

CHASSIS REQUIREMENTS

FUEL & LUBE TRUCKS



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Table of Contents

Chassis Length - Cab to Axle (CA)..... 3
 Clean CA Required 3
 After Frame (AF) Required 3
 Fuel Tanks 3
 DEF Tank 4
 Air Tank 4
 Exhaust..... 4
 Battery Location 4
 PTO Requirement 4
 Cab Configuration..... 5
 Cab Strobe Lights..... 5
 Suspension 5
 Rear View Camera..... 5
 Heater Valves..... 5
 Recommended Axle Ratings..... 5
 Photos - Chassis Layout Per Requirements..... 6-7
 122" Chassis.....6
 156" Chassis.....7
 Glossary 8

Have More Questions?

If you need technical assistance or have questions regarding Chassis Requirements, please contact your sales representative via email or phone.

CUSTOMER MUST PROVIDE CHASSIS LAYOUT DRAWING AND/OR DETAILED PHOTOS AND CONFIRM MEASUREMENTS BEFORE BODY WILL BE RELEASED INTO PRODUCTION.

1. CHASSIS LENGTH – CAB TO AXLE (CA)

- Cab to Axle (CA) is the distance from the back for the cab to the center of the rear axle. Please see reference photos on pages 6-7.
- Specific CA by body type and length:
 - CA for 1,000 gallon Fuel & Lube Body (std config): 122"
 - CT for 2,000 gallon Fuel & Lube Body (std config): 156"

See FUEL TANKS section below for CA recommendations if a larger chassis fuel tank is desired.

2. CLEAN CA REQUIRED

- "Clean CA Required" means that the sides of the frame must be clean or clear from any items mounted outside the frame rail. See reference photos on pages 6-7.
- When working with your chassis supplier, make sure the following equipment is inside the frame rails or located under the cab.
 - Air dryer
 - Air tanks
 - DEF tank (locate under the cab or mount as far forward as possible)

Note: There will be an additional cost for relocating items mounted outside of the frame rails.

3. AFTER FRAME (AF) REQUIRED

- The After Frame (AF) is the distance from the center of the rear axle (or trunnions) to the rear of the frame.
- There is a minimum amount of After Frame (AF) required for mounting the body. The following are the minimum AF lengths:
 - AF for 1,000 gallon Fuel & Lube Body (std config): 50"
 - AF for 2,000 gallon Fuel & Lube Body (std config): 76"

4. FUEL TANKS

- Fuel tanks should be mounted under the cab, except on smaller trucks (Ford F550 or similar) they should be mounted between the frame rails. See reference photos on pages 6-7. If the fuel tank or DEF tank extend behind the cab, storage box size may require adjustment. Fuel tank locations must be known prior to production.

5. DEF TANK

- DEF tank should be either mounted under the cab or immediately behind the cab. See reference photos on pages 6-7.
- If the DEF tank protrudes any behind the cab back wall, this may interfere with the body and/or storage box(es). We must have this information and layout prior to the body arriving to determine if installation is possible or if modification will be required.

6. AIR TANK

- The air tank should be mounted between or under the frame rails. See reference photos on pages 6-7.

7. EXHAUST

- Vertical exhaust mounted next to the cab door(s) is recommended to avoid additional cost for relocation.
- For smaller Fuel and Lubes trucks (Ford F550 or similar), horizontal exhaust with street side discharge is preferred. For horizontal exhaust on larger trucks (26k and above) consult with SWP prior to order. Regardless of the truck size, SWP must be notified of horizontal exhaust before production begins.

Note: The “Clean CA” includes the exhaust location. If the vertical exhaust extends behind the cab, the rear most point is where the “clean” measurement starts.

8. BATTERY LOCATION

- The preferred location for the batteries is under the passenger seat or mounted along the cab side. The batteries can be remote mounted in one of the boxes on the body if either of the other locations are not available.
- For Remote Mounting Only - The batteries will typically ship from the OEM mounted on plywood secured on the frame rails for remote mounting.

9. PTO REQUIREMENT

- The chassis must come with PTO provision for mounting a hydraulic pump, unless there is another source for power. The PTO port must be accessible and without obstruction. This applies to all Fuel & Lube Trucks, unless the system uses a PTO driven fuel pump and/or air pumps supplied by the chassis air compressor.

10. CAB CONFIGURATION

- Cab Switches – Be sure to include a PTO switch. Order chassis with additional switches when possible for use with lighting, strobes or other body functions. There is an extra charge for switch installation so ordering extra switches from the OEM/dealer is recommended.

11. CAB STROBE LIGHTS

- Order cab mounted strobes if you want them or at least include strobe prewire in the chassis configuration from the OEM/dealer.

12. SUSPENSION

- Spring or air suspension are both acceptable for Fuel & Lube Truck configurations.
- If air suspension, be sure to add the dual leveling valve option from the OEM.
- Air suspension is preferred for Fuel & Lube Truck configurations and standard spring suspension is also acceptable. With rubber suspension (Hendrickson HAUL-MAAX type), the ride can be much harsher and increases the stress in the body structures and tanks, which is also the least preferred.
- For mining, pipeline and other harsh operating conditions or if you will be using rubber suspension, please be sure to discuss these conditions during the quotation process so design options can be offered to meet the harsher operating conditions.

