

David Lawrence

From: Gloria Parmenter
Sent: Monday, January 29, 2007 1:00 PM
To: Jean Lais
Cc: David Lawrence; Gabriel Olmos
Subject: XT160 s/n 07-259 VL9287

You put an order on my desk for the show boom, no changes right? Goes as painted, all we have to do is make sure final pictures and ship away kit is all together?

Gloria Parmenter

PC Planner Booms ● Trailer/Truck Mounted Pumps ● Guns

REED LLC 13822 Oaks Ave., Chino, CA 91710 909-287-2100 X2121

gloria.parmenter@reedmfg.com



JOB NUMBER: VL9287

BUILD ORDER

SALE	CONSIGNMENT	DEMO	RENTAL	ORIGINATED BY:
CE	X1-	X2-	X3-	<i>JK</i>

CUSTOMER: RS Concrete Pumping ⁷⁸³⁰¹⁵ ORDER DATE: 1/25/07

MODEL: XT36-160 COMPLETION DATE: _____

SERIAL #: 07-259 (206294) VIN #: 1M2K189C37M036507

PART #: XT36R4XT-OL-V01

OPTIONS / INSTRUCTIONS:

*WOC Unit
Reed yellow/Black*

(1) ENGINEERING (Specials Only): _____ DATE

(2) PRODUCTION CONTROL: *[Signature]* 1/29/07 DATE

Copy to: PRODUCTION (Build Order Only)
CUSTOMER SERVICE
ACCOUNTING (Original attached to Order Acknowledgment)

Keep w/Truck

REED ALL MODELS	QUALITY ASSURANCE INSPECTION CHECK LIST TRUCK MOUNTED CONCRETE PUMP	PAGE 1 OF 1
INSPECTED BY _____		DATE _____

Q.C. & PUMP OPERATIONAL TEST

WORK ORDER **JL9287**

DESCRIPTION OF ITEM INSPECTION	OK INIT.	CORRECTION MADE
1. Q.C. INSPECTION PACKAGE		
All forms in package	<i>mm</i>	
All shortages in package	<i>mm</i>	
2. BUILD ORDER REVIEW		
Truck built per build order	<i>mm</i>	V
Options installed per build order	<i>mm</i>	
Oil type required	<i>mm</i>	A
Defeciencies noted	<i>mm</i>	
3. PRELIMINARY WALK AROUND		
Components installed properly	<i>mm</i>	
Proper hose & wire routing	<i>mm</i>	
Bolts & fittings tight	<i>mm</i>	
Defeciencies corrected	<i>mm</i>	
4. FLUID LEVELS		
Engine oil	<i>mm</i>	
Coolant	<i>mm</i>	
Boom tank hydraulic oil	<i>mm</i>	Type <i>460</i>
Main tank hydraulic oil	<i>mm</i>	Type <i>460</i>
Auto lube grease	<i>mm</i>	
Flush box - Oil & water	<i>mm</i>	
5. PRE START UP		
Filling & bleeding of hydraulic system	<i>mm</i>	

SHORTAGES	CORR INIT.

COMMENTS	

REED
ALL MODELS

QUALITY ASSURANCE INSPECTION CHECK LIST
TRUCK MOUNTED CONCRETE PUMP

INSPECTED BY _____ DATE _____

Q.C. & PUMP OPERATIONAL TEST

WORK ORDER VL-9287

DESCRIPTION OF ITEM INSPECTION	OK INIT.	CORRECTION MADE
6. FILTRATION OF SYSTEM (2 Hour time period)	N/A	
7. R.P.M. CHECK 800 Idle	OK	
1600 Pumping	NEED TO SET 1520	
8. CHARGE PRESSURE ADJUSTMENT 34 Bar - (+0 -1)	N/A	
9. PUMP CENTERING ADJUSTMENT	N/A	
10. MAXIMUM PRESSURE CHECK 345 Bar	350 OK	
11. BLACK BOX ADJUSTMENT 6-19 Bar	N/A	
12. A-10 PUMP ADJUSTMENT Load sense screw fully in Pressure compensator 190 Bar	N/A	
13. REMIXER PRESSURE ADJUSTMENT 190 Bar	OK	
14. COOLER RELIEF ADJUSTMENT 30 Bar	N/A	

SHORTAGES	CORR INIT.

COMMENTS

REED ALL MODELS	QUALITY ASSURANCE INSPECTION CHECK LIST		PAGE 1 OF 1
	TRUCK MOUNTED CONCRETE PUMP		
		INSPECTED BY _____	DATE _____

