

Appendix C, Number 2, Contract Pricelist

Contract Group & Award Number:	Group 40590, Award 22910
Contract Number:	PC67088
Contractor Company Name:	Navistar Inc.

Name and description of worksheets included in this workbook:

Section	Section Description	Section Color
AppC-2 Summary	Summary of Appendix C, Number 2, Price Pages (this worksheet)	White
Figures	Figures referenced on Base Item Specifications	White
Lot I 37k Chassis Cab	Contract Pricelist for Lot I: Chassis Cab (Class 8, 37,000 lb. GVWR)	Green
Lot II 47k Chassis Cab	Contract Pricelist for Lot II: Chassis Cab (Class 8, 47,000 lb. GVWR)	Green
Lot III 66k Chassis Cab	Contract Pricelist for Lot III: Chassis Cab (Class 8, 66,000 lb. GVWR)	Green
Lot VII DOT 47k Upfitted	Contract Pricelist for Lot VII: DOT Upfitted Trucks (Class 8, 47,000 lb. GVWR, with Dump Body and Plow)	Green
Lot VII DOT 66k Upfitted	Contract Pricelist for Lot VII: DOT Upfitted Trucks (Class 8, 66,000 lb. GVWR, with Dump Body and Plow)	Green
Lot VIII Thru 37k Upfitted	Contract Pricelist for Lot VIII: Thruway Upfitted Trucks (Class 8, 37,000 lb. GVWR, with Dump Body and Plow)	Green
Lot IX Thru 66k Upfitted	Contract Pricelist for Lot IX: Thruway Upfitted Trucks (Class 8, 66,000 lb. GVWR, with ELP Dump Body and Plow)	Green

This tab contains figures referenced on the Base Item Specifications worksheets.

Figure 1



Figure 2

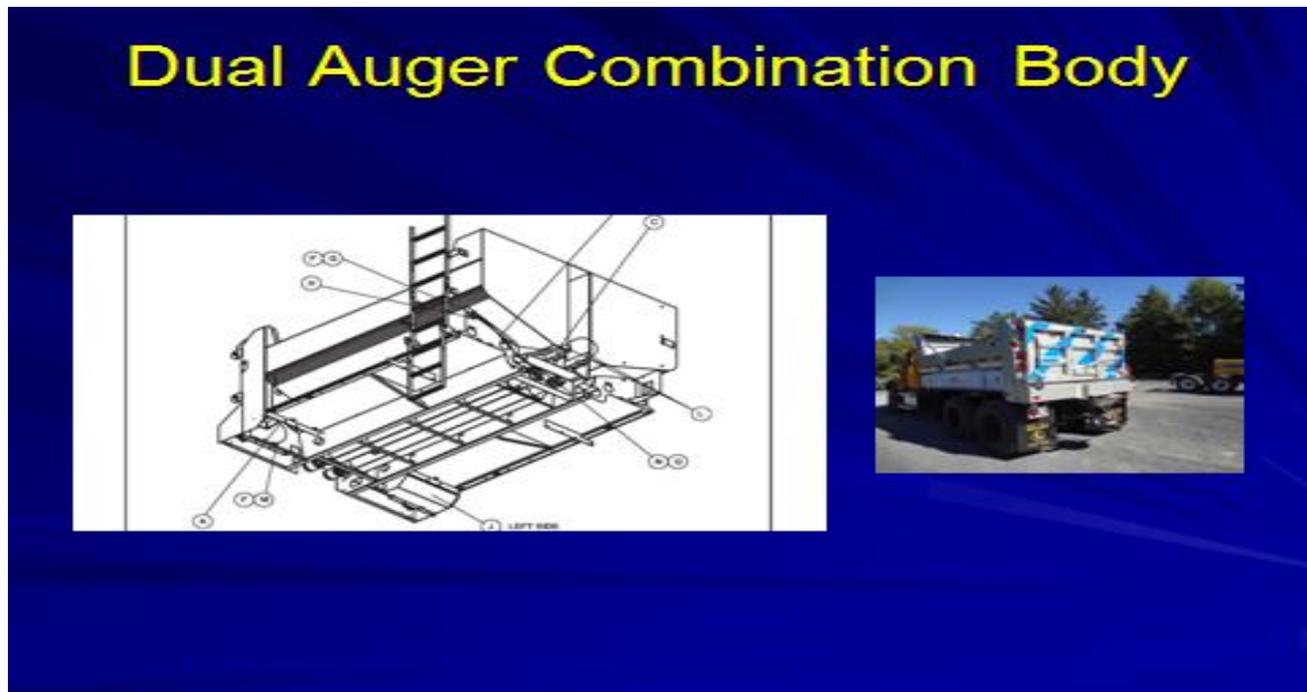


Figure 3

Rear Lighting & Mud Flap



Figure 4



Figure 5



Figure 6



Figure 7

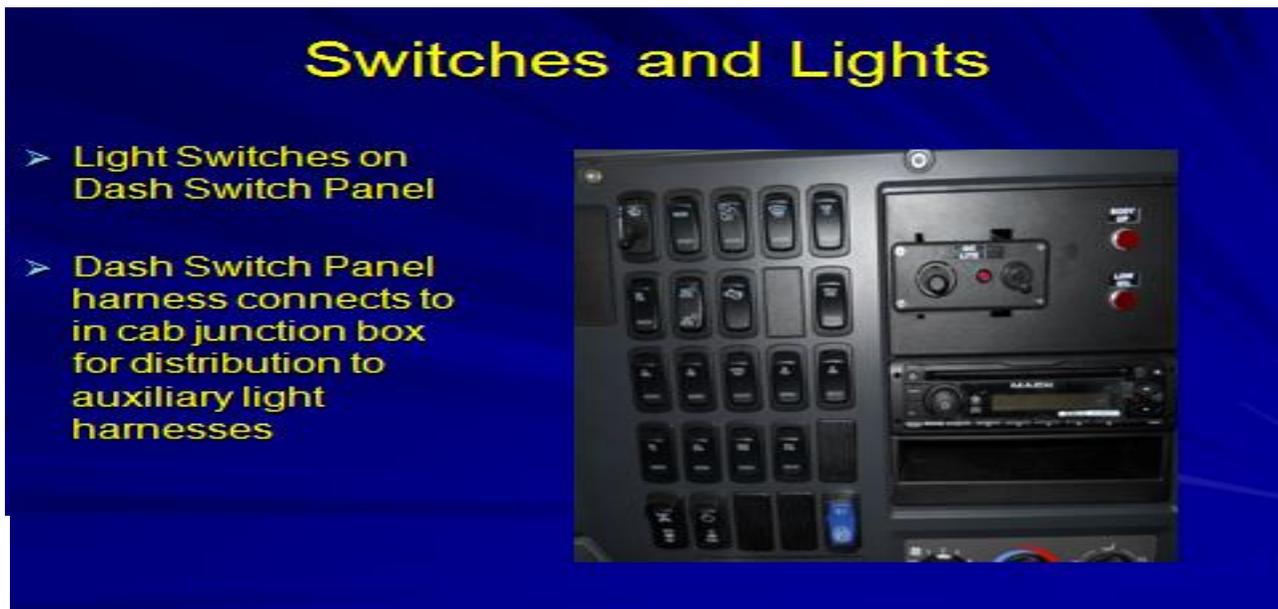


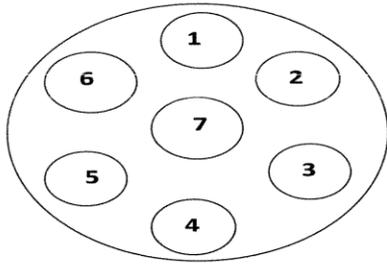
Figure 8

NYS DOT SWITCH CONFIGURATION				
BLANK OR OPTION	BEACON	HEATED MIRROR	HEATED WINDSHIELD	PLOW LIGHTS
ENGINE SPEED ON/OFF	ENGINE SPEED </>	ENGINE BRAKE HI/MED/LOW	BLANK OR OPTION	BLANK OR OPTION
BLANK OR OPTION	HOPPER FLASH LIGHTS	RIGHT FRONT POST LIGHT	RIGHT REAR WING POST LIGHT	REAR SANDER LIGHT
BLANK OR OPTION	BLANK OR OPTION	BLANK OR OPTION	BLANK OR OPTION	BLANK OR OPTION
OEM OR BLANK	OEM OR BLANK	OEM OR BLANK	OEM OR BLANK	OEM OR BLANK

**Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)
PC67088 Navistar Price List 11/15/16**

Figure 9

TRAILER PLUG CONFIGURATION TRUCK SIDE.



- Pin #1: Ground circuit**
- Pin #2: Marker circuit**
- Pin #3: Left hand turn signal and brake light**
- Pin #4: Electric trailer brakes**
- Pin #5: Right turn signal and brake light**
- Pin #6: Tail lights**
- Pin #7: Center Pin, Ignition power for ABS and/or charging for breakaway battery**

Figure 10



Figure 11

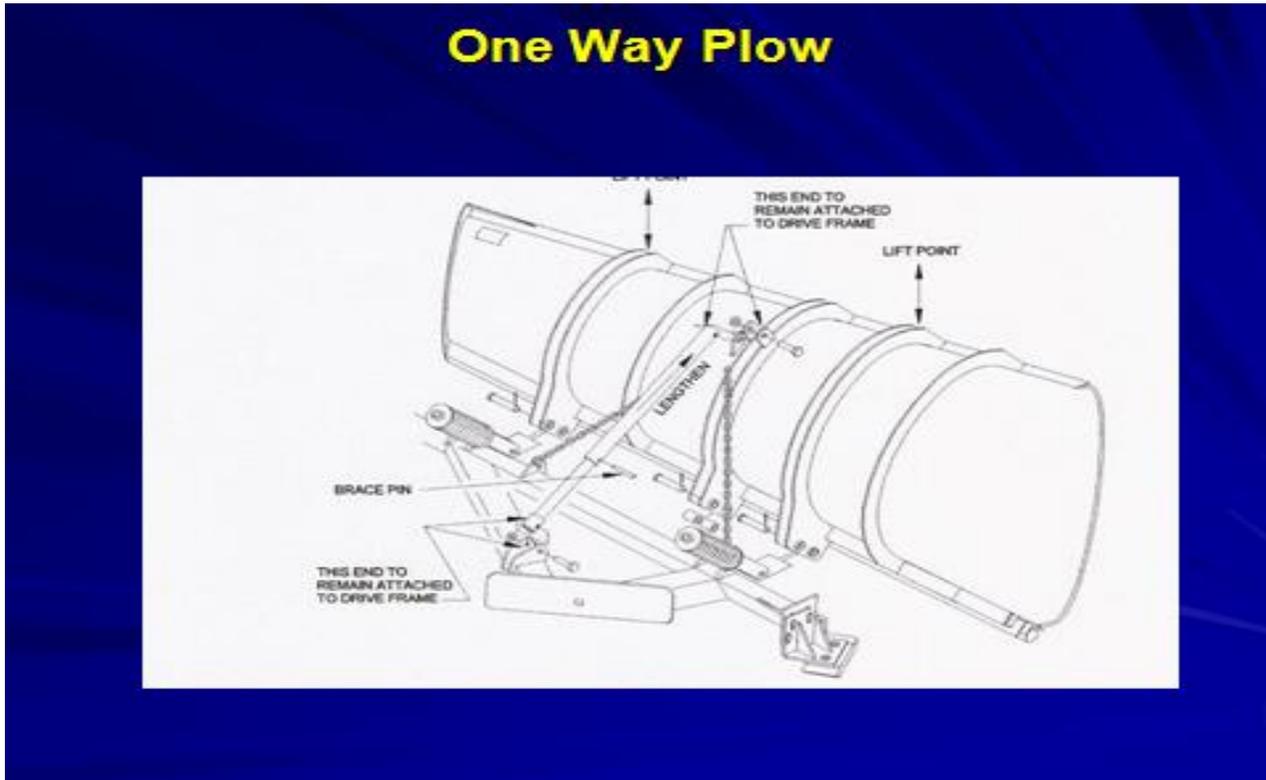
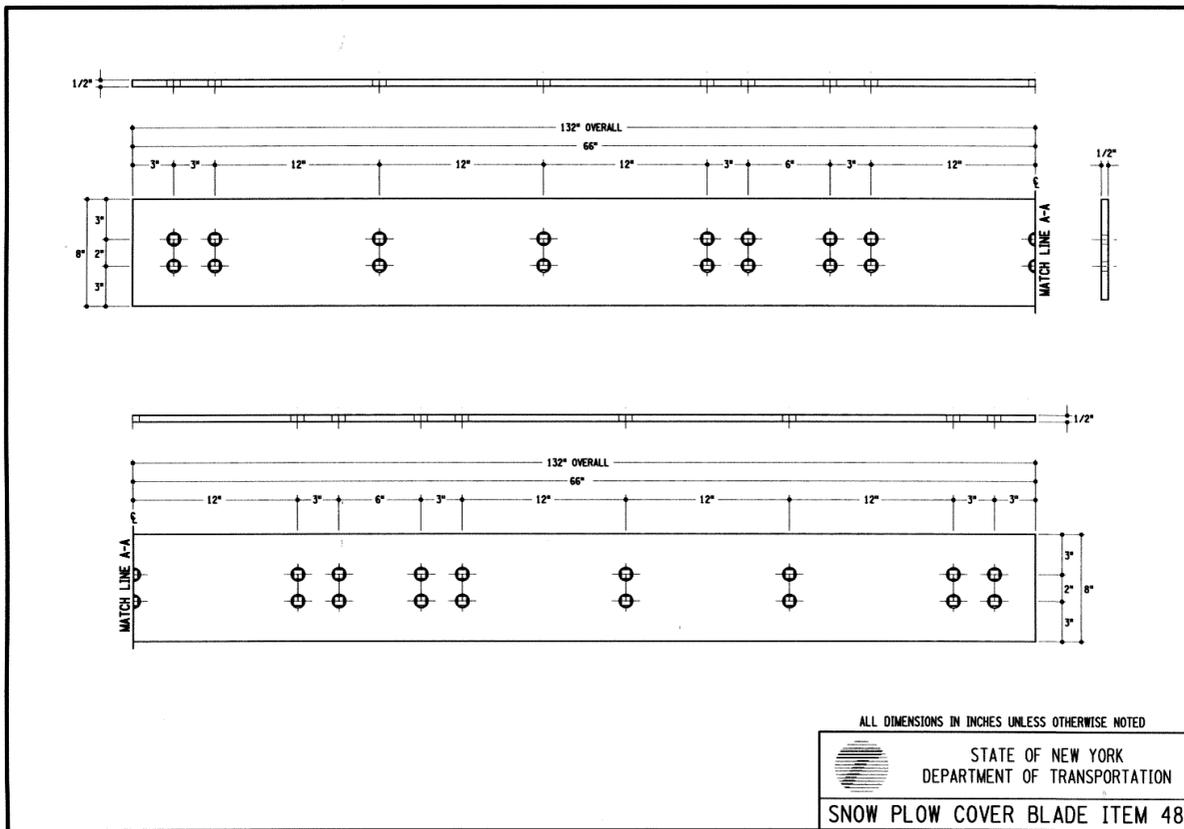


Figure 12



Group 40590 Award 22910- TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16

Figure 13

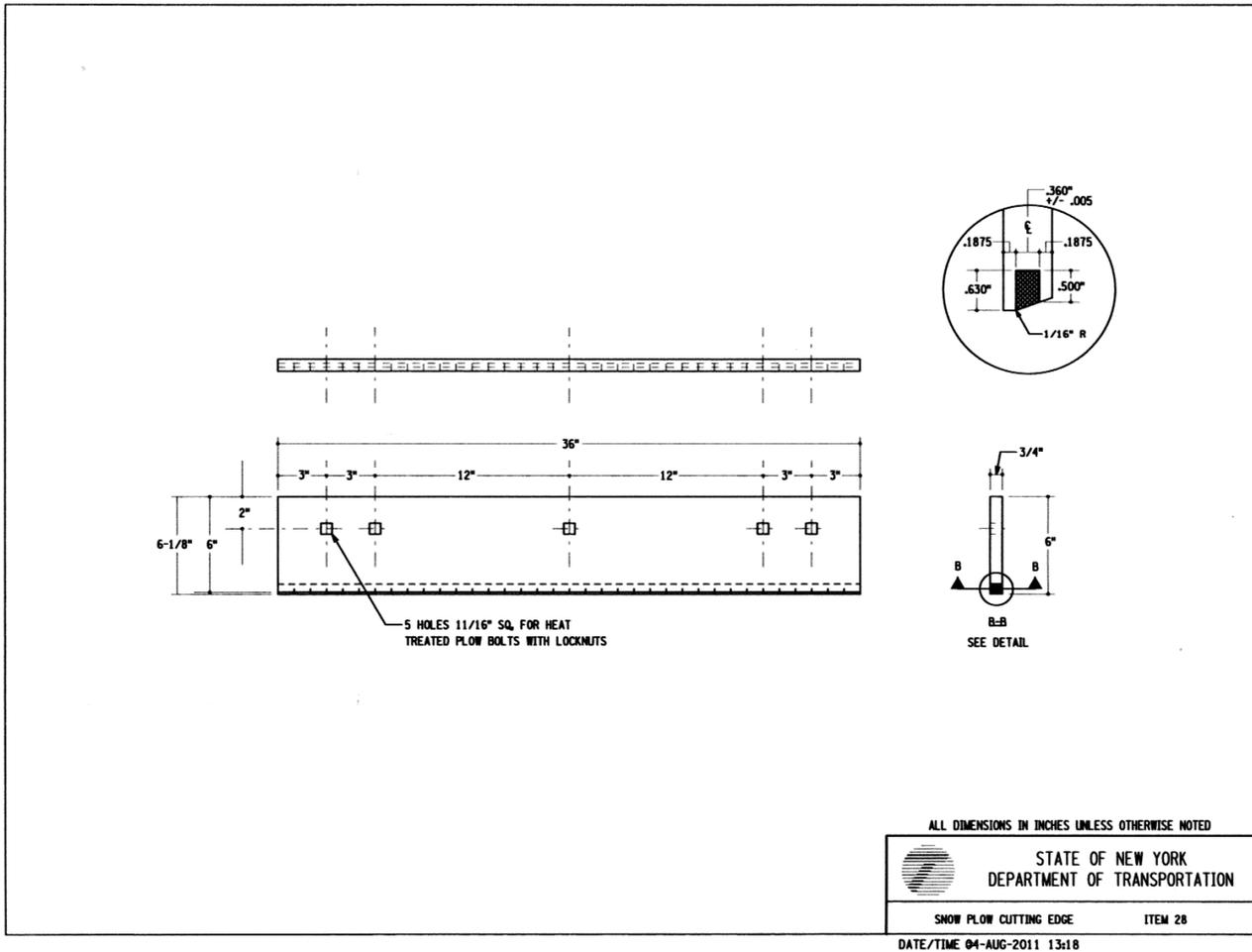
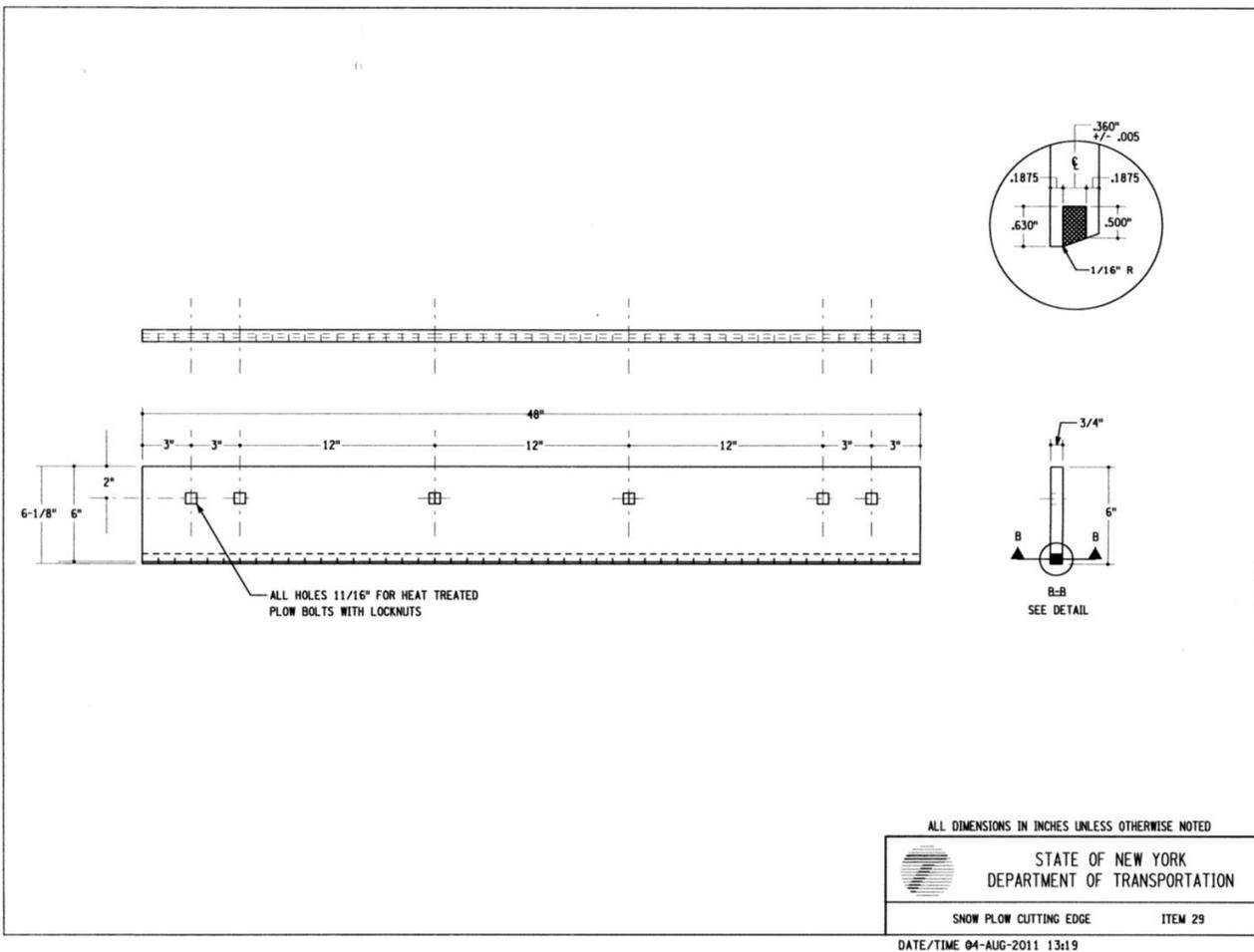


Figure 14



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PC67088 Navistar Price List 11/15/16

