GURU: Guided Uniform Response Utility

Report ID:1778

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SALESPERSON INFORMATION

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CUSTOMER INFORMATION

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CARB REQUIREMENTS PROCESSING

1. State Registry: State where the vehicle will be registered. The answer will be used to determine EPA/CARB requirements for badging and warranty.

State Registry: Nevada

Adoption of the Omnibus CARB law by individual states is an ever changing situation and is based upon Model Year. Please note that VT is targeting 2026 and CO, MD, NM and RI have all committed to compliance with Model Year 2027.

Vehicle will be registered in Nevada. Currently this state does not participate in the HD Low NOx Omnibus Regulation and is not included as part of the Section 177 States group.

State Bridge allows 80,000 lbs.on Interstate highways.Grandfathered up to 129,000 lbs.on some Interstate highways and Non-Interstate highways. Tire patch de-rate to 600 lbs./inch of tire width on steering axles and 500 lbs./inch of tire width on all other axles.

2. CARB Requirements: CARB states are those that have adopted the regulations. Specific rules apply to badging and warranty based upon operational guidelines. If uncertain a wise choice is: Part of operation includes a CARB state. Especially for states that border CARB states, and over-the-road tractors.

CARB Requirements: Part of operation includes CARB State

With the selection: Part of operation includes a CARB State, vehicles with Internal Combustion Engines SHOULD have a CARB sticker on the door. While the chassis components will not differ from any other chassis, properly identified vehicles are applicable to idle within CA state borders, or in any other state which adopts CARB ruling. BEV are exempt.

Vehicle is specified to operate in a state defined as CARB or the Section 177 States.

3. Acknowledge Compliance: By selecting Require/Decline the customer understands the impact of CARB upon their actual operation. Battery Electric Vehicles are CARB compliant.

Acknowledge Compliance: Require CARB features

Customer is acknowledging that they want engine and hood/door sticker identifying CARB compliance.

OPERATING AND FUELING

4. Daily Mileage Estimate: Estimates of daily mileage will be used to help ensure fuel and DEF are appropriately sized for the application. No more than 240 gallons is recommended, unless an over-the-road vehicle fueling at a single location.

Daily Mileage Estimate: 101-200

Questions about daily mileage and hours of operation are used to estimate power requirements, either fuel and DEF capacity or batteries. Both are heavy, so over-specification can detract from potential payload.

If the truck achieves 6 miles/gallon of fuel, 100 gallons = 600 miles. At an average speed of 50 mph, the chassis can go approximately 1 day before refueling: 600 miles/50 mph = 12 hours.

Estimate the chassis to operate less than 200 miles daily.

5. Daily Hours of Operation: Typical hours of operation is a question designed to fine tune the specification. It provides insight into driver requirements, tanks sizes and maintenance practices.

Daily Hours of Operation: 6 - 10

If the vehicle operates less than 11 hours daily the probability is that there is a single driver. Depending upon operation selected, they may return home each day.

6. Fuel Efficiency: Fuel is a controllable cost. Selecting an efficiency level will help determine the importance of specifications that influence gearing.

Fuel Efficiency: Moderate

Selecting Moderate as a Fuel consideration will result in fast rear axle ratio and a Manual or Automated Manual Transmission (AMT). This assumes chassis to operate in top 2 gears over 85% of the time when the road use is 100% pavement. With Automatic transmissions this is considered the best option for Fuel Efficiency, resulting in faster gearing.

Proper tire pressure is a contributor to fuel economy. This selection will include some form of Tire Pressure Monitoring System.

CUSTOMER OBJECTIVES

7. Reduced Maintenance: Some people service vehicle at their location while others are on the road 100% of time. Vehicle servicing is synonymous with downtime. This is an important consideration when they customer does not

self-service the chassis. Identified components will be added to chassis.

Reduced Maintenance: Moderate

Disc Brakes eliminate slack adjusters; rubber bushed Spring Pins, low-lubrication Fifth Wheels and maintenance-free Drivelines reduce greasing; Coalescing Filters protect air valves.

Priority is for extended service intervals on the entire chassis, if the option aligns with the application.

8. Application: The operating profile is key to determining how robust the components need to be, beyond the lowest qualifying match to the vocation. Also assists with gearing analysis.