Q.C. & PUMP OPERATIONAL TEST	WORK ORDER VL-9287
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DESCRIPTION OF ITEM INSPECTION	OK INIT.	CORRECTION MADE
15. FLUSHING VALVE ADJUSTMENT Should be 25.8 G.P.M. (+0-.5) Evenly balanced	<i>N/A</i>	
16. MAXIMUM CYCLES PER MINUTE CHECK 30 (+ or - 1)	<i>26</i>	Main Control Box --- <i>26</i> Radio Control --- <i>26</i> Cable Remote --- <i>26</i>
17. CYCLE TEST 8 Hour time period Documentation of test sheets	<i>nm</i> <i>nm</i>	
18. WATER PUMP ADJUSTMENT Relief set to attain maximum flow without swelling of hose when nozzle is closed	<i>nm</i> <i>nm</i>	
19. BOOM VALVE PRESSURE ADJUSTMENT 340 Bar---(XT-32 & XT-36) 350 Bar--- (XXT-42)		
20 BOOM RADIO CONTROL PARAMETERS CHECK.		
21 OUTRIGGER PRESSURE ADJUSTMENT Main block relief--250 Bar (+or- 1) XT-36 Extension relief--60 Bar (+or- 1) XXT-32 or 42 Extension relief XXT-32 or 42 front swing out relief--60 Bar (+or- 1)	<i>250</i> <i>nm</i>	<i>(SEE NOTE BELOW)</i>

SHORTAGES	CORR INIT.

COMMENTS

NOTE...REFER TO TEST PROCEDURE WORK INSTRUCTIONS FOR ADJUSTMENT METHODS.
*NEW O/RIGGER CONTROL VALVES (PIN 802727 + 802728)
 REQUIRE EXTENSION RELIEF ADJUSTED TO 120 BAR.
 7-3-03 (FIRST VALVES USED) XT-36*

REED XT36		QUALITY ASSURANCE INSPECTION CHECK LIST	
		TRUCK MOUNTED CONCRETE PUMP	
		PAGE 1 OF 1	
		INSPECTED BY <u>Pedro Fragoso</u> DATE _____	
MACHINE ASSIGNED		MODEL <u>XT36-160</u>	S/N <u>07-259(206294)</u>
Chassis Installation		WORK ORDER <u>VL-9287</u>	
PN 801950		OK	
DESCRIPTION OF ITEM INSPECTION		INIT.	CORRECTION MADE
1. QC Inspection Package		P.F.	
Chassis Inspection Checklist received		P.F.	
Correct all shortages and deficiencies		P.F.	
2. Exhaust Stack installed		J.F.	
45 Elbow to rear of chassis		J.F.	
3. Axle stops installed		J.T.	
4. Shear Plates installed		P.F.	
Tops of plates even with frame		P.F.	
All bolts secure		P.F.	
5. Chassis Electrical Installation		D.B.	
Marker Light Harness installed		D.B.	
Power Cable Installed		D.B.	
50 amp Fuse installed		D.B.	
Backup alarm installed		D.B.	
Cables routed properly and secured		D.B.	
6. Cab Electrical Installation		D.B.	
Key Switch & Pilot Light installed		J.S.	
Clutch Switch installed		J.S.	
Pressure Switch installed		J.S.	
Terminal block and Fuse Block installed		J.S.	
All connections secure		J.S.	
SHORTAGES			CORR INIT.
COMMENTS			

Name	Description	Qty	Reed PN	WAI PN
Chassis Electrical Installation			801943	
Marker Light Harness	Sub-Assy	1	801919	
Cable, 10G-4C	Super VuTron	60	10194	
Fuse Holder, Maxi		1	801359	
Fuse, 50A Maxi		1	801360	
Backup Alarm		1	800457	
Cab Electrical Installation			801943	
Key Switch		1	800369	
Contact Block, NO/NC		1	800370	
Contact Block, NO		3	800864	
Pilot Light, Green		1	800414	
Nameplate, PTO		1	800051	
Clutch Switch		1	800909	
Pressure Switch, 4 psi NO		1	800965	
Fuse Block, 4 Way		1	800433	
Fuse, ATO 5		2	90392	
Term. Block Assy, Cab	Sub-Assy	1	801920	

FINAL ASSEMBLY—AFTER PAINT	WORK ORDER VL-9287
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DESCRIPTION OF ITEM INSPECTION	OK INIT.	CORRECTION MADE
1. Mount boom to pedestal	P.F	
Bolt torque 538 (545 ft. lbs.)		(3600) ft. lbs. PSI
Installation of protective caps on bolts		
2. Installation of boom control hoses	J.F	
Proper routing of hoses	J.F	
Connections secure	J.F	
3. Installation of hopper grate		
Lock bolts secure		
4. Installation of bubble levels	J.F	
Adjustment of levels	J.F	
5. Installation of radio receiver	J.S	
Bolts secure	J.S	
Cable routed correctly & secured	J.S	
Antenna connected	J.S	
6. Installation of running lights	J.S	
Check for proper operation	J.S	
7. Installation of decks	P.F	
Bolts secure	P.F	
Check outrigger slides for proper operation	P.F.	

SHORTAGES	CORR INIT.

