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30-05-9900 **EllipTPak SYSTEM**

The EllipTPak shall include an integral 2000 - 4000 gallon Polyprene elliptical water tank, and up to four (4) spacious compartments. This unit shall be mounted directly to the chassis frame via a sub frame and shall be integrated construction with the water tank and compartmentation. This integrated construction allows for a lower center of gravity. Due to the importance of a low center of gravity, only bidders with the integrated tank and body design will be accepted.

INTEGRAL BODY/TANK CONSTRUCTION

The body and water tank shall be fabricated using Polyprene, a specially formulated high strength copolymer material; providing a durable, impact and corrosion resistant, as well as lightweight design. The water tank shall be integral with the body for maximum utilization of space and lowest center of gravity.

Also, the compartments shall be full depth from floor to top of compartment and shall not be angled in compartment at any point. This maximum compartment design is achieved through integration of tank to body.

The complete unit shall be approximately 96" wide x 175" long x 80" high.

The unit shall be configured with low side compartmentation skirting, and tank construction integral thereto with the external, upper side of the tank painted or jacketed with T304 stainless steel wrap. (Outer jacket to have a Pre Buff Bright Anneal finish.)

Front Head: 16 gauge stainless steel type 304 #3 finish

Rear Head: 18 gauge stainless steel type 304

BODY CONSTRUCTION

The body shall be fabricated using Polyprene, a specially formulated high strength, copolymer material, providing a durable, impact and corrosion resistant, as well as lightweight body. The body shall be fabricated using Polyprene extruded sheets. Sheet thicknesses shall be 3/8", 1/2" and 3/4". All seams shall be welded pursuant to ASTM Standards. All outside corners on body shall have a minimum radius. The entire body shall be a welded one piece module, assembled and painted or wrapped prior to mounting on the sub frame and the chassis.

Due to the importance of the strength and impact resistance of the copolymer material, there shall be no exception to these requirements.

Only builders who can show examples of previous copolymer constructed bodies shall be accepted.



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TANKER CONSTRUCTION - POLYPRENE

Tanker tank shall be constructed of Polyprene material baffled to meet the requirements of NFPA.

The tank portion of the body shall be provided with at least one (1) full-length swash partition (baffle) and a sufficient number of width-wise baffles so that the maximum dimension of any spaces in the tank, either transverse or longitudinal, shall not exceed 46", and not less than 23". Baffles shall have openings at both the top and bottom to permit movement of air and water between spaces to allow maximum flow requirements. Baffles shall form an integral part of the tank, and design shall be to provide and maintain safe road stability regardless of water level.

Tank shall have 6" minimum overflow and air vent designed to prevent damage to the tank under high flow conditions and enclosed in front tank filler. Tank filler to extend upward to top of the tank and shall include a water deflection device to contain and minimize water surge. Overflow is to be designed and located to prevent water loss on fast stops or starts, and is also to be located so as not to affect traction on the rear tires per NFPA.

Tank shall have standard 10" x 10" rear dump flange. Optional side mount flange provisions are available. The side mounts shall have dump chute cabinets designed into side skirt to encase dump valve.

Tank outlet connection if included, will be designed with an anti-swirl baffle plate above tank outlet to prevent air from mixing with the water when pumping from the tank.

Tank shall also feature one (1) 2-1/2" fast fill with Polyprene diffuser.

The tank and body side compartmentation shall be mounted to the sub frame and then mounted directly to the chassis frame work.

A limited lifetime warranty shall be provided from PolyBilt Body Company, LLC.

FOAM TANK (Optional)

One (1) 10 gallon foam tank shall be optional, integral with the water tank and shall have a rectangular fill tower, approximately 10" x 10", with a hinged cover and a removable screen. A tank drain shall be provided inside the pump compartment.

BODY/TANK MOUNTING: A sub frame is required and is priced separately.

The body and tank shall be mounted to a painted metal or optional aluminum sub frame constructed from 3" channel to support the tank and pump. The unit shall be bolted to the chassis with 4 point spring loaded mounting hardware (provided). The tank portion of the body shall be mounted approximately 3" from the frame rails through a sub frame.

The body sub frame shall be bolted to the chassis frame.

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COMPARTMENTS

LEFT SIDE – Driver Side

- 1.) One (1) compartment ahead of the left side rear wheels, approximately 50" to 70" wide x 30" high x 23.50" deep from top to bottom. The door opening shall be approximately 43.75" to 67.75" wide x 28" high.
- 2.) Optional side compartments shall be custom size to maximize space.

RIGHT SIDE – Passenger Side

- 3.) One (1) compartment ahead of the right side rear wheels, approximately 36" wide x 43.50" high x 23.50" deep. The door opening shall be approximately 33.75" wide x 42" high.
- 4.) 4.) Optional side compartments shall be custom size to maximize space.

Note: The front compartments can be divided into two (2) compartments each side.

35-90-1150

ROLL UP DOOR CONSTRUCTION (Optional)

Robinson or equal brand roll-up style doors shall be provided at the specified door locations.

Each door shall be manufactured in the United States. Replacement parts shall be available within 2-3 weeks.

The door slats shall be double wall box frame extrusion. The exterior surface of slat will be flat and interior surface to be concave to prevent loose equipment from jamming the door. Door slats shall be anodized to prevent oxidation. Door slats to have interlocking end shoes on every slat to be secured by a punch dimple process. The door slats shall have interlocking joints with a folding locking flange. A PVC/vinyl inner seal to prevent any metal to metal contact shall be provided between each slat.

Each track shall be one piece construction with attaching flange and finishing flange incorporated into the design. The flange design eliminates any requirement for additional trim or caulk. Each track shall have a replaceable seal to prevent water and dust from entering the compartment.

Each assembly shall include an aluminum drip rail with a replaceable wiper seal.

Each roll-up door shall have a counterbalance spring in the roller assembly to assist in lifting and help prevent the accidental closing.

A full width lift bar shall secure each door. The side roll up doors shall be in a natural aluminum brushed finish.

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40-12-1000 **PAINT COLOR (Optional)**

The apparatus body shall be painted per customer requirements.