Application: On Pavement & Dirt

This selection is appropriate with a lift axle/s, high GCWR (over 180,000 lbs.) or operation off paved roads more than 5% of the time. Productivity or Performance is the best engine family. Identifying dirt roads will result in locking axles, increased axle capacities and housing thicknesses, and rear suspensions that are designed for high CG loads.

Chassis will sometimes operate on unimproved roads with maximum sustained grades (under one mile in distance) not exceeding 12 percent.

9. Weight Savings: The technology and material associated with light weight options adds cost to the vehicle. If the duty cycle allows for more cargo each trip, the fuel savings can offset the original investment.

Weight Savings: Light w/o incurred cost

The largest gain in weight savings is achieved by reducing the fluids on the chassis. Limiting fuel to only what is needed for daily operation, or not filling large tanks will meet this objective. Beyond that, recommend replacing steel with aluminum components. Options that would fall under 2 are: Aluminum Wheels, Aluminum Fifth Wheel Plate, Fixed Fifth Wheel, Light Weight Air Rear Suspension.

Be cognizant of not increasing chassis price while selecting the lightest weight option for the application.

WEIGHTS

10. GVWR/GCWR: The door label rating indicates vehicle capacity. Axles, Suspensions, and Model Choices are driven by the weight the chassis must carry or pull. This should not be confused with D.O.T. ground loads, which are typically lower.

GVWR/GCWR: 68,001 - 80,000

This will be a Class 8 vehicle. CDL is required for operation. FET will apply.

Trucks: If this vehicle will not pull a trailer, liftable axles will be required to achieve desired capacity.

Chassis rated in this range are Heavy-Duty vehicles configured with tandem or tridem drive axles.

11. Weight Limitations: Border to border a chassis can have a GVWR/GCWR 80,000 lbs., if the components support it. This is Federal Bridge and is most common. There are opportunities, with Class 8 vehicles, to haul more weight in certain localities.

Weight Limitations: Federal Bridge

Federal Bridge (80,000 lbs. Legal within all U.S. Borders). If this is a Mixer or Dump truck the Model Choice should be a Set Forward Front Axle for maximum loading potential.

The customer desires to stay under 80,000 lbs. GVCW/GCWR.

12. Drive Axle Quantity: The number of drive axles is tied to carrying capacity and Class/Model. Class 6 & 7 chassis utilize a single axle (4x2) while Class 8 chassis use tandems (6x2 or 6x4), and in some instances single (4x2) or tridems (8x6).

Drive Axle Quantity: Dual Drive Tandem

Tandem rear axles with both axles driving, a 6x4 configuration. Loading capacity range of 38,000 lbs. to 58,000 lbs.

13. Liftable Axles: Liftable axles allow the vehicle to carry added weight w/o increasing wheelbase, in an effort to meet Bridge Laws. Pushers are positioned forward of drive axles, tags are positioned rearward. Liftable axles are not applicable to Class 5/6/7 products.

Liftable Axles: Three Pushers - One Tag (N/A tractors)

Tag will be flying tag.

Three pushers have a maximum loaded capacity of 8,000 lbs., 10,000 lbs. or 13,500 lbs. per pusher. Tags are rated similarly. Flying tags are attached to the body.

With multiples pushers the first axle is the one closest to the forward drive. Second is ahead of first. Third is furthest forward.

Pusher Dimensions: To calculate required minimum location, subtract drive axle spacing from 97, the result is the minimum location ahead of the forward drive axle. Add 38 to the first pusher location to arrive at second. Then add 38 to the second pusher location for the third pusher. In these installations frame space is usually a concern, as longer wheelbases reduce maneuverability.

Tag Dimension: calculate required minimum location, subtract drive axle spacing from 97, the result is the minimum location behind the rear drive axle. Actual location with tags is frequently greater, and influenced by weight distribution, or with 20,000 lb. axles where spacing often matches the drive axle spread.

Maximum of one lift axle in California, no liftable axles in Georgia.

14. Factory Installed Lift Axles: There are many reasons for installing axles in the aftermarket such as build constraints, supplier issues, and body incorporation. The option of NO with any specified liftable axles applies only to full trucks. If you chose a lift axle for a tractor chassis select YES, it will be installed at the factory.