COMMENTS	

REED
XT-36

QUALITY ASSURANCE INSPECTION CHECK LIST
TRUCK MOUNTED CONCRETE PUMP

PAGE 1 OF 1

INSPECTED BY _____ DATE _____

FINAL ASSEMBLY---AFTER PAINT

WORK ORDER _____

DESCRIPTION OF ITEM INSPECTION	OK INIT.	CORRECTION MADE
8. Installation of tool boxes	P.F	
Bolts secure	P.F	
Locks operate properly	P.F	
9. Installation of.....		
Control box covers		
Deck tray		
Lube block cover		
Boom valve covers		
Swing manifold cover		
All bolt connections secure		
10. Installation of hopper flap & support bracket		
Bolts secure		
11. Installation of all delivery line clamps		
Installation of safety clips in all clamps		
12. Installation of mud flaps	M.M	
Bolts secure	M.M.	
13. Installation of water hose & nozzle	P.F	
Connections secure	P.F	
Hose tied up for shipment	P.F.	
14. Installation of grab handles on splash guard. Bolts secure		

SHORTAGES

CORR
INIT.

COMMENTS

Name	Description	Qty	Reed PN	WAI PN	
Vibrator Assy			801939		
Hopper Grate Mod		1	801938		
Hopper Grate			B-224035	B-224035	From B-224046
Vibrator		1	71429		
Plug		1	20358		
Connector		1	20359		
Cable, 12G-2C, SOW		3.5	90338		
Taillight Harness			801922		
Pigtail - 3 wire		2	800042		
Pigtail - 2 wire		2	800043		
Pigtail - Marker 2 wire		3	800044		
Pigtail - License Light		1	800349		
Terminal Block Assy - Taillights			801921		
Terminal Block		5	72820		
End Barrier		2	75654		
Rail		0.25	72821		
Terminal Block Assy - Cab			801920		
Terminal Block		11	72820		
End Barrier		2	75654		
Jumper		1	72824		
Rail		0.67	72821		
Marker Light Harness			801919		
Cable, 16G-2C		30	75756		

(206294)

XT36-160 UL-9287

CHASSIS INSPECTION CHECK LIST

YEAR "2007"

MFG MACK MODEL M2685 VIN 1M2K189CX7M036505

DESCRIPTION	✓	DESCRIPTION	✓	DESCRIPTION	✓
A-CAB	✓	• Mirrors RH & LH	✓	F-PAINT	✓
• Lift/Tilt w/Pump	✓	• Parking Brake w/Light	✓	• Cab Ext-Mack White	✓
• Cigar Lighter	✓	• Mud Flaps-24"-Frnt Fender	✓		
• Dome Light w/SW	✓	• Radio AM-FM	✓		
• Door-Slide Type Window	✓	• Antenna-Roof Mtd.	✓	G-INFORMATION	✓
• Fenders-Cab	✓	• Seat-Driver Air Susp.	✓	• Manuals-Protection Plan Service	✓
• Floor Mats-Rubber	✓	• Seat-Rider Fixed	✓	• Safety Kit	✓
• Gauges	✓	• Seat Belts-Lap & Shoulder	✓		
• Dual Air Pressure	✓	• Turn Signal Switch - Manual	✓		
• Voltmeter	✓			H-MISCELLANEOUS	✓
• Eng. Coolant Temp.	✓			• Exterior Paint Damage	✓
• Eng. Oil Pressure	✓			• Window Damage	✓
• Fuel Level	✓	B-FRAME-FUEL TANK	✓	• Dents	✓
• English Display	✓	• Bumper Channel Type Extended 63"	✓		
• Speedometer w/Trip Odometer	✓	• Towing Device Frt-Pin	✓	I-DRIVE TRAIN	✓
• Eng. Tach w/ Hourmeter	✓	• Fuel Tank LH 80 Gal RD.	✓	• MACK MD209T39LR Transmission	✓
• Glass-Tinted Windows	✓			• Range selector valve tight	✓
• Glove Box	✓				
• Grab Handles - Ext.	✓	C-FRONT AXLE	✓		
• RH & LH Behind Door	✓	• Capacity 20000 lbs	✓		
• Grab Handles - Int.	✓	• Tires Tubeless Radial	✓	J-COMMENTS	
• Windshield Post RH-LH	✓	• Size 425/65R 22.5 18S	✓	Visual Insp OK	✓
• Instr. Panel RH	✓	• Wheels-Alum Disc 10 Hole	✓		
• Hi-Beam Indicator Light	✓				
• Horn	✓	D-REAR AXLE-TANDEM	✓		
• Air Twin Trumpet	✓	• Capacity 44000 lbs	✓		
• Electric Single Tone	✓	• Tires (8) 11R-22.5-14G	✓		
• Lights	✓	• Air Brakes	✓		
• Marker & Clearance (7)	✓	• Wheels-Alum Disc-10 Holes	✓		
• Side Markers	✓				
• Turn Signals-Front	✓	E-ELECTRICAL	✓		
• Headlights (2) Conv 7" RD	✓	• Back up Alarm	✓		
• Rear (2) Stop, Direct, Back up	✓	• Battery Box Covers	✓		
• Signal Flasher Type	✓	• Daytime Running Lights	✓		
• Interior Trim - White GRAY	✓				
• Low Air Indicator Light & Buzz	✓				