Figure 15

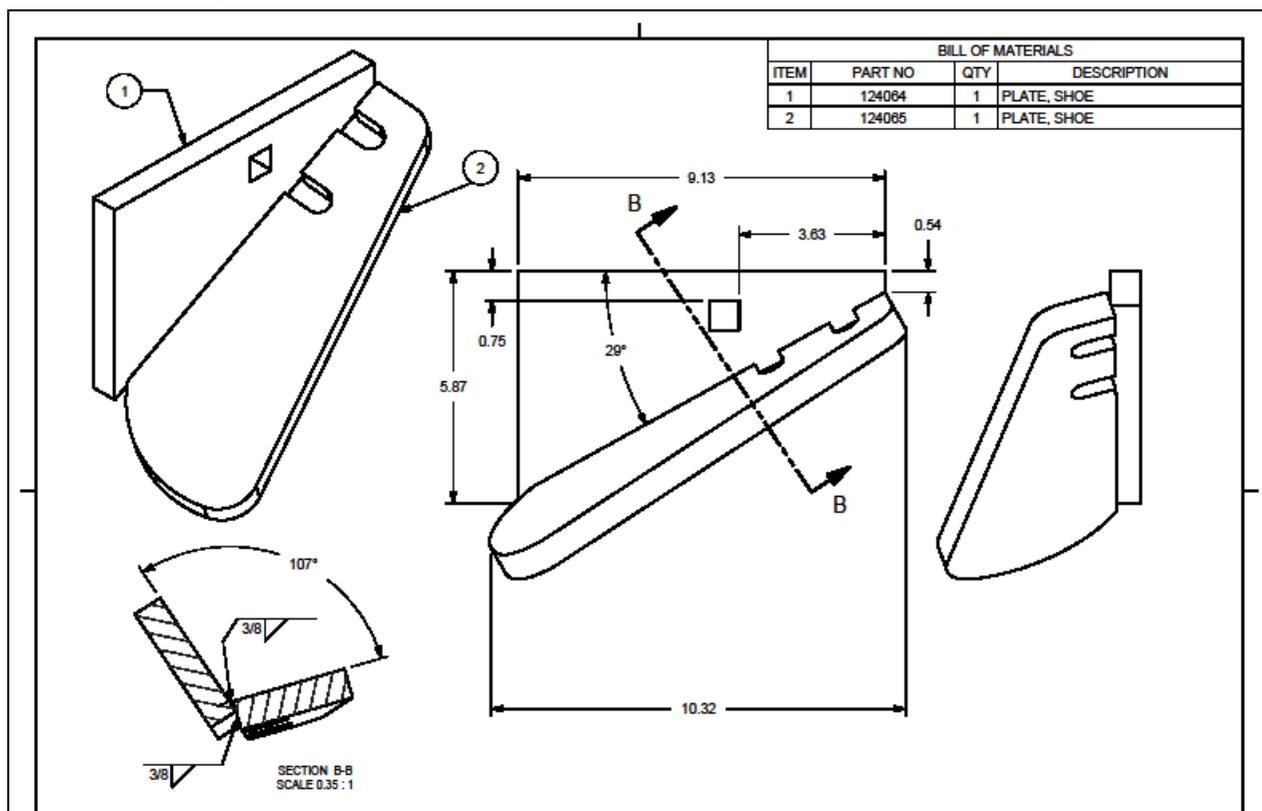


Figure 16

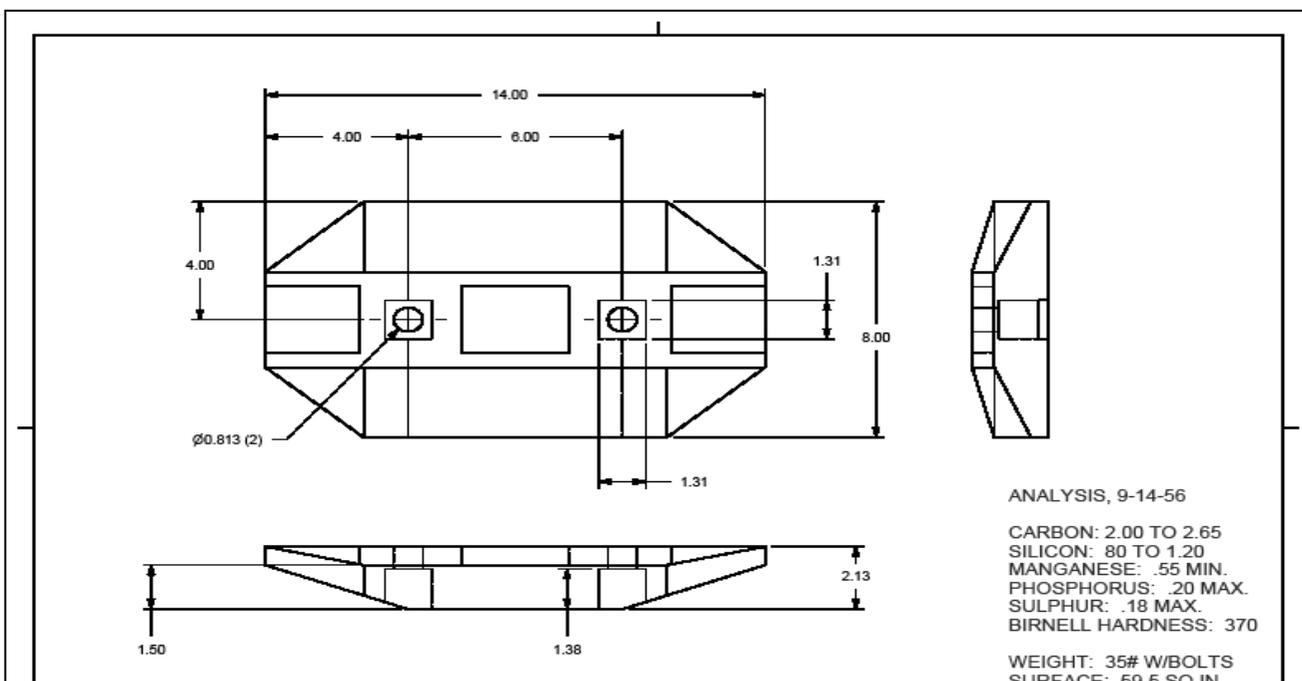


Figure 17



Figure 18

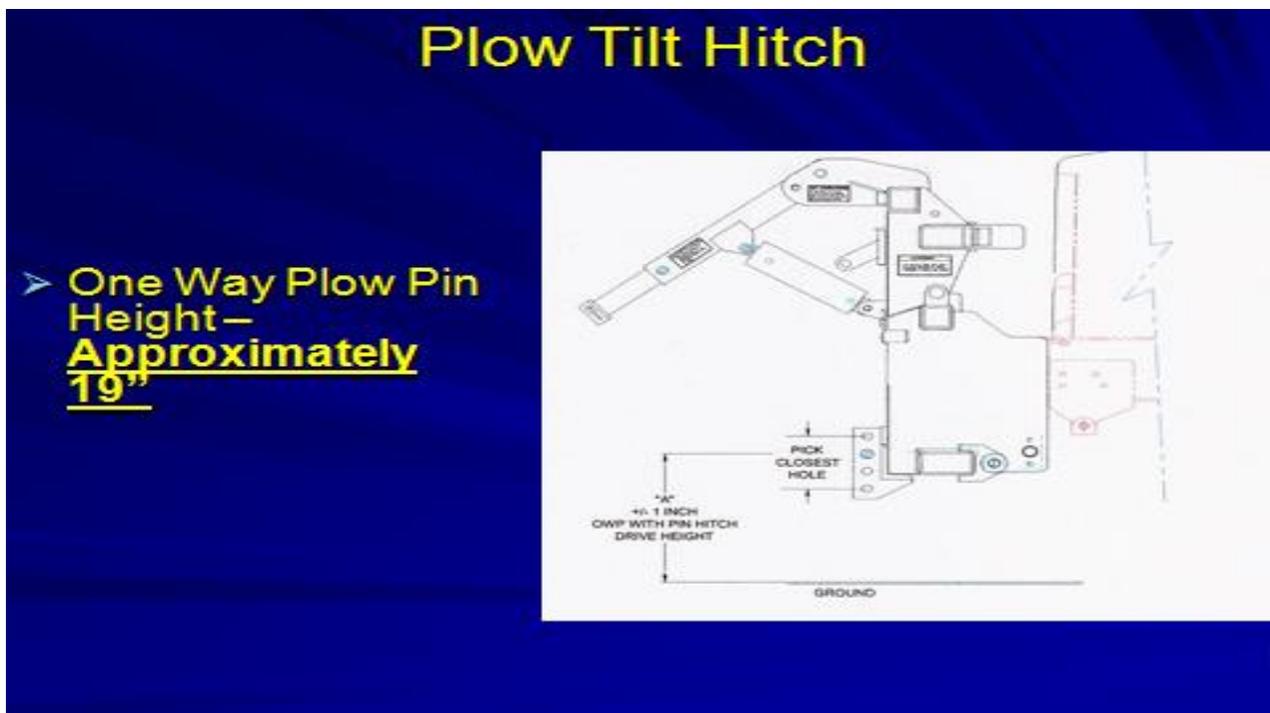


Figure 19

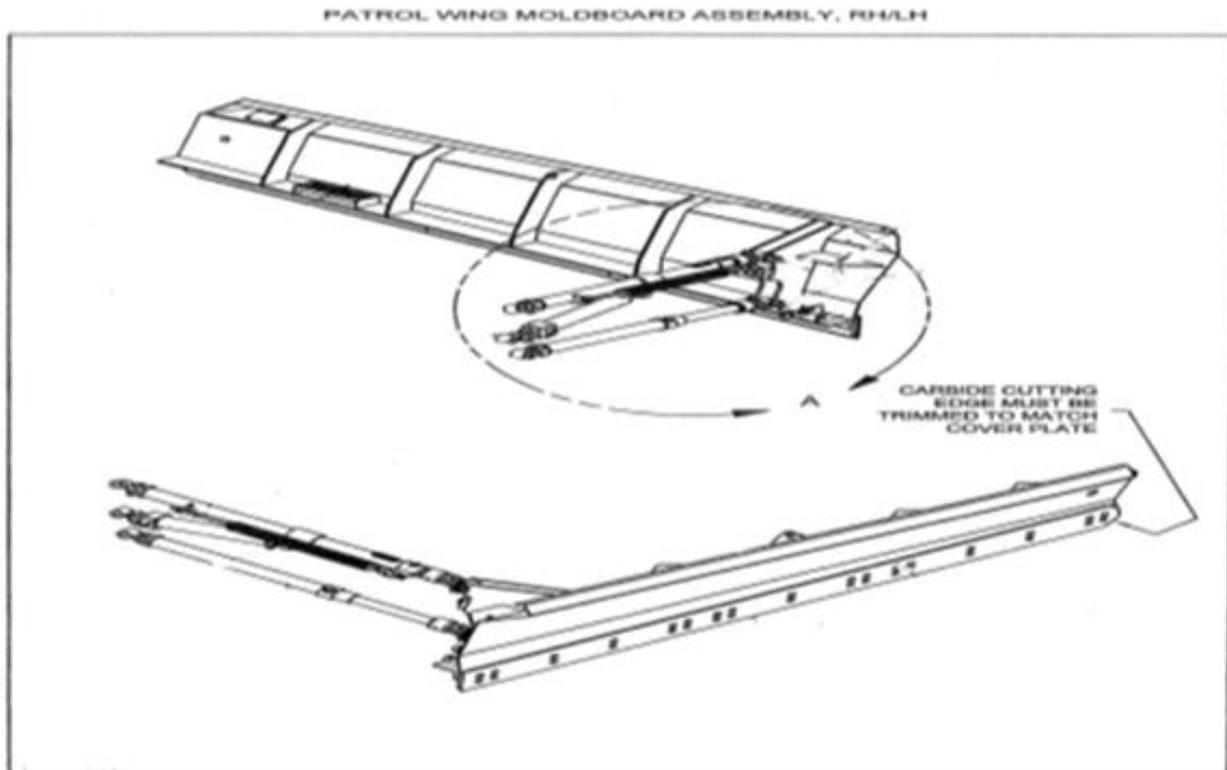


Figure 20

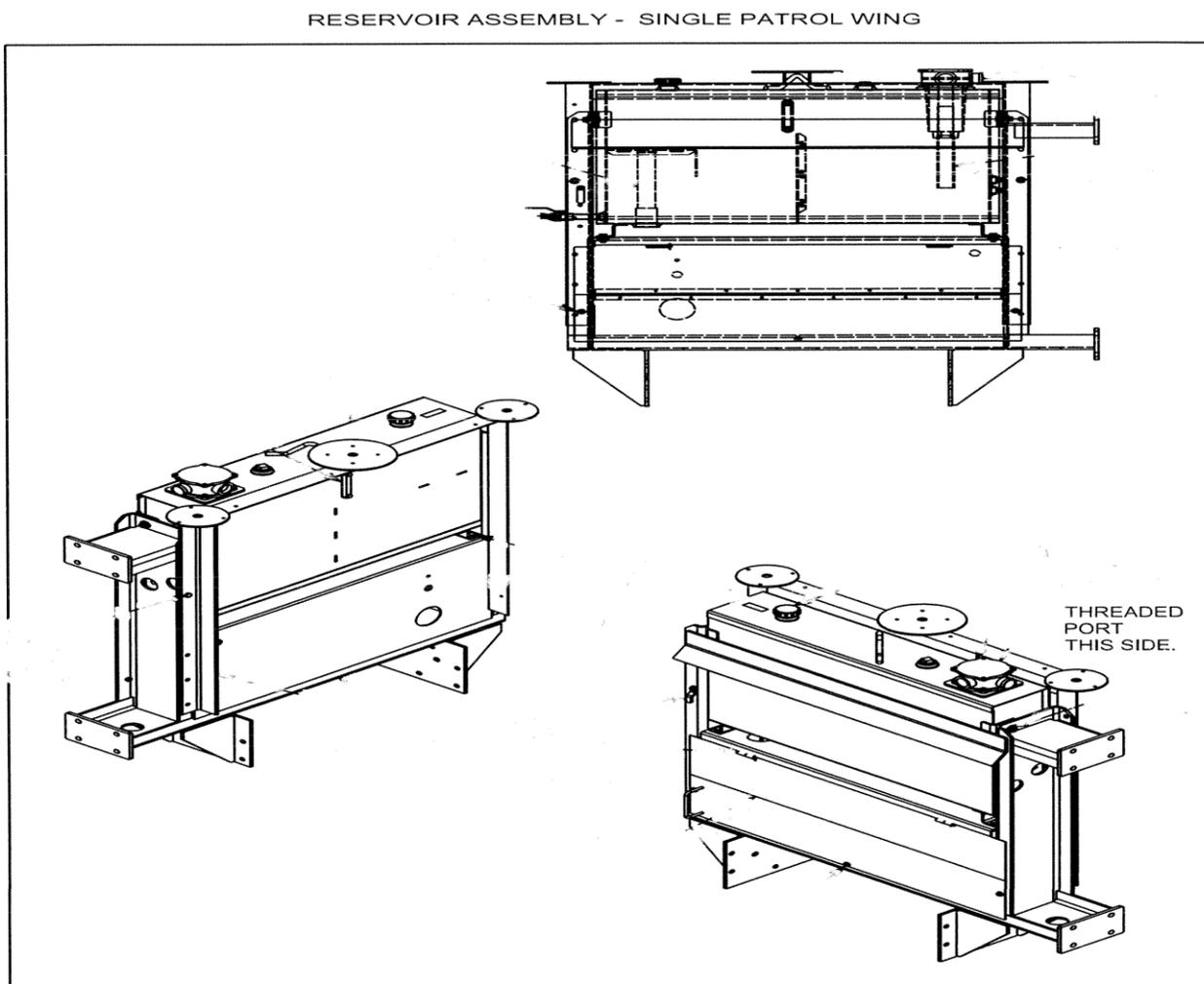
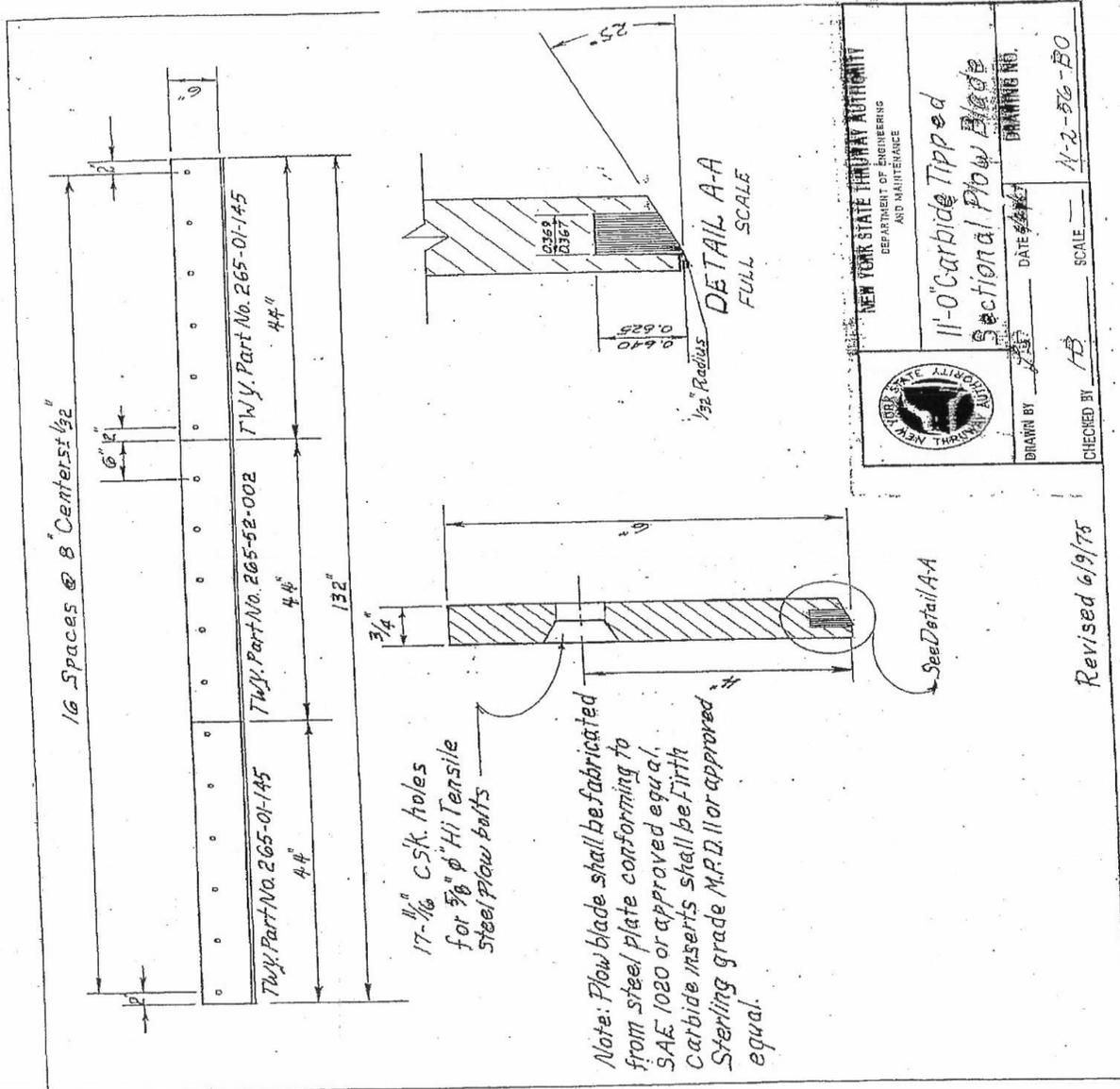
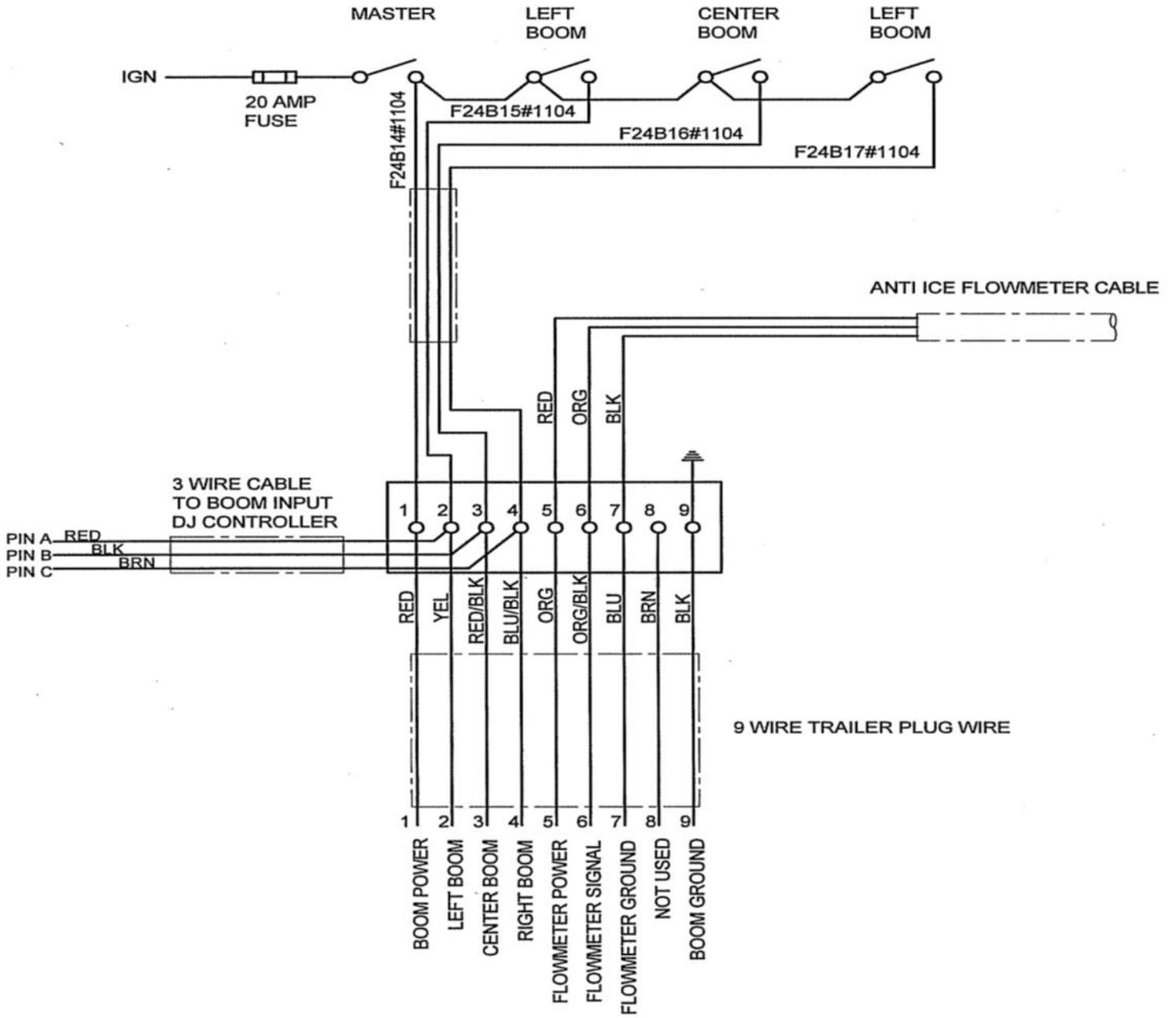


Figure 21



Group 40590 Award 22910- TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)
 PC67088 Navistar Price List 11/15/16

Figure 22



Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (This Lot last updated 1/14/2016)

Lot I: Chassis Cab (Class 8, 37,000 lb. GVWR)	
Note: Discounts are from MSRP. The actual Item awarded may exceed the minimum specifications listed below in the Base Item Specifications. The Authorized User may elect to add Additional Options and Aftermarket Components (AOAC), delete Options and Aftermarket Components, or substitute a Base Item feature that is an Option or Aftermarket Component with another Option or Aftermarket Component. See Contract Section 3.2.7 Chassis Cab and Truck Body OEM Options and 3.2.8 Aftermarket Components . Additional Chassis Cab, Truck Body and Plow Models may be offered in accordance with Contract Section 3.2.5 Chassis Cab, Truck Body and Plow Substitutions .	

Awarded Model	Chassis Cab, Dump Body or Plow Discount	AOAC Discount	Final Order Due Date	2016 Model Year NYS Net Contract Price	
Chassis Cab	2016 International Workstar 7400 SFA 4X2 (SA525)	40.34%	58.56%	TBD	\$67,984.11
Base Item Unit Price				\$67,984.11	
Delivery Cost Per Mile				\$0.10	

Base Item Specifications			
Category	Specification	Standard/Optional?	Feature / Option Code
General	Drive Configuration 4x2	Standard	SA525
General	Width Maximum (excluding mirrors) = 102"	Standard	SA525
General	CA - 84 in. minimum	Standard	SA525
General	WB - 168 in. minimum	Standard	SA525
General	GVWR - 37,000 lb. minimum	Standard	SA525
General	GCWR - 80,000 lb. minimum	Standard	SA525
Cab	Conventional day cab, left-hand steer, with 1-piece forward tilting hood with over center design or prop that will support the hood in the open position. Hood will not interfere with plow tilting hitch assemblies.	Standard	16030, 09WBC, 09HBM, 09585
Cab	Air ride cab	Standard	16WSK
Cab	Cab entry: 3-point ingress/egress steps and handles standard. Interior & exterior grab entry handles @ each doorpost.	Optional	16SDC
Cab	Bright finish hood grille.	Standard	09HBM
Cab	Weatherpack style quick disconnect wiring connections near cowl hinges for service line to cowl/hood components.	Standard	8000
Cab	Inner fender flaps will extend below lower frame rail from the front to and include behind the front wheel.	Standard	09HBN
Cab	Tinted windshield.	Standard	16030
Cab	Cab Steps: Two (2) steps minimum; minimum 4½" wide, aluminum, non skid, non-slip type, mill finish, rounded corners, equally spaced, full length of door opening, offset from each other, 1st step height ≤ 19" off ground.	Standard	16030
Frame	Single channel minimum 120,000 psi. steel, minimum 10" deep full length.	Optional	01CAG
Frame	RBM: 2,000,000 in. lb. minimum	Optional	01CAG
Frame	OEM Standard bumper.	Standard	01LLA
Frame	Manufacturer's standard rear crossmember	Standard	01WEV
Frame	Rear axle/frame dimension (AF) = 68 in. minimum.	Optional	01CAG
Frame	Two (2) tow hooks mounted on front frame rails.	Optional	1570
Engine	In-line 6 cylinder liquid-cooled, diesel conforming to current EPA &/or CARB emissions.	Standard	12WZB
Engine	Minimum 250 HP @ 2200 RPM.	Standard	12NWK
Engine	Minimum 610 lb.-ft. @ governed speed.	Standard	12NWK
Engine Fuel	Biodiesel (B5) Compatible	Standard	12NWK
Engine Equipment	Idle shutdown, factory preset at five (5) minutes	Standard	12NWK
Engine Equipment	All engine filters will be readily accessible (including after body upfitting).	Standard	12NWK
Engine Equipment	Heavy duty air cleaner.	Standard	12VBC
Engine Equipment	Air filter status gauge	Standard	12VBC
Engine Equipment	Manufacturer's heavy duty EPDM coolant hoses. Constant tension clamps.	Optional	12WCG
Engine Equipment	110/120 VAC 750 watt engine block heater w/3 prong covered receptacle mounted below left cab door.	Optional	12WDK
Engine Equipment	Extended life anti-freeze (minimum -34° F)	Standard	12NWK
Engine Equipment	Electronic hand throttle, cruise control. No presets	Standard	12VXT
Engine Equipment	Primary Fuel Filter compatible with Biodiesel (B5)	Standard	12NWK
Engine Equipment	Secondary OEM Fuel Filter = 10 micron spin on or cartridge type fuel filters compatible w/biodiesel.	Standard	15LGM, 15LLZ
Engine Equipment	Visual and audible engine alarm system w/reset, activated by low engine oil pressure, low coolant level or high coolant temperature.	Standard	16HBA
Transmission	Geared for engine HP and Torque to maintain 5 mph to 65 mph (transmission scans needed to verify correct gearing).	Optional	13AVG
Transmission	Automatic - Allison 3500 RDS series - 5 Speed	Optional	13AVG

Group 40590 Award 22910- TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (This Lot last updated 1/14/2016)

Lot I: Chassis Cab (Class 8, 37,000 lb. GVWR)			
Transmission	Allison transmission oil cooler.	Optional	12UCW
Transmission	Audible alarm and engine de-rate for overheating conditions.	Standard	16HBA
Transmission	Power take off provision for a "hot shift" PTO unit - top or side mounted.	Optional	13AVG
Transmission	Synthetic lubricant as recommended by Allison	Optional	13WLP
Transmission	Transmission dipstick	Optional	13AVG
Transmission	Electric cruise control.	Standard	12NWK
Transmission	Vehicle ground speed signal shall be provided inside the vehicle cab. This signal will be used by others for the purpose of feeding automated spreader control systems that require a vehicle speed signal. (These spreader control systems will be installed by others). This may be provided by installing a dedicated terminal inside the cab that is easily accessible, labeled and designed to connect to. If this is not available a wire providing the required signal from another source is to be coiled and labeled inside cab. This must be an OEM offering, splicing into the vehicle or transmission wiring is prohibited.	Optional	12VYL
Drive Line	Powertrain - Driveline and U-Joints shall be as recommended by manufacturer to withstand maximum torque applications of a fully loaded vehicle during plowing operations.	Standard	6000
Front Axle	Non-driving steerable type; minimum 14,000 lb. capacity.	Optional	02ARV
Front Axle	Manufacturer's most set forward axle.	Standard	SA525
Front Axle	Oil bath type wheel bearing w/visual oil-level indicator type caps or lifetime sealed hub bearing assemblies rated for axle.	Optional	29598
Front Axle	Shock absorbers and/or spring capacity equal to axle rating.	Optional	03AGU
Rear Axle	Single Reduction type.	Optional	14051
Rear Axle	Capacity = minimum 23,000 lb.	Optional	14051
Rear Axle	Axle ratio 4.89. Exact axle ratio to be resolved at pre-build meeting.	Optional	14051
Rear Axle	Synthetic gear oil.	Optional	14WMG
Rear Axle	Oil bath type wheel bearings and seals.	Optional	29597
Rear Axle	Magnetic drain plug.	Optional	14051
Suspension	Rear: 23,000 lb. multileaf w/helper or load booster.	Optional	14VAH
Brakes	Brake rating must meet or exceed GVWR.	Standard	4091
Brakes	Dual air system - minimum 15.5 ft ³ water-cooled, engine oil lubricated compressor w/Bendix DV-2 or compatible equivalent automatic drain valve on all tanks, and Bendix AD-9 series heated air dryer or compatible equivalent.	Optional	04SBD, 04722, 04EBS
Brakes	Schrader valve shall be provided in wet tank.	Optional	
Brakes	Antilock Brake System (ABS), self diagnosing, four channel type.	Standard	04AZA
Brakes	Front: minimum gross axle brake rating = to front axle capacity. Must meet current Federal guidelines.	Standard	4091
Brakes	Rear: minimum gross axle brake rating = to rear axle capacity. Must meet current Federal guidelines..	Standard	4091
Brakes	Parking: Spring-actuated, double diaphragm.	Standard	04EVL
Brakes	Air actuated, S-Cam Type drum brakes w/fabricated shoes, open anchor type.	Optional	04JCJ, 04NDB
Brakes	Clamp type brake chambers.	Standard	04JCJ, 04NDB
Brakes	Automatic Haldex slack adjusters provided on all axles.	Optional	04LAA, 04LGA
Brakes	Air hoses adequately secured to chassis.	Standard	4091
Brakes	Front & rear brake dust covers.	Standard	4091
Wheels	Front - minimum 22.5" x 8.25" steel disc, one piece, 10 hole hub pilot w/5 hand hole configuration, nylon spacers.	Optional	27DRN, 29WAP
Wheels	Rear - minimum 22.5" x 8.25" steel disc, one piece, 10 hole hub pilot w/5 hand hole configuration, nylon spacers.	Optional	28DRN, 29WAR
Tires	The combined tire/wheel rating shall meet or exceed the axle rating.	Optional	14VAH
Tires	Front Axle: minimum manufacturer's standard radial 22.5" tire with appropriate load range rating for GVWR. Tread pattern	Optional	7382158123
Tires	Rear Axle: minimum manufacturer's standard radial 22.5" tire with appropriate load range rating for GVWR. Tread pattern	Optional	7382138125
Tires	Minimum clearance between tire sidewall and chassis components shall be 1 1/4".	Standard	14051
Electrical	Alternator - minimum 150 amp., heavy duty brushless. - Leece Neville BLP 2309 or compatible equivalent.	Standard	08GHE
Electrical	Minimum two (2) heavy duty, 12V, 1,000 CCA maintenance free, BCI Group 31. 165 minute reserve capacity, stud type posts, rubber boots & anti-corrosion treatment on all terminals.	Optional	08MKX, 08875
Electrical	Battery box shall have quick release cover retainers. Batteries shall be shielded from road spray (salt) & still maintain ventilation. Interior battery box locations will not be accepted.	Optional	08VUL
Electrical	Battery Cabling secured by Beringer bolt-on style clamp assemblies or compatible equivalent.	Optional	8875
Electrical	SAE blade type fuses or circuit breakers.	Standard	8000
Electrical	Electrical connections outside of the cab treated w/Truck-Lite compound grease #97948 or compatible equivalent. Electrical	Standard	8000
Electrical	Chassis Manufacturer will provide necessary electrical accommodations for body upfitter.	Optional	08HAB
Electrical	Weather proof sealed A.T.A. socket for all trucks.	Optional	08TME
Electrical	Halogen type headlamps. All other chassis provided lights shall be LED where applicable.	Optional	08WML
Electrical	Minimum two (2), door activated, roof mounted interior lamp(s) with manual switch.	Standard	16030
Electrical	Standard audio package (AM/FM minimum).	Optional	08RKB
Electrical	Standard gauge/instrumentation package - Includes engine oil pressure, water temperature, fuel, tachometer and voltmeter, with warning lights for low coolant level, low oil pressure and high coolant temperature, odometer, engine hour meter, speedometer.	Standard	16HBA
Electrical	Two (2) 12V DC outlets - dash mounted.	Optional	08718, 08875
Electrical	Two (2) speed + intermittent wipers. Standard manufacturer controls.	Standard	8000
Electrical	Dual electric windshield washers.	Standard	8000
Electrical	Dash mounted auxiliary switches wired to back of cab for upfitter use (minimum Qty. 4 switches).	Optional	60AAA
Electrical	Headlight dimmer switch. Control on directional signal lever.	Standard	8000
Electrical	Self cancelling turn signals.	Standard	8000
Electrical	Heavy Duty 4-way flasher.	Standard	8000
Electrical	OEM 2-way radio ready including power and ground wire coiled and labeled inside cab.	Standard	08REA

Group 40590 Award 22910- TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (This Lot last updated 1/14/2016)

Lot I: Chassis Cab (Class 8, 37,000 lb. GVWR)			
Electrical	Equipped with CB radio provision in overhead console. Wiring feed is from the accessory side of the ignition switch.	Optional	08RCB
Interior Equipment	Air conditioning, fresh air heater w/dual outlet defrosters.	Optional	16WCT
Interior Equipment	Color - Standard manufacturer offering.	Standard	16WRX
Interior Equipment	Seat- full width bench type. Arm rests either integral to the seat or mounted on the doors. Vinyl covering.	Standard	16JXG
Interior Equipment	Manufacturer's longest seat belts.	Optional	16VCC
Interior Equipment	Adjustable, tilting & telescoping steering column. Eighteen inch (18") diameter urethane grip steering wheel.	Optional	5710
Interior Equipment	Manufacturer's standard headliner.	Standard	16WRX
Interior Equipment	Interior sun visors on both sides.	Standard	16WRX
Interior Equipment	Minimum two (2) cup holders.	Standard	16030
Interior Equipment	Storage pocket (s) in driver's door.	Standard	16WRX
Interior Equipment	Rubber floor covering.	Standard	16WRX
Interior Equipment	Inside door pulls/handles on both doors.	Standard	16WRX
Interior Equipment	Fixed rear window.	Standard	16030
Exterior Equipment	Fuel tank: 50 gallon minimum. Aluminum, stainless steel straps, dielectric electrolysis prevention, unpainted, mill finish, "Diesel Fuel" Label.	Optional	15LKG, 15924
Exterior Equipment	Reinforced rubber/vinyl splash guards both sides of cab forward of steps (wheel well guards may be offered in lieu of).	Optional	09HBN
Exterior Equipment	Dual electric horns rated 130 dB @ 4 inches (4") minimum.	Optional	8541
Exterior Equipment	Back up alarm - 97 dB minimum.	Optional	08THB
Exterior Equipment	West Coast style mirrors (7"x16") or compatible equivalent, mounted on each side of the cab.	Standard	16SNA
Exterior Equipment	Eight inch (8") round convex mirrors or compatible equivalent mounted below the West Coast mirrors.	Standard	16SNA
Exterior Equipment	Standard: horizontal exhaust.	Optional	07BEM
Cooling System	Shall include a cross flow radiator based system and other manufacturer's recommended components (i.e. thermostat, temperature controlled fan, fan drive, coolant reservoir, heater/cooling hoses, etc.) that will meet maximum heavy duty engine cooling requirements allowing safe vehicle operation during high-heat inducing operations such as snow plowing. Shall include a spin-on cooling system filter.	Optional	12UCW
Paint	All surfaces conducive to paint shall be properly prepared by thorough cleaning and treating as recommended by the manufacturers of the paint and the equipment. Primer and paint shall be of the highest quality and uniform throughout and shall be properly applied to insure that no fading, flaking or discoloration will occur. All components of one color shall match. Colors shall be as follows: undercarriage, suspension components, axles, battery box(es) and frame shall be Standard chassis Black. Cab shall be manufacturer's standard white. Wheels shall be manufacturer's standard white or grey. Paint shall be manufacturer's standard quality/process.	Standard	10761
Miscellaneous	5 lb., dry chemical Class A, B, and C fire extinguisher mounted in cab, Location TBD.	Optional	
Miscellaneous	Roadside reflector kit consisting of three (3) bi-directional reflective triangles.	Optional	10WCY
Warranty	Standard Manufacturer's warranties.	Standard	40115

Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (This Lot last updated 1/14/2016)

Lot II: Chassis Cab (Class 8, 47,000 lb. GVWR)

Note: Discounts are from MSRP. The actual Item awarded may exceed the minimum specifications listed below in the Base Item Specifications. The Authorized User may elect to add Additional Options and Aftermarket Components (AOAC), delete Options and Aftermarket Components, or substitute a Base Item feature that is an Option or Aftermarket Component with another Option or Aftermarket Component. See Contract Section 3.2.7 *Chassis Cab and Truck Body OEM Options* and 3.2.8 *Aftermarket Components*. Additional Chassis Cab, Truck Body and Plow Models may be offered in accordance with Contract Section 3.2.5 *Chassis Cab, Truck Body and Plow Substitutions*.

	Awarded Model	Chassis Cab, Dump Body or Plow Discount	AOAC Discount	Final Order Due Date	2016 Model Year NYS Net Contract Price
Chassis Cab	2016 International Workstar 7600 SFA 4X2 2010 (SA567)	50.03%	48.80%	TBD	\$100,969.38
Base Item Unit Price					\$100,969.38
Delivery Cost Per Mile					\$0.10

Base Item Specifications			
Category	Specification	Standard / Optional?	Feature / Option Code
General	Drive Configuration 4x2.	Standard	SA567
General	Width Maximum (excluding mirrors) = 102".	Standard	SA567
General	CA - 106 in. minimum.	Standard	SA567
General	WB - 190 in. minimum.	Standard	SA567
General	GVWR - 47,000 lb. minimum.	Standard	SA567
General	GCWR - 80,000 lb. minimum. (Powertrain & chassis combination to meet both GVWR and GCWR requirements).	Standard	SA567
Cab	Conventional day cab, left-hand steer, with forward tilting hood with over center design or prop that will support the hood in the open position.	Standard	16030
Cab	The hood/s hatch opening shall offer access to the engine compartment for CDL daily component/fluid inspection. Engine oil and wind shield washer fluid must be serviceable (replenished) through hood hatch opening/s or compatible equivalent.	Optional	09ANG
Cab	Air ride cab.	Standard	16WSK
Cab	Cab entry: 3-point ingress/egress standard.	Standard	16030
Cab	Bright finish hood grille.	Standard	09HBM
Cab	Weatherpack style quick disconnect wiring connections near cowl hinges for service line to cowl/hood components.	Standard	8000
Cab	Inner fender flaps will extend below lower frame rail from the front to and include behind the front wheel.	Standard	09HBN
Cab	Cab Steps: Two (2) steps minimum; minimum 4½" wide, aluminum, non skid, non-slip type, mill finish, rounded corners, equally spaced, full length of door opening, offset from each other, 1st step height ≤ 19" off ground.	Standard	16030
Frame	Single channel minimum 120,000 psi. steel, minimum 10" deep full length.	Optional	01CAJ
Frame	RBM: 2,600,000 in. lb. minimum.	Optional	01CAJ
Frame	Continuous clean rails. No bolt-on extensions, front or rear.	Optional	01WDS
Frame	Manufacturer's recommended rear crossmember.	Standard	01WUB
Frame	OEM Standard bumper.	Standard	01LLA
Frame	Manufacturer's standard rear crossmember.	Optional	01CAJ
Frame	Rear axle/frame dimension (AF) will be ideal for body mounting.	Optional	01CAJ
Frame	Two (2) tow hooks mounted on front frame rails.	Optional	
Engine	In-line 6 cylinder liquid-cooled, diesel conforming to current EPA &/or CARB emissions.	Standard	12UNC
Engine	Minimum 365 HP.	Optional	12BCN
Engine	Minimum 1,340 lb.-ft.	Optional	12BCN
Engine Fuel	Minimum Biodiesel (B5) Compatible.	Optional	12BCN
Engine	Idle shutdown, factory preset at five (5) minutes.	Optional	12WZB
Engine Equipment	All engine filters will be readily accessible (including after body upfitting).	Optional	12BCN
Engine Equipment	Heavy duty air cleaner	Standard	12VBC
Engine Equipment	Air filter status gauge	Standard	12VBC
Engine Equipment	Manufacturer's heavy duty EPDM coolant hoses.	Standard	12UBL
Engine Equipment	110/120 VAC 1,500 watt engine block heater with 3 prong covered receptacle mounted below left cab door.	Optional	12864
Engine Equipment	Extended life anti-freeze (minimum -34° F protection).	Standard	12UBL
Engine Equipment	Electronic hand throttle, cruise control.	Standard	12BCN
Engine Equipment	Primary Fuel Filter compatible with Biodiesel (B5).	Standard	15LKU
Engine Equipment	Secondary OEM Fuel Filter = 10 micron spin on or cartridge type fuel filters compatible with biodiesel.	Standard	15LKU
Engine Equipment	Visual and audible engine alarm system with reset, activated by low engine oil pressure, low coolant level or high coolant temperature	Standard	16HBA
Engine Equipment	Engine brake (minimum 2 position with back lit switch(es)).	Optional	07SDK
Transmission	Geared for engine HP and Torque to maintain 5 mph to 65 mph (transmission scans needed to verify correct gearing).	Optional	13AUW
Transmission	Automatic - Allison 4500 RDS series - 6 Speed.	Optional	13AUW
Transmission	Allison transmission oil cooler.	Optional	13WAW
Transmission	Audible alarm and engine de-rate for overheating conditions.	Standard	16HBA
Transmission	Power take off provision for a top or side mounted "hot shift" PTO unit.	Optional	13AUW
Transmission	Synthetic lubricant as recommended by Allison.	Optional	13WLM
Transmission	Transmission dipstick.	Optional	13AUW
Transmission	Electronic cruise control.	Optional	12BCN
Transmission	Wiring to include shift inhibit and park-to-neutral.	Optional	13WEH

Group 40590 Award 22910- TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (This Lot last updated 1/14/2016)