Factory Installed Lift Axles: Yes

Flying tag installed by body builder

Factory installation of lift axles includes centerframe layout and ensures that the ground clearance is acceptable when axle is lifted, eliminating driveline interference.

VOCATION

15. Operation: Operation is a key consideration for component selection within a set of viable options. If the exact operation is not defined, choose one that is closest and communicate the actual service. If Other is used, guidance moving forward will be limited to what is supplied as Vehicle Type and Body/Trailer.

Operation: Dump - Flying Tag

Known in the industry as a Super Dump (Super 12, Super 16, Super 18) these chassis have a trailing axle installed by the body builder, attached to the body. Applicable to full trucks without trailers.

This truck uses a Rear Engine Power Take Off (REPTO) for the flying tag and the dump box when a manual or automated manual (AMT) transmission is specified.

16. Vehicle Type: Selecting a Vehicle Type will limit options moving forward within the categories of Body, Trailer, Fifth Wheel, Trailer Connections, and Cab/Sleeper options.

Vehicle Type: Day Cab Bodied Truck no Trailer

If there is a possibility this chassis will pull a trailer, select Day Cab Bodied Truck with Trailer.

17. Body: Bodies are fitted to the chassis rails. The total weight capacity is referred to as Gross Vehicle Weight Rating or GVWR. By subtracting the chassis and body/equipment weight you can determine potential payload.

Body: Box - Dump Gate

Hoist lifted dump box with end gate is for use on full truck and may include tarping.

18. Trailer: Trailers are pulled by trucks using an end of frame hook, or by tractors using a fifth wheel. The total weight capacity is referred to as Gross Combination Weight Rating or GCWR. By subtracting the chassis and trailer/ body equipment weight you can determine potential payload.

Trailer: Truck No Trailer

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19. Model Choices: Once a selection is made the running gear components will be refined to those which meet and exceed the profile requirements. Model choices are filtered by application, if you selected a liftable axle there are no MD model choices. If you selected Less or Lowest Fuel Economy then Aerodynamic Models are eliminated.

Model Choices: HD Set Forward Front Axle - Class 8

With HD Set Forward Front Axle Class 8 vehicles are typically limited to 225,000 - 240,00 lbs. GCWR. Add note with desired GCWR if your application exceeds this and requires special processing.

Set Forward Front Axles have a shorter distance from front axle to bumper, and the bumper is typically straight. The measurement from front axle to Back Of Cab (BOC) is longer than set back models. A common configuration in Construction vocations, this axle position was created to assist in adding carrying capacity associated with Bridge Law. However, some people just like the aesthetic, making this a candidate for Over-The-Road Linehaul chassis with some models as well.

Hood Length: Standard

Standard length hoods allow for most any engine block to fit under the hood. For many models this is the only option.

Bumper Style: Straight Channel

Straight channel bumpers can be steel or aluminum and are used on set forward models. Material will be influenced by prioritization of light weight options. Chroming will be included if the customer chooses.

POWERTRAIN

20. Engine Type: Engine Type is defined by block size and operational goal. The actual product selection will be made to optimize the engine for the defined application, in coordination with the customer targets.

Engine Type: HD Diesel 15-Liter - Productivity (450-565 hp)

The operating RPM band is longer than those designed for primarily interstate. The higher the HP, the longer peak torque can be achieved by operating the engine at higher Revolutions Per Minute (RPM). As the RPMs of the engine increase beyond the defined sweet spot, the fuel consumption also increases. You will end up with a Rear Axle Ratio that slower (numerically higher number) than with an Efficiency engine, allowing decent fuel economy at typical operating speed, with extra startability and useable torque to get the work done.

If the fuel trade-off is unacceptable, look at an Efficiency engine for GCWR under 110,000 lbs.. If GCWR exceeds 110,000 lbs. then you should consider a Performance engine geared for improved fuel economy.

Power ratings in excess of 500HP may need to meet certain GCWR requirements to align with the Green House Gas (GHG) initiatives. This is defined by OEM.

Exhaust System Tailpipe Position: Single RH SOC

System includes DPF and SCR with diesel, and Catalytic Converter with gas engine.

After-treatment components packed RH under cab, with a step cover for cab ingress/egress.