Odometer Reading 34.9 Hourmeter Reading 4.7

Inspected By Robert A. Williams 8/13/06 Date 7/28/06

10-12-06

VL-9287 ~~VL-9287~~

- Set MACK computer to 1500 RPM
- ~~Left front outrigger hits air cleaner~~
~~air cleaner suffered minor damage~~
~~also hits fender~~
- ~~2 wire cable was rubbing on drive shaft~~
~~between transmission & PTO - replace~~

JOB #	XT36-160 (206294) SN #	
	customer:	
VL: 9287	BOOM MAKE UP PIPE LENGTHS	
	ARM	LENGTH
	A	813/4"
	B	471/2"
	B-C	
	C	473/4"
	C-D	
	D	491/2"
	E	
	PIPE TYPE (Ultra III or Normal?)	
	w/2	
	TIP HOSE SIZE	
	5"	
	SPECIAL ELBOWS	
	PART #	
	Turret	A sect
	201102	
	A sect	B sect
	B sect	C sect
	801104	
	C sect	D sect
	D sect	E sect
	DECK MAKE UP PIPE LENGTHS	
	PIPE	LENGTH
	#1	14"
	#2	401/2"
	#3	783/4"
	SPECIAL ELBOWS	
	803027	
	TURRET PIPE	
	351/4"	
	DECK DELIVERY LINE COMPONENTS	
	PART #	
	HOPPER ELBOW	
	B-191015	
	ELBOW 6"	
	800336	
	REDUCER	
	w-102041	
	SPECIAL TURRET ELBOW	
	800327	
	RADIO REMOTE SERIAL NUMBER	SERIAL #
	RADIO REMOTE	9994870391
	CABLE REMOTE	9909129297
	TRUCK	SERIAL #
		1M2K189CX7M036505
	BOOM SIZE	SERIAL #
	XT36-160 206294	206294
	BOOM SIZE---XT36-160	SERIAL #
	PEDESTAL	8707
	A SECTION	8606
	B SECTION	8606
	C SECTION	8606
	D SECTION	8606
	E SECTION	

MAST

8303

VL-9287



STABILITY TEST RECORD

TRUCK MOUNTED CONCRETE BOOM PUMP

INSPECTED BY Duane Remus

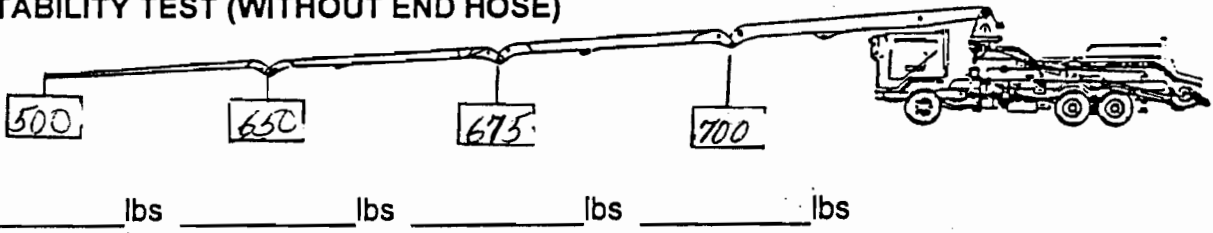
DATE 12-14-06

MACHINE MODEL XT36-160
BOOM MODEL CBR-
CHASSIS

S/N 07-259 XT36.160
S/N
VIN 1M2K189CX7M036505

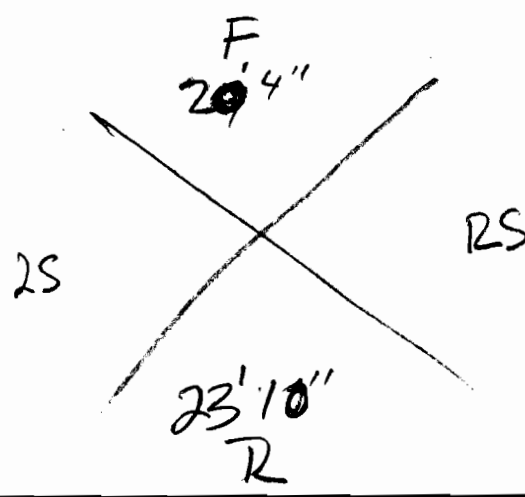
PEDESTAL:	WORK ORDER#:
REAR OUTRIGGER:	FRONT OUTRIGGER:
CUSTOMER:	
DELIVER LINE SIZE: mm x mm	END HOSE: <u>5"</u> M
ADDITIONAL COUNTER WEIGHT: KG	
LOCATION:	

STABILITY TEST (WITHOUT END HOSE)



THE TEST WEIGHTS IN THE BOXES ARE NOMINAL VALUES.
PLEASE ENTER THE ACTUAL TEST WEIGHTS USED INTO THE CORRESPONDING SPACES

