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30-05-9900 **RescuPak**

The RescuPak by PolyBilt is a unique fire fighting and all purpose rescue equipment storage truck body. The RescuPak is designed to fit on your new or used light to medium duty truck and provide an extensive list of benefits for a smaller yet extremely versatile rescue type vehicle. The RescuPak compliments your fleet with state-of-the-art construction including Polyprene material, maximum storage space, flexible and voluminous interior compartment design, optional integrated water and/or foam tank, and optional curved side walls for a sleek look and the ultimate in portable fire-fighting equipment. The RescuPak body compliments your pick up fleet for maximum fire fighting and rescue capability at a fraction of the cost. This specification gives you specific insight into the benefits and features of a PolyBilt RescuPak body.

30-05-9902 **RescuPak BODY SYSTEM**

The RescuPak body shall feature 7 standard compartments with 3 compartments located on each side of the body and one compartment located in the rear. The compartments may be configured in accordance with the department's individual needs and can include a complete transverse compartment in the front, over the wheel wells or in the rear compartment with three access points.

This unit shall be integrated and mounted to the truck chassis with an optional proprietary mounting sub frame and spring loaded assembly known as the Steel Flex™ mount.

Optional water chambers can be designed into the unit up to 500 gallons.

**INTEGRAL BODY/TANK CONSTRUCTION (Option)**

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.

**BODY**

The unit shall be at least 109" in length and 82" wide. Models are available at 60", 84" and 108" cab to axle dimensions.

**BODY CONSTRUCTION**

The body shall be fabricated using 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 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 1/4" radius. The entire body shall be a welded one piece module, assembled and painted prior to mounting on



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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.

The exterior wall can also exhibit an optional 400" radius to give the unit cosmetic appeal and comport to the radius of the pick up truck cab.

#### **Water Chamber – POLYPRENE (optional)**

The unit shall contain an optional water chamber that is integral to the unit. The chamber shall be constructed of Polyprene baffled to meet the requirements of NFPA

The water chamber 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 water chamber, 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 water chamber, and design shall be to provide and maintain safe road stability regardless of water level.

Water chamber shall have 3" minimum overflow and air vent designed to prevent damage to the chamber under high flow conditions and enclosed in front chamber. Chamber filler to extend upward from hose bed the same height as body sides. 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 #1901.

Chamber outlet connection shall be designed with a 12" anti-swirl baffle plate above the chamber outlet to prevent air from mixing with the water when pumping from the chamber.

Fill tower shall be installed on front corner of the chamber in chamber top, not to interfere with removability of the lid. It shall be of adequate size, minimum 10" X 10", to accommodate overflow and vents, to have a hinged cover and screen installed.

The chamber shall be welded in integral design to the body unit for maximum strength.

A limited lifetime warranty shall be provided from the PolyBilt.

#### **FOAM**

One (1) 10 gallon foam cell shall be provided, integral with the water chamber and shall have a rectangular fill tower, approximately 10" x 10", with a hinged cover and a removable screen.



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### **BODY/WATER Chamber Mounting**

A sub frame is required and is priced separately.

The body and chamber shall be mounted via a proprietary sub frame and spring loaded mounting assembly which shall be provided. This unit is called the Steel Flex™ mount.

The unit shall be constructed with a platform covered with smooth or optional matte black Polyprene sheet and bolted to the sub frame.

### **COMPARTMENTS**

Compartmentation configuration may be designed to fit the individual department needs. The below dimensions may be altered to a specific rescue body configuration.

#### **Left Side**

- 1.) One (1) compartment ahead of the left side rear wheels, approximately 37" wide x 55" high x 23.50" deep. The door opening shall be approximately 31" wide x 50" high. This front compartment shall also feature a transverse element which shall be as wide as the two forward compartments. The transverse feature is also available with an optional integrated backboard storage rack and a cross lay with a slide out tray.
- 2.) One (1) compartment over the left side rear wheels, approximately 42" wide x 38" high x 23.50" deep. The door opening shall be approximately 39" wide x 33" high.
3. One (1) compartment behind the right side rear wheels, approximately 29" wide x 55" high and 23.5" deep. The door opening shall be approximately 26" wider x 50" high.

#### **Right Side – same compartment dimensions as left 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 working days.



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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 4" 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.

#### 40-10-2000 **PAINT FINISH (Optional)**

The apparatus shall be finish painted with DuPont Chroma System Paint. The compartment doors, if painted, shall be painted separately to ensure proper paint coverage on the body edges.

The apparatus shall be prepared and painted using the following procedures.

All surfaces to be painted shall be prepared and cleaned using soap and water. Prep-Sol 3919S or Kwik-Clean 3949S shall be used to remove any tar, wax, polish or grease.

All surfaces to be painted shall be scuffed using 80 - 150 grit sandpaper. All surfaces shall receive a final wipe using Lacquer and Enamel Cleaner 3939S followed up with Plastic Prep 2319S.

Two medium wet coats of Adhesion Promoter for Plastics 2322S shall be applied to all surfaces to be painted.

All surfaces to be painted shall be primed with URO Primer-Filler 1140S. The primer mixture shall contain four (4) parts primer, one (1) part Activator 1125S, one and a half (1.5) parts Converter 1130S, and one-half (.5) parts Flex Additive 2350S.

Two applications of primer shall be applied. The first application shall be four (4) coats and the second application shall be three (3) coats.

A final application of sealer shall be applied using URO Primer-Filler 1140S. The sealer mixture shall contain four (4) parts primer, one (1) part Activator 1125S, two (2) parts



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Convertor 1130S and one-half (.5) Flex Additive 2350S

The base coat shall be Dupont Chromabase. The paint shall be applied according to DuPont base coat application instructions. The base coat shall be ChromaBase mixed with 5% Flex Additive 2350S.

The clearcoat shall be DuPont ChromaClear. The clearcoat shall be applied according to DuPont clear coat application instructions. The clear coat shall be ChromaClear Multi-Use 7500S and mixed with 5% Flex Additive 2350S.

The compartment interiors shall be unpainted and in their natural white finish.

A pint of touch up paint shall be provided for each color used.

A Five-Year Warranty from the paint manufacturer shall be included. The Warranty shall include 100% product and 100% labor.

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

The apparatus body shall be painted per customer requirements.