Rear Engine PTO: 15-Liter or 13-Liter Engine

A rear engine PTO cannot be added w/o extreme difficulty/expense in the aftermarket. Be certain to specify this product, and if unavailable for your engine, select a compatible block size.

Alternators: Brushed-Type

Brushed type alternators are priced lower than brushless.

Fan Clutch: 2-speed

2-speed fan hubs run at half speed all the time, and go to full speed as application demands. Good choice for vocational applications.

Not recommended for sleeper chassis where the vehicle engine is used to heat the passenger berth at idle.

Air Cleaner: Cowl Mounted

Dual air cleaners mounted to cowl LH and RH sides behind hood.

Engine Brake: Yes

All Internal Combustion Engines have an engine or exhaust brake.

Air Compressor: Standard Size

Standard size compressor sufficient to supply chassis and trailer air up to 11 axles total. If total axle count exceeds this, use a larger compressor and dryer.

Battery Containment: LH Under Cab

Battery boxes under the cab incorporate a step for cab ingress/egress.

Battery Disconnect Switch: On Battery Box

Disconnecting the batteries when chassis is not in use will help preserve the battery life. Locating on cab floor is the best practice.

Batteries: Dual Purpose - Qty 2.

Two batteries are appropriate for most day cabs. 15-Liter Natural Gas engine will require a third battery.

Jump Start Terminals: Under Hood

Jumpstarts reduce sparking near the batteries, which put off volatile gases. Under hood jumpstarts are the best option aside from: lowboy, reefer trailer, or Natural Gas engines.

Block Heater: Yes

Provides heat to the block to aid in engine starting in cold climates.

Gauge Engine Oil Temperature: Yes

Oil temperature gauge for Internal Combustion Engines.

Gauge Engine Hour Meter: Yes

Gauge to record the hours that the internal combustion engine has operated.

Fuel Filter: Davco -heated

Davco fuel/water separator mounted in engine compartment.

Gauge Manifold Pressure: Yes

Readout of air pressure in intake manifold for internal combustion engines.

Gauge Air Filter Restriction Pressure: Yes

Gauge in dash, or on filter when dash is full.

Required to tell when filter should be changed.

Engine Protection: Shutdown Functionality

Protects the engine from catastrophic failure by shutting down the engine when a critical state is jeopardizing operation.

Warranty: CARB Warranty

Expanded term warranty on the after-treatment system as defined under the CARB guidelines.

Coverage extends to any item that would cause the system Malfunction Indicator Light to illuminate.

Engine Idling Compliance: CARB Engine Idling Compliance Badging

Door sticker indicating compliance with CARB idle regulations is added to the vehicle exterior and engine. These vehicles are allowed unlimited idling, with the exception of some zones where 5 minutes is limited.

Typical Cruise Speed MPH: 75

All vehicles powertrains are analyzed at 75 mph, unless: 1) Fuel Efficiency is a TOP concern, or 2) components have limited maximum vehicle speed to a lower value. Component limits will then become the maximum.

Gearing Target: Performance

Gearing target is used as an input to rear axle ratio selection. Performance allows gearing at higher RPM operation. This target is best paired with a high horsepower engine.

TRANSMISSION

21. Transmission Style: Transmission Style has been filtered by Model Choices and Application with the customer targets used to refine selections.

Transmission Style: Automated Manual (AMT)

The clutch is electronically actuated and it will always be the self-adjusting style.

There is no clutch pedal in the cab. Automated Manual transmissions have a button control, similar to automatic transmissions, and do not require driver interaction to change gears.

12, 13, 14 or 18-speed transmissions are available.

Gauge Transmission Oil Temperature: Yes

Ensure the transmission comes with an oil temperature gauge, or that one is selected.

Heavy Duty Input Bearing for PTO: Yes

Upgrading the input bearing will be called out on any chassis with a transmission capable of utilizing a PTO to ensure provisions for future second life of the vehicle.

Auxiliary Transmission: N/A

Operation does not predicate the need to provide extended range gearing capability as encountered with an auxiliary transmission.

PTO Controls: Switch - Qty. 1

A single PTO switch will be called out on any chassis with a transmission capable of utilizing a PTO to ensure provisions for future second life of the vehicle. The selected Operation should alert to the need for multiple PTOs.