Lot II: Chassis Cab (Class 8, 47,000 lb. GVWR)			
Transmission	Vehicle ground speed signal shall be provided inside the vehicle cab. This signal will be used by others for the purpose of feeding automated spreader control systems that require a vehicle speed signal. (These spreader control systems will be installed by others). This may be provided by a installing a dedicated terminal inside the cab that is easily accessible, labeled and designed to connect to. If this is not available a wire providing the required signal from another source is to be coiled and labeled inside cab. This must be an OEM offering, splicing into the vehicle or transmission wiring is prohibited.	Optional	12VYL
Drive Line	Powertrain - Driveline and U-Joints shall be as recommended by manufacturer to withstand maximum torque applications of a fully loaded vehicle during plowing operations.	Standard	6000
Front Axle	Non-driving steerable type; minimum 20,000 lb. capacity.	Optional	02ARY
Front Axle	Manufacturer's most set forward axle.	Standard	SA567
Front Axle	Oil bath type wheel bearing with visual oil-level indicator type caps or lifetime sealed hub bearing assemblies rated for axle.	Optional	29WLK
Steering	Dual power steering gearboxes. Single left-hand steering gearbox with power assist cylinder not acceptable.	Optional	05PTB
Steering	Provide power steering oil cooler.	Optional	05PTB
Steering	High capacity power steering reservoir with sight gauge.	Optional	05PTB
Rear Axle	Minimum single reduction type.	Optional	14ASB
Rear Axle	Minimum 30,000 lb. capacity.	Optional	14ASB
Rear Axle	Axle ratio to be resolved at pre-build meeting.	Optional	14ASB
Rear Axle	Synthetic gear oil.	Optional	14WMH
Rear Axle	Oil bath type wheel bearings and seals.	Optional	29597
Rear Axle	Magnetic drain plug.	Optional	14ASB
Suspension	Front springs 20,000 lb. capacity minimum.	Optional	02ARY
Suspension	Multileaf rear with helper or load booster 30,000 lb. capacity minimum.	Optional	14SAL
Suspension	For single wing plow-specified units, additional leaf/leaves or Timbren assist will be added to the appropriate front spring.	Optional	3770
Brakes	Brake rating must meet or exceed GVWR.	Standard	4091
Brakes	Dual air system - minimum 15.5 ft ³ water-cooled, engine oil lubricated compressor with Bendix DV-2 or compatible equivalent automatic drain valve on all tanks, and Bendix AD-9 Series heated air dryer or compatible equivalent.	Optional	04SPM, 04722, 04EBS
Brakes	Schrader valve shall be provided in wet tank.	Optional	
Brakes	Antilock Brake System (ABS), self diagnosing, four channel type.	Standard	04AZA
Brakes	Minimum gross front axle brake rating to equal front axle capacity. Must meet Federal guidelines.	Standard	4091
Brakes	Minimum gross rear axle brake rating to equal rear axle capacity. Must meet Federal guidelines.	Standard	4091
Brakes	Parking: Spring-actuated, double diaphragm.	Standard	04EVX
Brakes	Air actuated, S-Cam Type drum brakes with fabricated shoes, open anchor type except for 30,000 lb. shoes. 30,000 lb. anchor pins shall be lubricated @ factory.	Optional	04NDA
Brakes	Clamp type brake chambers.	Optional	04NDA
Brakes	Automatic Haldex slack adjusters provided on all axles.	Optional	04LAA, 04LGA
Brakes	Air hoses adequately secured to chassis.	Standard	4091
Brakes	Front & rear brake dust covers.	Standard	4091
Wheels	Front - 22.5" x 9.0" steel disc, 11.25 Accuride® (5.25" inset) #29039; one piece, 10 hole hub pilot with 5 hand hole configuration, nylon spacers.	Optional	27DMW, 29WAP
Wheels	Rear - 22.5" x 9.0" steel disc, 11.25 Accuride® (7.0" offset) #29300; one piece, 10 hole hub pilot with 5 hand hole configuration, nylon spacers.	Optional	28DMW, 29WAR
Tires	Shall be steel belted radial (SBR) ply tubeless type, load range "H" (sixteen ply rating (16PR)) or better, from same manufacturing source and brand. Tire valves shall be readily serviceable from the outside face of the wheel. Agencies will have final decision on tread class and style/design.	Optional	29ACD
Tires	Front Tires - Minimum 10,000 lb. rating/tire @ 65 mph. Reference 315/80R22.5. Tread = Bridgestone M860 or equivalent. Balanced.	Optional	7782548109
Tires	Rear Tires- Minimum rating of 6,780 lb. /tire @ 65 mph (Reference = 12R22.5). Tread = Bridgestone M799 or equivalent.	Optional	7382158105
Tires	1 1/4" Minimum clearance between tire sidewall and chassis components.	Optional	14ASB
Electrical	Alternator - minimum 150 amp., heavy duty brushless. - Leece Neville BLP 2309 or compatible equivalent.	Standard	08GHE
Electrical	Minimum three (3) heavy duty, 12V, 1,000 CCA maintenance free, BCI Group 31. 165 minute reserve capacity, stud type posts, rubber boots & anti-corrosion treatment on all terminals.	Standard	08MHD
Electrical	Battery box shall have Quick release cover retainers. Batteries shall be shielded from road spray (salt) & still maintain ventilation. Interior battery box locations will not be accepted.	Optional	08VUJ
Electrical	Battery Cabling secured by Beringer bolt-on style clamp assemblies or compatible equivalent.	Optional	8875
Electrical	SAE blade type fuses or circuit breakers.	Standard	8000
Electrical	Electrical connections outside of the cab treated with Truck-Lite compound grease #97948 or compatible equivalent. Electrical wiring outside the cab shall be encased in heavy duty loom or compatible equivalent. Any unused wires, plugs, or connectors shall be removed or secured outside the loom. Splices of any type shall not be accepted, except for OEM cab-chassis locking-type quick-connect-disconnect wire couplings conforming to SAE/J163. Any unused energized leads shall be capped.	Standard	8000
Electrical	Chassis manufacturer will provide necessary electrical accommodations for body upfitter.	Optional	08HAB
Electrical	Weather proof sealed A.T.A. socket for all trucks.	Standard	08TME
Electrical	Halogen type headlamps minimum. All other chassis provided lights shall be LED where applicable.	Optional	08WML
Electrical	Minimum two (2), door activated, roof mounted interior lamp(s) with manual switch.	Standard	16030
Electrical	Standard audio package (AM/FM minimum).	Optional	08RKB
Electrical	Standard gauge/instrumentation package - Includes engine oil pressure, water temperature, fuel, tachometer and voltmeter, with warning lights for low coolant level, low oil pressure and high coolant temperature, transmission oil temperature gauge, odometer, engine hour meter, speedometer.	Standard	16HBA
Electrical	Two (2) 12V DC outlets - dash mounted.	Optional	08718, 08WCK
Electrical	Two (2) speed + intermittent wipers. Standard Manufacturer Controls.	Standard	8000
Electrical	Dual electric windshield washers.	Standard	8000
Electrical	Dash mounted auxiliary switches wired to back of cab for upfitter lighting wiring (Minimum Qty. 6 switches; 20A maximum).	Optional	60AAG
Electrical	Headlight dimmer switch. Control on directional signal lever.	Standard	8000
Electrical	Self cancelling turn signals.	Standard	8000
Electrical	Heavy Duty 4-way flasher.	Standard	8000
Electrical	Equipped with CB radio provision in overhead console. Wiring feed is from the accessory side of the ignition switch. Antenna wiring to the exterior mirrors. No antennas needed.	Optional	08RCB
Electrical	Plow light electrical circuit pre-wired to front grille area with dash mount on/off switch.	Optional	08THJ
Interior Equipment	Air conditioning, fresh air heater with minimum dual outlet defrosters.	Optional	16WCT

Group 40590 Award 22910- TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (This Lot last updated 1/14/2016)

Lot II: Chassis Cab (Class 8, 47,000 lb. GVWR)			
Interior Equipment	Color - Standard manufacturer offering.	Standard	16WRX
Interior Equipment	Seats: Two (2) Air National 2000 highback or compatible equivalent. Vinyl covering. Minimum seatback height = 31" above horizontal.	Optional	16JNT, 16RPV
Interior Equipment	Inboard and outboard arm rests. Door mounted acceptable	Optional	16WBY, 16WBZ
Interior Equipment	Manufacturer's longest seat belts.	Optional	16VCC
Interior Equipment	Adjustable, tilting & telescoping steering column. Eighteen inch (18") diameter urethane grip steering wheel.	Optional	05710, 05CAL
Interior Equipment	Manufacturer's standard headliner.	Standard	16WRX
Interior Equipment	Interior sun visors on both sides.	Standard	16WRX
Interior Equipment	Minimum two (2) cup holders.	Standard	16030
Interior Equipment	Storage pocket (s) in driver's door.	Standard	16WRX
Interior Equipment	Rubber floor covering.	Standard	16WRX
Interior Equipment	Inside door pulls/handles on both doors.	Standard	16WRX
Interior Equipment	Fixed rear window.	Standard	16030
Interior Equipment	All trucks keyed alike (door locks & ignition keys).	Optional	10WBD
Exterior Equipment	Fuel tank: 93 gallon usable minimum. Aluminum, stainless steel straps, dielectric electrolysis prevention, unpainted, mill finish, "Diesel Fuel" Label.	Optional	155JR, 15924
Exterior Equipment	Reinforced rubber/vinyl splash guards both sides of cab forward of steps (wheel well guards may be offered in lieu of).	Standard	09HBN
Exterior Equipment	Dual electric horns rated to meet SAE standard J377.	Optional	8541
Exterior Equipment	Back up alarm - 97 dB minimum.	Optional	08THB
Exterior Equipment	West Coast style heated mirrors (minimum 7"x14.5") or compatible equivalent, mounted on each side of the cab.	Standard	16SNB
Exterior Equipment	Eight inch (8") round convex mirrors or equivalent mounted below the West Coast mirrors.	Standard	16SNB
Exterior Equipment	Frame-mounted Selective Catalytic Reduction (SCR).	Optional	07BEP
Exterior Equipment	Diesel Particulate Filter must be located under the cab.	Optional	07BEP
Exterior Equipment	Shielded vertical stack; height not over 11' from ground; with turnout at top of pipe; cannot interfere with plow equipment.	Optional	07WAZ, 07WCR
Cooling System	Includes a cross flow radiator based system and other manufacturer's recommended components (i.e. thermostat, temperature controlled fan, fan drive, coolant reservoir, heater/cooling hoses, cooling system filter, etc.) that will meet maximum heavy duty engine cooling requirements allowing safe vehicle operation during high-heat inducing operations such as snow plowing. Conversely, system will have adequate coolant protection to avoid system freeze-ups.	Standard	12UBL
Paint	All surfaces conducive to paint shall be properly prepared by thorough cleaning and treating as recommended by the manufacturers of the paint and the equipment. Primer and paint shall be of the highest quality and uniform throughout and shall be properly applied to insure that no fading, flaking or discoloration will occur. All components of one color shall match. Colors shall be as follows: undercarriage,	Optional	10761
Miscellaneous	5 lb., dry chemical Class A, B, and C fire extinguisher mounted in cab.	Optional	
Miscellaneous	Roadside reflector kit consisting of three (3) bi-directional reflective triangles.	Optional	10WCY
Miscellaneous	First Aid Kit - Zee Deluxe truck kit #105, or compatible equivalent.	Optional	
Warranty	Manufacturer's standard chassis cab, engine, transmission, exhaust & emissions, carrier/axle, and driveline warranties.	Standard	40118
Wheels	Spare front wheel to match base model.	Optional	26DRE
Wheels	Spare rear wheel to match base model.	Optional	26DRE

Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (This Lot last updated 1/14/2016)

Lot III: Chassis Cab (Class 8, 66,000 lb. GVWR)

Note: Discounts are from MSRP. The actual Item awarded may exceed the minimum specifications listed below in the Base Item Specifications. The Authorized User may elect to add Additional Options and Aftermarket Components (AOAC), delete Options and Aftermarket Components, or substitute a Base Item feature that is an Option or Aftermarket Component with another Option or Aftermarket Component. See Contract Section 3.2.7 *Chassis Cab and Truck Body OEM Options* and 3.2.8 *Aftermarket Components*. Additional Chassis Cab, Truck Body and Plow Models may be offered in accordance with Contract Section 3.2.5 *Chassis Cab, Truck Body and Plow Substitutions*.

	Awarded Model	Chassis Cab, Dump Body or Plow Discount	AOAC Discount	Final Order Due Date	2016 Model Year NYS Net Contract Price
Chassis Cab	2016 International Workstar 7600 SFA 6X4 2010 (SF567)	50.35%	48.80%	TBD	\$108,175.74
Base Item Unit Price					\$108,175.74
Delivery Cost Per Mile					\$0.10

Base Item Specifications			
Category	Specification	Standard / Optional?	Feature / Option Code
General	Drive Configuration 6x4.	Standard	SF567
General	Width Maximum (excluding mirrors) = 102".	Standard	SF567
General	CA - 130 in. minimum.	Standard	SF567
General	WB - 202 in. minimum.	Standard	SF567
General	GVWR - 66,000 lb. minimum.	Standard	SF567
General	GCWR - 100,000 lb. minimum.	Standard	SF567
Cab	Conventional day cab, left-hand steer, with forward tilting hood with over center design or prop that will support the hood in the open position.	Standard	16030
Cab	The hood/s hatch opening shall offer access to the engine compartment for CDL daily component/fluid inspection. Engine oil and wind shield washer fluid must be serviceable (replenished) through hood hatch opening/s or compatible equivalent.	Optional	09ANG
Cab	Air ride cab.	Standard	16WSK
Cab	Cab entry: 3-point ingress/egress standard.	Standard	16030
Cab	Bright finish hood grille.	Standard	09HBM
Cab	Weatherpack style quick disconnect wiring connections near cowl hinges for service line to cowl/hood components.	Standard	8000
Cab	Inner fender flaps will extend below lower frame rail from the front to and include behind the front wheel.	Standard	09HBN
Cab	Cab Steps: Two (2) steps minimum; minimum 4½" wide, aluminum, non skid, non-slip type, mill finish, rounded corners, equally spaced, full length of door opening, offset from each other, 1st step height ≤ 19" off ground.	Standard	16030
Frame	Single channel minimum 120,000 psi. steel, minimum 10" deep full length.	Optional	01CAJ
Frame	RBM: 2,600,000 in. lb. minimum.	Standard	01CAJ
Frame	Continuous clean rails. No bolt-on extensions, front or rear.	Standard	01WDS
Frame	Manufacturer's recommended rear crossmember.	Optional	01CAJ
Frame	68 in. minimum rear axle/frame dimension (AF).	Optional	01CAJ
Frame	Two (2) tow hooks mounted on front frame rails.	Optional	
Engine	In-line 6 cylinder liquid-cooled, diesel conforming to current EPA &/or CARB emissions.	Optional	12WZB
Engine	Minimum 405 HP.	Optional	12BCR
Engine	Minimum 1,450 lb.-ft.	Optional	12BCR
Engine Fuel	Minimum Biodiesel (B5) Compatible.	Optional	12BCR
Engine	All engine filters will be readily accessible (including after body upfitting).	Optional	12BCR
Engine Equipment	Heavy duty air cleaner	Standard	12VBC
Engine Equipment	Air filter status gauge.	Standard	12VBC
Engine Equipment	110/120 VAC 1,500 watt engine block heater with 3 prong covered receptacle mounted below left cab door.	Optional	12864
Engine Equipment	Extended life anti-freeze (minimum -34° F protection).	Optional	12BCR
Engine Equipment	Electronic hand throttle, cruise control.	Optional	12BCR
Engine Equipment	Primary Fuel Filter compatible with Biodiesel (B5).	Optional	12BCR
Engine Equipment	Secondary OEM Fuel Filter = 10 micron spin on or cartridge type fuel filters compatible with biodiesel.	Standard	15LKU
Engine Equipment	Visual and audible engine alarm system with reset, activated by low engine oil pressure, low coolant level or high coolant temperature	Standard	16HBA
Engine Equipment	Engine brake (minimum 2 position with back lit switch(es)).	Optional	07SDK
Transmission	Geared for engine HP and Torque to maintain 5 mph to 65 mph (transmission scans needed to verify correct gearing).	Optional	13AUW
Transmission	Automatic - Allison 4500 RDS series - 6 Speed.	Optional	13AUW
Transmission	Allison transmission oil cooler.	Optional	13WAW
Transmission	Audible alarm and engine de-rate for overheating conditions.	Standard	16HBA
Transmission	Power take off provision for a top or side mounted "hot shift" PTO unit top or side mounted.	Optional	13AUW
Transmission	Synthetic lubricant as recommended by Allison.	Optional	13WLM
Transmission	Transmission dipstick.	Optional	13AUW
Transmission	Electronic cruise control.	Optional	12BCR
Transmission	Wiring to include shift inhibit and park-to-neutral.	Optional	13WEH
Transmission	Vehicle ground speed signal shall be provided inside the vehicle cab. This signal will be used by others for the purpose of feeding automated spreader control systems that require a vehicle speed signal. (These spreader control systems will be installed by others). This may be provided by a installing a dedicated terminal inside the cab that is easily accessible, labeled and designed to connect to. If this is not available a wire providing the required signal from another source is to be coiled and labeled inside cab. This must be an OEM offering, splicing into the vehicle or transmission wiring is prohibited.	Optional	12VYL

Group 40590 Award 22910- TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (This Lot last updated 1/14/2016)

Lot III: Chassis Cab (Class 8, 66,000 lb. GVWR)			
Drive Line	Powertrain - Driveline and U-Joints shall be as recommended by manufacturer to withstand maximum torque applications of a fully loaded vehicle during plowing operations.	Standard	6000
Front Axle	Non-driving steerable type; minimum 20,000 lb. capacity.	Optional	02ARY
Front Axle	Manufacturer's most set forward axle.	Standard	SF567
Front Axle	Oil bath type wheel bearing with visual oil-level indicator type caps or lifetime sealed hub bearing assemblies rated for axle.	Optional	29WLA
Steering	Dual power steering gearboxes. Single left-hand steering gearbox with power assist cylinder not acceptable.	Optional	05PTB
Steering	Provide power steering oil cooler.	Optional	
Steering	High capacity power steering reservoir with sight gauge.	Optional	05PTB
Rear Axle	Minimum single reduction type.	Optional	14HRB
Rear Axle	Minimum 46,000 lb. capacity.	Optional	14HRB
Rear Axle	Axle ratio to be resolved at pre-build meeting.	Optional	14HRB
Rear Axle	Synthetic gear oil.	Optional	14WMK
Rear Axle	Oil bath type wheel bearings and seals.	Optional	14HRB
Rear Axle	Magnetic drain plug.	Optional	14HRB
Suspension	Front springs 20,000 lb. capacity minimum.	Optional	03ACS
Suspension	Manufacturers standard Leaf spring System.	Optional	03ACS
Suspension	For single wing plow-specified units, additional leaf/leaves or Timbren assist will be added to the appropriate front spring.	Optional	3770
Brakes	Brake rating must meet or exceed GVWR.	Standard	4091
Brakes	Dual air system - minimum 15.5 ft ³ water-cooled, engine oil lubricated compressor with Bendix DV-2 or compatible equivalent automatic drain valve on all tanks, and Bendix AD-9 Series heated air dryer or compatible equivalent.	Optional	04SPM, 04722, 04EBS
Brakes	Schrader valve shall be provided in wet tank.	Optional	
Brakes	Antilock Brake System (ABS), self diagnosing, four channel type minimum.	Standard	04AZA
Brakes	Minimum gross front axle brake rating equal to front axle capacity. Must meet Federal guidelines.	Standard	4091
Brakes	Minimum gross rear axle brake rating equal to rear axle capacity. Must meet Federal guidelines.	Standard	4091
Brakes	Parking: Spring-actuated, double diaphragm.	Standard	04EVL
Brakes	Air actuated, S-Cam Type drum brakes with fabricated shoes, open anchor type.	Standard	04NDB
Brakes	Clamp type brake chambers.	Standard	04EVL
Brakes	Automatic Haldex slack adjusters provided on all axles.	Optional	04LAA, 04LGA
Brakes	Air hoses adequately secured to chassis	Standard	4091
Brakes	Front & rear brake dust covers.	Standard	4091
Wheels	Front - 22.5" x 9.0" steel disc, 11.25 Accuride® (5.25" inset) #29039; one piece, 10 hole hub pilot with 5 hand hole configuration, nylon spacers.	Standard	27DPL, 29WAP
Wheels	Rear - 22.5" x 9.0" steel disc, 11.25 Accuride® (7.0" offset) #29300; one piece, 10 hole hub pilot with 5 hand hole configuration, nylon spacers.	Optional	28DMW, 29WAR
Tires	The combined tire rating shall meet or exceed the axle rating. Shall be steel belted radial (SBR) ply tubeless type, load range "H" (sixteen ply rating (16PR)) or better, from same manufacturing source and brand. Tire valves shall be readily serviceable from the outside face of the wheel. Agency will have final decision on tread class and style/design.	Optional	29ACD
Tires	Front Tires - Minimum 10,000 lb. rating/tire @ 65 mph. Reference 315/80R22.5. Tread = Bridgestone M860 or equivalent. Balanced.	Optional	7782548109
Tires	Rear Tires- Minimum rating of 7,390 lb./tire @ 65 mph (reference = 12R22.5). Tread = Bridgestone M799 or equivalent.	Optional	7382158105
Tires	1 3/4" minimum clearance between tire sidewall and chassis components.	Optional	14HRB
Electrical	Alternator - minimum 150 amp., heavy duty brushless. - Leece Neville BLP 2309 or equivalent.	Standard	08GHE
Electrical	Minimum three (3) heavy duty, 12V, 1,000 CCA maintenance free, BCI Group 31. 165 minute reserve capacity, stud type posts, rubber boots & anti-corrosion treatment on all terminals.	Standard	08MHD
Electrical	Battery box shall have quick release cover retainers. Batteries shall be shielded from road spray (salt) & still maintain ventilation. Interior battery box locations will not be accepted.	Optional	08WEK
Electrical	Battery Cabling secured by Beringer bolt-on style clamp assemblies or compatible equivalent.	Optional	8875
Electrical	SAE blade type fuses or circuit breakers.	Standard	8000
Electrical	Electrical connections outside of the cab treated with Truck-Lite compound grease #97948 or compatible equivalent. Electrical wiring outside the cab shall be encased in heavy duty loom or compatible equivalent. Any unused wires, plugs, or connectors shall be removed or secured outside the loom. Splices of any type shall not be accepted, except for OEM cab-chassis locking-type quick-connect-disconnect wire couplings conforming to SAE/J163. Any unused energized leads shall be capped.	Standard	8000
Electrical	Chassis manufacturer will provide necessary electrical accommodations for body upfitter.	Optional	08HAB
Electrical	Weather proof sealed A.T.A. socket for all trucks.	Standard	08TME
Electrical	Halogen type headlamps minimum. All other chassis provided lights shall be LED where applicable.	Optional	08WML
Electrical	Minimum two (2), door activated, roof mounted interior lamp(s) with manual switch.	Standard	16030
Electrical	Standard audio package (AM/FM minimum).	Optional	08RKB
Electrical	Standard gauge/instrumentation package - Includes engine oil pressure, water temperature, fuel, tachometer and voltmeter, with warning lights for low coolant level, low oil pressure and high coolant temperature, transmission oil temperature gauge, odometer, engine hour meter, speedometer.	Standard	16HBA
Electrical	Two (2) 12V DC outlets - dash mounted.	Optional	08718, 08WCK
Electrical	Two (2) speed + intermittent wipers. Standard Manufacturer Controls.	Standard	8000
Electrical	Dual electric windshield washers.	Standard	8000
Electrical	Dash mounted auxiliary switches wired to back of cab for upfitter lighting wiring (Minimum Qty. 6 switches; 20A maximum).	Optional	60AAG
Electrical	Headlight dimmer switch. Control on directional signal lever.	Standard	8000
Electrical	Self cancelling turn signals.	Standard	8000
Electrical	Heavy Duty 4-way flasher.	Standard	8000
Electrical	Equipped with CB radio provision in overhead console. Wiring feed is from the accessory side of the ignition switch. Antenna wiring to the exterior mirrors. No antennas needed.	Optional	08RCB
Electrical	Plow light electrical circuit pre-wired to front grille area with dash mount on/off switch.	Optional	08THJ
Interior Equipment	Air conditioning, fresh air heater with minimum dual outlet defrosters.	Optional	16WCT
Interior Equipment	Color - Standard manufacturer offering.	Standard	16WRX
Interior Equipment	Seats: Two (2) Air National 2000 highback or compatible equivalent. Vinyl covering. Minimum seatback height = 31" above horizontal.	Optional	16JNT, 16RPV

Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (This Lot last updated 1/14/2016)

Lot III: Chassis Cab (Class 8, 66,000 lb. GVWR)			
Interior Equipment	Inboard and outboard arm rests (door mounted acceptable).	Optional	16WBY, 16WBZ
Interior Equipment	Manufacturer's longest seat belts.	Optional	16VCC
Interior Equipment	Adjustable, tilting & telescoping steering column. Eighteen inch (18") diameter urethane grip steering wheel.	Optional	05710, 05CAL
Interior Equipment	Manufacturer's standard headliner.	Standard	16WRX
Interior Equipment	Interior sun visors on both sides.	Standard	16WRX
Interior Equipment	Minimum two (2) cup holders.	Standard	16030
Interior Equipment	Storage pocket (s) in driver's door.	Standard	16WRX
Interior Equipment	Rubber floor covering.	Standard	16WRX
Interior Equipment	Inside door pulls/handles on both doors.	Standard	16WRX
Interior Equipment	Fixed rear window.	Standard	16030
Interior Equipment	All trucks keyed alike (door locks & ignition keys).	Optional	10WBD
Exterior Equipment	Fuel tank: 93 gallon usable minimum. Aluminum, stainless steel straps, dielectric electrolysis prevention, unpainted, mill finish, "Diesel Fuel" Label.	Optional	15SJR, 15924
Exterior Equipment	Reinforced rubber/vinyl splash guards both sides of cab forward of steps (wheel well guards may be offered in lieu of).	Standard	09HBN
Exterior Equipment	Dual electric horns rated to meet SAE standard J377.	Optional	8541
Exterior Equipment	Back up alarm - 97 dB minimum.	Optional	08THB
Exterior Equipment	West Coast style heated mirrors (minimum 7"x14.5") or compatible equivalent, mounted on each side of the cab.	Standard	16SNB
Exterior Equipment	Eight inch (8") round convex mirrors or compatible equivalent mounted below the West Coast mirrors.	Standard	16SNB
Exterior Equipment	Frame-mounted Selective Catalytic Reduction (SCR).	Optional	07BEP
Exterior Equipment	Diesel Particulate Filter must be located under the cab.	Optional	07BEP
Exterior Equipment	Shielded vertical stack; height not over 11' from ground; with turnout at top of pipe; cannot interfere with plow equipment.	Optional	07WCR, 07WAZ
Cooling System	Includes a cross flow radiator based system and other manufacturer's recommended components (i.e. thermostat, temperature controlled fan, fan drive, coolant reservoir, heater/cooling hoses, cooling system filter, etc.) that will meet maximum heavy duty engine cooling requirements allowing safe vehicle operation during high-heat inducing operations such as snow plowing. Conversely, system will	Standard	12UBL
Paint	All surfaces conducive to paint shall be properly prepared by thorough cleaning and treating as recommended by the manufacturers of the paint and the equipment. Primer and paint shall be of the highest quality and uniform throughout and shall be properly applied to insure that no fading, flaking or discoloration will occur. All components of one color shall match. Colors shall be as follows: undercarriage, suspension components, axles, battery box(es) and frame shall be Standard chassis Black. Cab shall be manufacturers standard white. Wheels shall be manufacturer's standard white or grey. Paint shall be manufacture's standard quality/process.	Optional	10761
Miscellaneous	5 lb., dry chemical Class A, B, and C fire extinguisher mounted in cab.	Optional	
Miscellaneous	Roadside reflector kit consisting of three (3) bi-directional reflective triangles.	Optional	10WCY
Miscellaneous	First Aid Kit - Zee Deluxe truck kit #105, or compatible equivalent.	Optional	
Warranty	Manufacturer's standard chassis cab, engine, transmission, exhaust & emissions, carrier/axle, and driveline warranties.	Standard	40118

Group 40590 Award 22910- TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16

Lot VII: DOT Upfitted Trucks: Item 1: (Class 8, 47,000 lb. GVWR, with Dump Body and Plow)

Note: Discounts are from MSRP. The actual Item awarded may exceed the minimum specifications listed below in the Base Item Specifications. The Authorized User may elect to add Additional Options and Aftermarket Components (AOAC), delete Options and Aftermarket Components, or substitute a Base Item feature that is an Option or Aftermarket Component with another Option or Aftermarket Component. See Contract Section 3.2.7 *Chassis Cab and Truck Body OEM Options* and 3.2.8 *Aftermarket Components*. Additional Chassis Cab, Truck Body and Plow Models may be offered in accordance with Contract Section 3.2.5 *Chassis Cab, Truck Body and Plow Substitutions*.

Awarded Model		Chassis Cab, Dump Body or Plow Discount	AOAC Discount	Final Order Due Date	2018 Model Year NYS Net Contract Price
Chassis Cab	2018 International Workstar 7600 SFA 4X2 2010 (SA567)	53.16%	45.60%	TBD	\$98,013.75
Dump Body	2017 Viking Proline 1011DA	30%	30%	TBD	\$48,154.90
Plow	2017 Viking Oneway OW3564HSE9	30%	30%	TBD	\$15,860.61
Base Item Unit Price					\$162,029.26
Delivery Cost Per Mile					\$0.10

Base Item Specifications			
Category	Specification	Standard/Optional?	Feature/Option Code
General	Drive Configuration 4x2	Standard	SA567
General	Width Maximum (excluding mirrors) = 102"	Standard	SA567
General	CA - 106 in. minimum.	Standard	SA567
General	WB - 190 in. minimum.	Standard	SA567
General	GVWR - 47,000 lb. minimum	Standard	SA567
General	GCWR - 80,000 lb. minimum. (Powertrain & chassis combination to meet both GVWR and GCWR requirements)	Standard	SA567
General	EPA Green House Gas \$500.00 Surcharge for 2018 Navistar N13 Engine included	Standard	TBD
Cab	Conventional day cab, left-hand steer, with forward tilting hood with over center design or prop that will support the hood in the open position.	Standard	16030, 09WBK
Cab	The hood/s hatch opening shall offer access to the engine compartment for CDL daily component/fluid inspection. Engine oil and wind shield washer fluid must be serviceable (replenished) through hood hatch opening/s or compatible equivalent. A Hood capable of fully tilting, and will not interfere with plow hitch (in plow configuration) is acceptable in lieu of hatch(s).	Optional	09ANG
Cab	Air ride cab.	Standard	16WSK
Cab	Cab entry: 3-point ingress/egress standard.	Standard	16030
Cab	Bright finish hood grille.	Standard	09HBM
Cab	Weatherpack style quick disconnect wiring connections near cowl hinges for service line to cowl/hood components.	Standard	8000
Cab	Inner fender flaps will extend below lower frame rail from the front to and include behind the front wheel.	Optional	09HBN
Cab	Electrically heated (minimum sides and bottom of windshield), tinted windshield.	Optional	16VSL
Cab	Cab Steps: Two (2) steps minimum; minimum 4½" wide, aluminum, non skid, non-slip type, mill finish, rounded corners, equally spaced, full length of door opening, offset from each other. 1st step height ≤ 19" off ground.	Standard	16030
Cab	Vendor shall provide and install a PCTEL Model MLB4700S roof mounted antenna and necessary coaxial wire in a configuration suited to customer's order. Shall be mounted at the center top of roof. Antenna coaxial will be of sufficient length to terminate at back of cab.	Optional	
Frame	Single channel minimum 120,000 psi. steel, minimum 10" deep full length.	Optional	01CAJ
Frame	RBM: 2,600,000 in. lb. minimum.	Standard	01CAJ
Frame	Continuous clean rails. No bolt-on extensions, front or rear.	Standard	01WUB
Frame	Manufacturer's recommended rear crossmember.	Optional	01CAJ
Frame	The Unit's Standard "BA": End-of-Frame [front bumper and/or front of cowl/grille] to front axle, shall be maximum 48" inches. The truck shall have an approximate twenty (20") front frame extension. The front axle to end of the front frame extension shall be, maximum 66 inches.	Optional	01WDS
Frame	Manufacturer's standard rear crossmember	Optional	01CAJ
Frame	Rear axle/frame dimension (AF) will be ideal for body mounting.	Optional	01CAJ
Frame	Two (2) tow hooks mounted on front frame rails.	Optional	1570
Engine	In-line 6 cylinder liquid-cooled, diesel conforming to current EPA &/or CARB emissions.	Optional	12WZB
Engine	Minimum 365 HP.	Optional	12BCN
Engine	Minimum 1,340 lb.-ft.	Optional	12BCN
Engine Fuel	Minimum Biodiesel (B5) Compatible	Optional	12BCN
Engine Equip.	Idle shutdown, factory preset at five (5) minutes.	Optional	12BCN
Engine Equip.	All engine filters will be readily accessible (including after body upfitting).	Standard	12BCN
Engine Equip.	Heavy duty air cleaner with under hood/outside air intake.	Optional	12VAG
Engine Equip.	Air filter status gauge	Optional	12VAG
Engine Equip.	Manufacturer's heavy duty EPDM coolant hoses.	Standard	12UBL
Engine Equip.	110/120 VAC 1,500 watt engine block heater with 3 prong covered receptacle mounted below left cab door.	Optional	12WCT
Engine Equip.	Extended life anti-freeze (minimum -34° F protection).	Standard	12UBL
Engine Equip.	Electronic hand throttle, cruise control.	Optional	12BCN
Engine Equip.	Primary Fuel Filter = Davco Fuel Pro (fluid heat using engine coolant), No substitutions, fuel/water separator with integral heater control tied into block heater.	Optional	15LML
Engine Equip.	Secondary OEM Fuel Filter = 10 micron spin on or cartridge type fuel filters compatible with biodiesel.	Standard	15LKU
Engine Equip.	Visual and audible engine alarm system with reset, activated by low engine oil pressure, low coolant level or high coolant temperature	Standard	16HBA
Engine Equip.	Engine brake (minimum 2 position with back lit switch (es)).	Optional	07SDK
Transmission	Geared for engine HP and Torque to maintain 5 mph to 65 mph (transmission scans needed to verify correct gearing).	Optional	13AUW
Transmission	Automatic - Allison 4500 RDS series - 6 Speed, No substitutions.	Optional	13AUW
Transmission	Set up for 3rd or 4th gear hold @ 33 mph ± 2 mph @ 2100 rpm as determined by scans.	Optional	13WDT
Transmission	Allison transmission oil cooler.	Optional	13WAW
Transmission	Audible alarm and engine de-rate for overheating conditions.	Standard	16HBA

Group 40590 Award 22910- TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16

