Innovative Technology
Built For Life

30-05-9900 BADGER FLATBED BODY SYSTEM

The Badger Flatbed truck body by PolyBilt is an all Polyprene constructed flat bed unit, which combines the efficiency of integrated tank/body construction and design with the rugged impact strength of Polyprene material to deliver the toughest, most durable grass/brush fire truck available today.

The pump and plumbing shall be mounted to an integral body and tank mounting system. The Flatbed shall include an integral Polyprene water tank, platform for pump mounting and plumbing, two (2) spacious compartments as standard and an option for two (2) additional compartments. Tank gallonage from 150 to 500 gallons available as well as foam tank option. This unit shall be mounted directly to the chassis frame via the Steel Flex™ mount system.

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 resistant, corrosion resistant, and lightweight design. The water tank shall be integral with the body for maximum utilization of space.

The Flatbed side unit shall be 98" wide x 108" long x 39" high. Badger Flatbeds are also available in 96” and 82” wide models.

BODY CONSTRUCTION

The body shall be fabricated using black matte finish and UV stable Polyprene, a specially formulated high strength, copolymer material, providing a durable, impact resistant, corrosion resistant, and lightweight body. The body shall be fabricated using Polyprene extruded sheets. Sheet thicknesses shall be 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, and shall be mounted to a Steel Flex 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.

POLYPRENE WATER TANK

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

The tank 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 3" minimum overflow and air vent designed to prevent damage to the tank under high flow conditions and enclosed in tank full tower. Tank fill tower to extend upward from tank top.

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

Fill tower shall be installed on corner of the tank on tank top. It shall be of adequate size, minimum 8" X 8", to accommodate overflow and vents, to have a hinged cover and screen installed. Sight glass shall be standard.

FOAM TANK

One (1) 10 gallon foam tank shall be provided as option, integral with the water tank and shall have a rectangular fill tower, approximately 8" x 8", with a hinged cover and a removable screen. A tank drain shall be provided.

BODY/TANK MOUNTING – a sub frame using the Steel Flex™ system shall be required and is priced optional and separately.

The body and tank shall be mounted to a painted metal sub frame and shall rest on chassis frame rail to support the body tank and pump. The tank shall be extrusion welded to the base for maximum strength and integrity. The body subframe shall be bolted to the chassis with 4 point spring loaded mounting hardware (provided).

COMPARTMENTS on the 98" width model. 96"- 82" Width models available.

DRIVER SIDE

1.) One (1) compartment ahead of the rear wheels, approximately 60" wide 39" high x 23" deep. The door opening shall be approximately 50" wide x 33" high.
2.) There shall be a transverse feature to this compartment. The transverse feature shall be 12.63" and extended from one side of the body to the opposite side compartment.
3.) There shall be an optional rear compartment with dimensions the same as front but the width shall be approximately 48".

PASSENGER SIDE - The passenger side shall mirror the driver's 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.