OUTRIGGER SPREAD



	NOMINAL DIMENSIONS	ACTUAL DIMENSIONS
"A"	<u>20'4"</u>	
"B"	<u>23'1"</u>	
"C"	<u>21'8"</u>	
"D"	<u>23'1"</u>	

	OUTRIGGER PENETRATION "E"	
	FRONT	REAR
RIGHT		
LEFT		

TEST RESULTS

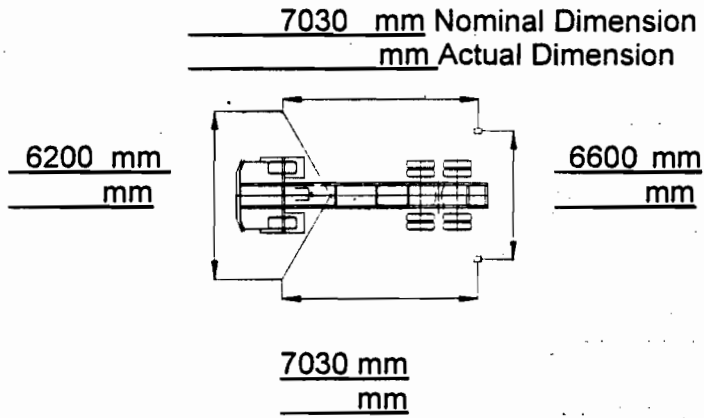
STABILITY APPROVED: DR
DATE: 12-14-06

STABILITY DISAPPROVED:
NAME: _____

SIGNATURE: Duane Remus

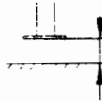
STABILITY TEST RECORD OUTRIGGER 36 XT

OUTRIGGER DIMENSION:



STABILITY WITH 125% WEIGHT:

CHECKED:



Outrigger		
FRONT	REAR	
mm	mm	RIGHT
mm	mm	LEFT

FUNCTION ACCORDING SIGN PLATE AND CONTROL OF LEAKAGE

	Open	Close	Leakage checked	
Right front jack cylinder				
Right front X				
Right back swing out				
Right back jack cylinder				
Left front jack cylinder				
Left front X				
Left back swing out				
Left back jack cylinder				

TEST RESULT:

STABILITY APPROVED:

STABILITY DISAPPROVED:

DATE: _____

NAME: _____

SIGNATURE: _____

Overall look:

Checked:

TEST RESULT:

APPROVED:

DISAPPROVED:

DATE: _____

NAME: _____

SIGNATURE: _____



WATER TEST RECORD SHEET

TRUCK MOUNTED CONCRETE BOOM PUMP

INSPECTED BY _____ DATE _____

MACHINE MODEL HT30-160 S/N _____

TIME	AMB TEMP	HYD TEMP	ENG TEMP	HYD PRESSURE	ENG RPM	VOL SETTING	STROKES P/MIN
10/7/06 8:00	60	133°	180	180 BAR	1500	FULL	24
8:30	62	133°	180	180	1500	"	" REMAINS A LITTLE HIGH COMPUTER NOT SET
9:00	65	150	180	180 B	"	"	"
9:30	65	160	180	170 B	1500		23
10:00	65	163	180	170 B	1500		23
10:30	67	160	185	200	1500		21
11:00	69	154	180	200	1500		21
11:30	71	152	180	200	1500		21
10/10 8:30	64	102	180	200	1500		19
9:00	65	112	180	220	}		19
9:30	68	126	185	220		19	
10:00	70	134	185	220		19	
10:30	71	142	185	220		19	
11:00	72	151	185	220		19	
11:30	74	155	185	220		19	
10/11 START 8:30 9:00	64	107	180	230		18	
9:30	66	116	180	230		18	
10:00	68	134	180	230		18	
10:30	70	149	185	250		16	
11:00	72	160	185	250	16		
11:30	75	162	185	250	16		

OUTRIGGERS 250 Agitator 250 MAIN 300

PURCHASE REQUISITION



I.D.#

VENDOR: PT.O SALES
 ph _____
 fax _____

SHIP TO: **REED**
 13822 Oaks Avenue
 Chino, CA 91710

Requisition Date: 9/06/06

XXT-36 160 (206294)
 UL-9287

	Taxable: Y N	Confirmed with:	Ship via:	F.O.B.:
Delivery @ REED to:	P.O.#:	Buyer:	Text Number: Standard	Date required: Below

Reed Item # / Acct. #	Qty/UM	Vendor Item # and Description	Delivery Date	Price	U/M
	2	DRIVE SHAFTS			
		one of EA.			
		Send TO P.T.O SALES			
		FOR REWORK TO drawing			
		# 803258 (FRONT)			
		#803259 (REAR)			
		Send with W-109763			
		and 803146 (2 OF EA.)			
		Please call or fax approval or changes, then I will issue PO #. Thanks, Deuane 909-287-2110, fax 909-287-2142			

Note: Reed Part Numbers must be on parts and paperwork

Authorized By: _____

faxed _____

David Lawrence

VL-9287

From: Sarkis Khoshoryan
Sent: Wednesday, September 13, 2006 9:12 AM
To: David Lawrence; Ivan Ward; Jocelyn Movido; Shiletha Hancik
Subject: ECN # 1172.xls DRIVE LINE
Attachments: image001.emz; oledata.mso

