

96 Stor'n Tow Body Specifications (aluminum floor)

Body and Finish

(A) An exterior gel coat finish (color to match customer specs), will be applied to the body exterior, and have a depth of .015" to .018" when cured so as to guard against scratches. Painted body coloring will not be accepted due to thickness limitations and lack of scratch resistance. The high gloss ISO/NPG gel coat will be provided with UV barriers to guard against premature fading.

Body Construction

(A) Body shall be solid, structurally reinforced type, fiberglass throughout modules with no critical stress areas that can result in cracks or leakage. All fiberglass shall be consistently 3/16" (.187) thick so as not to add unnecessary weight and still achieve the desired strength. Glass/resin ratio should be approximately 30/70. No resin fillers will be allowed that reduce physical properties and add weight to the body. Top, front, and rear bottoms of fiberglass side modules to be cored with 1/2" wood. Modules will have full height, sealed fiberglass 1/2" wood core bulkheads to separate compartments. Synthetic core materials, such as, PVC, Klegacell, Anitex, etc. will not be acceptable due to their low sheer and impact strengths.

(B) Floor, headboard, and side flanges, shall be made from 1/8" Aluminum tread plate and will be full seam welded (stitch welding will be unacceptable). Tread plate floor shall be attached to a 2" aluminum tube understructure consisting of cross members and longitudinals. Aluminum understructure will provide cross members that protrude further than the width of floor aft of rear wheels. Fiberglass modules will be bolted to floor and understructure with 3/8" (.375"), carriage bolts. Front headboard will consist of a square bolt pattern of four bolting locations each side. Tread plate floor (side flange) will have bolting locations no less than 11" apart for entire length of body. There are two bolting locations in each cross member from steel understructure aft of rear wheel both sides.

(C) All body doors will be hollow core, double panel with gel coat finish on both outer and inner surfaces. The exterior door surface will have a slight convex shape for improved impact strength. The inner door panel will be flat so as to engage the weather-strip uniformly without crimping or tearing. Door panels will be joined by epoxy resin. Aluminum reinforcements will be glassed inside door for attaching hardware to prevent cracking and hole distortion leading to leaking. Doors will be heavy duty to resist warpage and capable of resisting high impact loads. They must be strong enough to be used as a workbench and capable of supporting hanging objects.

(D) The doors will create a tight weatherproof seal against water and dust by means of automotive, bulb type, weather-strip having a hollow core. Door seal is to attach by means of pinch weld (no glue). Compartment door openings shall not exceed a 2" corner radius to facilitate a larger clear opening.

(E) There will be a minimum of two hinges per door. Door hinge shall be heavy duty stainless steel strap type hinge. Hinges will bolt to body and door with 6 stainless steel flush mounted bolts. (3 bolts into body 3 bolts into door). Overall length of hinge is 5".

(F) Door latches are to be heavy duty, two stage, automotive, rotary type with adjustable strikers. Doors are to be keyed alike.

Body Dimensions (To Fit 56 Cab to Axle Chassis)

Overall Body Length	96"
Overall Body Height	24"
Overall Body Width	79
Compartment Depth	15" to 24"
Load bed Floor Width	49"

Shelving

(A) All shelving is to be fiberglass modular design with pultruded sides and fiberglass bottoms. Shelving must lock in place by means of spring loaded pin locks to prevent shelves from falling. The shelf with pins installed will fit into four adjustment strips (one each corner). Adjustable shelves are adjustable every 2" OC. Shelves to have a tilt option built in the design to allow shelves to mount at an angle in the compartment if desired. Shelves to be 3" narrower than overall compartment depth.

Body Standard Equipment

(A) Aluminum drip rail will be located over all doors openings and run full length of body.

(B) All nuts and bolts will be stainless steel with self-locking nuts.

(C) Steel rock guards at rear of wheel wells.

(D) All lighting will meet Federal Motor Vehicle Safety Standards. Taillights, backup lights, clearance lights, and reflectors are required. Stop/tail/ turn and backup lights are to be flush mounted with shock proof rubber grommets. A license plate bracket with light and wiring harness will be provided.

(E) All wiring is run in protective automotive split loom.

(F) Rubber fender flare provided at wheel opening.

(G) Each compartment to be supplied with compartment drain.

(H) Non-Skid on top of module tops.

(I) All bolts and nuts are stainless

(J) 1/8" aluminum treadplate on front corners of body

(K) Vinyl coated door cable stops on all doors

(L) 1/8" aluminum treadplate slam tailgate 10" high

(M) Plastic fuel filler cone