Dear PolyBilt Customer:

Welcome to the new age in fire fighting technology, brought to you by the W. S. Darley and Pro Poly of America companies. PolyBilt has been manufacturing the latest and most state-of-the-art truck body for the fire truck market—the Polyprene unibody—for over four years. We took the same science of the Poly Water Tank, including patented Bent Edge features which revolutionized the fire industry with maintenance-free water and foam tanks, and designed the ultimate in fire truck body design.

With the water and foam tanks incorporated into the truck body, PolyBilt’s patent-pending design offers the most efficient fire truck body in the world. You are no longer limited by the old-fashioned fire truck designs which require a separate water tank. Our unibodies give you space where you want it, including extra deep compartments and complete transverse side to side spaces. Also, the PolyBilt body is strong, because the tank is integral to the design.

Made from one of the most advanced materials available on the market, Polyprene will give you years of trouble-free service life with an absolute guarantee against rust and corrosion. Also, unlike other materials like fiberglass or even aluminum and steel, our material will not ding, dent or crack. Our bodies can be painted for a beautiful finished look by utilizing a special painting primer that is easy to use and readily available.

If our bodies are involved in an accident or crash, our bodies have shown that the impact is absorbed at the point of contact so that the entire body does not warp and twist. You simply cut out the damaged portion and reweld the new component in place with an easy to use in the field weld kit.

We are proud to make our bodies available for quick delivery direct to your door for immediate installation. Or, you can specify any Polyprene unibody from PolyBilt in your next fire truck order from your favorite OEM. We sell to all fire truck manufacturers.

We are confident you will be absolutely satisfied with our products and offer the best warranty in the market. So, take a few minutes and review our catalog and give us a call if we can answer any questions.

Sincerely,

The PolyBilt Body Company

“The simple truth is adequate recommendation”
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PolyBilt™ combines the very best in fire truck body technology
—Polyprene® material and patented Bent Edge™ construction

**Impact Resistant**
- Sledge hammer and bullet-tested
- Won’t ding, rust or corrode
- Simply bolt to any chassis configuration
- Available to any fire truck O.E.M.

Will your truck body pass the sledgehammer test?

**Paintable & Heat Tolerant**
- Uses special primer to adhere to plastic
- Up to 5-year warranty available from paint manufacturer
- Beautiful finish; proven reliability

Painting brings appealing luster and finish to PolyBilt bodies

**Easy to Repair**
- Simply cut out damaged part, splice and reweld
- Absorbs impact energy; does not spread impact to other components of body
- Combine basic steel-welding and carpentry skills for easy repairs

Test showing no visible deformity at ten minutes with 400º F.

Truck body following side-rear collision

Collision area following a day at Pro Poly’s shop

Contact the PolyBilt™ Body Company today!
708-938-2007
POLYBILT™ BODY STYLES

Utility Bodies

Quick Attack

Pumpers

Wetsides

PolyBilt™
GENERAL BID SPECIFICATIONS*

COPOLYMER UNIBODY AND TANK CONSTRUCTION

The unibody shall be designed and fabricated using special high strength copolymer materials providing a durable, lightweight, impact and corrosion resistant structure. All seams shall be bent and extrusion welded for maximum strength and capped with a special polymer weld shoe. The water chamber shall meet NFPA, as well as AWS and DVS welding requirements for thermoplastics with interlocking containment baffles for maximum protection. The unibody shall be a welded, one-piece module mounted on the subframe and chassis.

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

SUBFRAME

The body shall be attached to and supported by a heavy duty, spring loaded, steel subframe bolted to the truck frame. The subframe shall be spring mounted to the chassis frame to allow for independent flexing of the body in relation to the chassis frame. The subframe shall be powder coated. No welding shall be allowed to the truck frame.

Due to the importance of the subframe flexibility and corrosion resistance, there shall be no exception to these requirements.

COMPARTMENT CONSTRUCTION

Compartments, including floors, shall be constructed of the same heavy-duty smooth copolymer material. All seams shall be completely welded.

Each compartment shall be properly louvered, utilizing durable, square shaped black plastic vents, for adequate ventilation and air displacement.

All compartments shall be sweep out with no lip at the bottom edge.

INTERIOR FINISH

Compartment interiors shall be provided in their natural unpainted finish.

HOSE BED

The hose bed walls shall be of the same copolymer material as the unibody, reinforced at the corners. The upper, outer edge shall have a solid tube type design for strength and stiffness.

The interior surface of the walls in the hose bed area shall be textured black copolymer material.
The hose bed shall be free from all projections that may interfere with the unloading of hose.

**CAPACITY**

Hose bed capacity shall meet NFPA minimum recommendations for this type of apparatus, unless stated otherwise in these specifications.

**DOORS**

The body compartment doors shall be roll-up design.

**REAR TAILBOARD**

The rear tailboard shall be bolted to a heavy-duty steel support assembly attached to the chassis frame. The rear tailboard shall be a minimum of 10" deep and constructed of bright aluminum treadplate. The rear tailboard shall be full width of the apparatus.