Clutch: Self-Adjusting

Self-adjusting clutches eliminate clutch maintenance. These clutches are used on Automated Manual Transmissions and are optional but highly recommended with hydraulic assisted clutches.

22. Transmission Speeds: The number of speeds is related to the type of transmission you have selected. In general, more speeds relate to an opportunity for improved fuel efficiency and influence startability.

Transmission Speeds: 18-speed

18-speed Automated Manual Transmission (AMT) includes double over-drives with a 300 rpm split between each gear.

AXLE

23. Braking System: All brake offerings meet FMVSS 121 stopping distance laws. The advantages of disc over drum style are: reduced brake fade, decreased air volume requirements, inboard location of drive axle chambers, and elimination of slack adjusters.

Braking System: HD Air: Disc All Wheel Ends

Bodied trucks with Automatic Traction Control will have 6S/6M.

Front Brakes: Steer Axle: Air Disc

Disc brakes eliminate high-maintenance slack adjusters making them a good match for those customers desiring reduced maintenance.

Rear Brakes: Drive Axle/s: Air Disc

Requires disc brakes on steer axle as well. Disc brakes eliminate high-maintenance slack adjusters making them a good match for those customers desiring reduced maintenance.

Stability System: Not available

System was not selected due either to unavailability, or application. Use notes for full trucks to indicate desire to add the system at the factory.

Anti-Lock Braking System: 6S/6M w/Traction Control

Antilock system with 6 sensors and 6 modulators for use on a single steer and tandem or tridem drive axle combinations.

If differential locks are utilized, code for switch to deactivate ATC to ensure the system does not defeat the axle locking operation and derate the engine.

24. Steer Axle Ground Load: Steer axle selection is tied to GROUND LOAD, which is the anticipated scale weight during operation. Of the qualifying products, final axle product selection will be fine tuned by Model Choice, Application, GVWR/GCWR, Liftable Axles and Robustness requirements.

Steer Axle Ground Load: 20,000 lbs. ground load

Selected ground load will result in a steer axle rated between 20,000 - 22,000 lbs. Chassis model and GVWR/GCWR will determine the actual nominal rating. Supporting components will be sized to ensure capability.

If 20,000 lbs. ground loading is not required, select 18,000 lbs. This will component result in the same axle, but chassis will not be built to ensure 20,000 GAWR on the steer.

Front Axle: 20,000 lbs.

This axle provides the maximum ground load acceptable by Federal Bridge Law. For tightest turn radius utilize a wide track axle. Wheels with greater than 4" offset will place the chassis over 102" wide, exceeding legal width with wide track.

Front Springs: Taperleaf

Taper leaf design provides the most comfortable ride of all spring suspensions and is robust enough for most applications. Also reduces weight. Biased springs can be used in Mixer applications. Size the spring to meet or exceed the axle capacity.

Front Spring Pins: Greaseable

Greaseable spring pins require lubrication. Not a good choice for linehaul applications with light-capacity front axles.

Power Steering: 32,000 lbs.

Dual gears for use when 20,000 lb. and 22,000 lb. capacity axles lift axle/s are specified. Also with multiple light weight lift axles.

Front Hubs: Aluminum

Aluminum front hubs are the best choice for customers prioritizing weight savings. They are an excellent way to save approximately 25 lbs.

Front Wheels: 22.5 inch

Aluminum wheels save about 35-40 lbs./axle and can increase resale value.

Select polished over unfinished aluminum.

Front Tires: Low Profile 425 mm

425mm steer tires are rated at 22,800 lbs. Vehicle will be speed limited to between 65-68 mph.

Shock Absorbers: FAX Shocks

Front shock absorbers are standard in the design of most taper leaf and air bag front suspensions.

Tire Pressure Monitoring: Yes

A tire pressure monitoring system was selected because Fuel Economy was prioritized as a purchase factor.

25. Drive Axle Capacity: Drive axle selection is tied to the nominal capacity assigned by the axle manufacturer. This is not the ground load or the capability as determined by DOT. If the axle is the weakest link, it is the GAWR that will be on the door label.

Drive Axle Capacity: 46,000 lbs.

Tandem rear axle with nominal capacity of 46,000 lbs. Actual capacity will be dictated by engineering rating (door label). Typical loading limits are 20,000 lbs. per axle permitted, or 34,000 lbs. for Federal Bridge with 2 axles spaced 40-96" apart. Max GCWR is generally around 160,000 lbs. for these axles, depending upon vocation. Heavy Haul 200,000 lbs. max. GCWR.