Lot VII: DOT Upfitted Trucks: Item 1: (Class 8, 47,000 lb. GVWR, with Dump Body and Plow)			
Transmission	Power take off provision for a top or side mounted "hot shift" PTO unit.	Optional	13XAL
Transmission	Synthetic lubricant as recommended by Allison.	Optional	13WLM
Transmission	Transmission dipstick	Optional	13AUW
Transmission	Electronic cruise control.	Optional	12BCN
Transmission	Wiring to include shift inhibit and park-to-neutral.	Optional	13WEH
Transmission	Vehicle ground speed signal shall be provided inside the vehicle cab. This signal will be used by others for the purpose of feeding automated spreader control systems that require a vehicle speed signal. (These spreader control systems will be installed by others). This may be provided by installing a dedicated terminal inside the cab that is easily accessible, labeled and designed to connect to. If this is not available a wire providing the required signal from another source is to be coiled and labeled inside cab. This must be an OEM offering, splicing into the vehicle or transmission wiring is prohibited.	Optional	12VYL
Drive Line	Powertrain - Driveline and U-Joints shall be as recommended by manufacturer to withstand maximum torque applications of a fully loaded vehicle during plowing operations.	Standard	6000
Front Axle	Non-driving steerable type; minimum 20,000 pound capacity.	Optional	02ARY
Front Axle	Manufacturer's most set forward axle.	Standard	SA567
Front Axle	Oil bath type wheel bearing with visual oil-level indicator type caps or lifetime sealed hub bearing assemblies rated for axle.	Optional	29WLK
Steering	Dual power steering gearboxes. Note: Single left-hand steering gearbox with power assist cylinder not acceptable.	Optional	05PTB
Steering	Provide power steering oil cooler.	Optional	05WAJ
Steering	High capacity power steering reservoir with sight gauge, or on dash level indicator.	Optional	05PTB
Rear Axle	Minimum single reduction type.	Optional	14ASB
Rear Axle	Minimum 30,000 pound capacity.	Optional	14ASB
Rear Axle	Axle ratio to be resolved at pre-build meeting.	Optional	14ASB
Rear Axle	Synthetic gear oil.	Standard	14WMH
Rear Axle	Oil bath type wheel bearings and seals.	Optional	14ASB
Rear Axle	Magnetic drain plug.	Optional	14ASB
Suspension	Front springs 20,000 lb. capacity minimum.	Optional	03ACS
Suspension	Multileaf rear with helper or load booster 30,000 lb. capacity minimum.	Optional	14SAL
Suspension	For single wing plow-specified units, additional leaf/leaves or Timbren assist will be added to the appropriate front spring.	Optional	3770
Brakes	Brake rating must meet or exceed GVWR.	Standard	4091
Brakes	Dual air system - minimum 15.5 ft ³ water-cooled, engine oil lubricated compressor with Bendix DV-2 or compatible equivalent automatic drain valve on all tanks, and Bendix AD-9 Series heated air dryer or compatible equivalent.	Optional	04SPM, 04EBS
Brakes	Schrader valve shall be provided in wet tank.	Optional	
Brakes	Antilock Brake System (ABS), self diagnosing, four channel type.	Standard	04AZA
Brakes	Minimum gross front axle brake rating to equal front axle capacity. Must meet Federal guidelines.	Standard	4091
Brakes	Minimum gross rear axle brake rating to equal rear axle capacity. Must meet Federal guidelines.	Standard	4091
Brakes	Parking: Spring-actuated, double diaphragm.	Optional	04EVX
Brakes	Air actuated, S-Cam Type drum brakes with fabricated shoes, open anchor type except for 30,000 lb. shoes. 30,000 lb. anchor pins shall be lubricated @ factory.	Optional	04NDA
Brakes	Clamp type brake chambers.	Optional	04NDA
Brakes	Automatic Haldex slack adjusters provided on all axles.	Optional	04LAA, 04LGA
Brakes	Air hoses secured to chassis @ 18" intervals.	Standard	4091
Brakes	Front & rear brake dust covers.	Standard	4091
Brakes	Electric trailer brake controller Reese Brakeman #83500 or compatible equivalent (i.e. wiring/mounting provisions).	Optional	
Wheels	Front - 22.5" x 9.0" steel disc, 11.25 Accuride® (5.25" inset) #29039; one piece, 10 hole hub pilot with 5 hand hole configuration, nylon spacers.	Optional	27DPL, 29WAP
Wheels	Rear - 22.5" x 9.0" steel disc, 11.25 Accuride® (7.0" offset) #29300; one piece, 10 hole hub pilot with 5 hand hole configuration, nylon spacers.	Optional	28DMW, 29WAR
Tires	Shall be steel belted radial (SBR) ply tubeless type, load range "H" (sixteen ply rating (16PR)) or better, from same manufacturing source and brand. Tire valves shall be readily serviceable from the outside face of the wheel. Agencies will have final decision on tread class and style/design.	Optional	29ACD
Tires	Front Tires - Minimum 10,000 lb. rating/tire @ 65 mph. Reference 315/80R22.5. Tread = Bridgestone M860 or equivalent. Balanced.	Optional	7782548109
Tires	Rear Tires- Minimum rating of 6,780 lb. /tire @ 65 mph (Reference = 12R22.5). Tread = Bridgestone M799 or equivalent.	Optional	7382158105
Tires	1 1/4" Minimum clearance between tire sidewall and chassis components.	Optional	14ASB
Electrical	Alternator - minimum 150 amp., heavy duty brushless. - Leece Neville BLP 2309 or equal.	Standard	08GGG
Electrical	Minimum three (3) heavy duty, 12V, 1,000 CCA maintenance free, BCI Group 31. 165 minute reserve capacity, stud type posts, rubber boots & anti-corrosion treatment on all terminals	Standard	08MHD
Electrical	Battery box shall have quick release cover retainers; Batteries shall be shielded from road spray (salt) & still maintain ventilation.	Optional	08VUJ
Electrical	Battery Cabling secured by Beringer bolt-on style clamp assemblies or compatible equivalent.	Optional	08XJD
Electrical	SAE blade type fuses or circuit breakers.	Standard	8000
Electrical	Electrical connections outside of the cab treated with Truck-Lite compound grease #97948 or compatible equivalent. Electrical wiring outside the cab shall be encased in heavy duty loom or compatible equivalent. Any unused wires, plugs, or connectors shall be removed or capped and secured outside the loom. Splices of any type shall not be accepted, except for OEM cab-chassis locking-type quick-connect-disconnect wire couplings conforming to SAE/J163. Any unused energized leads shall be capped	Standard	8000
Electrical	Chassis manufacturer will provide necessary electrical accommodations for body upfitter.	Optional	08HAB
Electrical	Weather proof sealed A.T.A. socket for all trucks.	Standard	08TME
Electrical	Halogen type headlamps minimum. All other chassis provided lights shall be LED where applicable.	Optional	08WML
Electrical	Minimum two (2), door activated, roof mounted interior lamp(s) with manual switch.	Standard	16030
Electrical	Standard audio package (AM/FM minimum).	Optional	08RKB
Electrical	Standard gauge/instrumentation package - Includes engine oil pressure, water temperature, fuel, tachometer and voltmeter, with warning lights for low coolant level, low oil pressure and high coolant temperature, transmission oil temperature gauge, odometer, engine hour meter, speedometer.	Standard	16HBA
Electrical	Two (2) 12V DC outlets - dash mounted.	Optional	08718, 08WCK

Group 40590 Award 22910- TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16

Lot VII: DOT Upfitted Trucks: Item 1: (Class 8, 47,000 lb. GVWR, with Dump Body and Plow)			
Electrical	Two (2) speed + intermittent wipers. Standard Manufacturer Controls.	Standard	16030
Electrical	Dual electric windshield washers.	Standard	16030
Electrical	Dash mounted auxiliary switches wired to back of cab for upfitter lighting wiring (Minimum Qty. 6 switches; 20A maximum).	Optional	60AAG
Electrical	Headlight dimmer switch. Control on directional signal lever.	Standard	8000
Electrical	Self cancelling turn signals.	Standard	8000
Electrical	Heavy Duty 4-way flasher.	Standard	8000
Electrical	Equipped with CB radio provision in overhead console. Wiring feed is from the accessory side of the ignition switch. Antenna wiring to the exterior mirrors. No antennas needed.	Optional	08RCB
Electrical	Two (2) way radio power wire: 10 gauge power wire , wired to and fused at battery. Power wire shall be coiled and labeled and terminate inside cab.	Standard	08REA
Electrical	Plow light electrical circuit pre-wired to front grille area with dash mount on/off switch.	Optional	08THJ
Interior Equip.	Air conditioning, fresh air heater with minimum dual outlet defrosters.	Optional	16WCT
Interior Equip.	Color - Standard manufacturer offering.	Standard	8000
Interior Equip.	Seats: Two (2) Air National 2000 highback or compatible equivalent. Vinyl covering. Minimum seatback height = 31" above horizontal.	Optional	16JNT, 16RPV
Interior Equip.	Inboard and outboard arm rests (door mounted acceptable).	Optional	16WBY, 16WBZ
Interior Equip.	Manufacturer's longest seat belts. Hi-Visibility Orange.	Optional	16VCC
Interior Equip.	Adjustable, tilting & telescoping steering column. Eighteen inch (18") diameter urethane grip steering wheel.	Optional	05710, 05CAL
Interior Equip.	Manufacturer's standard headliner.	Standard	16WRX
Interior Equip.	Interior sun visors on both sides.	Standard	16WRX
Interior Equip.	Minimum two (2) cup holders.	Standard	16WRX
Interior Equip.	Storage pocket (s) in driver's door.	Standard	16WRX
Interior Equip.	Rubber floor covering.	Standard	16WRX
Interior Equip.	Inside door pulls/handles on both doors.	Standard	16WRX
Interior Equip.	Fixed rear window	Standard	16030
Interior Equip.	Power windows, minimum right side power up/down.	Optional	16WJU
Interior Equip.	All trucks keyed alike (door locks & ignition keys).	Optional	10WBA
Exterior Equip.	Fuel tank: 93 gallon usable minimum. Aluminum, stainless steel straps, dielectric electrolysis prevention, unpainted, mill finish, "Diesel Fuel" Label.	Optional	15SJR,15924
Exterior Equip.	Reinforced rubber/vinyl splash guards both sides of cab forward of steps (wheel well guards may be offered in lieu of).	Standard	9585
Exterior Equip.	Dual electric horns rated to meet SAE standard J377.	Optional	8541
Exterior Equip.	Back up alarm - 97 dB minimum.	Optional	08THB
Exterior Equip.	West Coast style heated mirrors (minimum 7"x14.5") or compatible equivalent, mounted on each side of the cab.	Optional	16SNB
Exterior Equip.	Eight inch (8") round convex mirrors or equivalent mounted below the West Coast mirrors.	Optional	16SNB
Exterior Equip.	Frame-mounted Selective Catalytic Reduction (SCR).	Optional	07BEP
Exterior Equip.	Diesel Particulate Filter must be located under the cab.	Optional	07BEP
Exterior Equip.	Shielded vertical stack; height not over 11' from ground; with turnout at top of pipe; cannot interfere with plow equipment.	Optional	07WCR, 07WAZ
Cooling System	Includes a cross flow radiator based system and other manufacturer's recommended components (i.e. thermostat, temperature controlled fan, fan drive, coolant reservoir, heater/cooling hoses, cooling system filter, etc.) that will meet maximum heavy duty engine cooling requirements allowing safe vehicle operation during high-heat inducing operations such as snow plowing. Conversely, system will have adequate coolant protection to avoid system freeze-ups.	Standard	12UBL
Paint	All surfaces conducive to paint shall be properly prepared by thorough cleaning and treating as recommended by the manufacturers of the paint and the equipment. Primer and paint shall be of the highest quality and uniform throughout and shall be properly applied to insure that no fading, flaking or discoloration will occur. All components of one color shall match. Colors shall be as follows: undercarriage, suspension components, axles, battery box(es) and frame shall be standard chassis black. Cab shall be Dupont Chrome Yellow 6578X or compatible equivalent with clear coat (i.e. cab, hood sides, fenders, etc.). Dupont Blue #6014 or compatible equivalent flattened to 25° gloss or 3M Vinyl Wrap covering the top surface of hood. Paint shall be manufacturer's standard quality/process.	Optional	10208, 10661, 10761, 10769, LOCATION 1: CAB - 4505 YELLOW (PREM), LOCATION 2: HOOD - 6A89 BLUE L LEVEL
Miscellaneous	5-pound, dry chemical Class A, B, and C fire extinguisher mounted in cab, location determined at pre-production meeting..	Optional	
Miscellaneous	Roadside reflector kit consisting of three (3) bi-directional reflective triangles.	Optional	10WCY
Miscellaneous	First Aid Kit - Zee Deluxe truck kit #105, or compatible equivalent.	Optional	
Miscellaneous	Manuals (printed and bound, on CD, or at an online website), as follows: One (1) Operating manual per unit. One (1) shop repair manual per operating location. One (1) parts manual per operating location.	Optional	10WJH
Warranty	Manufacturer's standard chassis cab, engine, transmission, exhaust & emissions, carrier/axle, and driveline warranties.	Standard	40118
DUMP BODY (please refer to the Figures tab, figures 1 and 2)	A ten foot (10') long, 6.0 cubic yard (with out sideboards) combination dump body, rear discharge, and hydraulics & controls for snowplowing, and a dual auger material spreader.	Standard	
DUMP BODY	Dump Body constructed with a minimum 7-gauge 201 stainless steel (minimum 3.5% nickel content) body components; and gusseted running boards, rub rails, tailgate, top rails, outer longitudinals, and cab shield will be 10-gauge 201 stainless steel minimum with stainless steel fasteners and incorporate locking mechanisms.	Standard	
DUMP BODY	Mounted in a "set back" position between the front of the body and the back of the cab to permit installation of a snowplow wing box assembly.	Standard	
DUMP BODY	One-piece sides and headsheets, Continuous welds. Full depth rear corner posts tied to formed rear apron. Longitudinals have longills continuous welds to floor and sides. Floor seamless one-piece construction.	Standard	
DUMP BODY	Dimensions: Inside Clear Width (nominal) = 7' IW minimum. Overall Width = 102"OAW maximum. Sideboard pockets shall be provided. Minimum sideboard height 6" (inches). Minimum tailgate height to match sideboard height with sideboards installed	Standard	

Group 40590 Award 22910- TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16

Lot VII: DOT Upfitted Trucks: Item 1: (Class 8, 47,000 lb. GVWR, with Dump Body and Plow)			
DUMP BODY	Hoist: Class 60 or better. Trunion mounted cylinder. Mailhot #CS90-4-2 or compatible equivalent.	Standard	
DUMP BODY	Dual support struts to hold dump body in raised position. Dump props integrated into the rear hinge are acceptable. Lube hinge point fitted with zerk grease fitting.	Standard	
DUMP BODY	Grease lines/hoses secured to frame with out polymer tie straps @ 18" intervals. Easily accessible grease fitting manifold(s) for servicing multiple dump body components labeled with manifold termination points.	Standard	
DUMP BODY	Tailgate: Rectangular, heavy duty, reinforced with full perimeter, horizontal, and vertical bracing as needed to accommodate one (1) center-located coal chute standard. The Tailgate latch/release shall be air operated. It shall incorporate a failsafe system that will insure tailgate stays latched with the body loaded in up position regardless of air pressure. Top hinged, bottom latching. Hinge pins secured with removable hitch-pin. Spreader chains will be grade 28 proof-coil type, 3/4" diameter and will permit full use of the tailgate as a body floor extension and material spreading control. Upper & lower chain eyes/loops for securing the tailgate. Cornerpost lower chain-end securements. "D" ring type lifting fastener against rear face of the tailgate installed at center top of the upper box section. One vertical sliding chute door, minimum 16" wide, with control lever & safety chain, centrally located in the tailgate.	Standard	
DUMP BODY	Rub rails full length of each side. Running boards/fenders suitable for installation of pre-wetting/anti-icing systems.	Standard	
DUMP BODY	7 gauge stainless steel material spreader trough consistent with augers. A removable, AR400, 3/16" steel cover plate will be in-place for the augers will be provided to cover the conveyor for standard dump body use.	Standard	
DUMP BODY	Minimum nine inch (9") full width, stainless steel rear apron with side gussets.	Standard	
DUMP BODY	A full-height crossmember will be installed at the rear of the chassis that will provide suitable mounting for a pintle hook, up to a twenty-ton capability.	Standard	
DUMP BODY	Fixed sidewalls and sloped/radius floors ranging between 22° and 45 ° angle to the conveyor floor. Configuration will provide support to the sidewall/floor and full length/width rubrails. Top rail of curved bodies will be three (3) or four (4) brake, fully enclosed, continuously welded. Movable sidewall will not be accepted.	Standard	
DUMP BODY	Cab Shield shall be full-width on of dump body. Electric Tarp integrated into cab shield. Electric Tarp shall be either (1) Mountain Tarp Model K612CSE with Model #A1C16 tarp material, or (2) equivalent US Tarp Bullet proof system.	Standard	
DUMP BODY	Ladder: Three (3) piece, 201 stainless steel ladder attached to the curbside of the body near the front corner. Removable top section to extend equal to the cab protector height. Center section to extend from the sideboard height to the rub rail. Attached, stowable, and lockable lower section, with first step at the bottom of the siderails a maximum . Ladder width minimum 13 1/2". Rung spacing 12"-13" OC.	Standard	
DUMP BODY	ID Plates: Permanent body ID plates with body model & serial numbers per body, tailgate, and bolt-on extensions.	Standard	
DUMP BODY	Material Screens: Fabricated with 3/8" diameter rod set in 1 1/2"x1 1/2" angle iron frame. Grate openings 3" x 3" square, maximum. Secured with bolts or pins.	Standard	
DUMP BODY	Spinner Assembly: Rear discharge arrangement consists of corrosion resistant, adjustable spinner assembly (disc, chute, quick coupler lines, hydraulic motor, baffle shrouds, weather caps etc.). Spinner assembly will not interfere with dumping capability.	Standard	
DUMP BODY	Audible alarm and body up light with all necessary waterproof switches/relays etc. for whenever the dump body is elevated.	Standard	
DUMP BODY (please refer to the Figures tab, figures 3 and 4)	Rubber splashguards, forward and aft of the rear wheels mounted on anti-sail brackets will be provided. The rear splashguards (see picture below) shall have a raised (approx 0.110") yellow impregnated logo on a black background. Approximately nine inches (9") at the top of the guard shall be black, void of any logo. The slogan, " Give 'em a BRAKE" shall be centered (2 line format) directly above a ten and one-half inch (10-1/2") high diamond border surrounding a worker's silhouette at the horizontal center of the guard. Gothic font lettering shall be required. The acronym "NYS DOT" shall be centered at the bottom of the guard. The "NYS DOT" and "BRAKE" shall be the same font & size. The "NYS DOT" spacing shall clearly distinguish them as two separate acronyms. The following will be the required lettering sizes: (1) "G" and "NYS DOT" = 1-3/4"; (2) Lower case "i" = 1-1/4"; (3) Other lower case letters (a, e, m, & v) = 7/8"; "BRAKE" = 2-1/4".	Standard	
Miscellaneous	Right side frame mounted stainless steel tool box (Buyers 1702600 or compatible equivalent)	Standard	
HYDRAULICS	The truck cab-chassis will have an Allison Automatic Transmission. This transmission has provision for top or side-mounted Variable Displacement, Load-Sensing Piston Pump. The hydraulics system includes pump, oil reservoir, cylinders, control valves & assemblies, valve enclosure, Dickey-John Flex-Four material spreader power supply and control, lines, and related components as required to provide a complete hydraulic power system for the operation of the dump body hoist, snowplows, and a material spreader operating system.	Standard	
HYDRAULICS	Pump: 60cc, Constant running, PTO driven, continuous duty, load sense. Saur-Danfoss JR-R-060B-LS-14-24-NN-N-3-A3N4 or compatible equivalent.	Standard	
HYDRAULICS	The hotshift PTO shall be Chelsea 280 Series or compatible equivalent.	Standard	
HYDRAULICS	Reservoir: 8 USS gauge minimum, 40 gallon capacity complete with baffle, filtered vent, fill port strainer, sight glass & magnetic drain plug, and remote fill with shutoff valve. Removable tank, integral to the rear wing mast assembly (see diagram at Attachment 17). Hydraulic filter(s) sized for maximum hydraulic gallon/minute. 100 micron mesh screen on suction strainer. Minimum 35 gallons hydraulic oil in reservoir at delivery.	Standard	
HYDRAULICS	Cylinders: Meet snowplow specifications. Chrome or Nitrided piston rods throughout. Removable heads. Adjustable in-line flow control for adjusting wing up-down speeds.	Standard	
HYDRAULICS (please refer to the Figures tab, figures 5 and 6)	Control Valves shall be load sense pressure compensated. Accommodate air shift control actuators. Valve stack assembly consist of valve sections for wings, plow & hoist control, auger, spinner & pre-wet functions controlled by latest Dickey-John spreader controls for use with a hot shift PTO. Reference: Rexroth M4 Series, Danfoss PVG 32 Valve or compatible equivalent. Valve shall be enclosed in 10-gauge steel side panels and covers. Air actuated control valves to include automatic oiler. Control levers/joystick controls mounted on raised console located between cab seats. Air actuator valves to be located above the control valves.	Standard	
HYDRAULICS	Required hydraulic lines consist of both flexible and rigid lines servicing the dump body, front and wing plows, tilt hitch assembly, auger material spreader, material spreader spinner, load sense assembly, pre-wet systems, etc. Rigid lines will be SAE stainless steel with threaded or compression brazed fittings. Flexible lines will be "Aeroquip Match Made Plus GH793" SAE 100R-2SN with crimp type fittings. Lines, whether rigid or flexible, will be sized for maximum flow hydraulic system, and adequately secured as determined at pilot inspection. Quick couplers will be stainless steel double shutoff type with weather cap chained to it. "Snap-Tite", Series, quick disconnect couplers on material spreader lines and plow wings, etc. Lines routed directly to respective hydraulic motors.	Standard	
HYDRAULICS	Motors: Shall be sized to accomplish spreading operations. See application rates noted in "Spreader Control" section below.	Standard	
HYDRAULICS	All truck chassis shall have front hitch reversing lines with double shutoff quick couplers.	Standard	

Group 40590 Award 22910- TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16

Lot VII: DOT Upfitted Trucks: Item 1: (Class 8, 47,000 lb. GVWR, with Dump Body and Plow)			
HYDRAULICS	Stainless steel quick couplers throughout.	Standard	
LIGHTING	Body lighting will be LED except for plowing assembly head lights and roof-mounted remote spotlights.	Standard	
LIGHTING	Body Lighting will consist of: (1) Rear Stop/Tail/Turn lights (2) Rear License Plate lights (3) Three-Light Cluster Bar (4) Clearance lights (5) Auxiliary lights (i.e. plow headlights, wing plow lights, curb side wing plow post lighting, warning lights, cab-mounted spotlights, and area lights for material spreaders and underbody scrapers).	Standard	
LIGHTING (please refer to the Figures tab, figures 1 - 4)	Rear stop/tail/direction/back-up lights: Two separate sets of lights are required. One set will be recessed in the in the rear face of the body's rear corner posts. This set will consist of two (2) Truck-Lite Series 60, #60700 red lamps and one (1) yellow flasher (Whelen #NYSDOTSY4) per side . Additionally, a second set will be installed on the underside of the body to a piece of four-ply belting forward of the rear edge of the body apron. This set will consist of Truck-Lite series 40 (4" diameter LED Stop/turn/Tail light and 4" white back-up light polycarbonate sealed) with plastic module having grommet/flange type mounting (T.L. #40002 and 00).	Standard	
LIGHTING	Rear license plate lights & brackets - Truck-Lite 15011.	Standard	
LIGHTING	LED Three-Light Cluster Bar light similar to Peterson #4442 shall be installed in a protected area at the rear of the chassis or on the rear hoist crossmember.	Standard	
LIGHTING	Clearance lights shall be Truck-Lite Model 10 series set into a 45° recess in the outer corner of the rear body posts.	Standard	
LIGHTING	Plow head lights shall be Halogen type, Truck-Lite model 80893 or compatible equivalent. Fixture to include turn and marker lights. Mounted on top crossmember of the snowplow hitch assembly. Extension posts will be used, as needed, to project the light beam over a raised plow.	Standard	
LIGHTING	Wing plow area lights, Truck-Lite #80360, mounted to provide operating lighting of wing plows.	Standard	
LIGHTING	Curb side wing plow lights, Truck-Lite #80374 or compatible equivalent, mounted on wing post to illuminate the curb area.	Standard	
LIGHTING	Warning lights will consist of two (2) non-synchronized LED flashing, amber warning assemblies secured to mounting plates and located atop a lateral horizontal crossmember mounted on two vertical risers attached directly to the frame rails between the cab and the truck's body. Light assembly (Shall be one of the following No substitutions) Whelen #L21-NYS. (i.e. Federal Signal model #252650-02NYS DOT Star Warning Systems #255HTCI-A-NY or Whelen #L21-NYS)	Standard	
LIGHTING	Stanchion-mounted remote spotlight - Go Light Model 2020 or compatible equivalent.	Standard	
LIGHTING	Auxiliary area lighting illuminating material spreader Truck-Lite #80360 or compatible equivalent.	Standard	
LIGHTING (please refer to the Figures tab, figures 7 and 8)	Truck OEM provided switching shall be used for all warning and auxiliary lighting, if available. Switch positioning will be resolved at a pre-order meeting. A sample switch position illustration is provided in figure 8.	Standard	
WIRING & CIRCUITRY	Sealed wiring harness from front of truck to all electrical components at the rear of the truck - similar to Truck-Lite "Modular Sealed Harness System" including weather proof junction box, Truck-Lite 50800/50400 or compatible equivalent. Sealed harness continues to all body and chassis lights and includes a sealed corrosion resistant seven (7) way A.T.A. trailer plug and lead assembly mounted on the rear crossmember . Sealed system includes weatherproof components to include ATA connectors, wiring cable, cable connectors, housing boots, and junction boxes (Truck-Lite series noted previously). Connections treated with electrical compound grease (Truck-lite #97948)	Standard	
WIRING & CIRCUITRY (please refer to the Figures tab, figure 9)	The A.T.A. socket shall be wired to the Department Standard as follows (facing the trailer socket): (1) Pin 1 = Ground circuit (white). (2) Pin #2 = Marker circuit (black). (3) Pin 3 = Left turn signal & brake light (yellow). (4) Pin 4 = Electric trailer brakes (red). (5) Pin 5 = Right turn signal and brake light (green). (6) Pin 6 = Tail lights (brown). (7) Pin 7 (center pin) = Ignition power for ABS and/or charging for breakaway battery.	Standard	
WIRING & CIRCUITRY	All wiring harnesses from the waterproof junction box shall be two conductors, minimum, having power and neutral/ground wires. All wiring shall be secured, where possible, to the inside web of the frame at eighteen (18") inch intervals using plastic wire clamps or ties.	Standard	
WIRING & CIRCUITRY	Hazard Warning System: The 4-way flashing, hazard warning system shall be operable regardless of the position of the ignition switch and/or parking brake. Application of the footbrake shall cause the lower body stop tail lights to remain flashing until the brakes are released OR application of the footbrake shall override the 4-way flashers, causing the stoplights and all rear flashing lights to cease flashing until the brakes are released, at which time the affected lights shall resume flashing.	Standard	
WIRING & CIRCUITRY	Junction box in the cab for all accessory lighting.	Standard	
SPREADER CONTROLS	Dickey John Flex Four automatic hydraulic spreader control system Shall be provided (no Substitutes) consisting of control, console, rate sensors, cabling, and output ports. Shall provide closed loop synchronization of the application rate of the spread material relative to the vehicle ground speed - range of 80 to 650 pounds per lane mile at 30mph. Must monitor and control Liquid Chemical Dispensing (Pre-Wet) and anti-ice System application rates.	Standard	
SPREADER CONTROLS	Control console mounting to be determined at pilot model inspection meeting.	Standard	
AUGERS	Two (2), 7" O.D. variable pitch, counter-rotating gearbox driven steel augers. Flighting = 1/2" thick welded to schedule 80, 3-1/2" pipe. Poly adapter to gearcase coupling and flange bearings.	Standard	
RADIO	To enable state radio installation, shall install 3/4" plywood (approximately 18"x24") painted flat black, located at center of the rear wall below the window.	Standard	
FRONT PLOW & RIGHT WING	A one-way right front snowplow, a tilting front hitch assembly, and single curbside patrol type wing plow.	Standard	
FRONT PLOW (please refer to the Figures tab, figures 10 and 11)	The front plow shall be 11' long at the cutting edge, be a minimum 30" high at the nose, and a minimum 53" at the discharge end. Minimum (8) eight gauge continuous welded Grade 50 steel welded to 1/2" one-piece vertical ribs (horizontal reinforcements as needed). Reinforced 4"x4"x3/4" minimum, steel bottom angle with welded-in reinforcing gussets. Full width 12" rubber deflector. Adjustable stabilizing arm with safety shear pin allowing for an adjustable attack angle - minimum 30° to 45°. Two (2) cast push frame wear shoes mounted to adjustable shoe mounts . One (1) nose show at the leading edge end. A minimum of two high tensile chains shall be provided to lift the front plow moldboard to a nearly level plane. Weight approximately 2,000 pounds. NOTE: In addition to the manufacturer's standard offering, all one-way plows, regardless of configuration, must be supplied with an additional trip spring retainer. References: Henderson 30"-53"-11'; Viking 254-HFE 9, Hubs 30-60-116 or compatible equivalent.	Standard	
FRONT PLOW	All Plow Moldboards shall have: Cover Blade (Item B48) mounted on face of cutting edge = 1/2" x 8" one-piece SAE 1080 steel, AASHTO (standard highway) punched (11/16" for 3/4 bolts). Three (3) SAE 1020 steel cutting edges, two (2) sections = 48"x 61/8" x 3/4" sections (DOT Item B29) and one (1) section = 36"x 61/8" x 3/4" section (DOT Item B28) with tungsten carbide inserts.	Standard	

Group 40590 Award 22910- TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16

Lot VII: DOT Upfitted Trucks: Item 1: (Class 8, 47,000 lb. GVWR, with Dump Body and Plow)			
COVER BLADE (DOT ITEM B48, please refer to the Figures tab, figure 12)	SAE 1080 Steel Cover Blade - Plow: Cover Blade mounted on face of cutting edge = ½"x 8" one-piece SAE 1080 steel, AASHTO (standard highway) punched (11/16" for ¾ bolts).	Standard	
CARBIDE CUTTING EDGES (DOT ITEM B28 & B29, please refer to the Figures tab, figures 13 and 14)	Item B28 (3') and Item B29 (4') Carbide Cutting Edges. ¾"x 61/8" one-piece cutting edge with AASHTO center punching standard.	Standard	
TUNGSTEN CARBIDE INSERTS	1. 1" long x 0.575" wide x 0.375" thick. 2. Cobalt content = 11.0 to 12.0%; Tungsten Carbide = 87.0 to 88.0%; all other elements 1.0% maximum. 3. Visible surface cracks in a maximum of 15% of the insert. 4. Hardness (HRA) = 88.0 to 90.5. 5. Density (g/cc) = 14.40 to 14.55. 6. Porosity = A00 to A04; B00 to B02; C00 to C04. 7. Grain size = 10-M/10-C.	Standard	
NOSE SHOE (DOT Item 15 - please refer to the Figures tab, figure 15)	The plow shall be equipped with one nose frame wear shoe (DOT Item #15).	Standard	
PUSH FRAME WEAR SHOE (please refer to the Figures tab, figure 16)	The plow shall be equipped with two push frame wear shoes. The shoes shall attach to adjustable brackets with a fixed shoe at the front of the push frame.	Standard	
Fasteners	Plows and Hitch Assemblies = Grade 8 bolts & nuts. SAE Hardened washers. Shall have high quality corrosion resistant finish. Washers shall be used between oblong slots and the head and/or nut of the fastener(s). Holding & lockout pins shall be painted to match the components they are connecting or have a non-paintable, corrosion-resistant coating/plating.	Standard	
PUSH FRAME	The driveframe shall consist of two truss members, a main drive crossmember, an oscillating drive bar and minimum of two trip spring moldboard attachment assemblies. The truss members shall be fabricated from 5"x5"x1/4" wall structural steel tubing (or compatible equivalent design strength). The main drive crossmember shall be constructed from 6"x6"x1/2" steel angle reinforced with 1/4" steel plate. At the rear of the driveframe, the truss members shall be welded to a piece of 1" plate, 6" wide x 30 3/4" long which forms a bearing surface for the oscillating drive bar. The trip spring assemblies shall be welded to the main drive angle. It shall consist of a minimum of two 45 degree slotted hinge lugs which shall be attached by 1-1/4" hardened steel pins connecting the moldboard to the main drive frame angle. Connected to the two outside slotted members shall be a slide/trip spring assembly consisting of a sliding weldment, 1-1/4" diameter threaded rod and nut for spring pressure adjustment, a spring pressure plate, and 5-1/4" diameter x 12½" long compression spring made from 5/8" diameter wire with a minimum of 9 coils (or compatible equivalent). The springs shall compress whenever the plow encounters surface obstructions and shall not attach directly to the moldboard, so to eliminate cutting edge adjustment interference. Safety chains/cable shall be attached to the compression springs to safeguard their coming loose. Weight of complete plow and push frame approximately 2,200 pounds.	Standard	
PUSH FRAME	The moldboard shall have a safety chain between it and the push frame that ensures the plow cannot tip forward onto anyone during attack angle strut adjustment or failure of the mounting pins.	Standard	
PUSH FRAME	An adjustable strut shall be provided to permit variations in cutting edge to ground plane angle. Adjustment shall be provided by a tubular telescopic brace attached to the top of the moldboard assembly and to the driveframe assembly. It will be adjustable without the use of tools. The outer tube shall be fabricated from hot rolled 2.75" O.D. x 0.344W mechanical pipe and the inner arm shall be from 2" O.D. solid bar stock.	Standard	
PUSH FRAME	The oscillating drive bar shall be made from 3/4" thick plate, 6" wide x 34" long. It shall attach to and oscillate about the rear bearing plate on a minimum 1-1/2" grade 8 bolt with castellated nut and cotter pin. The bearing plate and drive bar shall allow the plow to follow the contour of the road to the right or left. The drive bar shall be equipped with two 3/4" drive ears on 31" centers with minimum 1-3/8" pinning holes. Secured with Grade 8 hex head bolt with castellated nut and cotter pin.	Standard	
POWER TILT HITCH (please refer to the Figures tab, figures 17 and 18)	Hitch is a heavy duty snow plow hitch for use with a single patrol wing and capable of hydraulically tilting forward to accommodate a chassis tilt hood. Unit consists of truck and plow portions. Approximate height is 60", width 42". Will have continuous seam welding.	Standard	
POWER TILT HITCH	Tilt frame consists of two (2) vertical members of 4"x3"x3/8" steel tubing welded to 6"x4"x¾" angle and ¾"x3" plate at the base of the tilt frame to support 5/8" plate 4 position drive plates.	Standard	
POWER TILT HITCH	Drive pin plates are on 30½" centers. Four (4), ¾" pivot plates are welded to the bottom 7"x4"x3/8" tube horizontal member.	Standard	
POWER TILT HITCH	Bottom vertical and horizontal members are reinforced at the rear by two (2) 6½"x8"x3/8" gussets. Top member 4"x4"x3/8" wall tubing is welded to two (2) ½" upper side plates which are welded to the upper tube member and the two (2) vertical tube members.	Standard	
POWER TILT HITCH	Two (2) ½" lift arm plates are reinforced by two (2) 10"x6"x3/8" gussets or compatible equivalent.	Standard	
POWER TILT HITCH	The wing post supporting members are designed for high mast leveling or patrol type wing. The tilt frame shall include a lift lug, safety tilt chain, tilt portion outer alignment guides, two (2) tilt pin storage brackets, and a license plate bracket.	Standard	
POWER TILT HITCH	The front wing lower mounting tube is 7"x4"x3/8" tubing notched into the lower outside side plate weldments and welded to the inner tilting vertical riser tubes.	Standard	

Group 40590 Award 22910- TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16