The rear tailboard shall be bolted to the support assembly with a drain gap between the rear body and the rear tailboard.

The top of the rear tailboard shall not exceed 24" from the ground.

**REAR STANCHIONS**

There shall be two stanchions, one each side, bolted to uprights at the rear of the body for mounting of deck lights and/or warning lights. Each shall be a bright polished material and shall be designed to enclose the 12-volt wiring of any lighting mounted to the stanchion.

**SIDE RUB RAILS**

Rub rails shall be installed using solid black rubber material designed to help protect the lower body and cushion against accidental contact. Each shall be mounted below the lower side compartments. Each end shall have a hard black rubber end cap.

There shall be bright polished scuff strips mounted between the body surface and the rub rails. Per D.O.T., a marker light shall be mounted on the lower front corner each side of the body, just ahead of each rub rail.

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

*Call PolyBilt at 708-938-2007 for the most up-to-date information.*
Painting PolyBilt™*

SURFACE PREPARATION

Cleaning:
1. Wash entire area with soap and water.
2. Use Lacquer & Enamel Cleaner 3939S or Kwik Clean 3949S to remove silicon, tar, wax, polish and grease.

Panel Finishing:
1. Scuff with 80 - 240 grit paper.
2. Final wipe with Plastic Prep 2319S.
3. Apply (2) two medium wet coats of Adhesion Promoter for Plastics 2322S.
4. Prime with URO Primer-Filler 1140S.

Mix Primer:
- 4 parts primer
- 1 part Activator 1125S
- 1.5 parts Converter 1130S
- .5 parts Flex Additive 2350S

5. Apply (4) four coats for first prime.
6. Sand as needed.
7. Clean with Lacquer & Enamel Cleaner 3939S.
8. Apply 2 - 3 coats as needed.
9. Sand as needed.
10. Clean with Lacquer & Enamel Cleaner 3939S.
11. Seal with Chroma Premier Sealer 42410S or recommended color as per Dupont code.

Mix sealer:
- 4 parts primer
- 1 part Activator 12305SS
- 1.5 parts Mid Temperature Reducer 42475S

CHROMABASE BASE COAT APPLICATION

1. Apply according to Dupont Base Coat application instructions.

CHROMACLEAR CLEAR COAT APPLICATION

1. Apply according to Dupont Clear Coat application instructions using ChromaClear Multi-Use 7500S.

*Call PolyBilt at 708-938-2007 for the most up-to-date information.
Unibody/Tank Installation Requirements*

PolyBilt™ builds the finest unibody tank/truck bodies in the industry. When installed properly, the bodies are warranted for five years; please review our PolyBilt™ warranty for details. Please follow these installation requirements. If you have any questions, please call customer service at 708-938-2007.

If the body has an integrated tank, the tank has eyebolts installed in the lifting pegs for use in installation. The eyebolts are rated at 1500 lbs each. Your lifting device should be connected to the eyebolts with a “sling” which has a minimum angle of 45°.

The body and tank must be installed on an independent subframe constructed from minimum 2" x 2" square steel tubing. The subframe must have outrigger arms fastened to the bottom of the body compartmentation with a maximum of 15” distance between each arm. The subframe shall be fastened to the chassis by means of a spring loaded connection which must contain a dual bracket mounting system. This bracket system shall be fastened to the chassis and subframe; thus allowing up and down shifting while preventing forward and aft movement.

Unless otherwise specified, the body and tank must be isolated from the subframe of the vehicle through the use of rubber strips with a minimum dimension of 1/4" x 2", 60 Durometer.

The tank section of the unit shall rest on the subframe made from 2" x 2" steel square tubing spaced at a distance that would not allow for more than 400 square inches of unsupported area under the tank floor.

The tank and truck body must be supported around the entire bottom perimeter and supported both front and rear as well as side to side to prevent tank from shifting during vehicle operation. This can be accomplished through subframe outrigger arms which support the tank/body compartments and/or traditional polymer tank cradle.

Unless otherwise specified, a picture frame type cradle mount shall be utilized in each section of the tank/body where there is no outrigger arm. The cradle shall be constructed from a minimum of 2" x 2" x .25" steel or aluminum angle. Where possible, the use of vertical corner angles having a minimum dimension of 4" x 4" x .25" thick x 6" high are permitted for cradling the tank.

Unibody/tank floor mounting blocks are required to minimize movement of the tank/body during vehicle operation. The restraints are located in the tank floor and shall be bolted to the subframe tubing.

Hose floor loading must support 200 lbs. per square foot. Equipment such as generators and pumps must not be mounted directly to the tank top unless provisions have been provided by PolyBilt™ in advance.

All tank connections must be of a flexible design.

Do not drill holes or install fasteners on the tank surface without first obtaining approval from PolyBilt™.