Axles rated higher than expected ground load are used with lift axles to counteract creep rating, or when operating conditions are more demanding than an over-the-road application. Creep rating is approximately 64,500 lbs. This is the weight the axle can carry, off-road travelling 5mph or less, with liftable axles raised.

The chassis will have two drive axles coupled in a single suspension with a power divider and interaxle driveline.

Rear Axle: 46,000 GAWR

Federal Bridge allows 34,000 lbs. on tandem (2) drive axles. These axles are rated for 46,000 lbs. and will require FET.

Differential Locks: All axles

On vocational chassis with a two drive axles, differential locks are selected and can be engaged to lock the outer ends on either axle together. Separate dash switches should be chosen for each axle to provide individual axle engagement.

Gauge Rear Axle Oil Temperature: Two

With two drive axles two oil temperature gauges will be utilized.

Lube Pump Drive Axle: Yes

A rear axle lubrication pump will be selected for all tandem drive or tridem drive axle sets. This ensures that lubricant is applied to the interaxle gears during low speed when rear axle spins and forward doesn't, or reverse motion operation.

Rear Hubs: Aluminum

Aluminum hubs are an excellent way to save approximately 50 lbs. of weight. They will not derate the rear GAWR.

Rear Wheels: 22.5 inch

Aluminum wheels save about 70-80 lbs./axle when the dual mounting style is used and can increase resale value. Select polished over unfinished aluminum.

It is a best practice, especially with aluminum wheels, to ensure the wheel hole pattern matches on steer and drive axles.

Wheel Guards: Yes

Wheel guards are added to all wheel ends to reduce/eliminate galvanic corrosion.

Rear Tires: Standard Profile 11 inch 16PR

Standard profile 16-ply 22.5" tires are typically rated near 24,020 lbs. for dual mounted drive tires.

Switch - Deactivate ATC Traction Control: Yes

This feature deactivates ATC when Differential Locks are utilized. ATC returns to normal operation at speeds exceeding 25 mph.

26. Rear Suspension Style: Suspension style is a customer preference. With high CG loads on trucks and Vocational applications Air Bag is rarely a good choice. A rating will be chosen that aligns with drive axle rating. Tandem axle spacing will be as close as possible for Over-The-Road chassis, and 54 inches or more for Vocational chassis.

Rear Suspension Style: Combination

Combination suspensions utilize a beam and some form of a spring. They strike a balance between roll-stiffness, articulation and ride quality. Excellent choice for vocational chassis.

This suspension is not the best choice for operation for Linehaul applications. It sacrifices driver comfort and adds weight, detracting from payload.

Applicable to single, tandem, and tridem rear axles.

Gauge Air Suspension Pressure: N/A

No rear suspension air pressure gauge is needed for this component or application.

Switch - Air Over Inflation: N/A

No rear suspension air over-inflation valve is needed for this component or application.

TRAILER DETAILS

27. Trailer Kingpin Setting: Kingpin is attached to the trailer at a dimension measured from the front edge of the trailer. 36 is most common in the US for vans and flatbeds, but varies with different trailer styles. The value is important for Fifth Wheel placement.

Trailer Kingpin Setting: N/A

This vehicle wil not utilize a fifth wheel mounted above the frame rails.

28. Fifth Wheel Style: Style of Fifth Wheel is determined by vocation, while brand is a customer preference. Fixed style offers lighter weight, slider style offers flexibility for multiple trailers. The majority of applications other than heavy vocations can utilize a slide length of <=24 inches. The location will be refined based upon Steer Axle Ground Load.

Fifth Wheel Style: Bodied Truck - No Fifth Wheel

Trucks do not utilize a fifth wheel. If a trailer will be pulled it will use a hitch with trailer air and electrical connections at the end of frame.

Chassis will utilize a hitch/pintle hook at End Of frame to pull the trailer.

29. Trailer Connections: A J560 plug is standard for trailer electrical supply. Some trailer support 2 plugs J560 and an additional ISO 3731.

Trailer Connections: No Air & Light Lines

The chassis will be built without trailer air and electrical lines.