Lot VII: DOT Upfitted Trucks: Item 1: (Class 8, 47,000 lb. GVWR, with Dump Body and Plow)			
POWER TILT HITCH	The upper wing post mounting tube is 4"x4"x3/8" and gusseted with 3/8" plate. The tube is fully welded to the upper tilting portion of the side plates and to the backside of the vertical riser tubes. Two (2), 1/4"x2"x13" plow light brackets will be welded to the upper post tube at a height that accommodates both one-way and reversible front plow moldboard heights.	Standard	
POWER TILT HITCH	The sideplate frame weldment is constructed of two (2) 1/2" plates and a top horizontal member of 4"x4"x3/8" tubing. Four (4), 1/2" anti-tilt pivot plates will be welded to the top of the horizontal member. Cylinder base support plates shall be reinforced. Tilting is accomplished by removing the two (2), 1" minimum anti-tilt pins and inserting a tilting pin through the lift arm and support plate and extending the cylinder. The tilt frame pivots are two (2), minimum 1 1/2" pins. The lift arm and hitch frame shall be designed with a minimum 4"x10" double acting lift cylinder with chrome or nitrided cylinder rod. <i>Cylinder pins are 1" cold rolled steel.</i>	Standard	
POWER TILT HITCH	The hitch allows for proper plow vertical adjustment with minimum 3 plow attachment point options. Two (2), 1-1/4" zinc plated plow attachments pins (shall be no-turn type).	Standard	
FRONT PLOW LIFT ASSEMBLY	The front plow hitch and lifting assembly shall be constructed of heavy steel members attached to the chassis frame. The design shall disperse plowing stresses and shock forces to the chassis frame. The hitch shall be designed to facilitate minimum vehicle degree turning radii (i.e. plowing shall not change chassis minimum turning radii) without interfering with plow or chassis components. Front plow lifting shall be accomplished via a "Power Tilt" design by a double-acting hydraulic ram through an appropriate level and linkage arrangement.	Standard	
LIFT CYLINDER	The plow lift cylinder shall be double acting with a minimum 4" bore, 10" stroke, chrome or nitrided piston rod and a wiper to clean the piston as it retracts into the cylinder. The base of the cylinder shall attach to the horizontal member noted above, while the cylinder rod attaches to a horizontal, pivoting lift yoke weldment fabricated from 3/4" plate. It shall be possible to lockout the plow lift action and instead hydraulically tilt the entire center portion of the plow attachment (and any applicable side wing appurtenances) forward so to accommodate a tilt hood truck chassis. This function shall use the same cylinder as noted above. In addition, it shall be possible with the removal of four pins, to expediently detach the plow lift device (and any applicable wing appurtenances) from the custom truck attachment for summer truck use.	Standard	
HARDWARE	Mounting fasteners and pins for primary component mounting (i.e. chassis frame to cheek plates, brackets to frame, etc.) shall be grade 8 strength. Other hitch connection bolts shall be grade 5 minimum. All bolts, nuts, and chain shall be zinc plated.	Standard	
CYLINDER RODS	All snow plow hydraulic cylinder rods shall be chrome or nitrided and have a rod wiper to clean the piston rod as it retracts into the cylinder tube.	Standard	
WING PLOW (please refer to the Figures tab, figure 19)	Single curbside patrol type wing plow assembly consisting of the wing plow moldboard assembly, front mast assembly, wing braces, and a rear mast assembly including a hydraulic reservoir assembly.	Standard	
WING PLOW	The rate of wing-plow descent, from full-up to full-down position, shall be at least 4 seconds. Maximum stowed width is 138" (inches). Stowed configuration shall not interfere with any other components (i.e. rear braces, exhaust pipes & shielding, mirrors, etc.). Removable front mast which attaches to front-mounted plow hitch. Sight markers required.	Standard	
WING PLOW	Moldboard minimum 8 USS gauge Grade 50 steel, ribbed, reinforced, braced for strength to meet warranty time periods. Nose height minimum 27". Trailing end height minimum 36". Minimum 11' Long. Full trip design. A dual vertical rib shall be provided at the trailing end of the wing-plow. It shall have eyeholes for the upper and lower rear wing-plow braces. The trailing end of the wing-plow(s) shall be diagonally cut back (approx. 45°). The horizontal cutting edge reinforcement shall be not less than 5" x 3-1/2" x 3/4" steel angle with welded-in reinforcing gussets. To facilitate cab entry, a non-slip step shall be provided on the inner side of the wing-plow(s).	Standard	
WING PLOW COMPONENTS (please refer to the Figures tab, figures 12 - 14, 16 and 19)	Wing Moldboard Assemblies shall have: Cover Blade (DOT ITEM B48) mounted on face of cutting edge = 3/8"x 6" one-piece SAE 1080 steel, AASHTO (standard highway) punched (11/16" for 3/4" bolts). Three (3) SAE 1020 steel cutting edges, two (2) sections = 48"x6"x3/4" sections (DOT Item 29) and one (1) section = 36"x6"x3/4" section (DOT Item 28) with tungstem carbide inserts. Leading cover blade & cutting edge cut/tapered to approximately 45°. Shall be fabricated to accept two (2) wear shoes designated DOT Item #19 or #19A.	Standard	
WING PLOWS	A link-chain grab hook shall be provided on the bottom reinforcement angle at its trailing end for attaching a safety chain.	Standard	
WING BRACES	A pair of telescoping type, parallel wing braces, shall support the rear of wing-plow(s). They shall be constructed of a minimum 2.88' O.D. x 0.31W hot rolled mechanical steel pipe outer tubes (reinforced at the telescoping end/s), and a 2-1/8" diameter steel rod inner member/s. The wing braces shall be mounted to the moldboard via a fixed bracket (i.e., gusset reinforced dual vertical reinforcing rib at trailing end of moldboard). The top brace shall be free to telescope and retract as the moldboard trips and returns. It shall be retracted by a heavy-duty tension spring with means for tension adjustment. The spring shall be placed on the forward side of the top brace. The active end of the return spring shall be an adjustment collar, or functional equivalent, setting the angle of the wing-plow and its clear plowing track. Regardless of whether braces are to be installed on the left or right side of the vehicle, their design & final assembly shall ensure that when installed the braces shall have their vertical hinge-pin bolts with heads oriented upward. The grease fitting on the braces' swivel collars shall be on the forward side of the collars. A lockout pin shall be provided to permit non-trip operation. The lockout pin when not in use shall be stored adjacently on the back of the wing-plow moldboard/ribbing in an appropriate bore or tube. The lockout and adjustment pins shall be held in place by retaining pins as specified elsewhere herein. The lower brace shall be designed to permit setting the angle of the wing-plow (currently a 9° attack angle) and its clear plowing width. Grade 2	Standard	
WING BRACES HYDRAULICS	A minimum 3" double-acting hydraulic cylinder shall accomplish the raising and lowering of the trailing end of the wing plow. An adjustable flow control shall control rate of wing descent if wing descent can not be controlled at the valve. Speed control valves shall be at inward side of the post. The cylinder shall be mounted diagonally between the rear parallel wing braces. The cylinder's stroke length shall be adequate to raise wing into a cab-tight travel position. The hoses to the lift cylinder shall have double-shut-off-quick-couplers at the rear post transition area. The lifting cylinder shall be protected against hose failure/rupture & impact loads (permits cylinder rod extension/retraction as needed for wing-plow full trip condition) by the addition of a counterbalance valve at the base end of the cylinder. The rear side and parallel brace configuration shall incorporate a safety chain to hold stored wing up safely.	Standard	

Group 40590 Award 22910- TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16

Lot VII: DOT Upfitted Trucks: Item 1: (Class 8, 47,000 lb. GVWR, with Dump Body and Plow)			
FRONT MAST	The front mast (wing plow mounting posts) shall be constructed from an 8" I-beam of 18.4 #/ft with a slideway on its outer side. Built into the top of the beam shall be a sheave housing which shall incorporate a 5" O.D. sheave turning on a 1" cold drawn steel pin with grease fitting. The sheave shall be equipped with a bronze bushing. The front mast shall be bolted to, and supported by a lower cross-member fabricated from not less than 7"x4"x3/8" wall rectangular tubing extending from the bottom of the truck attachment.	Standard	
FRONT MAST	The bottom crossmember supports shall be attached to and supported by the bottom of the front plow hitch frame. The lowest point shall not be lower than the lowest point of the chassis front wheel rim. Design shall allow the plow to follow road and shoulder contours. Posts shall be oriented to not allow wing-plow contact with front chassis wheels. Post position indicators shall be provided for patrol type wing plows. Patrol type wing plow posts shall be mid-height type having an integral lift cylinder allowing the entire assembly to tilt forward simultaneously. Patrol type assemblies shall have a lift cable powered by a hydraulic cylinder integrally mounted on the reverse (inner) side of the vertical posts and provide a minimum 36" vertical front wing slide lift. Sheaves shall be greaseable. Lift cables shall be 1/2" diameter, 8x19 Independent Wire Rope Core (IWRC). Bottom hose fitting shall be shielded.	Standard	
FRONT MAST CYLINDER	The cylinder bore shall be 3" diameter minimum and be sheaved and reeved to provide minimum 36" vertical front wing slide lift.	Standard	
WING SLIDE ASSEMBLY	Sliding Hinge Assemblies (i.e. "D" Block): The front of a wing plow shall be mounted to the front hitch, wing-plow post via a sliding hinge assembly. The assembly shall be designed to permit horizontal angling, longitudinal pivoting, and tripping action of the wing-plow moldboard. A slide shall operate throughout its full range of adjustment including below grade shoulder plowing. Slide shall be removable from the wing post. Slide stops shall be provided. The longitudinal pivoting, wing-plow to "D" block slide assembly, fastener shall be a grade 5 mild steel, hex head, one and one-half (1-1/2") inch diameter, national course (NC), bolt drilled for a cotter key. It shall be provided with a flat washer, a slotted hex nut, tightened per DOT/OEM recommendation with a cotter key installed. This procedure shall ensure proper operation as the plow pivots on the bolt. It shall have a trip mechanism, which has an adjustable torque type return spring of minimum 7/8" diameter wire and a lockout mechanism with a lockout pin. The lockout pin, (when not in use) shall be stored adjacently on the back of the wing-plow moldboard/ribbing in an appropriate bore or tube. Shall provide a clevis to properly center the lift	Standard	
REAR MAST/WING CABINET FRAME ASSEMBLY	Shall consist of the pump drive arrangement, pump, control valve assembly, hydraulic cylinders, oil reservoir, enclosed cabinet, front and rear support masts and all necessary hose lines and fittings for operating the equipment noted within the specifications. The power hydraulic control unit shall be located within a clear space behind the cab and in front of the dump body. The control unit shall serve as a cross-member and to add strength to the general assembly, it also shall be from not less than the same 10" structural channel as the rear support mast. Both the rear vertical mast and the horizontal cross-member, which also serves as the enclosure floor, shall be fabricated from 10" channel at 20 #/ft. The main bodies of the valve and cylinder enclosures shall be formed from not less than eight (8) gauge hot rolled steel sheet and each shall include a cover. The control valve/cylinder cabinet(s) shall have weatherproof hinged closeable metal covers/doors ensuring that all components inside the cabinet are fully protected from exposure to rain, snow, and road spray.	Standard	
REAR MAST OIL RESERVOIR (please refer to the Figures tab, figure 20)	A removable hydraulic oil reservoir, as noted above, shall be located above the valve enclosure in such a way that its bottom does not contact the enclosures top so as to deter corrosion. The reservoir shall be fitted within in-tank type 10 micron in-line filter, an oil lever/temperature sight gauge and 2 internal baffles. A 2" shut-off valve shall be installed at the tank. A 3/4" shut-off tank drain, shall be in-line. An Eaton FD9010450404, or compatible equivalent, pressure gauge fitting with cap will be installed. The reservoir shall contain a low oil level system that will shut down if failure occurs within the system. Warning light(s) and an audio alarm with an override switch shall also be installed on the dash and/or cab panel.	Standard	
REAR MAST CYLINDERS	Rear slide cylinder shall not be less than a 3" diameter double acting high-rise type, located outside the rear mast vertical support beam with a minimum 20" travel.	Standard	
REAR MAST VALVE BANK	The supplied valve bank assembly shall be a load-sensing design having a minimum flow rating of 40 GPM with nominal pressures to 5,000 PSI. It shall have an adjustable relief on the inlet section pre-set higher than the pump. The valve assembly shall include working sections for the plow, wing, and body/material spreader functions. Air actuator valves shall be on of the control valves.	Standard	
REAR MAST VALVE BANK CONTROLS	All valve control actuation shall be accomplished via proportionally balanced pneumatic over hydraulic air controllers and cylinders. The control shall be located on a pedestal-mounted pivoting console, which will adjust to accommodate either the driver or wingman operation. Control shall include a secondary filter, regulator, and lubricator.	Standard	
REAR WING PLOW POST ASSEMBLY	The vertical wing-plow post shall be a ten (10") inch "I" beam or a ten (10") inch "C" channel, with flange widths sufficient to accept the plow wing slide assembly(ies). Schedule 80 pipe braces (minimum 2 1/2"), including one projecting rearward at approximately 45°, shall be provided between the bottom of the post and the chassis frame.	Standard	
REAR SLIDE ASSEMBLY	The rear slide shall have a pair of double shear eyehole weldments. The weldments should be angled forward to align with the rear braces and have gusset reinforcement(s) to ensure proper mount strength. Weldment(s) with double shear eyeholes for attaching the lifting cylinder shall be provided on the slide. The rear slide may require a notch (inverted "U" shape) at its bottom edge. The notch shall ensure that the slide functions throughout its full range of adjustment including below grade shoulder plowing. The rear slide and parallel brace configuration shall incorporate a safety chain to hold stored wing up safely. Slide stops shall be provided.	Standard	
PRE-WET SYSTEM	The Pre-Wet system consists of the power unit (in-line flow meter), a hydraulically driven pump, a stainless steel spray bar assembly, control valves, two 75 gallon minimum on board storage tanks, nozzles, tubing, filters, support hardware and Dickey John controls noted above to be used as a de-icing system for winter road maintenance spreaders. It achieves a consistent ratio of liquid to solid. The user, at the point of installation and calibration, shall be able to adjust the ratio within its operating range from 0 to 100 percent flow. The design of the system will allow 0.5 to 10 gallons per minute at a maximum pressure of 30 PSI to be sprayed directly onto the material as it is spread from the truck. The spray bar supplied with this system will apply large liquid droplets that minimize drift in turbulent air and maximize use of chemicals.	Standard	
PAINT	Plow components shall be powder-coated or painted: Front plow = flat black; Wing plow = Safety/ chrome yellow.	Standard	

Group 40590 Award 22910- TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16

Lot VII: DOT Upfitted Trucks: Item 1: (Class 8, 47,000 lb. GVWR, with Dump Body and Plow)			
STRIPING (please refer to the Figures tab, figures 3 and 4)	Eight-inch (8") wide, reflective tape, Dark Blue 580-75 or 680-75 Scotchlite™ reflective series by 3M™ (or compatible equivalent providing a dark blue reflectivity) providing forty-five (45°) stripes shall be applied to the rear of the dump body. Width of stripe shall be measured perpendicular to the length of the stripe. This striping shall slope downward to (driver's side of vehicle) streetside of the vehicle at a forty-five degree (45°) angle from horizontal. The stripes shall be spaced at twenty-four inch (24") intervals center to center when measured perpendicular to the stripe. This spacing location (relative to overall surface being striped) shall provide the maximum number of full width blue stripes across the vehicle and its bumpers.	Standard	

Group 40590 Award 22910- TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16

Lot VII: DOT Upfitted Trucks: Item 2: (Class 8, 66,000 lb. GVWR, with Dump Body and Plow)

Note: Discounts are from MSRP. The actual Item awarded may exceed the minimum specifications listed below in the Base Item Specifications. The Authorized User may elect to add Additional Options and Aftermarket Components (AOAC), delete Options and Aftermarket Components, or substitute a Base Item feature that is an Option or Aftermarket Component with another Option or Aftermarket Component. See Contract Section 3.2.7 *Chassis Cab and Truck Body OEM Options* and 3.2.8 *Aftermarket Components*. Additional Chassis Cab, Truck Body and Plow Models may be offered in accordance with Contract Section 3.2.5 *Chassis Cab, Truck Body and Plow Substitutions*.

Awarded Model		Chassis Cab, Dump Body or Plow Discount	AOAC Discount	Final Order Due Date	2018 Model Year NYS Net Contract Price
Chassis Cab	2018 International Workstar 7600 SFA 6X4 2010 (SF567)	53.26%	45.60%	TBD	\$106,576.52
Dump Body	2017 Viking -Cives Proline 1314DA	30%	30%	TBD	\$50,378.86
Plow	2017 Viking Oneway OW3564HSE9	30%	30%	TBD	\$15,860.61
Base Item Unit Price					\$172,815.99
Delivery Cost Per Mile					\$0.10

Base Item Specifications			
Category	Specification	Standard/Optional?	Feature/ Option Code
General	Drive Configuration 6x4	Standard	SF567
General	Width Maximum (excluding mirrors) = 102"	Standard	SF567
General	CA - 130 in. minimum.	Standard	SF567
General	WB - 202 in. minimum.	Standard	SF567
General	GVWR - 66,000 lb. minimum	Standard	SF567
General	GCWR - 100,000 lb. minimum.	Standard	SF567
General	EPA Green House Gas \$500.00 Surcharge for 2018 Navistar N13 Engine included	Standard	TBD
Cab	Conventional day cab, left-hand steer, with forward tilting hood with over center design or prop that will support the hood in the open position.	Standard	16030, 09WBK
Cab	The hood/s hatch opening shall offer access to the engine compartment for CDL daily component/fluid inspection. Engine oil and wind shield washer fluid must be serviceable (replenished) through hood hatch opening/s or compatible equivalent. A Hood capable of fully tilting, and will not interfere with plow hitch (in plow configuration) is acceptable in-lieu of hatch(s)	Optional	09ANG
Cab	Air ride cab.	Standard	16WSK
Cab	Cab entry: 3-point ingress/egress standard.	Standard	16030
Cab	Bright finish hood grille.	Standard	09HBM
Cab	Weatherpack style quick disconnect wiring connections near cowl hinges for service line to cowl/hood components.	Standard	8000
Cab	Inner fender flaps will extend below lower frame rail from the front to and include behind the front wheel.	Optional	09HBN
Cab	Electrically heated (minimum sides and bottom of windshield), tinted windshield.	Optional	16VSL
Cab	Cab Steps: Two (2) steps minimum; minimum 4½" wide, aluminum, non skid, non-slip type, mill finish, rounded corners, equally spaced, full length of door opening, offset from each other, 1st step height ≤ 19" off ground.	Standard	16030
Cab	Vendor shall provide and install a PCTEL Model MLB4700S roof mounted antenna and necessary coaxial wire in a configuration suited to customer's order. Shall be mounted at the center top of roof. Antenna coaxial will be of sufficient length to terminate at back of cab.	Optional	
Frame	Single channel minimum 120,000 psi. steel, minimum 10" deep full length.	Optional	01CAJ
Frame	RBM: 2,600,000 in. lb. minimum.	Optional	01CAJ
Frame	Continuous clean rails. No bolt-on extensions, front or rear.	Standard	01WTX
Frame	Manufacturer's recommended rear crossmember.	Optional	01CAJ
Frame	The Unit's Standard "BA": End-of-Frame [front bumper and/or front of cowl/grille] to front axle, shall be maximum 48" inches. The truck shall have an approximate twenty (20") front frame extension. The front axle to end of the front frame extension shall be, maximum 66 inches. The Unit's Standard "BA": End-of-Frame [front bumper and/or front of cowl/grille] to front axle, shall be maximum 48" inches. The truck shall have an approximate twenty (20") front frame extension. The front axle to end of the front frame extension shall be, maximum 66 inches.	Optional	01WDS
Frame	Two (2) tow hooks mounted on front frame rails.	Optional	1570
Engine	In-line 6 cylinder liquid-cooled, diesel conforming to current EPA &/or CARB emissions.	Optional	12WZB
Engine	Minimum 405 HP.	Optional	12BCR
Engine	Minimum 1,450 lb.-ft.	Optional	12BCR
Engine Fuel	Biodiesel (B5) Compatible, (minimum).	Optional	12BCR
Engine Equip.	All engine filters will be readily accessible (including after body upfitting).	Standard	12BCR
Engine Equip.	Heavy duty air cleaner with under hood/outside air intake.	Optional	12VAG
Engine Equip.	Air filter status gauge.	Optional	12VAG
Engine Equip.	110/120 VAC 1,500 watt engine block heater with 3 prong covered receptacle mounted below left cab door.	Optional	12WCT
Engine Equip.	Extended life anti-freeze (minimum -34° F protection).	Optional	12772
Engine Equip.	Electronic hand throttle, cruise control.	Optional	12BCR
Engine Equip.	Primary Fuel Filter = Davco Fuel Pro (fluid heat using engine coolant), fuel/water separator with integral heater control tied into block heater (No Substitution).	Optional	15LML
Engine Equip.	Secondary OEM Fuel Filter = 10 micron spin on or cartridge type fuel filters compatible with biodiesel.	Standard	15LKU
Engine Equip.	Visual and audible engine alarm system with reset, activated by low engine oil pressure, low coolant level or high coolant temperature	Standard	16HBA
Engine Equip.	Engine brake (minimum 2 position with back lit switch (es)).	Optional	07SDK
Transmission	Geared for engine HP and Torque to maintain 5 mph to 65 mph (transmission scans needed to verify correct gearing).	Optional	13AUW
Transmission	Automatic - Allison 4500 RDS series - 6 Speed (No Substitution).	Optional	13AUW
Transmission	Set up for 3rd or 4th gear hold @ 33 mph ± 2 mph @ 2100 rpm as determined by scans.	Optional	13WDT
Transmission	Allison transmission oil cooler.	Optional	13WAW
Transmission	Audible alarm and engine de-rate for overheating conditions.	Standard	16HBA
Transmission	Power take off provision for a top or side mounted "hot shift" PTO unit top or side mounted.	Optional	60AAH, 60ABE
Transmission	Synthetic lubricant as recommended by Allison.	Optional	13WLM

Group 40590 Award 22910- TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16

Lot VII: DOT Upfitted Trucks: Item 2: (Class 8, 66,000 lb. GVWR, with Dump Body and Plow)			
Transmission	Transmission dipstick.	Optional	13AUW
Transmission	Electronic cruise control.	Optional	12BCR
Transmission	Wiring to include shift inhibit and park-to-neutral.	Optional	13WEH
Transmission	Vehicle ground speed signal shall be provided inside the vehicle cab. This signal will be used by others for the purpose of feeding automated spreader control systems that require a vehicle speed signal. (These spreader control systems will be installed by others). This may be provided by installing a dedicated terminal inside the cab that is easily accessible, labeled and designed to connect to. If this is not available a wire providing the required signal from another source is to be coiled and labeled inside cab. This must be an OEM offering, splicing into the vehicle or transmission wiring is prohibited.	Optional	12VYL
Drive Line	Powertrain - Driveline and U-Joints shall be as recommended by manufacturer to withstand maximum torque applications of	Standard	6000
Front Axle	Non-driving steerable type; minimum 20,000 pound capacity.	Optional	02ARY
Front Axle	Manufacturer's most set forward axle.	Standard	SF567
Front Axle	Oil bath type wheel bearing with visual oil-level indicator type caps or lifetime sealed hub bearing assemblies rated for axle.	Optional	29WLK
Steering	Dual power steering gearboxes. Single left-hand steering gearbox with power assist cylinder not acceptable.	Optional	05PTB
Steering	Provide power steering oil cooler.	Optional	05WAJ
Steering	High capacity power steering reservoir with sight gauge, or on dash level indicator.	Optional	05PTB
Rear Axle	Minimum single reduction type.	Optional	14HRB
Rear Axle	Minimum 46,000 pound capacity.	Optional	14HRB
Rear Axle	Axle ratio to be resolved at pre-build meeting.	Optional	14HRB
Rear Axle	Synthetic gear oil.	Optional	14WMK
Rear Axle	Oil bath type wheel bearings and seals.	Optional	14HRB
Rear Axle	Magnetic drain plug.	Optional	14HRB
Suspension	Front springs 20,000 lb. capacity minimum.	Optional	03ACS
Suspension	Hendrickson HMX 460 rear suspension 46,000 lb. capacity minimum.	Optional	14ULY
Suspension	For single wing plow-specified units, additional leaf/leaves or Timbren assist will be added to the appropriate front spring.	Optional	3770
Brakes	Brake rating must meet or exceed GVWR.	Standard	4091
Brakes	Dual air system - minimum 15.5 ft ³ water-cooled, engine oil lubricated compressor with Bendix DV-2 or compatible equivalent automatic drain valve on all tanks, and Bendix AD-9 Series heated air dryer or compatible equivalent.	Optional	04SPM, 04EBS
Brakes	Schrader valve shall be provided in wet tank.	Optional	
Brakes	Antilock Brake System (ABS), self diagnosing, four channel type minimum.	Standard	04AZJ
Brakes	Minimum gross front axle brake rating equal to front axle capacity. Must meet Federal guidelines.	Standard	4091
Brakes	Minimum gross rear axle brake rating equal to rear axle capacity. Must meet Federal guidelines.	Standard	4091
Brakes	Parking: Spring-actuated, double diaphragm.	Standard	04EVL
Brakes	Air actuated, S-Cam Type drum brakes with fabricated shoes, open anchor type.	Standard	04NDB
Brakes	Clamp type brake chambers.	Standard	04EVH
Brakes	Automatic Haldex slack adjusters provided on all axles.	Standard	04LAA, 04LGA
Brakes	Air hoses adequately secured to chassis @ 18" intervals.	Standard	4091
Brakes	Front & rear brake dust covers.	Standard	4091
Brakes	Electric trailer brake controller Reese Brakeman #83500 or compatible equivalent (i.e. wiring/mounting provisions).	Optional	
Wheels	Front - 22.5" x 9.0" steel disc, 11.25 Accuride® (5.25" inset) #29039; one piece, 10 hole hub pilot with 5 hand hole configuration, nylon spacers.	Optional	27DPL, 29WAP
Wheels	Rear - 22.5" x 9.0" steel disc, 11.25 Accuride® (7.0" offset) #29300; one piece, 10 hole hub pilot with 5 hand hole configuration, nylon spacers.	Optional	28DMW, 29WAR
Tires	The combined tire rating shall meet or exceed the axle rating. Shall be steel belted radial (SBR) ply tubeless type, load range "H" (sixteen ply rating (16PR)) or better, from same manufacturing source and brand. Tire valves shall be readily serviceable from the outside face of the wheel. Agency will have final decision on tread class and style/design.	Optional	29ACD
Tires	Front Tires - Minimum 10,000 lb. rating/tire @ 65 mph. Reference 315/80R22.5. Tread = Bridgestone M860 or equivalent. Balanced.	Optional	7782548109
Tires	Rear Tires- Minimum rating of 7,390 lb. /tire @ 65 mph (reference = 12R22.5). Tread = Bridgestone M799 or equivalent.	Optional	7382158105
Tires	1 1/4" minimum clearance between tire sidewall and chassis components.	Optional	14HRB
Electrical	Alternator - minimum 150 amp., heavy duty brushless. - Leece Neville BLP 2309 or equivalent.	Optional	08GGG
Electrical	Minimum Three (3) heavy duty, 12V, 1,000 CCA maintenance free, BCI Group 31. 165 minute reserve capacity, stud type posts, rubber boots & anti-corrosion treatment on all terminals.	Standard	08MHD
Electrical	Battery box shall have quick release cover retainers. Batteries shall be shielded from road spray (salt) & still maintain ventilation.	Optional	08WEK
Electrical	Battery Cabling secured by Beringer bolt-on style clamp assemblies or compatible equivalent.	Optional	8875
Electrical	SAE blade type fuses or circuit breakers.	Standard	8000
Electrical	Electrical connections outside of the cab treated with Truck-Lite compound grease #97948 or compatible equivalent. Electrical wiring outside the cab shall be encased in heavy duty loom or compatible equivalent. Any unused wires, plugs, or connectors shall be removed or capped and secured outside the loom. Splices of any type shall not be accepted, except for OEM cab-chassis locking-type quick-connect-disconnect wire couplings conforming to SAE/J163. Any unused energized leads shall be capped.	Standard	8000
Electrical	Chassis manufacturer will provide necessary electrical accommodations for body upfitter.	Optional	08HAB
Electrical	Weather proof sealed A.T.A. socket for all trucks.	Standard	08TME
Electrical	Halogen type headlamps minimum. All other chassis provided lights shall be LED where applicable.	Optional	08WML
Electrical	Minimum two (2), door activated, roof mounted interior lamp(s) with manual switch.	Standard	16030
Electrical	Standard audio package (AM/FM minimum).	Optional	08RKB
Electrical	Standard gauge/instrumentation package - Includes engine oil pressure, water temperature, fuel, tachometer and voltmeter, with warning lights for low coolant level, low oil pressure and high coolant temperature, transmission oil temperature gauge, odometer, engine hour meter, speedometer.	Standard	16HBA
Electrical	Two (2) 12V DC outlets - dash mounted.	Optional	08875, 08WCK
Electrical	Two (2) speed + intermittent wipers. Standard Manufacturer Controls.	Standard	16030
Electrical	Dual electric windshield washers.	Standard	16030
Electrical	Dash mounted auxiliary switches wired to back of cab for upfitter lighting wiring (Minimum Qty. 6 switches; 20A maximum).	Optional	60AAG
Electrical	Headlight dimmer switch. Control on directional signal lever.	Standard	8000

Group 40590 Award 22910- TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16

Lot VII: DOT Upfitted Trucks: Item 2: (Class 8, 66,000 lb. GVWR, with Dump Body and Plow)			
Electrical	Self cancelling turn signals.	Standard	8000
Electrical	Heavy Duty 4-way flasher.	Standard	8000
Electrical	Equipped with CB radio provision in overhead console. Wiring feed is from the accessory side of the ignition switch. Antenna wiring to the exterior mirrors. No antennas needed.	Optional	08RCB
Electrical	Two (2) way Radio power wire: 10 gauge power wire , wired to and fused at battery. Power wire shall be coiled and labeled and terminate inside cab.	Optional	08REA
Electrical	Plow light electrical circuit pre-wired to front grille area with dash mount on/off switch.	Optional	08THB
Interior Equip.	Air conditioning, fresh air heater with minimum dual outlet defrosters.	Optional	16WCT
Interior Equip.	Color - Standard manufacturer offering.	Standard	16WRX
Interior Equip.	Seats: Two (2) Air National 2000 highback or compatible equivalent. Vinyl covering. Minimum seatback height = 31" above horizontal.	Optional	16JNT, 16RPV
Interior Equip.	Inboard and outboard arm rests (door mounted acceptable).	Optional	16WBY, 16WBZ
Interior Equip.	Manufacturer's longest seat belts. Hi-Visibility Orange.	Standard	16VCC
Interior Equip.	Adjustable, tilting & telescoping steering column. Eighteen inch (18") diameter urethane grip steering wheel.	Optional	05710, 05CAL
Interior Equip.	Manufacturer's standard headliner.	Standard	16WRX
Interior Equip.	Interior sun visors on both sides.	Standard	16WRX
Interior Equip.	Minimum two (2) cup holders.	Standard	16WRX
Interior Equip.	Storage pocket (s) in driver's door.	Standard	16WRX
Interior Equip.	Rubber floor covering.	Standard	16WRX
Interior Equip.	Inside door pulls/handles on both doors.	Standard	16WRX
Interior Equip.	Power windows, Minimum right side power up/down.	Optional	16WJU
Interior Equip.	All trucks keyed alike (door locks & ignition keys).	Optional	10WBA
Interior Equip.	Fuel tank: 93 gallon usable minimum. Aluminum, stainless steel straps, dielectric electrolysis prevention, unpainted, mill finish, "Diesel Fuel" Label.	Optional	15SJR, 15924
Interior Equip.	Reinforced rubber/vinyl splash guards both sides of cab forward of steps (wheel well guards may be offered in lieu of).	Optional	09HBN
Interior Equip.	Dual electric horns rated to meet SAE standard J377.	Optional	8541
Interior Equip.	Back up alarm - 97 dB minimum.	Optional	08THB
Interior Equip.	West Coast style heated mirrors (minimum 7"x14.5") or compatible equivalent, mounted on each side of the cab.	Optional	16SNB
Interior Equip.	Eight inch (8") round convex mirrors or equivalent mounted below the West Coast mirrors.	Optional	16SNB
Interior Equip.	Frame-mounted Selective Catalytic Reduction (SCR).	Optional	07BEP
Interior Equip.	Diesel Particulate Filter must be located under the cab.	Optional	07BEP
Interior Equip.	Shielded vertical stack; height not over 11' from ground; with turnout at top of pipe; cannot interfere with plow equipment.	Optional	07WCR, 07WAZ
Cooling System	Includes a cross flow radiator based system and other manufacturer's recommended components (i.e. thermostat, temperature controlled fan, fan drive, coolant reservoir, heater/cooling hoses, cooling system filter, etc.) that will meet maximum heavy duty engine cooling requirements allowing safe vehicle operation during high-heat inducing operations such as snow plowing. Conversely, system will have adequate coolant protection to avoid system freeze-ups.	Standard	12UBL
Paint	All surfaces conducive to paint shall be properly prepared by thorough cleaning and treating as recommended by the manufacturers of the paint and the equipment. Primer and paint shall be of the highest quality and uniform throughout and shall be properly applied to insure that no fading, flaking or discoloration will occur. All components of one color shall match. Colors shall be as follows: undercarriage, suspension components, axles, battery box(es) and frame shall be standard chassis black. Cab shall be Dupont Chrome Yellow 6578X or compatible equivalent with clear coat (i.e. cab, hood sides, fenders, etc.). Dupont Blue #6014 or compatible equivalent flattened to 25° gloss or 3M Vinyl Wrap covering the top surface of hood. Paint shall be manufacture's standard quality/process.	Optional	10208, 10661, 10761, 10769, LOCATION 1: CAB - 4505 YELLOW (PREM), LOCATION 2: HOOD - 6A89 BLUE L LEVEL
Miscellaneous	5-pound, dry chemical Class A, B, and C fire extinguisher mounted in cab, location determined at Pre production meeting..	Optional	
Miscellaneous	Roadside reflector kit consisting of three (3) bi-directional reflective triangles.	Optional	10WCY
Miscellaneous	First Aid Kit - Zee Deluxe truck kit #105, or compatible equivalent.	Optional	
Miscellaneous	Manuals (printed and bound, on CD, or at an online website), as follows: One (1) Operating manual per unit. One (1) shop repair manual per operating location. One (1) parts manual per operating location.	Standard	10WJH
Warranty	Manufacturer's standard chassis cab, engine, transmission, exhaust & emissions, carrier/axle, and driveline warranties.	Standard	40118
General	Except for the noted size differences (i.e. 10' versus 13'; 6 cy versus 10 cy), the material specifications and operational characteristics for the Tandem Axle Dump Body and Plow are to be considered the same as for the Single Axle Dump Body and Plow (see "Lot VII DOT 47k Upfitted" worksheet for specifications).	Standard	
DUMP BODY	A thirteen feet (13') long, ten (10) cubic yard combination dump body, rear discharge, and hydraulics & controls for snowplowing, and a dual auger material spreader.	Standard	Viking Proline 1314DA
DUMP BODY	Hoist: Class 80 or better. Trunion mounted cylinder. Mailhot #CS-120-5-3 or compatible equivalent.	Standard	
LIQUID APPLICATION SYSTEM (LAS) (please refer to the Figures tab, figure 22)	Unit will be upfitted with necessary valves, pumps, switches, wiring and plumbing to accommodate a LAS system for anti-icing and de-icing activities and shall consist of 4 additional OEM rockers switches integrated into dash., and wired through a 9 conductor wire terminating at 9 pin trailer plug mounted near left rear of cab on the rear wing cabinet.	Standard	

Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (This Lot last updated 1/14/2016)

Lot VIII: Thruway Upfitted Trucks (Class 8, 37,000 lb. GVWR, with Dump Body and Plow)	
Note: Discounts are from MSRP. The actual Item awarded may exceed the minimum specifications listed below in the Base Item Specifications. The Authorized User may elect to add Additional Options and Aftermarket Components (AOAC), delete Options and Aftermarket Components, or substitute a Base Item feature that is an Option or Aftermarket Component with another Option or Aftermarket Component. See Contract Section 3.2.7 <i>Chassis Cab and Truck Body OEM Options</i> and 3.2.8 <i>Aftermarket Components</i> . Additional Chassis Cab, Truck Body and Plow Models may be offered in accordance with Contract Section 3.2.5 <i>Chassis Cab, Truck Body and Plow Substitutions</i> .	

