis specs (if at all possible), please be sure to send in a version that includes the option code number.
 - 6) If body is going to be powered by EnPak, Air-N-Arc or other device the PTO & speed control items are not required.
 - 7) 4x4 (2-ton) Chassis: Frame height is taller and may require additional body modifications. Air suspension is recommended
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Dodge RAM:

- WARNING*CRITICAL
 - 1) Rear 52-gallon fuel tank is standard and does not need to have the rear body compartments lengthened by 6" (30"), UNLESS the rear outrigger is hydraulic-out, or if bumper is a step bumper vs. work bench style.
 - 2) LBN - PTO provision needs to be initially ordered with chassis if a hydraulic system is needed or other PTO option. **This also brings in the required upfitter VSIM module (XXS)**
 - a. **LBV is available also but is only available with driveline mounting**
- RECOMMENDED
 - 3) Open-center and Closed-Center hydraulic systems available (CCLS not available on 4x4 manual) For Quoting: Closed-Center requires AO-03085 adder
 - 4) **12/24 volt jump start: Ram chassis require an additional / auxiliary battery added (AO-01343)**

FORD F550:

- WARNING*CRITICAL
 - 1) DEF tank fill will be located on the street side front of body, in lieu of the side rail
 - 2) 2017 aluminum cab equates to an overall chassis weight savings of approximately 160 lbs.
 - 3) 62R = PTO provision needs to be initially ordered with chassis if a hydraulic system is needed or other PTO option
 - 4) 86S = "Low Deflection Pkg" Requires longer outrigger tubes and rear step (not recommended)
 - 5) Cannot install hot water heat system utilizing chassis coolant system
 - 6) 4x4 auto chassis: Requires "open center" hydraulic system
 - 7) Can mount the 17-gallon air compressor tank in the mid-chassis frame
 - a. Note: With 60" CA chassis, the 10 gal. tank fits in frame, the 17-gal. air tank will need to mount on the body

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- RECOMMENDED
- 8) 68M = Payload upgrade to 19,500 lbs. GVWR
- 9) 473 = Snow Plow Package (7,000 lbs. front axle capacity)
- 10) 67P = Heavy service front suspension package (7,500 lbs. front axle capacity)
- 11) 535 = "High Capacity Trailer Tow Pkg"

FORD F650 / F750:

- 1) WARNING*CRITICAL
- 2) 41A = PTO provision needs to be initially ordered with chassis if a hydraulic system is needed or other PTO option
- 3) CCLS Hydra systems require the PTO adder AO-00507
- 4) CCLS Hydra systems require relocation of chassis TCM & fuel / water separator AO-03551
- 5) Vertical exhaust (Switchback 91D) is 5.2" back-of-cab, Modify for clean C-A is available (AO-03563)
- 6) Horizontal exhaust (Inline 91B) Provides us a clear CA
- 7) Horizontal exhaust (Switchback 91G) is 3" back of cab and cannot be relocated
- 8) 65B = 50-gallon fuel tank (provides us a clear CA without having to notch the body)
- 9) 5-gallon urea tank is std equip. (provides us a clear CA without having to notch the body)

FREIGHTLINER:

- 1) Fuel tank: Recommend 204-215 Short rectangular alum. 50 gal. fuel tank
- 2) Exhaust needs to be "B-Pillar" mounted (provide us a clear CA without having to notch the body)

INTERNATIONAL – ALL MODELS:

- WARNING*CRITICAL
- 1) 12VZA, 12VZB, or 12VGA = Engine Control for Intl engines (NEED THIS: can add later, but is very expensive)]
- 2) 12XAT = Engine Control for Cummins engines (NEED THIS: can add later, but is very expensive)
- 3) Larger, Tandem Intl Chassis require Maintainer's custom speed control charge. Consult Factory
- 4) Hydraulic brakes: has brake module interference, only allows open-center pkg or standard CCLS

KENWORTH:

- 1) Exhaust: Vertical exhaust is back-of-cab on curb side (LHP=add 2", MHP=add 3", HHP=add 5")
- 2) Order with "Left hand PTO access" on transmission, dip stick on RH side (2410114)
- 3) Chassis OEM now offers in-frame fuel tanks. Both the 45 and 70 gallon tanks will not allow our standard body to fit so these are not recommended or a custom body will need to be quoted.
- 4) The following rear air suspensions require a 2" spacer under the body main sill to allow for tires being taller than the chassis frame.
 - a. KW AG210L 21K

PETERBILT:

- 1) Order with "Left hand PTO access" on transmission, dip stick on RH side (4250650)
- 2) Chassis OEM now offers in-frame fuel tanks. Both the 45 and 70 gallon tanks will not allow our standard body to fit so these are not recommended or a custom body will need to be quoted.
- 3) The following rear air suspensions require a 2" spacer under the body main sill to allow for tires being taller than the chassis frame.
 - a. PB Low Air Leaf
- 4) 1811210 "PB Air Trac" is fine, no spacer required.
- 5) Reyco helper springs (1911070) are not recommended, (Issues w/ stability, sway, bounce etc)
- 6) Exhaust: Vertical exhaust is back-of-cab on curb side (LHP=add 2", MHP=add 3", HHP=add 5")