COMFORT & AESTHETICS

30. Cab/Sleeper Size: Specify the amount of space required for the operator/s in the specified Application. If daily mileage exceeds 600 a sleeper may be considered.

Cab/Sleeper Size: Day Cab

Day cab without a factory or aftermarket sleeper.

Final stage product will be a daycab.

Door/Window Controls: Power

Door can be locked/unlocked and window positions controlled electronically from the driver's seat.

Entertainment/Information Center: Premium BT w/ CB and w/ Navigation

Audio system with Bluetooth component connectivity including navigation, and CB radio.

Cab /Sleeper Rear Window: Tinted Glass

All daycabs will be specified with a tinted glass rear cab window.

Air Horns: Roof Mounted

Air horns mounted to the top of the cab roof can be in quantities of 1, 2 or 4. Some aerodynamic models to not allow

this location. Consider moving Under Cab for Automobile Carriers when roof height must be as low as possible.

Provisions & Wiring for Telematics Display: Yes

A provision for telematic communication is provided.

Steering Wheel: Premium w/embedded controls

Leather or similar wheel material includes horn and controls for cruise functions and audio adjustments.

Steering Column: Adjustable

Steering column will allow for wheel tilt and telescoping.

Mirrors: Motorized - Polished Shell

In-cab remotely adjustable heated mirrors with a bright metal finish on the forward facing side.

31. Seating: When driver and passenger seat material match, and they are cloth or leather, both will have an air suspension base, and be high back style. With mixed material styles the passenger seat will not include an air suspension base, and it will be a low back style. Armrests are unavailable on 2-person bench seats.

Seating: Driver Seat and Passenger Seat Cloth

Seat material for driver and passenger seats will be cloth. Seat style will be highback, unless noted.

Both driver and passenger seat will be air suspension.

32. Seat Armrests: Specification of armrests will add them to both LH and RH side of applicable seats.

Seat Armrests: Driver Seat Armrests

Only driver seat will have armrests positioned LH (when available) and RH side, liftable and attached to seat.

33. Interior Color: Select a base color platform for the interior. Some formed hard plastic and accent pieces will be coordinated within the same color family and may be a darker shade.

Interior Color: Gray

34. Seat Color: Seat color matching the base color is standard. There is an option to utilize black seats with any base color, which is entirely a customer preference.

Seat Color: Coordinated to Interior

Your seat color will match the interior color selected.

35. Auxiliary Power: Auxiliary Power Units are used for driver and passenger comfort when the engine is not running. This is not an inverter, which is used to power plug-in appliances in the sleeper. APUs are not used on Day Cabs.

Auxiliary Power: No APU Considerations

Customer has a day cab or no consideration for sleeper climate control with engine not running.

36. Brightwork: Select any bright items that are desired. Brightwork is defined as stainless options, typically replacing a Fiberglas or plastic composite component. Optional visors are not available on Aerodynamic models.

Brightwork: Stainless Visor

This visor replaces standard. Roof mounted marker lights will be specified when this option is selected.

Brightwork: Stainless or Chrome Bumper

Some bumper styles allow for stainless clad aluminum material. This is not available with all models.

Brightwork: Stainless Accents

Exterior adornment with stainless surround in place of plastic or painted pieces. Includes mirror shell when available.

37. Polishing: Select any polished items that are desired. Polishing applies to aluminum options that buffed to a shiny finish, or stainless steel. In most cases, if boxes are polished then tanks, tailpipes and wheels will be as well.

Polishing: Exhaust tips

All vertical tail pipes can be chromed.

Polishing: Lvl1 Aluminum Wheels

This wheel finish is included as part of the wheel sales code and can be referred to as polished aluminum. It is a very bright surface out of the factory.

38. Lights: Select any light options that are desired. Over-The-Road chassis will be specified with LED headlights and taillights whenever possible. Use notes when incandescent is desired.

Lights: Load Light Switch and Wiring

Load Light wiring includes switch in dash with wire coiled at bottom sill of cab or sleeper.

Headlights: Projector Beam

Either High Intensity Discharge (HID) or Light Emitting Diode (LED) style for best forward illumination with focus on the

roadway.

Tail Lights: LED

Light Emitted Diode tail lights requiring less power to illuminate, and operating at a cooler temperature.