Awarded Model		Chassis Cab, Dump Body or Plow Discount	AOAC Discount	Final Order Due Date	2016 Model Year NYS Net Contract Price
Chassis Cab	2016 7400 SFA 4X2 (SA525)	53.26%	45.60%	TBD	\$67,216.28
Dump Body	2015 Galion 400U	30%	30%	TBD	\$33,060.00
Plow	2015 Viking Full Trip PRRL1036FE NYS Thruway	30%	30%	TBD	\$6,855.00
Base Item Unit Price					\$107,131.28
Delivery Cost Per Mile					\$0.10

Base Item Specifications			
Category	Specification	Standard / Optional?	Feature/Option Code
General	Drive Configuration 4x2.	Standard	SA525
General	Cab to Axle Dimension: 84" approximately.	Standard	SA525
General	Frame after Axle: (A/F) 68" minimum.	Standard	SA525
Cab	Conventional day cab, left-hand steer, with 1-piece forward tilting hood with over center design or prop that will support the hood in the open position. Hood will not interfere with plow hitch assemblies.	Standard	16030
Cab	Cab entry: 3-point ingress/egress steps and handles standard. Interior & exterior grab entry handles at each doorpost.	Standard	16030
Cab	Tinted glass.	Standard	16030
Cab	AM/FM radio.	Optional	08RKB
Cab	Factory air conditioning.	Optional	16WCT
Cab	Glove compartment, overhead storage, or dual door pockets.	Standard	16WRX
Cab	Dual sun visors.	Standard	16WRX
Cab	Dual arm rests.	Optional	16WBY, 16WBZ
Cab	Dome light.	Standard	16030
Cab	Manufacturer's highest output fresh air heater with dual defrosters.	Standard	16WCT
Cab	Electric intermittent windshield wipers with heavy duty transmission.	Standard	8000
Cab	Dual windshield washers with break resistant type reservoir mounted under hood or other approved location.	Standard	8000
Cab	Two stainless steel exterior Senior West Coast type mirrors. Mirror heads are to be approximately 7 x 16 inches.	Standard	16SNA
Cab	Cab grab handles (both sides of Cab) are required. The handles may be outside or inside the truck cab.	Standard	16030
Cab	Adjustable steering column with a maximum 18" steering wheel.	Optional	5710
Cab	Electronic hand control throttle (adjustable from idle to governed rpm).	Optional	12NWC
Cab	Direct reading type gauges (no warning lights), except for low air PSI light.	Standard	16HBA
Cab	Cab door locks and ignition lock shall be keyed alike on all trucks.	Optional	10WBA
Cab	All hood openings shall have a prop (or other) that will support the hood in an open position.	Standard	16030
Cab	Dual electric horns.	Optional	8541
Cab	Air horns with covers. The exact location will be resolved at the pre-production meeting.	Optional	08WVP
Frame	Manufacturer's standard rear crossmember.	Optional	01CAG
Engine	Liquid cooled inline 6 cylinder diesel.	Optional	12WZB
Engine	Minimum 300 HP @ 2200 RPM.	Optional	12NWC
Engine	Minimum 635 lb.-ft. @ governed speed.	Optional	12NWC
Engine	Dry type air cleaner with contamination level indicator and branch connection for air compressor intake.	Standard	12VBC
Engine	Engine hour meter.	Standard	16HBA
Engine	Tachometer.	Standard	16HBA
Engine	OEM automatic low oil pressure/high engine temperature low coolant level shutdown with override. Documentation shall be provided (in the truck cab) to show that the engine protection parameters are programmed.	Standard	16HBA
Engine	Magnetic drain plug in oil pan.	Optional	12NWC
Engine	All engine filters will be readily accessible (including after body upfitting).	Optional	12NWC
Engine Equipment	Air filter status gauge dash mounted.	Optional	16HHE
Engine Equipment	Secondary OEM Fuel Filter = 10 micron spin on or cartridge type fuel filters compatible with biodiesel.	Optional	12NWC
Exhaust	Horizontal exhaust.	Optional	07BEM
Radiator / Cooling	Manufacturer's heavy duty EPDM coolant hoses.	Optional	12UCW
Radiator / Cooling	If silicone hoses are provided, constant tension clamps are required.	Optional	
Radiator / Cooling	Water filter conditioner required (if conventional coolant is provided).	Optional	12UCW

Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (This Lot last updated 1/14/2016)

Lot VIII: Thruway Upfitted Trucks (Class 8, 37,000 lb. GVWR, with Dump Body and Plow)			
Radiator / Cooling	Heat shrink band clamps are not acceptable.	Optional	12WCG
Radiator / Cooling	Thermostatically controlled (40°F on 55°F off) engine block heater with a covered plug in type terminal box mounted in an appropriate location. Exact location to be resolved at pre-production meeting. Wiring shall have no splices. Zero Start or equal.	Optional	12959
Radiator / Cooling	Extended Life Antifreeze (minimum -34 F protection).	Optional	12UCW
Radiator / Cooling	Protection level shall be tested and clearly marked.	Optional	12UCW
Transmission	5 speed automatic. Allison model 3500 RDS on/off highway (wide ratio). No substitutions.	Optional	13AVG
Transmission	Illuminated transmission temperature gauge.	Optional	16HGH
Transmission	Overheat warning light.	Optional	16HGH
Front Axle	Front axle to be in the most set forward position available from the manufacturer for snow plow applications.	Standard	SA525
Front Axle	I beam type with a rated capacity of 14,000 lb. minimum.	Standard	02ARV
Front Axle	Front shock absorbers.	Standard	03AGU
Rear Axle	23,000 lb. minimum capacity with heavy duty springs with auxiliary unit.	Standard	14VAH
Rear Axle	The gear ratio must permit a minimum top speed of 65 mph and shall and shall provide sufficient torque at low speeds to allow a fully loaded vehicle to perform effectively (Gear ratio selection will be resolved with the contractor at the pre-production meeting).	Standard	14051
Brakes	Dual air system - minimum 15.5 ft ³ water-cooled, engine oil lubricated compressor with Bendix DV-2 or equal automatic drain valve on all tanks, and Bendix AD-IP/IS heated air dryer or equal.	Standard	4091, 4722, 04EBT
Brakes	The reservoirs shall have a Schrader type air charging valve located in a Thruway approved location (to be discussed at the pre-production meeting).	Optional	
Brakes	Brake shoe assemblies shall be the single anchor pin "S" type with quick change capabilities.	Standard	04JCJ, 04NDB
Brakes	Haldux automatic slack adjusters are required.	Standard	04LAA, 04LGA
Brakes	Removable dust shields provided on all wheels	Standard	4091
Brakes	Rear brake chambers to be combination service/spring parking, entirely epoxy coated sealed type with air exchange tube and plug/grommet 8019021 to seal the upper holes. The lowest hole in the brake chamber is to be left open for drainage. MGM model TRTS. No substitutions.	Optional	04EVH
Brakes	Slack adjuster clevis pins to be stainless steel. No substitutions.	Optional	
Brakes	Antilock Brake System (ABS), self diagnosing, four channel type.	Standard	
Brakes	Air hoses secured to chassis.		
Frame	Section modulus and yield strength as recommended by the manufacturer to achieve a resistance bending moment (RBM) of a minimum of 2,000,000 inch pounds.	Optional	01CAG
Rims	8.25 x 22.5, five hand hole, nylon spacers between rims and between rims and hubs.	Optional	27DPX, 28DRN
Tires	Steel belted, radial tubeless, size 11R22.5 - load range H, single front and dual rear.	Optional	7382138125
Front Tires	Front tires shall be Goodyear G286 or equal, balanced to within 1/2 ounce.	Optional	7382138125
Rear Tires	Rear tires shall be Goodyear G164 or equal.	Optional	7382138125
Battery	12 volt 1875 CCA minimum, maintenance free.	Optional	08MKL
Battery	Battery cable connections shall be properly coated (on all sides) with dielectric grease. FluidFilm® or compatible equivalent.	Optional	8875
Electrical	All wiring splices shall be done utilizing "UZ Engineered Products" or "Belden Solder Seal" low temp self soldering /adhesive lined shrink tube butt connectors or compatible equivalent. Crimp style connectors are not permitted.	Standard	8000
Electrical	Alternator - minimum 150 amp.	Standard	08GXD
Electrical	Two (2) heavy duty, 12V, 1,000 CCA maintenance free, BCI Group 31. 165 minute reserve capacity, stud type posts, rubber boots	Optional	08MKL
Electrical	Dash mounted auxiliary switches wired to back of cab for upfitter use (Qty. 4 switches).	Optional	60AAG
Electrical	Self cancelling turn signals.	Standard	8000
Electrical	Heavy Duty Electronic 4-way flasher.	Standard	8000
Electrical	OEM 2-way radio ready including power and ground wire coiled and labeled inside cab.	Optional	08REA
Interior Equipment	High back air ride seating for both driver and passenger in standard cab	Optional	16JNT, 16RPV
Exterior Equipment	Dual electric horns rated 130 dB @ 4 inches (4") minimum.	Optional	8541
Exterior Equipment	Back up alarm - 107 dB minimum.	Optional	08WDG
Exterior Equipment	West Coast style mirrors (7"x16") or functional equal, mounted on each side of the cab.	Standard	16SNA
Exterior Equipment	Eight inch (8") round convex mirrors or equivalent mounted below the West Coast mirrors.	Standard	16SNA
Exterior Equipment	Standard: horizontal exhaust.	Optional	07BEM
Fuel Tank and Steps	Safety tank type, aluminum, minimum of 50 gallons.	Optional	15SGJ
Fuel Tank and Steps	If the first step is 24" or more above the ground, additional steps are to be added. These steps shall be 18" above the ground and formed from grip strut. The step shall not protrude past the widest part of the truck. If an additional step is required it shall provide 4-1/2" of clearance between the top of the step and the next for foot (or boot) clearance.	Standard	16030
Tow Hooks	Rear only, 2 required.	Optional	

Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (This Lot last updated 1/14/2016)

Lot VIII: Thruway Upfitted Trucks (Class 8, 37,000 lb. GVWR, with Dump Body and Plow)			
Paint	The Authority intends to purchase equipment with a 100% lead free coating system (including primers, sub coats, top coats and clear coats). All surfaces that are normally painted shall be suitably painted with atleast two coats of the Thruway fleet color, which is Dupont Centari Acrylic Auto Enamel YELLOW 224 AK (100 % lead free), or compatible equivalent. If this paint is not offered, the successful bidder shall submit samples of similar lead-free yellow for selection and approval. At the time of delivery, the equipment will be tested for the presence of lead. Any evidence of lead may provide cause for rejection of the delivered product. Such rejection will be sufficient cause for the purchase of a substitute product at the contractor's expense. The contractor is responsible for the finish painting (on all surfaces normally painted) of any accessroy components(s) required for installing by the contractor on the equipment and must be an exact match of the paint used on the equipment. Equipment supplied by other than the truck manufactirer shall have any rust spots and welding slag removed, be properly sanded, cleaned, prepped and primed per the paint manufacturer's recommendations. This applies if the equipment is to be finish painted yellow to match the truck cab, or black. Any post factory yellow paint shall be an exact match of the paint used on the truck. The black paint shall be of the same quality as the yellow paint, and lead free.	Optional	10060, 10632, 10769
Warranty	Standard Manufacturer's chassis, engine, and driveline warranties.	Standard	40115
DUMP BODY	The dump body shall be a heavy duty type, approximately 10 feet long by 7 feet wide. The sides are to be 24" high. The tailgate is to be 34" high. All dimensions are as measured from the inside of the dump body. The body shall have an approximate capacity of 5.2 cubic yards struck.	Standard	
DUMP BODY	The dump box shall be constructed of Grade 50 high tensile steel, not less than #8 U.S.S. gauge. The floor shall be constructed of a single layer of 1/4" thick abrasion resistant steel and shall be continously welded around its perimeter. Sideboard pockets shall be provided to permit the installation of 2 inch x 8 inch tall sideboards of the appropriate length.	Standard	
DUMP BODY	Each side shall have a minimum of 3 vertical box braces each. A front corner post and heavy duty rear braces to prevent body spreading when hauling heavy loads without a tailgate. Body shall be reinforced with longitudinal running boards, horizontal brake formed integral stiffener in the body panel and full box type sections on top of front and side panels.	Standard	
DUMP BODY	A bolt on floor extension skirt, with side gussets to prevent spillage, shall be provided to extend the floor 10 inches downward to the rear to facilitate paving operations.	Standard	
DUMP BODY	The bolt on floor extension shall be designed so that the view of the 3 light trio from the rear is not obscured.	Standard	
DUMP BODY	The tailgate shall be double acting, with offset top hinges, tailgate chains and spreader chains. The body hinges shall operate on hinge pins under double shear. If single shear, a through hinge shaft shall be provided with a center support to prevent deflection. Hinges shall be equipped with pressure grease fittings. The tailgate shall have a reinforced door and chute.	Standard	
DUMP BODY	The body sub frame shall be constructed of not less than four inch steel, transverse "I" beam having X-axis section modulus of at least 3.0 and spaced a minimum of 12 inch centers except that they shall be suitably reinforced where hoist is attached to give strength equal to rest of body.	Standard	
DUMP BODY	Longitudinal members shall be not less than 6 inches x 13 lb./ft. steel channels or 5 inch steel "I" beams having a X-axis section modulus of not less than 1.0 in. 3. Each cross member shall be welded to the longitudinal members. Diagonal braces shall be provided between longitudinal and cross members, inside and out on the front and rear and on two center cross members to prevent the web of the longitudinal member from splitting. Sub frame shall be welded full length where hoist attaches.	Standard	
DUMP BODY	Designed as an integral part of the dump body shall be a bulkhead cab protector with cab shield. The cab protector and shield shall be fabricated from not less than #8 U.S.S. gauge steel and reinforced to minimize deflection and vibration. The cab shield	Standard	
DUMP BODY	Clearance between cab and body and possible location of frame cut shall be determined by the Authority at time of inspection of initial body installation.	Standard	
DUMP BODY	New York State approved splashguards shall be suspended from fabricated brackets, welded to crossmembers, appromately 9 inches in back of rear wheels. Body to be Heil HH-10' or compatible equivalent as manufactured by Heil Environmental Industries Ltd., Tishomingo, MS.	Standard	
HOIST	The hoist shall be of the same manufacture as the body and shall be rated at not less than Class 50 in the latest edition of the NTEA Hydraulic Hoist Classification Chart as published by the National Truck Equipment Association. It is to be a double arm single cylinder type and shall have one minimum 8-inch cylinder (single action) and a 21-inch stroke. It shall provide a dumping angle of not less than 50 degrees and must control the dump body throughout the entire dumping angle. Hoist action shall stop automatically when the body reaches the maximum dumping angle and the hoist shall retain the body at that postion until released.	Standard	
HOIST	Hoist hydraulic supply and controls will be described under plow hydraulic section.	Standard	
HOIST	Hoist hydraulic supply and controls will be described uner hydraulic Sub-Item 4-10 if the hoist/body combination is being installed on a chassis not receiving a snowplow push frame.	Standard	
HOIST	Dual factory installed OSHA approved safety props shall be provided to support the body when repair work is being done. A dash mounted light shall indicate that the body is in the raised position.	Standard	
HOIST	The hoist cylinder shall be designed to permit disassembling and servicing with ordinary hand tools and shall be capable of operating with a 100% overload in the body.	Standard	
HOIST	Hoist to be Heil 1821SA or equal as manufactured by Heil Environmental Industries Ltd., Tishomingo, MS.	Standard	
TAILGATE STRIPING	Tailgate to be striped with alternate 8" diagonal stripes of yellow and black applied from right to left downward at an angle of 45 degrees. The final coat of finish paint shall be applied by the body installer after the body installation work has been completed. all scratches, shipping marks, dents, etc. shall be repaired, primed and sanded before finish coat is applied. A thorough inspection of all painted surfaces, with special attention to dump body will be made at the time of "Pilot Model Evaluation" and upon delivery of vehicles.	Standard	
STANDARD LIGHTING	Turn signal, tail and backup lights shall be Truck-Lite 40754LH and 40755RH module assemblies. Mounting shall be to the underside fo the body approximately 6 inches from the outer edge of the body. Mounting shall incorporate a rubber strip between the body and the light module. Body marker lights Truck-Lite 30503R/Y, shall be installed in the lower body rail according to Federal Lighting Regulations. No substitutions.	Standard	

Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (This Lot last updated 1/14/2016)

Lot VIII: Thruway Upfitted Trucks (Class 8, 37,000 lb. GVWR, with Dump Body and Plow)			
STANDARD LIGHTING	A three light ID trio, Truck-Lite 15741R or equal, and a lighted license plate bracket shall be installed at the rear of the truck frame. No substitutions.	Standard	
STANDARD LIGHTING	All body and rear wiring shall be from a waterproof junction box, Truck-Lite 50400 No substitutions. The junction box shall be mounted at the rear of the vehicle frame and all wiring entering or exiting shall be through a compression fitting using the appropriate size grommet for the wire, Truck-Lite 50841 through 50847, No substitutions. After wiring is completed connections inside the box shall be coated with corrosion inhibitor FluidFilm® or compatible equivalent.	Standard	
STANDARD LIGHTING	Red or amber reflectors shall be installed according to Federal Lighting Regulations. A dual purpose light designed to act as light and a reflector is acceptable.	Standard	
ADDITIONAL LIGHTING FOR DUMP BODY	In addition to the standard lighting a rotating lamp shall be installed on the leading edge of the cab shield (Code 3 Model DB2NYTWAY) No substitutions. This lamp shall be mounted to a 1/8" thick rounded plate suitably reinforced to reduce vibration. The wiring for this lamp shall be 12 gauge, properly covered and secured along its routed path, to appropriate auxiliary switch as described under Auxiliary Switches. The wiring shall follow bodylines and be hidden from view where possible.	Standard	
ADDITIONAL LIGHTING FOR DUMP BODY TRUCK	At the rear of dump body, installed in the rear corner posts approximately 6" down from the top shall be amber warning lamps (Truck Lite 60001Y) No substitutions. These lamps shall be wired with 12-gauge wire size and properly covered and secured along its routed path. These lamps shall be wired to a heavy-duty flasher as described under Auxiliary Switches.	Standard	
FABRICATED ARROW BOARD BRACKETS	Arrow board brackets shall be fabricated and welded in place to support Authority owned TRAFFIC ARROW BOARDS. See attached TWY Drawing 13-2-20AT. These brackets shall be formed from ¼" thick and 4" wide mild steel flat stock with a 9/16" slot machined vertically from the end to the middle of the bracket. The length of the bracket shall be of a minimal amount to allow attachment of the arrow board without interfering with the tailgate chute. The brackets shall be evenly spaced from each end of the body to provide 61½" spacing inside and mounted so the center of the bracket is 80" above the ground with the vehicle unloaded. To keep the arrow board vertical when mounted on the truck, two ¼" thick by 1" wide pieces of flatstock shall be welded to the inside of each bracket. The flatstock shall attach vertically and be spaced 2" from center of the mounting slot and be approximately 10" long. If the tailgate height is less than 82", then these brackets shall be designed to be removable. (The design shall be approved by the Authority).	Standard	
Trailer hitch	A combination ball/pintle type hitch shall be installed on the rear of the truck (Buyers BH-82000 or compatible equivalent). The hitch shall be attached to fabricated framework, suitably reinforced to support the rated capacity of the PINTLE HOOK. 3,000 lbs. minimum vertical load and 16,000-lb. minimum trailer weight. The hitch shall be bolted to a hitch plate attached and adequately braced to chassis frame and allow three height adjustments. The hitch shall be installed so the load-bearing surface of the pintle is 20" above the ground with no load on the vehicle. It will be adjustable upward by unbolting the hitch and re-bolting utilizing bottom two holes of the hitch and re-drilling the upper holes. This procedure will be duplicated one additional time providing three mounting heights on the frame. Mounted approximately 10" from either side of the hitch shall be "D" rings for attaching safety chains. These rings shall not hamper the trailer when making sharp turns. All hitch-mounting framework shall be designed to exceed the hitch rating by a minimum of 15% and any attaching hardware shall be S.A.E. Grade 8. A decal or label shall be attached within close proximity of the hitch that displays the hitch capacities. Wiring for the Trailer Lighting Receptacle shall include a standard 7 pin DOT ICC trailer plug connection with boot, (Truck-Lite 50868 & 50890 No substitutions) wired to the waterproof junction box described under standard lighting and as modified from S.A.E. J560b. Rear wire connector sockets shall be coated with corrosion inhibitor, Fluid Film® or compatible equivalent. The plug shall be mounted in a convenient protected location that will not hamper the trailer or damage the wiring when making sharp turns.	Standard	
Plow	SNOW PLOW PUSH FRAMES and APPURTENANCES (see below)		
Required Compatibility	The push frame and plow lifting device must be compatible with the Authority's power-reversible trip snow plows: Viking model PRRL 1036-FE or compatible equivalent.	Standard	
Required Compatibility	When installed, the push frame and plow lifting device must allow complete tilting of the hood for service access to the truck's engine compartment without the removal of any fixed structural members of the push frame assembly	Standard	
Push Frame	The push frame must be fabricated of heavy plate, tubing, and angle. The mounted push frame shall not exceed 13" from the end of the truck frame to the center of the drive pin.	Standard	
Push Frame	The push frame shall accommodate Authority-owned plows with hitches set up on 30.5" centers and shall provide at least two plow drive point heights. The first hitch point is to be 17.5" + above the ground, with the second point 3" above the first. The hitch pin holes shall be sized to accommodate 1.25" diameter hitch pins, which must be included with the plow frame.	Standard	
Push Frame	Steps are required, one on each side, fabricated of 13 gauge skid resistant open grip plank grating as manufactured by McNichols Co. or approved equal. Approximately 8" wide, welded to each side plate and protruding to approximately the center of each front tire. Outer ends shall be boxed with a piece of 2 inch wide 0.125" flat stock (or equal) welded to the end to eliminate any sharp edges. Steps shall be properly reinforced. Steps are to support personnel who service the vehicle. A beveled corner shall be provided on the outer leading edge of each step.	Standard	
Lifting Device	To be of welded and bolted construction, and provided with not less than a 4" diameter by 10" stroke double acting ram.	Standard	
Lifting Device	Chassis will be equipped with stationary grills and tilting hoods. The push frame and plow lifting device design shall allow the hood to tilt as designed by the chassis manufacturer. A rubber bumper shall be installed where the hood contacts the hitch to prevent paint and body damage. Should the hood not satisfactorily over-balance allowing it to stay in the open position, a latch or safety prop is required to prohibit the hood from closing.	Standard	
Lifting Device	The main vertical members shall be fabricated from 1/2" plate, and the bottom cross member from a minimum of 1/2" formed channel, or 8" x 4" x 3/4" steel angle. In addition, two upper cross members are required (to be of steel angle minimum of 3" x 3" x 3/8"). The push frame shall incorporate a mount for a crankshaft driven hydraulic pump described in hydraulic options herein.	Standard	

Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (This Lot last updated 1/14/2016)

Lot VIII: Thruway Upfitted Trucks (Class 8, 37,000 lb. GVWR, with Dump Body and Plow)			
Lifting Device	The hinged pivot point of the lifting device is to be located 36" above the first hitch point and provide a minimum of 12" of vertical lift to ensure proper lifting geometry for the Authority's plows. Any variation of this design will require prior Authority approval. The push frame shall include a license plate mounting accommodation and a bulkhead bracket for plow reverse couplers as described under hydraulic options.	Standard	
Plow Lights	Plow lights (Truck-Lite 80810-LH and 80820-RH) shall be installed and attached to fabricated framework or brackets in a manner that allows the vehicle's hood to be tilted forward without interference. Should such interference occur, then the framework for the lights shall be designed to tilt, swing or pivot out of the way without being removed. The lights shall be positioned high enough to provide proper operation with the plow in the UP or travel position. Plow light wiring shall be connected to existing chassis manufacturer supplied plow light wiring near lower left corner of chassis radiator. The contractor shall wire the lights with a plow light wiring harness (Truck-Lite 93940 or compatible equivalent). Fluid Film® or equal corrosion inhibitor shall be used to coat the bulb connections and harness plug connections.	Standard	
Power	Basic System with Spreader Controls (see below)	Standard	
Power Hydraulic	Shall include a pump, control valve assembly, adjustable relief valve, hydraulic rams, oil reservoir and all necessary pipe lines, tubing and fittings for mounting the equipment on the truck.	Standard	
Power Hydraulic System	Hydraulic oil from the pump is to be plumbed to a single multi section Parker A20 Valve or compatible equivalent with sections oriented as follows: inlet/unloader, plow raise/lower, plow reverse, dump body up/down, spreader conveyor, spreader spinner and end cover. The plow raise/lower, plow reverse and dump body up/down shall be pneumatically operated. The spreader conveyor and spreader spinner sections shall be electrical proportional control.	Standard	
Power Hydraulic System	The hydraulic pump is to be a Permco Model P3000A186ADHG15-29h or compatible equivalent The pump shall be a continuous operation type driven by the truck engine crankshaft.	Standard	
Power Hydraulic System	The hydraulic system must include a spin-on filter housing with a 10-micron rated filter (Gresen model FSP212IEDNN or compatible equivalent). This shall be mounted in the hydraulic valve return line and attach in a vertical position (filter down).	Standard	
Power Hydraulic System	The hydraulic reservoir shall be fabricated from a minimum of 8 gauge steel and have a minimum capacity of 20 gallons. A tank fill with removable screen and vented filler cap shall be included.	Standard	
Power Hydraulic System	The spreader controls shall be Rexroth CS420 and mounted in the vehicle cab. Location to be determined by the Authority. Electrical outputs cable for spreader conveyor and spreader spinner control shall be routed to and terminate at a proportional solenoid direct coupled to their respective hydraulic valve section. Hydraulic valve work ports to the spreader conveyor and the spreader spinner shall be plumbed to the lower right hand corner of the vehicle cab and terminate in securely mounted quick couplers. Two 3/4" Snap-Tite couplers, one female (VHC-12-12F) and one male (VHN-12-12F) and one 1-1/4" Snap-Tite female (VHC-20-20F) for the return to reservoir. Dust covers are required with all quick couplers. The spreader return quick coupler shall be plumbed back to "tee" into the hydraulic valve return line before the filter.	Standard	
Power Hydraulic System	Hydraulic valve controls for the plow raise/lower, plow reverse and dump body raise/lower shall be proportional pneumatic, "pull to raise", spring centering, pedestal mounted to the right of the drivers seat and as close to the vehicle dash as possible. Location to be approved by the Authority.	Standard	
Power Hydraulic System	Orientation and labeling of pneumatic control functions shall be from left to right: Plow Raise / Lower Plow Reverse Dump Body Raise / Lower	Standard	
Power Hydraulic System	A locking pneumatic control (lock in neutral) shall be included for the dump body function.	Standard	
Power Hydraulic System	The pneumatic controls shall function properly with a system working pressure of 90 to 120 psi, with compressed air from the vehicle's air brake system.	Standard	
Power Hydraulic System	The air supply shall be drawn from the vehicle's dry tank through an air supply line fed into the vehicle cab to a combination pressure regulator /lubricator. On the inlet side of the regulator shall be an on/off valve, which will allow service personnel to shut off the air supply for repairs without draining the complete system. Located between the on/off valve and the supply tank shall be a pressure protection valve.	Standard	
Power Hydraulic System	The air supply line from the regulator shall connect to the control valve air manifold. The manifold shall be internal within function control valves and the valves shall be designed to stack against each other as a function is needed. The air lines that exit each control valve shall be 3/16" diameter color-coded nylon tubing. At the end of each color-coded tube shall be a corrosion resistant brass connector. Each control section shall have a dedicated color and this color shall continue to each valve spool.	Standard	
Power Hydraulic System	Shortly after exiting the control valve, these lines shall be bundled together with tie straps and the bundle then covered in plastic flexible conduit of the appropriate size and secured along its routed path. The bundle of lines shall then exit the vehicle cab at the base of the pedestal and continue to the valve spools (the exit location will require Authority approval).	Standard	
Power Hydraulic System	Wherever an air line passes through a body panel, cross member or cabinet, the pass through hole shall have a grommet (no silicone sealer) installed in it to protect the line(s) from wear.	Standard	
Power Hydraulic System	The tubing shall connect to slave cylinders that bolt to the end of the valve spool. Caps or covers, packed with grease, shall be included on the opposite end of the valve spool to protect the spool from corrosion.	Standard	

Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (This Lot last updated 1/14/2016)

Lot VIII: Thruway Upfitted Trucks (Class 8, 37,000 lb. GVWR, with Dump Body and Plow)																							
Power Hydraulic System	Aeroquip GH781 Series hydraulic pressure line hoses with crimp style fittings, adequately supported and secured along their routed path.	Standard																					
Power Hydraulic System	Hydraulic lines from the valve/tank area to the hydraulic pump and plow functions at the front of the truck shall be stainless steel hydraulic tubing. The tubing shall have front axle clearance equal to or more than the clearance between the axle and chassis frame bumpers. Tubing routing shall allow access to the chassis engine filters.	Standard																					
Power Hydraulic System	Parker quick connect/disconnect fittings for plow swing-control hydraulic lines, Parker model SM-501-8FP female fitting with dust cap for one line; and a Parker model SM-502-8P male fitting with dust cap for the other line.	Standard																					
General	The plows must have shoes and cutting edges that are easily replaceable.	Standard																					
Plow Jack	A weld on tube mount swivel top wind jack is to be installed on each plow framework in order to support the plow. Minimum 2000 lb. lift capacity, 10" of travel. Reese Farm & Ranch Topwind Jack or compatible equivalent. Final location to be as agreed upon with the Authority.	Standard																					
Paint	All surfaces shall be painted with the Thruway fleet color, DuPont Centari acrylic enamel 224AK (lead free) or compatible equivalent. All components of a paint system shall be from the same manufacturer. The bidder is required to submit a representative sample of colors (yellow) available for selection if the referenced color is not offered. All plows shall have any rust spots and welding slag removed, be properly sanded, cleaned, prepped and primed per the paint manufacturer's recommendations. Paint will be tested for the presence of lead at the time of inspection. All paint, primer, basecoats, clear coats or any other coating within the paint system shall be lead free. Note: If lead is detected the item may be rejected by the Authority.	Standard																					
Welds	All welds shall be done with a Mig or Tig Welder and show no visible signs of porosity. All fabrication shall leave no sharp edges or corners. Any sharp edges shall be finish ground smooth, all corners rounded before paint is applied.	Standard																					
Mold-board	10-feet (approximately 36" high)	Standard																					
Mold-board	The mold-board is to be made of a minimum of USS 8-gauge steel, brake formed for additional rigidity, with eight reinforcing ribs made of ½" steel and sufficiently welded to the box brake and mold-board to form a rigid structure. It shall have a full length rigid deflector of a minimum USS 8-gauge steel, shaped as a smooth continuation of the mold-board. The mold-board shall be of the full-trip design, hinged to the drive frame at four points, and have a minimum outside drive-frame spread of 89 inches. To minimize chatter, it shall be restrained in its operating position by two braces linked to double-acting trip spring assemblies. The mold-board shall be full floating with respect to the plow frame so that the cutting edge can follow the contour of the road.	Standard																					
Mold-board	A flexible fluorescent orange marker (¾" o.d., 28" long) must be installed on each end of the mold-board.	Standard																					
Blade Guards	Blade Guards must be suitable for installation over the Thruway blades as specified herein (bolt holes 11/16" square). All guards are 6" high and have bolt holes 8" on center with other characteristics as follows: <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th><u>Length</u> (inches)</th> <th><u>Thickness</u> (inches)</th> <th><u>Weight</u> (lbs)</th> </tr> </thead> <tbody> <tr> <td>Straight Plow Guard</td> <td>21</td> <td>1-1/8</td> <td>40</td> </tr> <tr> <td>Curb Plow Guard, Right Hand</td> <td>23</td> <td>1-1/8</td> <td>49</td> </tr> <tr> <td>Curb Plow Guard, Left Hand</td> <td>23</td> <td>1-1/8</td> <td>49</td> </tr> </tbody> </table> Each Reversible Plow will be provided with 1 Right Hand Curb Plow Guard, 1 Left Hand Curb Plow Guard, and 1 Straight Plow Guard mounted at the center of the blade. <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th><u>Manufacturer</u></th> <th><u>Model</u></th> </tr> </thead> <tbody> <tr> <td>Winter Equipment Company, Inc. Willoughby, Ohio</td> <td>Straight Plow Guard PS-6-3-8-G Plow Guard-Curb Guard PC-6-3-8-G (R&L)</td> </tr> </tbody> </table>		<u>Length</u> (inches)	<u>Thickness</u> (inches)	<u>Weight</u> (lbs)	Straight Plow Guard	21	1-1/8	40	Curb Plow Guard, Right Hand	23	1-1/8	49	Curb Plow Guard, Left Hand	23	1-1/8	49	<u>Manufacturer</u>	<u>Model</u>	Winter Equipment Company, Inc. Willoughby, Ohio	Straight Plow Guard PS-6-3-8-G Plow Guard-Curb Guard PC-6-3-8-G (R&L)	Standard	
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Winter Equipment Company, Inc. Willoughby, Ohio	Straight Plow Guard PS-6-3-8-G Plow Guard-Curb Guard PC-6-3-8-G (R&L)																						
Cutting Edge Reinforcement	Reinforced with 5" x 5" x 3/4" steel angle with suitable reinforcing gussets arc welded to the mold-board frame work. All welds shall be continuous type for corrosion protection.	Standard																					
Cutting Edge (please refer to the Figures tab, figure 21)	Minimum 3/4" thick by 6" wide and fabricated from steel plate conforming to SAE 1020, or compatible equivalent, with tungsten carbide inserts securely brazed with silver solder and in accordance with Drawing 11-2-56-BO, titled "11'0" Carbide Tipped Sectional Plow Blade," which is attached and applies. It shall be bolted to the plow for easy replacement. <i>Bolt holes shall be spaced on 8-inch centers.</i> The tungsten carbide inserts shall have a Rockwell "A" scale hardness of 88.0 with transverse rupture strength of 370,000 psi. Inserts shall be full length of each section as shown on drawing. Tungsten carbide shall be Firth Sterling Grade MPD-11 by Firth Sterling, Inc., Tungsten Products Division, of McKeesport Pennsylvania (or equal.) The snow plow manufacturer shall guarantee tungsten carbide inserts against faulty installation, chipping, cracking, fracturing and excessive wear during normal Thruway plowing operations. The manufacturer shall agree to replace defective section(s) of blade(s) at no extra charge. Note: The 11-feet cutting edge as specified in Drawing 11-2-56-BO shall be modified for a 10-ft plow as follows: 1. Center the three edges on the plow blade using the required bolt pattern.	Standard																					
Lifting Mechanism	The plow must include a two or three point lifting mechanism (i.e., an arrangement of lifting rings and chain or other appropriate design) as recommended by the manufacturer that will help to balance the plow and allow it to ride level when in the raised position.	Standard																					
Reversing & Locking Mechanism	Reversing: The plow design shall permit angling of the mold-board for discharge to either the right or left. The reversing mechanism shall be operated by a single lever and perform by means of two horizontally mounted rams (either single or double acting), each ram sized as recommended by the plow manufacturer. The rams must first unlatch the semi-circle and then angle the blade to the operator's desired working position. (The use of a <i>third hydraulic ram</i> for unlatching the semi-circle is <i>not</i> acceptable.) This design must permit the operator to reverse the plow during plowing operations, with the mold-board in the plowing position, without raising the plow from the road.	Standard																					
	Locking: The locking mechanism shall be a mechanical device, such as a pin, and shall lock automatically to maintain the mold-board in any one of the following positions: 0, 10, 20, 30 and 37 degrees to the right or left of the same without any load on the rams or hydraulic system.	Standard																					
Hydraulic Lines	All hydraulic lines shall be flexible two wire braid hose with a working pressure suitable for the application and a bursting	Standard																					

Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (This Lot last updated 1/14/2016)

Lot VIII: Thruway Upfitted Trucks (Class 8, 37,000 lb. GVWR, with Dump Body and Plow)			
References for Power-Reversible	The product listed below appear to meet our requirements. However, the listing does not constitute prior acceptance and a demonstration of bid items may be required. Competitive products will be considered along with those referenced.	Standard	
Manufacturer	Viking Cives, Inc. Harrisville, New York	Standard	
Model	PRRL-1036FE (10-feet), Power-reversible, Full-trip	Standard	

Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (Last updated 10/29/2015)

Lot IX: Thruway Upfitted Trucks (Class 8, 66,000 lb. GVWR, with ELP Dump Body and Plow)	
Note: Discounts are from MSRP. The actual Item awarded may exceed the minimum specifications listed below in the Base Item Specifications. The Authorized User may elect to add Additional Options and Aftermarket Components (AOAC), delete Options and Aftermarket Components, or substitute a Base Item feature that is an Option or Aftermarket Component with another Option or Aftermarket Component. See Contract Section 3.2.7 <i>Chassis Cab and Truck Body OEM Options</i> and 3.2.8 <i>Aftermarket Components</i> . Additional Chassis Cab, Truck Body and Plow Models may be offered in accordance with Contract Section 3.2.5 <i>Chassis Cab, Truck Body and Plow Substitutions</i> .	