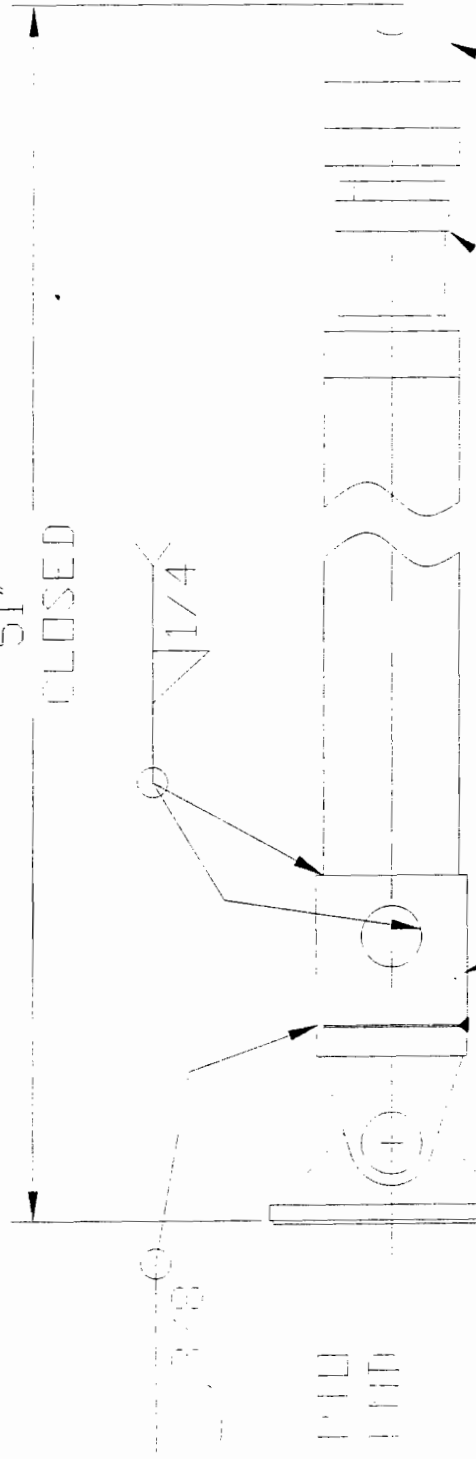
REED		ENGIN				RL		
Models Affected:		XT36-160 XYT2Z BOOM				ECN NO. 1172		
						Page 1 of 2		
Ref	Description	Part No.	Make /Buy	From Rev	To Rev	Comments		
1	Adaptor Drive Line 37m	803257	Buy		New			
2	Drive Shaft Front 29"	803258	Buy		New		Ref	
3	Drive Shaft Rear 51"	803259	Buy		New		1 A	
4							2 C	
5							3 C	
6								
7								
8								
9								
10								
Reason for Change		NEW DRIVE LINES FOR 37m UNITES, WE NEED TO USE BIGGER DRIVE LINES BECAUSE NEW MACK TRUCKS HAVE A DIFFERENT TRANSMISSION OLD TRANSMISSION WAS T309						
Ref								
1	Adaptor Drive Line 37m New Part	803257						
2	Drive Shaft Front 29" New Part	803258						
3	Drive Shaft Rear 51" New Part	803259						
NOTE: SERIAL NUMBER FOR 1st TRUCK THAT WE WILL INSTALL THIS DRIVE LINES IS		1M2K189CX7M036505						

			Prepared	Approved	
		By	Sarkis K	Sarkis K	
		Date	9/13/2006	9/13/2006	
Distribution:					
Manufacturing, Purchasing, Planning, Customer Service, Manuals, Service,					

New Drawing

51" CLOSED

1/4



W-1119763
TOOTH
FLANGE

SLIP JOINT

PN-803146 ADAPTOR

WELD DRIVE LINE MUST BE DYNAMICALLY BALANCED.

DO NOT SCALE DRAWING
UNLESS OTHERWISE SPECIFIED.
DIMENSIONS ARE IN INCHES.

TOLEANCES:

XX 0.30
XXX 0.00
FRACTION 1/32
ANGLE 1/2°
BREAT ALL SHARP EDGES
0.00 MAX. x 45°
ALL MACHINED DIMENSIONS
UNLESS OTHERWISE SPECIFIED

