CAUTIONARY NOTES TO BODY BUILDERS

To provide a safe and serviceable vehicle to the customer, certain precautions must be observed to ensure correct assembly and construction of the finished vehicle.

1. Do not revise tubes or hoses as service systems performance may be seriously impaired.
2. Locate body cross sills to avoid interference with chassis parts, fuel lines or fuel gauge tank sending unit.
3. Body interior layout, body structure, accessory installation, water and holding tanks, fuel and propane tank, and motor generator locations should be designed to provide equal side-to-side loading on chassis to avoid vehicle lean and adverse effects on vehicle handling. The combined weight of the chassis, plus all items installed by the body builder, and an additional load allowance for reasonably anticipated passengers, liquids, luggage, and other equipment should not exceed the gross vehicle weight for which the particular chassis is designed, and the weight should be distributed between the front and rear axles so the maximum capacity rating of each axle system is not exceeded.
4. Undercoating or sound deadening material should not be sprayed on any chassis, power train or suspension parts. Hardware that requires special care includes such items as electrical wiring, radiator, engine, accessory drive, transmission, prop shaft, steering mechanism, springs, shocks, exhaust systems or linkages.

NEW VEHICLE STORAGE

Protection of new vehicles from damage and deterioration prior to retail delivery is the body builder's and his dealer's responsibility as is any expense incurred as the result of
such damage or deterioration.

1. Check engine coolant and antifreeze protection
2. After storage for more than 21 days the battery should be recharged for at a minimum of 24 hours. For long storage in cold temperatures, the battery should be disconnected, removed and stored at a temperature above freezing.
3. Inflate tires to recommended pressure
4. Place parking brake in "off" position
5. Observe necessary security precautions to avoid pilferage and vandalism
6. Keep windows closed, doors locked and trim covers intact and in position
7. Keep engine, steering wheel and cab back covers intact and in position when applicable
8. Do not use chalk or crayon on glass or painted surfaces. Scratches may result

Adding lamps to the headlamp/taillamp circuits without a separate relay may damage the electrical system. Please refer to the Lighting information in the following link: Lighting Capacity per Circuit

Lighting considerations – Cab Chassis

As built, the Cab Chassis provides rear turn/stop lamp lighting. A typical upfitter installation will remove the tail lamp assembly and replace it with one of their own. Care must be exercised to match the original equipment lamp loads so that proper fault detection by the electronic control module is maintained.

Park Brake System

The park brake cables are routed to provide the most efficient system possible. When up-fitting, do not modify, alter or re-route the cables. NOTE: If the cables are modified from their OEM positioning, the final stage manufacturer would be responsible for recertifying the vehicle to FMVSS 105.

If the up-fit has structure (brackets, bolts, etc) that requires the same space as the cables, try to protect the cables and their routing. In both the park brake applied and release positions, the cables cannot be pinched, have movement restricted, moved or held out of their location.
The cable strand (silver in color) cannot be covered with a foreign substance (paint, e-coat, underbody coating, etc) within 3" (75 mm) of the front cable frame bracket and within 3" (75 mm) of the front of the tensioner (bent nail, threaded rod, and bowtie equalizer). The cables and/or routing can be protected by using grommets, soft surfaces or other means that will not cause a rub condition.

Cables should not rub on any surface as this could potentially cause damage to the cable and possibly degrade or impair parking brake performance.

Note: Final stage manufacturers must ensure the completed vehicle does not have an ignition off draw (IOD) that exceeds 32mA.