Awarded Model		Chassis Cab, Dump Body or Plow Discount	AOAC Discount	Final Order Due Date	2016 Model Year NYS Net Contract Price
Chassis Cab	2016 7600 SFA 6X4 2010 (SF567)	53.26%	45.60%	TBD	\$104,748.26
Dump Body	2015 ELP ISB Dump 345S PLUS	30%	30%	TBD	\$81,825.00

Plow	30%	30%	TBD	Discount applied to MSRP
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Base Item Unit Price	\$186,573.25
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Delivery Cost Per Mile	\$0.10
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Base Item Specifications			
Category	Specification	Standard/Optional?	Feature/Option Code
General	Cab to Axle: 114" - 116"	Standard	SF567
General	Frame After Axle: 55" minimum.	Standard	SF567
Cab	Upon delivery each vehicle shall have a photocopy of the coinciding with the Purchase Order (PO) taped to the inside of the back window in the truck cab.	Optional	
Cab	No name other than the manufacturer's shall appear on the vehicles.	Standard	SF567
Cab	Conventional day cab, left-hand steer, with 1-piece forward tilting hood with over center design or prop that will support the hood in the open position.	Standard	16030
Cab	Air ride cab.	Standard	16WSK
Cab	The engine and transmission fluid check levels shall be easily accessible thru butterfly access doors in the hood.	Optional	09ANG
Cab	Transmission check/add may be located behind the cab with easy access on the driver's side.	Optional	13AUW
Cab	Grab handles are required on both sides of the Cab. Handles can either be located on the interior, or exterior.	Standard	16030
Cab	Mud protection extension of heavy duty rubber securely fastened to the rear edge of the front fenders and hanging to a point atleast 2" below the centerline of the wheel.	Standard	9585
Cab	Heated windshield controlled by dash mounted switch.	Optional	16VSL
Cab	Power windows.	Optional	16WJU
Cab	Two stainless steel + heated exterior senior west coast type mirrors, or equal, activated by a dash mounted rocker switch or thermostatically controlled.	Optional	16SNC
Cab	Cab doors and ignition keyed alike on all trucks and between trucks.	Optional	10943, 10WBB
Cab	Convex look down mirror installed above passenger door window.	Optional	16SDG
Cab	Adjustable steering column.	Optional	5710
Cab	18" steering wheel.	Standard	05CAL
Cab	AM/FM Radio.	Optional	08RKB
Cab	Tinted windshield.	Standard	16030
Cab	Air conditioning, fresh air heater with dual outlet defrosters.	Optional	16WCT
Cab	Adjustable electronic locking hand throttle.	Optional	12BCR
Cab	Dual electric horns rated 130 dB @ 4 inches (4") minimum.	Optional	8541
Cab	Dual air horns with covers.	Optional	08WVP
Cab	High back air ride seating for driver, non-suspension passenger seating (battery box base).	Optional	16JNT, 16SMY
Cab	Seat fabric to be Cordura or compatible equivalent.	Optional	16LSD
Cab	Eight inch (8") round convex mirrors or equivalent mounted below the West Coast mirrors.	Optional	16SNC
Frame	Heavy duty single frame rails.	Optional	01CAJ
Frame	Side frame members are to extend 20" in front of the radiator shell to allow for mounting of plow equipment. This projection must be an integral part of the frame. Welded, bolted or riveted extensions will not be accepted.	Optional	01WDS
Frame	Frame section modulus and yield strength as recommended by the manufacturer to achieve a minimum RBM of 2,600,000 lb.	Optional	01CAJ
Frame	Manufacturer's standard rear crossmember.	Optional	01WTX
Frame	Minimum 100 gallon capacity aluminum fuel tank(s).	Optional	15SJR
Frame	Fuel tanks(s), emission equipment or other related equipment mounted to the outside of the frame rails must not extend more than 6 inches behind the truck cab.	Optional	15OBD
Frame	2 rear tow hooks. Frame mounted, one each side.	Optional	1572
Engine	In-line 6 cylinder, liquid cooled, diesel, conforming to the current EPA &/or CARB emissions.	Optional	12WZB
Engine	Minimum 405 HP.	Optional	12BCR

Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (Last updated 10/29/2015)

Lot IX: Thruway Upfitted Trucks (Class 8, 66,000 lb. GVWR, with ELP Dump Body and Plow)			
Engine	Minimum 1,450 lb.-ft.	Optional	12BCR
Engine Equipment	All engine filters will be readily accessible (including after body upfitting).	Optional	12BCR
Engine Equipment	Air filter status gauge inside cab.	Optional	16HHE
Engine Equipment	Engine hour meter.	Standard	16HBA
Engine Equipment	In cab controls for the under the hood air intake for winter operation and outside for summer with in cab contamination level indicator. Provision for a branch connection for air compressor intake.	Optional	12VAG
Engine Equipment	A multi step engine brake shall be included.	Optional	07SDK
Engine Equipment	Tachometer.	Standard	16HBA
Engine Equipment	OEM automatic low oil pressure/high engine temperature low coolant level shutdown with key activated override. Documentation shall be provided (in the truck cab) to show that the engine protection parameters are programmed.	Optional	12BCR
Engine Equipment	Magnetic drain/plug in oil pan.	Optional	12BCR
Engine Equipment	Ability To operate with up to 20% biodiesel blend (B20)	Optional	12BCR
Exhaust	Horizontal tailpipe.	Standard	07BEM
Transmission	Allison 4500 RDS On/Off Highway 5 speed automatic with overdrive. No substitutions.	Optional	13AUW
Transmission	HD oil cooler.	Optional	13WAW
Transmission	An electronic ground speed access wire or terminal shall be provided in the truck cab. This terminal will be used for ground speed signal input to automated spreader controls. Splicing into the transmission wiring is prohibited.	Optional	12VYL
Transmission	The transmission control module is to be located in the truck cab or another weather protected location.	Optional	13WYH
Transmission	Synthetic lubricant as recommended by Allison.	Optional	13WLM
PTO	Chelsea 890 Series ten bolt extended shaft power take off. No substitutions.	Optional	
PTO	Factory installed PTO switch, wiring to PTO location and dash indicator lamp for electric over hydraulic PTO.	Optional	60ABE
Tandem Rear Axle	Combined capacity of 46,000 lb. minimum.	Optional	14HRE
Tandem Rear Axle	Tandem drive rear axle with manufacturer's approved heavy walking beam type suspension or compatible equivalent.	Optional	14ULY
Tandem Rear Axle	Automatic or air operated inter-axle power divider.	Optional	14HRE
Tandem Rear Axle	Magnetic type fill and drain plugs on each axle.	Optional	14HRE
Tandem Rear Axle	Rear axle ratio \pm 4.63	Optional	14HRE
Front Axle and Springs	Set forward front axle.	Standard	SF567
Front Axle and Springs	Minimum 20,000 pound rated capacity with multi leaf springs (not tapered) and shock absorbers, or an equal configuration as approved by the Thruway.	Optional	02ARY
Front Wheels	Front wheels, heavy duty hub piloted, 22.5 x 9.00 tubeless, one piece disc type, rated for minimum 10,000 lb. 5 hand hole.	Optional	27DPL
Rear Wheels	Rear wheels, heavy duty hub piloted, 22.5 x 9.00 tubeless, one piece disc type, rated for minimum 9,000 lb. 5 hand hole.	Optional	28DMW
Tires	Front, steel belted radial, tubeless type, size 315/80R22.5 load range L. Goodyear G289 WHA or compatible equivalent.	Optional	77825448109
Tires	The front tires shall be balanced to within 1/2 ounce.	Standard	
Tires	Rear, steel belted radial, tubeless type, size 12R22.5 load range H. Goodyear G124 or compatible equivalent.	Optional	7382158105
Radiator & Cooling	Extended Life Antifreeze (minimum -34 F protection).	Standard	12UBL
Radiator & Cooling	Protection level shall be tested and clearly marked.	Standard	12UBL
Radiator & Cooling	Manufacturer's radiator capacity as recommended for snow plowing.	Standard	12UBL
Radiator & Cooling	Coolant system hoses shall be manufacturer's heavy duty EDPM rubber where possible.	Standard	12UBL
Radiator & Cooling	Heat shrink clamps are prohibited. If silicone hoses are provided, constant tension clamps ar required.	Optional	12WCG
Radiator & Cooling	Water filter conditioner required if conventional coolant is provided in lieu of extended life coolant.	Standard	12BCR
Radiator & Cooling	Thermostatically controlled (40°F on, 55°F off) block heater with covered plug in a terminal box mounted in a Thruway approved location. Heater, thermostat and plug shall be connected with a series Y cord. Wiring shall have no splices.	Optional	
Steering	Shall be heavy duty power steering as recommended for the application. Must function properly and efficiently with front axle fully loaded and plow apparatus installed.	Optional	05PTB
Brakes	Water-cooled, engine oil lubricated compressor with Bendix DV-2 or equal automatic drain valve on all tanks, and Bendix AD-9-SI heated air dryer with spin-on dessicant cartridge or equal.	Optional	04SPM, 04EBS

Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (Last updated 10/29/2015)

Lot IX: Thruway Upfitted Trucks (Class 8, 66,000 lb. GVWR, with ELP Dump Body and Plow)			
Brakes	Rear brake chambers to be dual chamber (service/spring park), entirely epoxy coated, sealed type with air exchange tube and plug/grommet 8019021 to seal the upper holes only. MGM Series TRTS long stroke. No substitutions.	Optional	04EVH
Brakes	Brake shoe assemblies shall be the single anchor "S" cam type with quick change capabilities.	Optional	04ETE, 04NDB
Brakes	Stainless steel slack adjuster clevis pins. No substitutions.	Optional	
Brakes	Haldux slack adjusters or compatible equivalent.	Optional	04LAA, 04LGA
Brakes	Dust shields on all wheels.	Standard	4091
Brakes	The air dryer shall be located 36" behind the truck cab, on the inside of the left side frame rail.	Optional	
Brakes	The brakes on the rear axle shall be the inverted type (or mounted on the front of the rear axle) to maximize clearance for paving operations.	Optional	04WZJ
Brakes	The reservoirs shall have a schraeder type air charging valve mounted in a Thruway approved location in the truck cab.	Optional	
Brakes	Antilock Brake System (ABS), self diagnosing, four channel type minimum.	Standard	04AZJ
Brakes	Air hoses secured to chassis with Tyton "Snapper" tie straps or equivalent.	Standard	4091
Electrical	Alternator - minimum 150 amp.	Standard	08GXJ
Electrical	Self cancelling turn signals.	Standard	8000
Electrical	Heavy Duty electronic 4-way flasher.	Standard	8000
Electrical	OEM 2 way radio wire 10 gauge power wire coiled and labeled inside cab.	Optional	08REA
Electrical	One factory installed switch for plow lights with plow light harness plug near left side of radiator.	Optional	08THJ
Electrical	One factory installed switch for fog lights.	Optional	8585
Electrical	All wiring splices shall be done utilizing "UZ Engineered Products" or "Belden Solder Seal" low temp self soldering adhesive lined shrink tube butt connectors or compatible equivalent. Crimp style butt connectors are not permitted. Wiring terminal ends may be crimp style with plastic cover removed and then sealed with shrink tube.	Standard	8000
Electrical	Combination stop/turn light wiring to rear of frame transport lights and to upfitter connection inside left frame rail at rear of cab.	Optional	08HAB
Batteries	12 volt, maintenance free AGM batteries with a combined minimum rating of 2500 cold cranking amperes (CCA) installed in a completely enclosed battery box under passenger seat inside cab.	Optional	08MMG
Trailer provisions	Truck shall be equipped with the necessary controls, air valves, air lines and glad hand couplers to operate a trailer with air brakes. Glad hand couplers are to be mounted to the rear crossmember and include retainer chains. A 7 pole trailer plug is	Optional	08HAG, 4619
Batteries	Battery terminal connections shall be properly coated on all sides with dielectric grease, FluidFilm® or compatible equivalent.	Optional	8875
Paint	The Authority intends to purchase equipment with a 100% lead free coating system (including primers, sub coats, top coats and clear coats). All surfaces that are normally painted shall be suitably painted with atleast two coats of the Thruway fleet color, which is Dupont Centari Acrylic Auto Enamel YELLOW 224 AK (100 % lead free), or compatible equivalent. If this paint is not offered, the successful bidder shall submit samples of similar lead-free yellow for selection and approval. At the time of delivery, the equipment will be tested for the presence of lead. Any evidence of lead may provide cause for rejection of the delivered product. Such rejection will be sufficient cause for the purchase of a substitute product at the contractor's expense. The contractor is responsible for the finish painting (on all surfaces normally painted) of any accessory components(s) required for installing by the contractor on the equipment and must be an exact match of the paint used on the equipment. Equipment supplied by other than the truck manufacturer shall have any rust spots and welding slag removed, be properly sanded, cleaned, prepped and primed per the paint manufacturer's recommendations. This applies if the equipment is to be finish painted yellow to match the truck cab, or black. Any post factory yellow paint shall be an exact match of the paint used on the truck. The black paint shall be of the same quality as the yellow paint, and lead free.	Optional	10060, 10632, 10769
Warranty	Manufacturer's standard chassis cab, engine, transmission, exhaust & emissions, carrier/axle, and driveline warranties.	Standard	40118
ELP Dump Body	The dump body shall be a heavy-duty uni-body type, 12 feet 6 inches long by 7 feet wide. The sides are to be 36 inches high. The tailgate is to be 46 inches high. The front bulk-head is to be approximately 52" high. All dimensions are as measured from the inside of the dump body. Body must have not more than standard 12" overhang.	Standard	
ELP Dump Body	The rear surface on the rear post of the dump body must be of sufficient width for installation of body lighting 3½" wide (tailgate must not cover any part of these lights).	Standard	
ELP Dump Body	The body shall have an approximate capacity of 9.3 cubic yards. Sideboard pockets 2 ¼" wide shall be provided to accommodate 1½"x 2½" laminated stack sideboards 9" high of the appropriate length.	Standard	
ELP Dump Body	The body shall be constructed of abrasion resistant steel, not less than #7 U.S.S. gauge. The floor shall be formed from a single plate of abrasion resistant steel 1/4" thick.	Standard	
ELP Dump Body	Each side shall have not less than three vertical box braces and shall be fitted with heavy-duty rear braces to prevent body spreading when hauling heavy loads without a tailgate. Full box type sections on top of front and side panels. All welded areas shall have a continuous type weld.	Standard	
ELP Dump Body	Dump extension skirt (spreader plate) with side gussets to prevent spillage shall be provided to extend the dump distance 7 inches, downward to the rear to facilitate paving operations. This extension is to be an integral part of the dump body and of sufficient rigidity to support the dump body at any single point when body is removed and standing alone. The body shall be designed so that the view of three light trio from the rear is not obscured.	Standard	

Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (Last updated 10/29/2015)

Lot IX: Thruway Upfitted Trucks (Class 8, 66,000 lb. GVWR, with ELP Dump Body and Plow)			
ELP Dump Body	The underside of the body shall have two longitudinal brake formed "V-shaped beams". Welded to the under-side of each "beam" shall be 4"x4"x ¼" angle comprising the female component of the interchangeable body system. The angle shall be oriented with the horizontal leg against the bottom of the "beam" and the vertical leg down and toward the outside edge of the body. Angle spacing shall be 34 3/8" measured inside the vertical legs. The vertical distance between the load bearing surface of the angles and the bottom of the dump body floor shall be 7" maximum. The "beams" and the angles shall terminate approximately 9" rearward of the front surface of the front bulk-head for hoist base clearance. The female component angles shall include lock pin holes 1 5/16" diameter and each lock pin hole shall be reinforced with a boss 2½" OD, 1 5/16" ID and 1¼" long welded to the outside surface of the female component angle. To insure positive alignment of the lock pin holes the front of the female component angles shall contact the sub-frame hoist attaching plate as a positive stop when winching the body onto the sub-frame. The front-most lock pin holes in the female component shall be 39" rearward measured from the front of the female component angles back to the lock pin hole centerline. The rear-most lock pin holes shall be 49" rearward of the front lock pin holes measured center to center. Vertically, the lock pin holes in the female component shall be 2" to the center of the hole measured from the load bearing surface of the female component to the center of the lock pin hole. Two large gussets shall be installed from the dump body beams to the vertical leg of the female component angle at every lock pin hole. Gussets for front lock pin holes shall also gusset the leg stand cross bar.	Standard	
ELP Dump Body	Attached to the vertical legs of the female component angles at the front of the body shall be welded lugs which will slide under the sub-frame hoist attaching plate when the body is pulled on. Each lug shall be 2"x ¾" flat steel 6" long with a 15° bend 4" from one end. The 2"x4" surface of the lug shall be placed against the outside surface of the female component angles with the 2" portion extending past the front of the angle and the 15° bend outward. The top surface of the lug shall be level with the load bearing surface of the angle. The top surface of the leading edge of the lug shall be tapered approximately ½" back to guide the lug under the hoist attachment plate on the sub-frame.	Standard	
ELP Dump Body	To support utilities running to the rear of the body "D" shape wire rings shall be welded to the inside surface of the left "beam" at 12" intervals. Welded through the left "beam" approximately 24" forward of the front lock pin shall be a "pass through conduit of approximately 3" square tube. This conduit will allow passage of utilities from the "tunnel" of the dump body for connection at the utility bulk-head attached near sub-frame hoist. Welded to the underside of the dump body approximately 12" forward of the conduit and 12" out from the left beam shall be a "U" support for utilities making a loop to the bulk-head near sub-frame hoist. A hook shall be attached near the left front corner of the body to support utilities when	Standard	
ELP Dump Body	The front bulk-head shall include a "dog house" recess for hoist clearance. The preferred front bulk-head height is 52" (measured from the dump body floor) however the height may be increased to the minimum required for hoist clearance (Note: Cab shield not required.) The front most surface of the bulkhead shall be approximately in-line with the centerline of the hoist. The left panel of the "dog house" shall include wire "D" rings every 12" for securing electric tarp wiring.	Standard	
ELP Dump Body	The tailgate shall be double acting with offset top hinges, tailgate chains and spreader chains. The tailgate shall have a reinforced centered door and chute. (Note: The chute lever shall be placed on the curb or right side of the body). The tailgate shall have two lower latches locked and unlocked by one double acting air cylinder and associated linkage. The air cylinder shall be located in the "tunnel" of the dump body. Tailgate air lines (red for locking and blue for unlocking) shall run from the air cylinder to the front of the dump body attached to wire "D" rings, pass through the conduit in the left "beam" leaving adequate line (approximately 43") to make a loop and connect to the utility bulk-head attached near sub-frame hoist. The red line shall have a ¼" female quick coupler and the blue line shall have a ¼" male quick coupler. The tailgate shall include a "D" ring welded to the top outside surface for tailgate removal if required.	Standard	
ELP Dump Body	Swing-away leg stands shall be installed on each side of the dump body adequate to support the body when the body is removed from the truck. A leg stand cross-bar approximately 2½" diameter shall extend horizontally through both beams of the dump body to the outside edge of the body. Front to rear location of the cross bar shall be directly above the front-most lock pin holes. Vertically the cross bar shall be 3½" above the load bearing surface of the female kit angles up to the center of the cross bar. For winch cable attachment the cross bar shall include a heavy "D" shaped loop welded centrally between the dump body longitudinal beams. Swing-away legs shall be 2½" square tube with an approximate 12 square inch foot pad. The top of each leg shall be welded to a 2 ½" ID heavy tube approximately 12" long and braced with two heavy gussets approximately 12"x12". The leg and tube shall slide out and rotate down on the leg stand cross bar for body storage and slide in rotating up and rearward when the body is installed on the truck. Attached to the underside of the dump body each side shall be a bracket of ½"x 4" flat steel for pinning the leg in the up position. When in the up position the inner surface of the leg shall be even with the outside edge of the dump body. When in the down and out position the legs shall be perpendicular to the length of the body and provide 108" between the inside surface of the legs. The legs shall be pinned to the cross bar in the down and out position and the body bracket in the up position using the same 5/8" diameter pin and hair clip removed from one location and installed in the other.	Standard	
ELP Dump Body	Welded to the front side of the dump body (left side for a right or double wing, right side for a left wing) shall be four brackets for attaching a removable ladder. When attaching a ladder, the ladder will be hooked into the upper brackets then swing into place in the lower brackets. The brackets will support the ladder away from the body allowing clearance for load tarp arms to pass between the ladder and the dump body. The brackets shall be fabricated from 4"x ¼" flat steel with milled slots. The upper brackets attached to the side of the dump body shall include vertical slots for hanging the ladder. The vertical slots shall be "V" shaped near the top to assist in ladder alignment. The lower brackets shall attach near the lower rub rail with the forward bracket being a rest to space the ladder away from the dump body and the rearward bracket having an additional parallel plate with drilled holes for latch installation (no latch required).	Standard	
ELP Dump Body	Note: The contractor is not required to furnish a ladder. The Authority fabricates its own standard ladders. Authority standard ladders (as needed) will be supplied to the successful bidder for the purpose of properly positioning ladder brackets and tarp arm modifications.	Standard	

Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (Last updated 10/29/2015)

Lot IX: Thruway Upfitted Trucks (Class 8, 66,000 lb. GVWR, with ELP Dump Body and Plow)			
ELP Dump Body	Installed on the body shall be a electric load tarp with side arms. The tarp motor and roller assembly shall be mounted on top of the front bulkhead of the dump body. Extension springs mounted to each side of the body and acting on the tarp arms shall deploy the tarp. The tarp and roller mechanism shall include a sloped air deflector/shield to prevent air from entering under the tarp and to protect the tarp during loading. The tarp arms pivot shall be attached to the lower rub rail on each side of the dump body. The tarp arm installed on the side of the dump body having the ladder brackets shall pass between the ladder and the dump body and shall be modified to include a "dog leg". The horizontal section of the "dog leg" shall be slightly wider than the ladder and shall be approximately 1" below the step surface of the top ladder step when the tarp is in the fully retracted position. The tarp shall be waterproof, full width (No side flaps), urethane coated type on both sides for use with hot asphalt. The tarp shall be controlled by a dash mounted switch with legends "cover" and "uncover". Tarp power shall be from an approved chassis source exceeding tarp motor amperage draw. Tarp wiring will require a high amperage two conductor receptacle and plug installed in the hoist sub-frame bulkhead to facilitate body removal. (Ref: ELP Tarp.)	Standard	
ELP Dump Body	Heavy duty D-rings shall be installed and suitably reinforced on the inside upper corners of the dump body to facilitate body lifting if required.	Standard	
ELP Dump Body	Attached to the underside of the dump body at the rear shall be mud flap brackets and short mud flaps The short mud flaps shall be of sufficient length to overlap the chassis mounted mud flaps approximately 3".	Standard	
ELP Dump Body	The dump body lights; tail, turn, marker, clearance, amber warning and backup shall be grommet mounted. Installed in the rear post of the dump body each side shall be oval LED stop/turn/tail lamps Truck-Lite 60250R or equal 71" above the ground measured to the center of the lamp, oval backup lights Truck-Lite 60804C or equal located immediately below the stop/turn/tail lamps and oval LED amber flashing lights Truck-Lite 60290Y or equal installed approximately 6" down from the top of the rear post measured to the center of the lamp (60290Y is a combination park/turn lamp. In this application both functions will be tied together). Installed near the top of the rear corner post shall be a LED red marker light PC rated for installation at 45° Truck-Lite 30375R or equal. No substitution for these lighting components.	Standard	
ELP Dump Body	Wiring from the lights in the rear posts shall run un-spliced to a junction box Truck-Lite 50800 or equal installed in the "tunnel" at the rear of the dump body. A 7 conductor jacketed cable shall run from the junction box to the front of the dump body attached to wire "D" rings in the "tunnel" of the dump body, pass through the conduit in the left "beam" of the dump body then leaving adequate cable (approximately 43") to make a loop and connect to the 7 way receptacle in the utility bulk-head attached near the sub-frame hoist. The cable shall be fitted with a 7-way plastic male connector Truck-Lite 97158 or equal wired per wiring diagram. No substitutions.	Standard	
3 Chute Tailgate	Three 18" wide, 12" high chute openings in tailgate for hand-work. One centered opening, one opening as close to left side as possible and one opening as close to the right side of the tailgate as possible. The bottom of each opening shall be even with the dump body floor. Each opening shall have a vertical sliding door with independent controls to open or close each door. The opening/closing mechanism for each door shall consist of a horizontal lever shaft (1" solid or 1.25" tubular steel) above each door supported in brackets attached to the tailgate vertical bracing on both sides of the chute opening. Attached to the lever shaft between support brackets will be two link arms. Two links shall be installed, one end attached to the horizontal shaft link arm and the other to the chute door. Attached to the end of the horizontal shaft just outboard of the support bracket shall be a minimum 18" lever (handle) for rotating the shaft and thereby lifting the chute door. The horizontal shaft and handle lever may be one piece of shaft or tubing with a 90 degree bend. The handle shall hang down parallel to the tailgate vertical braces with the chute doors closed.	Standard	
Tailgate Striping	Tailgate to be striped with alternate 8" diagonal stripes of yellow and black applied from right to left downward at an angle of 45 degrees. The final coat of finish paint shall be applied by the body installer after the body installation work has been completed. All scratches, shipping marks, dents, etc., shall be repaired, primed and sanded before finish coat is applied. A thorough inspection of all painted surfaces, with special attention to dump body will be made at the time of "Pilot Model Evaluation" and upon delivery of vehicles.	Standard	
Fabricated Arrow Board Brackets	Arrow board brackets shall be fabricated and welded in place on the tailgate to support Authority owned TRAFFIC ARROW BOARDS. See attached TWY Drawing 13-2-20AT. These brackets shall be formed from ¼" thick and 4" wide mild steel flat stock with a 9/16" slot machined vertically from the end to the middle of the bracket. The length of the bracket shall be of a minimal amount to allow attachment of the arrow board without interfering with the tailgate chute. The brackets shall be evenly spaced from each end of the body to provide 61½" spacing inside and mounted so the center of the bracket is 80" above the ground with the vehicle unloaded. To keep the arrowboard vertical when mounted on the truck, two ¼" thick by 1½" wide pieces of flatstock shall be welded to the inside of each bracket. The flatstock shall attach vertically and be spaced 2" from center of the mounting slot and be approximately 10" long. If the tailgate height is less than 82", then these brackets shall be designed to be removable. (The design shall be approved by the Authority).	Standard	
Paint	The dump body and all associated components shall be properly sanded. All rust spots and welding slag removed and the surfaces shall be free of grease and dirt before being primed with one coat of a top quality metal primer. The yellow paint shall be an exact match of the paint used on the truck. The black paint shall be of the same quality as the yellow paint.	Standard	
ELP Body Hoist and Sub-Frame Assembly	The sub-frame shall be of the parallel rail type containing components for loading, locking and unloading interchangeable bodies. The longitudinal rails shall be 4"x4" square tube extending from the rear hinges forward to the hoist attaching plate. Rear hinge stationary assembly shall be heavy angle welded into a relief cut out near the top of the chassis frame. The hoist hinge pins shall be double shear or if single shear a through hinge shaft shall be provided with a center support, to prevent deflection. Hinges shall be equipped with pressure grease fittings. Hinge pin centerline shall be approximately 21" rearward of the rear-rear axle centerline and positioned vertically such that sub-frame main longitudinal rails shall rest directly on the truck chassis.	Standard	

Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (Last updated 10/29/2015)

Lot IX: Thruway Upfitted Trucks (Class 8, 66,000 lb. GVWR, with ELP Dump Body and Plow)			
ELP Body Hoist and Sub-Frame Assembly	Sub-frame hoist attaching plate shall be 1" steel welded to front of the sub-frame longitudinal rails. Rear side of hoist attaching plate will be the positive "stop" when winching on an interchangeable body to insure lock pin alignment. Hoist attaching plate shall include two integral projections outboard of longitudinal rail attachment point. Lugs attached to interchangeable bodies will slide under these projections securing the front of the body. The lower horizontal surface of the projection shall be 1/16" above the load bearing surface of the longitudinal rails.	Standard	
ELP Body Hoist and Sub-Frame Assembly	The sub-frame shall include 4 (four) hydraulically operated lock pins for securing interchangeable bodies to the sub-frame. Installed between the sub-frame rails shall be two special cross members designed for sub-frame strengthening as well as accommodation for body lock pins and lock pin hydraulic cylinders. For passage of electrical, air and hydraulic tubes or cables (called utilities for the purpose of this specification), cross-members shall include a passage slot below the lock pin cylinders approximately 1" high and 12" wide designed to minimize abrasion of utilities passing through it. The front-most cross-member shall include a roller with pressure lube fittings approximately 1 3/4" diameter 12" long to prevent winch strap abrasion over the top of the cross-member. Lock pins shall be 1 1/4" diameter passing through the sub-frame longitudinal rails vertically centered. The front-most lock pins shall be 39" rearward of the hoist attaching plate when measured from the rear side of the hoist attaching plate to the centerline of the lock pins. The rear-most lock pins shall be 49" rear of the first lock pins when measured center to center. Each set of lock pins (front and rear) shall be controlled by a double acting hydraulic cylinder 2" bore, 6" stroke. Lock pin linkage design shall insure 3" stroke of each pin. Each lock pin shall have a pressure lubrication fitting. Installed between the hoist attaching plate and the front-most lock pin cross-member shall be a hydraulically powered winch for pulling on interchangeable bodies. The centerline of the winch drum shall be 24" forward of the front lock pins measured center to center. The winch shall be bolted to steel flat stock supports (1/2" x 2") welded to the inside surface of the sub-frame rails. The supports shall extend from the front lock pin cross-member forward to the hoist attaching plate. The winch shall include nylon strap with minimum 3 ton slip hook with safety clasp. Minimum 5 wraps of strap must remain on winch at all times. .	Standard	
ELP Body Hoist and Sub-Frame Assembly	Sub-frame utilities shall be supported inside the left and/or right longitudinal rail by formed angle supports. Utility supports shall be placed inside each rail 18" behind the rear-most lock pin and 24" forward of the rear-most lock pin.	Standard	
ELP Body Hoist and Sub-Frame Assembly	Interchangeable body hydraulic control valve sections for winch and lock pins shall be sections of the spreader control valve located in the plow equipment wing tower. Each section shall be three position spring centered electric solenoid actuated with 1/2" work ports for the winch and 3/8" work ports for the lock pins. Winch and lock pin hydraulic hoses (two 1/2" for the winch and two 3/8" for the lock pins) shall exit the bottom of the wing cabinet, run toward the rear along the inside of the chassis rails, make a bundled loop near the sub-frame hinge up to the utility supports inside the sub-frame rails. Winch lines (1/2") shall run directly to the winch hydraulic motor. Lock pin lines (3/8") shall run to the rear-most lock pin hydraulic cylinder to a "tee" installed in each cylinder port. From each "tee" in the rear lock pin cylinder ports 1/4" hydraulic lines shall run to their respective port in the front-most lock pin cylinder.	Standard	
ELP Body Hoist and Sub-Frame Assembly	Air or Electrical controls for the winch and lock pin valve sections shall include a master switch to prevent accidental unlocking of the body. The master switch shall be air or electric and installed in the truck dash. Control switches shall be two single pole double throw momentary toggle switches installed in a panel attached to the dump hoist control tower (this panel will also include air tailgate control). The switches shall be clearly labeled with engraved legends "WINCH" "IN" and "OUT" and "BODY" "LOCK" and "UN-LOCK". Wiring for the winch and lock pin circuit shall originate with a fused wire from the continuous duty relay (installed with plow equipment) to the master switch, from the master switch to the toggle switches then from the toggle switches to the respective solenoids on the hydraulic valve sections located in the wing tower. From the toggle switches to the valve section solenoids shall be a 4 conductor jacketed cable. The master switch location shall be approved by the Authority through an in-process inspection. The switch must be positioned so a seated operator can easily hold the master switch with the left hand and operate the control toggle switches with the right hand while watching the loading operation through the cab rear window.	Standard	
ELP Body Hoist and Sub-Frame Assembly	Hoist shall be front mounted vertical telescopic type Mailhot M110-5.5-3 or equal. The hoist base shall attach to framework constructed of minimum two 4"x4" "H" beams traversing the truck chassis. The "H" beams shall be welded to the top side of two 4"x4"x 3/8" angles 13" long. The angles shall have the horizontal leg resting on top of the truck chassis top flange and the vertical leg against outside of the truck chassis frame web. Angle shall be bolted through the truck chassis frame web (not welded to truck chassis). The hoist shall attach to the front side of the sub-frame hoist plate with trunnion type mount and bolt-in trunnion bosses (no cutting or welding to remove or install hoist). The hoist shall provide a dumping angle of not less than 50 degrees and must control the body throughout the entire dumping angle. Hoist action shall stop automatically when the body reaches the maximum dumping angle and the hoist shall retain the body at that position until released. The hoist hydraulic supply shall be from the appropriate valve section of the chassis mounted valve assembly described under Item 2 of this specification.	Standard	
ELP Body Hoist and Sub-Frame Assembly	Bolted to formed gusseting for hoist attachment to sub-frame shall be a bulkhead containing connectors required for body removal (Body lighting receptacle and tailgate air control connections). This bulk-head shall face the driver's side of the chassis providing ease of connection for an operator at ground level. The center of the bulk-head shall be approximately in-line with the hoist mounting trunnion boss (bolt-on design will allow removal for access to trunnion boss bolts if required).	Standard	
ELP Body Hoist and Sub-Frame Assembly	A 7 conductor jacketed cable shall exit the junction box located on wing tower, run along the inside of the chassis frame rail to the rear of the chassis, join with the winch and lock pin hydraulic lines to form a bundled loop up to the hoist sub-frame then run to the front of the hoist sub-frame to the utilities bulkhead. At the bulkhead the wiring shall terminate in a DOT 7 pin plastic female receptacle with boot, Truck-Lite 50869 no substitutes.	Standard	

Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (Last updated 10/29/2015)

Lot IX: Thruway Upfitted Trucks (Class 8, 66,000 lb. GVWR, with ELP Dump Body and Plow)			
ELP Body Hoist and Sub-Frame Assembly	Tailgate air control valve shall be installed in a panel attached to the dump hoist control pedestal in the truck cab (This panel will also include toggle switches for winch and lock pin control). The valve shall be clearly labeled "TAILGATE" "OPEN" and "CLOSE" with engraved legends and include a guard to prevent accidental tailgate opening. Air supply for the tailgate valve shall be from the chassis dry tank. Control air lines from the tailgate valve (blue for open, red for close) shall pass through the cab floor, run along the inside of the chassis frame rail to the rear of the chassis, join with hoist hydraulic lines to form a bundled loop up to the hoist sub-frame then run to the front of the hoist sub-frame to the utilities bulkhead. At the bulkhead the red line shall terminate with a ¼" male quick coupler and the blue line shall terminate with a ¼" female quick coupler.	Standard	
ELP Body Hoist and Sub-Frame Assembly	The hoist base mounting framework shall include gusseted heavy sub-frame lowering guides approximately 6" high to insure sub-frame rests in correct position when fully lowered. The hoist base mounting framework shall include a 36" sub-frame safety prop.	Standard	
ELP Body Hoist and Sub-Frame Assembly	The hoist shall include a body up switch. This switch shall be a normally open switch (Omron ZE Series model ZE-NJ-2S or compatible equivalent). The switch shall be wired per wiring diagram into the wing tower mounted junction box installed with plow equipment with 2 conductor jacketed cable.	Standard	
ELP Body Hoist and Sub-Frame Assembly	Clearance between cab and sub-frame hoist and possible location of frame cut shall be determined by the Authority at time of in-process inspection.	Standard	
ELP Body Hoist and Sub-Frame Assembly	Hoist and sub-frame shall be painted black with paint of the same quality specified for the dump body.	Standard	
Trailer Hitch	A swivel type pintle hitch shall be installed on the rear of the truck (Holland PH-760, Wallace Forge B30-2050107 or compatible	Standard	
Trailer Hitch	Connections for trailer service and supply air lines shall terminate at the rear of the truck into securely mounted glad hand	Standard	
Trailer Hitch	All hitch-mounting framework shall be designed to exceed the hitch rating by a minimum of 15% and any attaching hardware shall be S.A.E. Grade 8. A decal or label shall be attached within close proximity of the hitch that displays the hitch capacities.	Standard	
Trailer Lighting Receptacle	A 7 pole trailer plug is required. Trucklite model 50869. It shall be wired in accordance with SAE J560B.	Standard	
Trailer Lighting Receptacle	The plug shall be mounted in a convenient protected location that will not hamper the trailer or damage the wiring when making sharp turns.	Standard	
General	Contractor to furnish and install snow plow push frames along with double right hand leveling wing mountings (including the leveling wing as required), complete with controls, lights and accessories on 66,000 GVWR Cab & Chassis Trucks.	Standard	
General	The specified truck/plow attachment shall be manufactured by a recognized snow plow manufacturer and must hydraulically tilt forward to allow service personnel access to the truck's engine compartment.	Standard	
Required Compatibility	The push frame must accommodate the Authority's existing plows with hitches set up on 30.5" centers. It must provide a minimum of three (3) plow drive-point heights. The first hitch point is to be 16" + above the ground, with the second and third points in three-inch increments above the first. These hitch-pin holes shall be sized to accommodate 1.25" diameter hitch pins. The pins shall be included with the plow frame.	Standard	
Required Compatibility	The hinged pivot point of the plow lifting device is to be 48" + above the first hitch point and provide a 12-inch minimum vertical lift (in order to provide proper lifting geometry for the Authority's existing plows).	Standard	
Basic Push Frame Construction	Frame to be fabricated of heavy plate, tubing and angle. The custom type side plates to be 1/2" thick, and to extend back as far as practical from the front. Reinforcing ribs to be welded to the side plates at the points of greatest stress.	Standard	
Basic Push Frame Construction	The push frame shall mount as close to the truck as practical and the distance from the end of the truck frame to the center of the drive pin should not exceed 13 inches.	Standard	
Basic Push Frame Construction	Extra bracing is required to handle the heavy thrust load placed on the plow frame. This may be accomplished by using heavy thrust braces from the lower plow frame to the underside of the chassis frame rails or by a similar approved method that relieves stress on the mounting bolts. When braces are used, they shall not interfere with the installation of suspension assist devices that sit directly over the front axle.	Standard	
Main Push Frame and Wing Post Construction	The lower and upper horizontal support members shall be fabricated from 7" x 4" x 3/8" and 4" x 4" x 3/8" wall rectangular tubing respectively, while the vertical risers shall be from 4" x 3" x ¼" wall rectangular tubing. The horizontal member to which the base of the lift cylinder pins shall be from a minimum of 4" x 4" x 3/8" square tubing.	Standard	
Main Push Frame and Wing Post Construction	The wing post shall be fabricated from 8" I-beam and securely bolted to the upper and lower horizontal crossmembers. Additional holes are required above and below the standard mounting position of the wing post mounting plate to accommodate height adjustments. The height of the wing post shall accommodate an integrally mounted hydraulic cylinder that provides 66" of lift. The front slide weldment for mounting of the trip/dee shall be designed to pull from the top center thus minimizing binding in the I-beam channel. The trip/dee cable attachment arrangement shall allow the removal of the slide weldment to trip/dee king-pin without detaching any other components such as the lift cable shackle.	Standard	

Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (Last updated 10/29/2015)

Lot IX: Thruway Upfitted Trucks (Class 8, 66,000 lb. GVWR, with ELP Dump Body and Plow)			
Tilting Function	The frame shall be designed to tilt hydraulically by using the plow lift cylinder as the tilt cylinder. This will be made possible by installing a pin through the lift yoke and the frame, thus locking the yoke to the frame. Two upper frame pins are required to lock the frame to the truck for normal plow operations. When these pins are removed, and the lift yoke and frame are locked, the frame will be allowed to pivot hydraulically when the plow lift cylinder is activated. Thus the entire center portion of the plow attachment (and any applicable side wing appurtenances) will tilt forward to accommodate a tilt-hood.	Standard	
Front Plow Frame Hydraulic Cylinders	The plow lift cylinder shall be double acting with a 4" bore, 10" stroke, chrome plated piston rod, and poly pac seals. The base of the cylinder shall attach to the horizontal member specified herein and the cylinder rod attaches to a horizontal pivoting lift yoke weldment formed from 3/4" plate.	Standard	
Front Plow Frame Hydraulic Cylinders	The front of the wing will be controlled by a 3" integrally mounted hydraulic cylinder on the wing post. The cylinder shall be connected to the slide weldment via a 1/2" stainless steel cable, looped over a bronzed bushed sheave arrangement at the top of the wing post. The cable shall be not less than 1/2" diameter extra flexible plow steel wire rope 8 x 19 IPS preformed. The stroke of the cylinder shall be sufficient to allow 66" of wing lift.	Standard	
Rear Wing Hydraulic Tower Assembly	Mounted behind the vehicle cab, as close as practical, shall be a hydraulic tower assembly. The tower assembly shall include the hydraulic tank, rear wing(s), positioning equipment, spreader and interchangeable body hydraulic valve, personnel platform and platform access ladder brackets.	Standard	
Rear Wing Hydraulic Tower Assembly	The main horizontal beam of the wing tower assembly shall be not less than a 10" channel of 20 lb/ft or a 12" structural I-beam.	Standard	
Rear Wing Hydraulic Tower Assembly	Mounted on right side of the assembly shall be a vertical tower cabinet enclosure that houses the rear wing lift cylinder components and a Rexroth M4 4 section hydraulic valve	Standard	
Rear Wing Hydraulic Tower Assembly	The rear wing lift cylinder shall be a 5" x 18" single-acting cylinder. The cylinder rod must be hard chrome plated and have a 3/4" SAE O-ring boss port fitting to maximize rear wing drop speed.	Standard	
Rear Wing Hydraulic Tower Assembly	The single acting ram will operate a graphite bronze bushed sheave arrangement to provide a highlift to the rear of the wing. The sheaves must be reeved with not less than 1/2" diameter extra flexible plow steel wire rope 8 x 19 IPS preformed. All sheaves shall be equipped with hydraulic grease fittings.	Standard	
Rear Wing Hydraulic Tower Assembly	Removable access covers shall be provided on the tower cabinet to allow unrestricted access to the Rexroth M4 valve assembly. (See Power Hydraulics - Spreader Circuit.) These covers shall be weather tight, located near the top of the tower, facing the center of the vehicle. Covers shall be easily removable.	Standard	
Rear Wing Hydraulic Tower Assembly	A double acting hydraulic cylinder mounted vertically on the outside of the tower shall control the parallel wing braces. The cylinder is to be 3" diameter x 33" stroke and shall regulate the height of the tower end of the wing braces.	Standard	
Rear Wing Hydraulic Tower Assembly	Rear wing tower cabinet cover shall be made of black HDPE plastic sheeting as recommended by the tower manufacturer with sufficient fasteners and clamping strips to minimize warping.	Standard	
Rear Wing Hydraulic Tower Assembly	The hydraulic reservoir tank shall be mounted on the tower assembly, centered behind the cab, approximately two inches above the tower main horizontal beam. This will allow access to hydraulic lines and fittings as they exit the bottom of the tank. (See Power Hydraulics - Plow Circuit). The intent is to mount the reservoir as low as practical on the wing tower assembly as it will have a personnel access platform installed above it. (See Platform in Attachments category.)	Standard	
Hydraulic Tank	The reservoir shall be constructed of 8 gauge steel and accommodate two hydraulic pump suction lines, 1 1/2" NPT bungs minimum (one to supply each section of the hydraulic pump). The suction bungs shall include standpipes that rise 2 inches above the tank bottom. The tank shall also have provisions for separate return lines 1 1/4" NPT (one for each section of the tandem hydraulic pump). All tank line locations shall be designed to prevent hydraulic oil foaming. If the hydraulic return lines enter the tank below the oil level, they must be equipped with full-flow one-way check valves. The tank shall also include a drain 1/2" NPT minimum with a hose to facilitate tank draining when required. On the top of the tank shall be a replaceable fill port with screen strainer and vented cap. The reservoir shall be sized to properly handle any or all of the hydraulic requirements of the plow, spreader and dump-body. Installed in the hydraulic reservoir at approximately the mid-point of proper oil level shall be a normally open oil level switch. This switch shall close any time the hydraulic oil falls below approximately 1/2 full. The switch shall be wired to the wing tower mounted junction box with 2 conductor jacketed cable per wiring diagram.	Standard	
Power Hydraulic System	Shall consist of tandem pumps, control valve assembly with adjustable relief valve, hydraulic cylinders, filter assemblies, oil reservoir and all necessary pipe lines, tubing and fittings for mounting the equipment on the truck.	Standard	
Power Hydraulic System	Aeroquip GH781 hydraulic pressure hoses with crimp style fittings, adequately supported and secured along their routed path.	Standard	

Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (Last updated 10/29/2015)

Lot IX: Thruway Upfitted Trucks (Class 8, 66,000 lb. GVWR, with ELP Dump Body and Plow)			
Power Hydraulic System	Hydraulic lines from the valve/tank area to the plow/wing functions at the front of the truck shall be stainless steel hydraulic tubing. The tubing shall have front axle clearance equal to or greater than the clearance between the axle and chassis frame bumpers. Tubing routing shall allow access to the chassis engine and transmission filters.	Standard	
Power Hydraulic System	All tubing bends shall be made with a tubing bender. Kinked or buckled bends are unacceptable.	Standard	
Power Hydraulic System	Parker quick connect/disconnect fittings for plow swing-control hydraulic lines. A Parker model SM-501-8FP female fitting with dust cap for one line; and a Parker model SM-502-8P male fitting with dust cap for the other line.	Standard	
Power Hydraulic System	The hydraulic pump shall be driven by a Chelsea 890 series PTO, mounted directly to an Allison World Transmission Model HD 4500RDS.	Standard	
Power Hydraulic System	The tandem pump must be a heavy duty type suitable for continuous operation with a minimum capacity of 23.5 gpm on each section at 1500 rpm. The pump shall be a Permco P2100B231AXXK20-87AXK20-1 or compatible equivalent.	Standard	
Power Hydraulic System	The Pump and PTO shall mate and use SAE flanges for mounting. The splines between the pump and the PTO shall be packed with a special antiwear grease compound as recommended by the manufacturer of each. (Note: Failure to do this will cause premature spline failure, which will be the responsibility of the contractor.) The pump and PTO mating area must be sealed to prevent contamination of the coupling.	Standard	
Power Hydraulic System	The relief valves of both pumps shall be factory-set to 1750 psi and adjustable to 2500 psi. One section of the hydraulic pump shall supply hydraulic oil to a chassis frame mounted valve controlling the plow wing(s) and dump body functions while the other section shall supply oil to a wing tower cabinet mounted valve controlling the spreader and interchangeable body functions.	Standard	
Power Hydraulics – Valve for Plow, wing(s) and dump body Circuits.	The hydraulic valve sections shall be pneumatically actuated balanced spool type, with an integral relief valve having a flow capacity suitable for use with the system. The valve spools shall be of polished chrome. The hydraulic valve shall be a Rexroth M4. Sections of this valve shall control hydraulic functions for plow raise/lower, plow reverse left/right, front wing up/down, rear wing up/down, wing braces up/down and dump body up/down. The valve enclosure is to be located in a manner that allows easy access to valve body. The enclosure shall attach to heavy brackets that bolt to the truck frame as high as practical. These brackets shall allow the valve body to sit at approximately a 45 degree angle. The hydraulic valve assembly shall be positioned inside the enclosure with pneumatic slave cylinders facing down (see Controls - Plow & Wing). The enclosures cover shall be L shaped, removing the cover shall expose the valve body and allow easy access to the pneumatic slave cylinders. All hydraulic lines must exit the back or sides of the enclosure and be sealed around the openings with silicone. A hard plastic or a steel mud flap is to be included to minimize road spray on the enclosure from the rear wheels.	Standard	
Power Hydraulics – Spreader and Interchangeable Body Valve	Spreader controls shall be included to allow operation of the Authority's V-box spreaders (See Spreader Controls). Hydraulic oil from the pump shall be plumbed to a Rexroth M4 valve with unloader. This valve shall work with the gear pump specified herein and shall control the hydraulic flow of oil for the spreader spinner and conveyor circuits of the spreader body. This valve shall include two additional pneumatic slave cylinder operated sections for the interchangeable body system, one for the sub-frame winch hydraulic motor and one for body lock pin hydraulic cylinders.	Standard	
Power Hydraulics – Spreader and Interchangeable Body Valve	The valve shall be mounted inside the wing tower cabinet assembly. The valve shall be positioned as high as practical toward the top and bolted directly to the front wall of the tower. Note: mounting of this valve shall allow access to the valve spools with an allen wrench to accommodate manual operation of the spreader controls. Hydraulic lines, where practical, are to be routed within the cabinet assembly. If positioning of the valve requires the lines to run outside the cabinet, the line entry/exit hole size shall be minimized to prevent contamination from entering the cabinet.	Standard	
Power Hydraulics – Spreader and Interchangeable Body Valve	Hydraulic valve work ports to the spreader conveyor and the spreader spinner shall be plumbed to the lower right hand corner of the wing tower assembly and terminate in securely mounted quick couplers. Two 3/4" Snap-Tite couplers, one female (VHC-12-12F) and one male (VHN-12-12F) and one 1-1/4" Snap-Tite female (VHC-20-20F) for the return to reservoir. Dust covers are required with all quick couplers. The spreader return quick coupler shall be plumbed to one of the hydraulic return filters described under "Return Circuits".	Standard	
Power Hydraulics - Return Circuits.	Two return circuits are required, one for each section of the tandem pump. These lines are to be 1/4" and include a spin-on filter housing with a 10-micron rated filter. (Filter assemblies to be Gresen model FSP212IEDNN or compatible equivalent.) The filters shall attach in a vertical position (Filter Down) as low as practical and allow clearance for the installation of a ladder (see paragraph titled Attachments).	Standard	
Controls – Plow and Wing	Proportional pneumatic controls are required for operation of all plow, wing and dump body functions on 66,000 GVWR tandem axle trucks.	Standard	
Controls – Plow and Wing	PROPORTIONAL CONTROLS ONLY will be acceptable. It must be possible to proportionally control the speed of plow, wing and dump body functions through the corresponding pneumatic control levers.	Standard	
Controls – Plow and Wing	All hydraulic functions shall be controlled through a miniature pneumatic assist system that includes lever-operated pneumatic valve(s), slave cylinder(s), a filter/drier, pneumatic lines and control panel. Slave cylinders shall be direct coupled to their corresponding hydraulic valve sections.	Standard	

Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (Last updated 10/29/2015)

Lot IX: Thruway Upfitted Trucks (Class 8, 66,000 lb. GVWR, with ELP Dump Body and Plow)			
Controls – Plow and Wing	For vehicles equipped with either a left or right wing, the contractor shall provide a five function, pedestal-mounted, proportional pneumatic plow control unit with "booted" chrome handles. The pedestal shall be mounted between the seats and pivot to the left or right, allowing operation from either the driver's or passenger's side. The controls must be oriented and labeled from left to right as follows: - Plow (raise/lower) - Plow (left/right) - Wing Braces (up/down) - Front Wing (up/down) - Rear Wing (up/down)	Standard	
Controls – Plow and Wing	A locking pneumatic control shall be included for the dump body function. This valve shall be mounted in an approved location between the seats.	Standard	
Controls – Plow and Wing	The pneumatic controls shall function properly with a system working pressure of 90 to 120 psi, with compressed air from the vehicle's air system.	Standard	
Controls – Plow and Wing	The air supply shall be drawn from a pressure protection valve installed on the vehicle's dry tank through an air supply line fed into the vehicle cab to a combination pressure regulator /lubricator. On the inlet side of the regulator shall be an on/off valve, which will allow service personnel to shut off the air supply for repairs without draining the complete system.	Standard	
Controls – Plow and Wing	The air supply line from the regulator shall connect to the control valve air manifold. The manifold shall be internal within function control valves and the valves shall be designed to stack on each other as a function is needed. The air lines that exit each control valve shall have 3/16" diameter color-coded nylon tubing. At the end of each color-coded tube shall be a corrosion resistant brass push lock connector. Each control section shall have a dedicated color and this color shall continue to each valve spool.	Standard	
Controls – Plow and Wing	Shortly after exiting the control valve, these lines shall be bundled together with tie straps and the bundle then covered in plastic flexible conduit of the appropriate size and secured along its routed path. The bundle of lines shall then exit the vehicle cab at the base of the pedestal and continue into the enclosed cabinet housing the valve spools (the exit location will require Authority approval).	Standard	
Controls – Plow and Wing	Wherever an air line passes through a body panel, cross member or cabinet, the pass through hole shall be grommetted to protect the hose from wear. No silicone sealer is to be used.	Standard	
Controls – Plow and Wing	The tubing shall connect to slave cylinders that bolt to the end of the valve spool. Caps or covers, packed with grease, shall be included on the opposite end of the valve spool to protect the spool from corrosion.	Standard	
Controls - Spreader	Spreader controls shall be Basic Technologies CompuSpread Model 550, fully installed and set up for closed-loop operation. The installation shall include all necessary lines, harnesses, sensors, including the application rate sensor, and adapters to make the system fully operational. This system will hook up electrically to the wing tower cabinet mounted Rexroth M4 valve described herein. Ground speed signal wire will be supplied by the chassis vendor. The Authority will determine the exact location of the control console prior to installation.	Standard	
Wings and Trip Devices - General	Each plow frame installation will include the wing(s) and trip device(s) as required. Front plows are not required.	Standard	
Leveling Wing, Right	The right leveling wing shall be built of a minimum of 8 gauge sheet steel, properly ribbed to give the greatest strength without undue weight, and have an overall length of 12 feet.	Standard	
Leveling Wing, Right	The cutting edge shall be 3/4" x 6" x 10'8" with carbide inserts, Firth Sterling MPD 11 or equal and have a blade reinforcement of 6" x 4" x 3/4" backer angle w/ gussets. The height of each leveling wing shall be approximately 29" at the front end and approximately 39" at the rear end.	Standard	
Leveling Wing, Right	The wing shall include at least two replaceable shoes and have at least five adjusting points for attaching the wing braces.	Standard	
Leveling Wing, Right	Bolt holes on cutting edge shall be spaced as shown on drawing 11 2 66 AO, 12" Leveling Wing Blade, attached.	Standard	
Trip Devices	A trip weldment is required where the wing attaches to the front wingpost, to include no less than a 1¼" diameter king bolt, 1¼" diameter mounting bolt, and a 1¼" diameter hardened steel pivot pin. A 7/8" diameter wire torsion spring is also required to assist the wing in returning to its operating position after tripping. The spring shall be adjustable for varying its resistance to tripping; and a hardened steel pin is required to lock out the trip action should operating conditions require a rigid wing.	Standard	
Trip Devices	The upper and lower rear wing braces to be made from 2½" extra heavy pipe and 2-1/8" diameter solid bar and be adjustable in six increments of 5" each.	Standard	
Trip Devices	The braces must allow a full range of movement without binding or causing integral stress in the wing, joints, tower or braces.	Standard	
Trip Devices	The top brace sections must be free to telescope and shall be connected by an adjustable tension spring. Provision shall be made in the top brace to lockout the telescoping action.	Standard	
Leveling Wing Mounting	When a right wing is mounted to the truck, the wing braces and lifting mechanism shall allow the wing(s) to fold up tight to the vehicle. The distance from centerline of the truck to outside of the raised wing shall not exceed 5'9". A rubber wing brace stop block shall be installed on the wing brace inner bracket to prevent wing from contacting truck mirrors or door.	Standard	

Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (Last updated 10/29/2015)

Lot IX: Thruway Upfitted Trucks (Class 8, 66,000 lb. GVWR, with ELP Dump Body and Plow)			
Attachments	Steps are required, (one per opposite side of wing when a single wing is installed), fabricated of 13 gauge skid resistant open grip plank grating as manufactured by McNichols Co., or compatible equivalent. Approximately 8" wide, welded to each side plate and protruding to approximately the center of each front tire. Outer ends shall be boxed with a piece of 2" x 0.125" flat stock or equal welded to the end to eliminate any sharp edge, and properly reinforced to support personnel who service the vehicle.	Standard	
Ladder	Note: The contractor is not required to furnish a ladder. The Authority fabricates its own standard ladders. Authority standard ladders (right) will be supplied to the successful bidder for the purpose of properly positioning ladder brackets. Exact positioning of bracket upper slots shall be determined at an in-process inspection.	Standard	
Ladder Brackets	A ladder bracket assembly for supporting a removable ladder (ladder provided by others) shall be attached to the platform above the hydraulic tank at the top and truck chassis at the bottom. When attaching a ladder the ladder shall hook into milled slots near the top of the bracket assembly then swing into place against the lower portion of the bracket assembly. The bracket assembly shall be parallel vertical rails fabricated from 3/8"x 2" flat steel stock with. The rearmost vertical rail will include a drilled latch mounting plate (latch not required). Two cross-members tie the vertical rails together, one upper of 1/4" x 2" flat stock and one lower of 2" x 1" rectangular tube. The lower tube shall include ladder installation guide tabs at each end.	Standard	
Ladder Brackets	Should the location of the exhaust or any other component interfere with installation of this ladder bracket assembly, the contractor shall relocate the component as necessary to accommodate the bracket. Prior approval of the Authority is required.	Standard	
Ladder Brackets	For a right wing, the ladder brackets will be on the left side. The ladder bracket assembly shall unbolt from the truck as a unit.	Standard	
Platform	For RH Wing Plow Trucks, a bolt-on platform is required on top of the hydraulic tank; to be formed of 13 gauge skid resistant open grip formed plank as manufactured by McNichols Co., or compatible equivalent. It must extend to within 2" of the vehicle cab and to the rear as far as practical without interfering with the dump or spreader bodies. The platform shall have a circular cutout where the hydraulic tank filler is located and be raised flush with the top of the filler cap. A steel ring or tube shall be welded in place where the circular cutout is located. Ends shall be capped with 2" x 0.125" flat stock. All sharp edges must be ground smooth.	Standard	
Head and Auxiliary	A detailed wiring diagram will be provided to the successful bidder	Standard	
Head and Auxiliary Lighting - General	The contractor shall furnish and install the following lighting, wiring and associated equipment specified. Exact locations will be determined by the Authority prior to installation.	Standard	
Head and Auxiliary Lighting - General	All wiring exiting the truck cab shall be in the form of jacketed cables containing differing numbers and gauges of conductors.	Standard	
Head and Auxiliary Lighting - General	Any place a jacketed cable or wire passes through a hole a proper size grommet shall be installed to protect the cable. No silicone sealer is to be used in cab exit holes, only grommets.	Standard	
Head and Auxiliary Lighting - General	All cable shall be properly attached and supported along its routed path. Any place there may be a danger of abrasion or other damage to the cable or wire grommets, flexible plastic conduit, clamps or any combination shall be installed to protect the cable. No cables or wiring shall pass through any engine access covers.	Standard	
Head and Auxiliary Lighting - General	All terminal, plug and receptacle wire connections shall be liberally coated with corrosion inhibitor, Fluid Film® or compatible equivalent.	Standard	
Plow lights	(Truck-Lite 80810-LH and 80820-RH) shall be installed and attached to the front plow lift framework. The lights shall be positioned so that the center of the lens is approximately 74" above the ground. No substitutions.	Standard	
Plow lights	Plow light wiring shall be connected to existing chassis manufacturer supplied plow light wiring near lower left corner of chassis radiator using a plow light wiring harness (Truck-Lite 93940 or functional equivalent). Fluid Film® or functional equivalent corrosion inhibitor shall be provided on the bulb connections and harness plug connection.	Standard	
Accessory Relay	A 100 amp rated continuous duty electrically suppressed relay shall be mounted under the dash. Load wire from an approved power source to the relay shall be 8 gauge. Relay control wire may be 14 gauge and shall be energized with the ignition key in run and accessory positions.	Standard	
Spot Light	A spot light, Go-Lite model 2020 (no substitutions), shall be installed on the front wing post (right post for double wing). Bracket for spot light shall be 80" ± from the ground to the light mounting surface. The spot light shall be remote controlled by an in cab pendant control. The pendant and approximately 48" of cable shall lay loose across dash of truck at delivery (wiring supplied with the spot-light will require lengthening). The spot light shall receive fused power from the continuous duty relay installed with plow equipment. The exact location will be resolved with the contractor before installation.	Standard	

Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (Last updated 10/29/2015)

Lot IX: Thruway Upfitted Trucks (Class 8, 66,000 lb. GVWR, with ELP Dump Body and Plow)			
Junction Box	Mounted near the hydraulic tank on the ladder side of the wing tower on an Authority approved bracket shall be a waterproof junction box. This junction box will serve as an interface/distribution center and diagnostic test point for wiring associated with equipment installed on the wing tower, rear chassis and body wiring and cab mounted switches and controls. The junction box shall contain wiring terminal strips and mounting provisions for a solid state flasher. Wiring to and from this junction box will be described in paragraphs Below.	Standard	
Junction Box	Construction of the junction box will require drilling holes for installation of the specified compression fittings.	Standard	
Junction Box	The following components are required to construct the custom junction boxes; Fibox PC200/100XHG Enclosure or equal, FIBOX INC. 410-760-9696 Fibox MIV200 back plate or equal. Bussman C5237-10 Terminal Strip or equal, MARSH Electronics Inc. 414-475-6000. Bussman C5237-12 Terminal Strip or equal. Truck-Lite 50840 thru 50847 compression fittings Truck-Lite 50845 Jam Nuts Truck-Lite 97231 Solid State Flasher Components that are deemed a compatible equivalent to those identified above will be considered, however, samples are to be provided for evaluation purposes and Authority approval.	Standard	
Revolving light on wing tower	The contractor shall install a light (Code 3 Model DB2NYTWAY) (no substitutions) above the wing tower on a bracket or pipe column approximately 8½" high. The light shall be visible from all sides of the vehicle. The light shall be wired to the wing tower mounted junction box with 2 conductor (one power and one ground) jacketed cable per wiring diagram.	Standard	
Hopper light	A hopper load light (Truck-Lite 40004 lamp kit) with associated bracket (40720) to be installed on the top of the wing tower, facing rearward. The light shall be wired to the wing tower mounted junction box with 2 conductor (one power and one ground) jacketed cable per wiring diagram.	Standard	
Wing light(s)	Right wing lights (Truck-Lite 40004 lamp kit, with bracket and grommets as required) to be installed. These lights shall be adjustable and aimed laterally and down at a point just inside the base of the wing (with the wing down and extended). Each light shall be wired to the wing tower mounted junction box with 2 conductor (one power and one ground) jacketed cable per wiring diagram. No substitutions.	Standard	
Body Up Indicator Light	Mounted in the dash and appropriately labeled shall be an indicator light illuminated any time the body is raised. The light shall have power any time the accessory relay is energized. The body position sensing switch will complete the circuit to ground illuminating the light when the body is raised. The power to the body up light shall be a 14 gauge fused wire from the controlled load side of the accessory relay to the body up light. The wire from the indicator light to the wing tower mounted junction box shall be one wire of a two conductor jacketed cable (the other wire of the cable will be used for a low hydraulic oil warning lamp) per wiring diagram.	Standard	
Low Hydraulic Oil Warning Light	Mounted in the dash and appropriately labeled shall be an indicator light illuminated any time the hydraulic oil level falls below approximately ½. The light shall have power any time the accessory relay is energized. The oil level sensing switch will complete the circuit to ground illuminating the light when oil level is low. The power to the oil level light shall be a parallel wire from the body up light. The wire from the oil level indicator light to the wing tower mounted junction box shall be one wire of a two conductor jacketed cable (the other wire of the cable will be used for the body up lamp) per wiring diagram.	Standard	
Six Switch Light Panel	A six switch light panel, Federal Signal model SW-300 with custom legends, shall be mounted to the front face of the pedestal used for the plow and wing controls (Exact location to be determined by the Authority). The legends shall be labeled, from left to right, "Rotating Lights", "Flashing Lights", "Left Wing", "Right Wing", "Load Light", "Spinner Light". When a single wing truck is specified the legend for the opposite wing shall be labeled "Aux".	Standard	
Six Switch Light Panel	Power to the six switch panel shall be from the controlled load side of the continuous duty accessory relay. This wire shall be 8 gauge.	Standard	
Six Switch Light Panel	A 7 conductor jacketed cable (Truck-Lite 50701 or compatible equivalent) shall exit the six switch panel, then exit the cab through a grommet lined hole in the cab floor or firewall then run rearward along the chassis frame to the wing tower mounted junction box. Connection terminals at the junction box shall be per Authority provided wiring diagram.	Standard	
Chassis to Junction Box Wiring	Body builder wiring provided inside the cab by the chassis vendor shall be extended from the cab to the wing tower mounted junction box. Wiring connections in the junction box shall be per wiring diagram. Should the chassis manufacturers wiring not include a ground wire, a single 8 gauge wire shall be run from the junction box to an approved chassis ground.	Standard	
Three Light ID Trio	A three light ID trio, Truck-Lite 15741R or compatible equivalent shall be mounted at the rear of the truck chassis, centered, and be visible below the dump body spreader extension. To be wired as described above under "Rear of Chassis Wiring" and per wiring diagram.	Standard	
License Plate Bracket with Light	A lighted license plate bracket shall be installed on the rear of the vehicle chassis. Exact location shall be determined at an in-process inspection. To be wired as described above under "Rear of Chassis Wiring" and per wiring diagram.	Standard	
Backup Alarm	A backup alarm shall be installed at the rear of the vehicle chassis. To be wired as described above under "Rear of Chassis Wiring" and per wiring diagram.	Standard	
Chassis Stop/Turn/Tail and Back-up Lighting	Bolted to the chassis frame web behind the rear wheels, one each side, shall be a bracket of minimum 2" x ¼" steel angle extending approximately to the edge of the dump body. This bracket will support chassis rear lighting and mud-flaps. Mounted on top of each angle shall be an enclosed module each containing an LED oval stop/turn/tail lamp (outboard) and an oval back-up lamp (inboard). Inner edge of module shall be 4" out from chassis frame. Wiring for these lamps described above under "Rear of Chassis Wiring"	Standard	

Group 40590 Award 22910– TRUCKS, HEAVY DUTY (Class 8 Chassis Cab Type with Various Bodies)

PC67088 Navistar Price List 11/15/16 (Last updated 10/29/2015)

Lot IX: Thruway Upfitted Trucks (Class 8, 66,000 lb. GVWR, with ELP Dump Body and Plow)			
Mud Flaps	Bolted to the light brackets described under Chassis Stop/Turn/Tail and Back-up Lighting above shall be black rubber mud-flaps. Mud flaps will be installed forward of the light module with approximately 6" of flap extending upward above the bracket to protect light modules from tire spray.	Standard	
General	Note: License plate light, backup alarm, chassis lighting, mud-flaps and three light ID trio will always stay with vehicle chassis.	Standard	
Trailer Plug Wiring	Trailer plug supplied by chassis manufacturer shall be installed in the rear hitch plate when a hitch is specified. When no hitch is specified the trailer plug may remain in the chassis manufacturer's bracket.	Standard	