*Call PolyBilt at 708-938-2007 for the most up-to-date information.
Full Size Pumpers:

• Four Base Drawings
• Retail Price
• Dry weight estimate
Mini Pumpers & The Quick Attack:

• Six Base Drawings
• Retail Price
• Dry weight estimate
EST WEIGHT = 1375#

STARTING AT $11,500

* DIM'S INDICATE COMPARTMENT OPENINGS.

PARTIAL ISO. VIEW
OF BODY

INTERNAL PASSAGE FOR WIRING, ETC

FOAM FILL

WATER FILL

COMPT VENTING

REMovable RR ACCESS PANELS

TOP

ROLL-UP DOOR
BRACKETS

MTG FOR FOLDING STEPS

HOSE BED DIVIDER

50 THK HB FLOOR

FRONT

POLY MTG ANGLE (TO SUBFRAME)

4.25

POLY MTG ANGLE (TO SUBFRAME)

3.13

22.00 INSIDE

23.00

23.00

14.38

48.00

23.00

48.00

23.00

17.50

45.50

36.00

10.00

48.00

50 THK HB FLOOR

39.75 MD COMPT

39.75 MD COMPT

56.75 END COMPTS

*15.25

3.00

*60.00

0.00

3.00

3.00

3.00

3.00

3.00

21.00

60.00

101.50 OAL

R21.00

0.00

41.50

8.00

44.25

1.13

8.25

7.00

3.00

3.00

3.00

3.00

3.00

2.00

3.50

3.50

94.00 OAW

SUBFRAME MTG ANGLES (6)

Note: Tank will not go into production until customer has signed and dated final drawing.
EST WEIGHT=1500#

STARTING AT $11,850

Note: Tank will not go into production until customer has signed and dated final drawing.

**PolyBilt™**

Foam Capacity: 10 GAL
Water Capacity: 250 GAL
Total Capacity: 260 GAL

Customer: POLY MINI BODY W/ PASS-THRU COMPT AND ODIN PROV.'S.

Drawn by: N WALLASK  Date: 3/26/02

Unless otherwise specified, dimensions are in inches and tolerance is ±1/8"
EST WEIGHT = 780#

STARTING AT $5,000

19.50

96.00

48.00

20.50

20.13

58.00

60.00 CA

90.00

21.00

22.00

WATER

FOAM

RUBBER SEAL/SUPPORT

STD 8' FACTORY PICKUP BED

Customer Acceptance Signature Required

Customer

Signature

Date

Engineering By

Signature

Date

Checked By

Signature

Date

Total Tank Capacity Certification

Signature

Date

Foam Capacity

10 GAL

Scale

NTS

P.O. No.

Customer

Finish

WHITE

Water Capacity

250

350F SERIES 250

GAL FIRE FIREFIGHTER

SKID UNIT

Total Capacity

260

Drawn by

N WALLASK

Date

9/17/01

Unless otherwise specified, dimensions are in inches and tolerance is ± 1/8"
Wetsides:

- Four Base Drawings
- Retail Price
- Dry weight estimate
Utility Bodies:

- Five Base Drawings
- Retail Price
- Dry weight estimate
EST WEIGHT = 950#

STARTING AT $6,050

Customer Acceptance Signature Required

Customer
Signature
Date

Engineering By
Signature
Date

Checked By
Signature
Date

Total Tank Capacity Certification
Signature
Date

Foam Capacity
10 GAL

Water Capacity
300 GAL

Total Capacity
310 GAL

Unless otherwise specified, dimensions are in inches and tolerance is ±1/8".

Note: Tank will not go into production until customer has signed and dated final drawing.

Drawn by N WALLASK Date 8/28/01

PolyBilt

FIRE UNIT MOUNTED ON FLAT BED UTILITY TRUCK

Finish
WHITE

Tank No.

Dep. No.

UTILITYFLATBED

Sheet 1 OF 1 Rev. 0
EST WEIGHT = 820#  
STARTING AT $5,500
EST WEIGHT = 1175#

STARTING AT $7,500

PROVISIONS FOR ROLL UP DOORS

MTG RAIL FOR HOSE REEL

118.00 OAL

34.00 COMPT

45.50 COMPT

36.00 COMPT

43.00

20.75

90.00

48.50

20.75

38.25 END COMPTS

21.25 MID COMPT

60.00 CA

60.00

3/8" NPT SUCTION

Customer Acceptance Signature Required

Customer

Signature

Date

Engineering By

Signature

Date

Checked By

Signature

Date

Total Tank Capacity Certification

Signature

Date

Foam Capacity

NTS

Water Capacity

250 GAL

Total Capacity

250 GAL

P.O. No.

Finish

WHITE

Customer

LOW SIDE UTILITY BODY W/SIDEPACK AND 250 GAL TANK

Tank No.

N/A

Drawn by

N WALLASK

Date

2/14/02

Sheet

1 OF 1

Rev.

0

Note: Tank will not go into production until customer has signed and approved final drawing.

Unless otherwise specified, dimensions are in inches and tolerance is ± 1/8"