DRAWN BY

APPROV

DATE OF CHANGE

BY

REED

TITLE

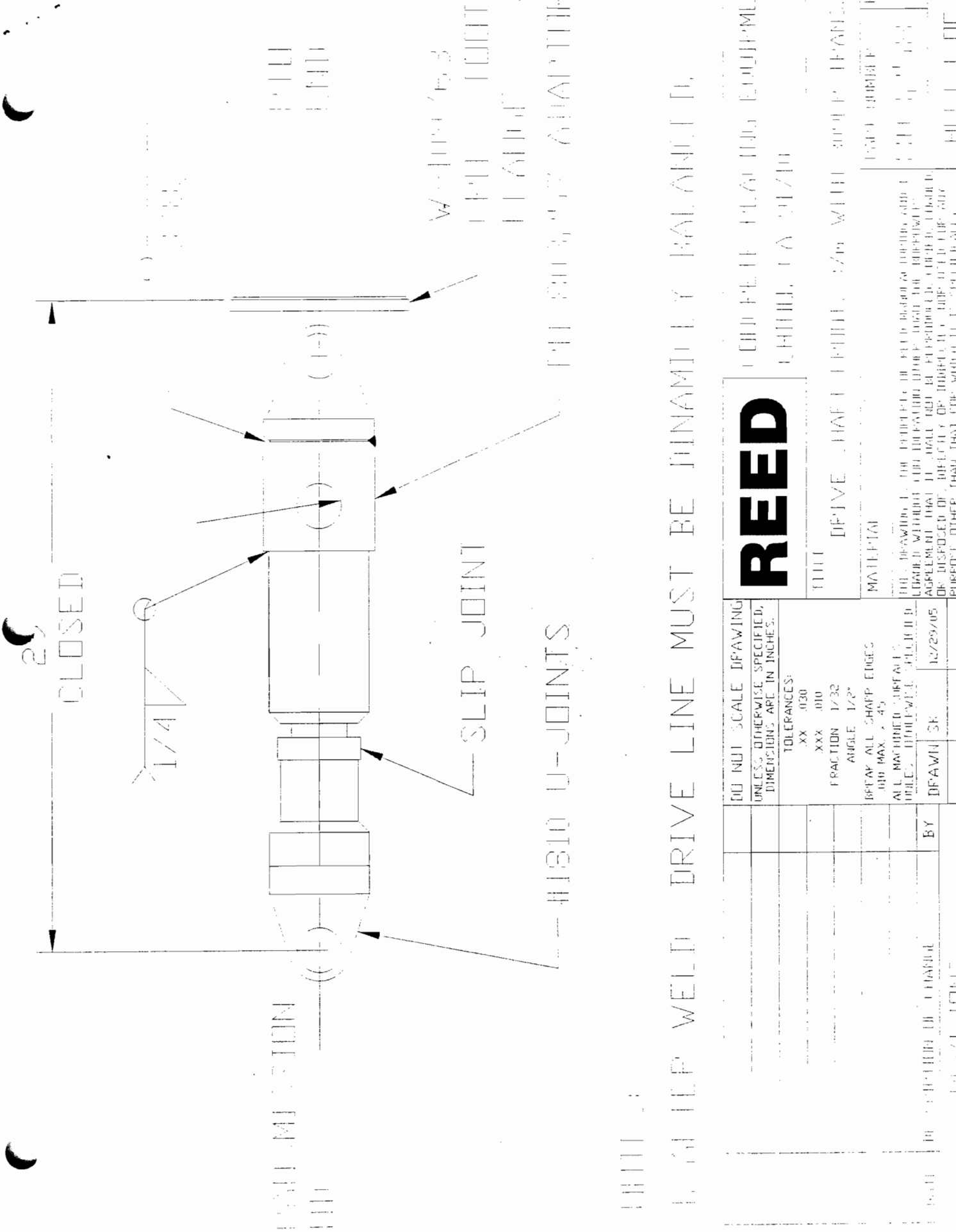
DRIVE FLANGE WITH SLIP JOINT

MATERIAL

PART NUMBER

THIS DRAWING IS THE PROPERTY OF REED MANUFACTURING COMPANY. IT IS TO BE KEPT IN CONFIDENTIALITY AND NOT TO BE REPRODUCED OR DISCLOSED IN ANY MANNER WITHOUT THE WRITTEN AGREEMENT OF REED MANUFACTURING COMPANY. ANY REPRODUCTION OR DISCLOSURE OF THIS DRAWING WITHOUT THE WRITTEN AGREEMENT OF REED MANUFACTURING COMPANY IS STRICTLY PROHIBITED.

SHEET 1 OF 1



WELDED TO SHAFT TIP

#1310 U-JOINTS

SLIP JOINT

25

CLOSED

1/4

DIMENSION

<p>DRIVE SHAFT WITH SHAFTE ENDS</p>		<p>DRIVE SHAFT WITH SHAFTE ENDS</p>	
<p>REED</p>		<p>REED</p>	
<p>DO NOT SCALE DRAWING UNLESS OTHERWISE SPECIFIED, DIMENSIONS ARE IN INCHES.</p>		<p>DO NOT SCALE DRAWING UNLESS OTHERWISE SPECIFIED, DIMENSIONS ARE IN INCHES.</p>	
<p>TOLERANCES: .XX .030 .XXX .010</p>		<p>TOLERANCES: .XX .030 .XXX .010</p>	
<p>FRACTION 1/32 ANGLE 1/2°</p>		<p>FRACTION 1/32 ANGLE 1/2°</p>	
<p>DETAILED SURFACE ALL MACHINED SURFACES UNLESS OTHERWISE SPECIFIED</p>		<p>DETAILED SURFACE ALL MACHINED SURFACES UNLESS OTHERWISE SPECIFIED</p>	
<p>DATE</p>	<p>BY</p>	<p>DATE</p>	<p>BY</p>
<p>12/29/05</p>	<p>12/29/05</p>	<p>12/29/05</p>	<p>12/29/05</p>
<p>APPV</p>	<p>APPV</p>	<p>APPV</p>	<p>APPV</p>