13. REAR VIEW CAMERA

- If a rear view camera or pre-wire is available, include in the chassis configuration from the OEM/dealer.

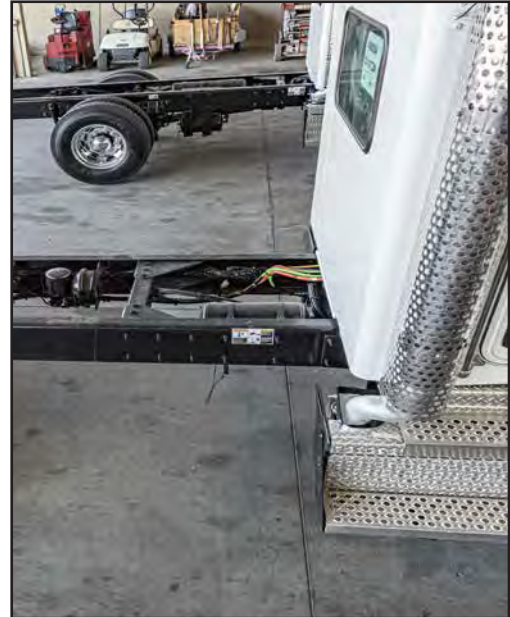
14. HEATER VALVES

- If you will want to have heated grease and/or DEF heat, include the heater valve option, if available, from the OEM/dealer.

15. RECOMMENDED AXLE RATINGS

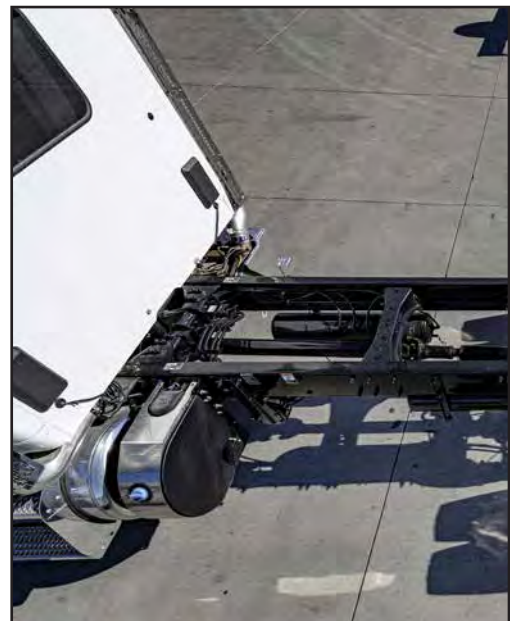
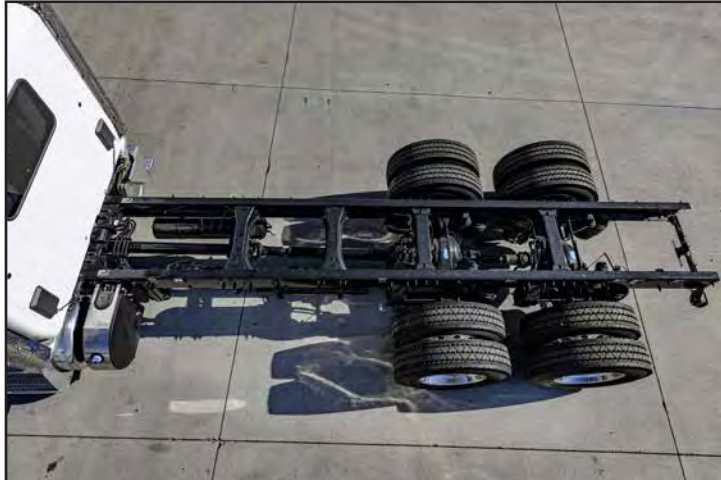
- Fuel and Lube (33k GVW) chassis: : 12k front / 21k rear
- Fuel and Lube (60k GVW) chassis: : 20k front / 40 or 46k rear

122" Chassis Layout Per Requirements - 1,000 Gallon Fuel & Lube Truck



If you have questions,
please contact your SWP
sales representative.

156" Chassis Layout Per Requirements - 2,000 Gallon Fuel & Lube Truck



If you have questions,
please contact your SWP
sales representative.

GLOSSARY

Truck Terminology

AF	After Frame - CL (center line) of axle(s) to the end of Frame - sometimes called Overhang
EOF	End of Frame
BA	Bumper to Axle - Front axle
CA	Cab to Axle*
CT	Cab to Trunnion*
BOC	Back of Cab
WB	Wheelbase - Center to Center
BBC	Bumper to Back of Cab
SFFA	Set Forward Front Axle
SBFA	Set Back Front Axle
FET	Federal Excise Tax
GVWR	Gross Vehicle Weight Rating
GCWR	Gross Combination Weight Rating

GVWR (Gross Vehicle Weight Rating) is the maximum allowable weight of the fully loaded vehicle (including passengers and cargo). This number - along with other weight limits, as well as tire, rim size and inflation data - is shown on the vehicle's Safety compliance Certification Label, located on the left front door facing or the door latch post pillar. (The GVW, the actual total weight of the vehicle and payload, must never exceed the GVWR.)

GCWR (Gross Combination Weight Rating) is the maximum allowable weight of the towing vehicle and loaded trailer - including all cargo and passengers. (The measured GCW must never exceed the GCWR.)