INCOMPLETE VEHICLE DOCUMENT

1. MANUFACTURED BY MACK TRUCKS, INC., BOX M, ALLENTOWN, PA 18105-500

2. DATE: 06/2006 3. VEHICLE IDENTIFICATION NUMBER: 1M2K189CX7M036505

4. GVWR: 29030 KG (64000 LB)

RIMS

TIRE

	GAWR		RIMS	
5. FRONT:	9072 KG (20000 LB)	WITH 425/65R22.5L	22.5 X 12.25	, AT
1ST INT.:	9979 KG (22000 LB)	WITH 11R22.5 G	22.5 X 8.25	, AT
2ND INT.:	KG (LB)	WITH		, AT
3RD INT.:	KG (LB)	WITH		, AT
4TH INT.:	KG (LB)	WITH		, AT
5TH INT.:	KG (LB)	WITH		, AT
REARMOST:	9979 KG (22000 LB)	WITH 11R22.5 G	22.5 X 8.25	, AT

SEQ. NO.: H060612032

6. VEHICLE TYPE: TRUCK

7. This incomplete vehicle was manufactured to conform to applicable

UNITED STATES

Motor Vehicle Safety Standards in effect on its date of manufacture shown above. Those Standards to which it complies in full are preceded in the MVSS list by an asterisk (*).

***MVSS 121**

The height of the center of gravity of the incomplete vehicle, body, and payload, measured from ground level (vertical CG), shall not exceed 72 inches (183 cm); and the ratio of the vertical CG divided by the wheelbase of the incomplete vehicle shall not exceed .500. The height of the top of the frame rail (measured at the center of the wheelbase) should be used as the CG height of the unloaded incomplete vehicle.

***MVSS 101:**

This incomplete vehicle, when completed, will conform to Standard 101-Controls and Displays, if no alterations are made to driver operated controls, their identification and means of illumination, or to the location of the driver's seat or sun visor.

***MVSS 102:**

This incomplete vehicle, when completed, will conform to Standard 102-Transmission Shift Lever Sequence, if no alterations are made to the transmission, shift control or accelerator control.

***MVSS 103:**

This incomplete vehicle, when completed, will conform to the applicable sections of Standard 103-Windshield Defrosting and Defogging Systems, if no alterations are made to the heating and/or defrosting/defogging system(s).

***MVSS 104:**

This incomplete vehicle, when completed, will conform to Standard 104-Windshield Wiping and Washing Systems, if no alterations are made to the windshield wiper components, washer components, or wiped glazed surface.

***MVSS 106:**

This incomplete vehicle, when completed, will conform to Standard 106-Brake Hoses, if no alterations are made to the air brake hoses, plastic air brake tubing, air brake hose end fittings, plastic air brake tubing end fittings, air brake hose assemblies or plastic air brake tubing assemblies supplied with the incomplete vehicle, or to brake hose assemblies or plastic air brake tubing assemblies are added to the basic brake system.

MVSS 108:

Conformity with Standard 108-Lamps, Reflective Devices, and Associated Equipment, is not determined by the incomplete vehicle, since the incomplete vehicle does not include devices normally supplied with a body. Lamps, reflective devices, and associated equipment installed on the incomplete vehicle are in conformance with applicable requirements of Standard 108. Installation of a body or other equipment must not cause lamps and/or reflective devices previously installed on the incomplete vehicle to no longer conform with the visibility requirements of Standard 108. Final conformance may require relocation of some devices previously installed on the incomplete vehicle. Reorientation of a lamp from its installed position may cause it to no longer conform to Standard 108. Increasing the height of the incomplete vehicle may cause installed lamps and/or reflective devices to exceed the height limitations of Standard 108.

NOTICE

For recommendations concerning additions to or modifications of this incomplete vehicle, please consult Mack Service Manual # 1-001, Upfitter's Guide for Mack Class 8 Chassis (formerly Body Installer's Guide), available through the Mack website or Mack Service & Parts Dealers.

Intermediate and final stage manufacturers are responsible for any additional equipment they add to the incomplete vehicle. The weight of and/or location of an added body, associated equipment and the body's intended payload must NOT cause any GAWR's and/or the final GVWR to be exceeded.

INCOMPLETE VEHICLE DOCUMENT - PAGE 2

*MVSS 113:

This incomplete vehicle, when completed, will conform to Standard 113-Hood Latch System, if no alterations are made in the hood latching system or components.

*CANADA MVSS 115:

This incomplete vehicle, when completed, will conform to Standard 115-Vehicle Identification Number, if no alterations are made to the vehicle identification number stamped into the frame right-hand side rail.

MVSS 120:

This incomplete vehicle, when completed, will conform to Standard 120-Tire Selection and Rims for Motor Vehicles with a GVWR of More Than 4,536 Kilograms (10,000 Pounds), if no alterations are made to the tires or rims supplied with the incomplete vehicle, and if the corresponding tire and rim information shown in Item 5 on Page 1 is provided on the certification label of the completed vehicle or on a separate tire information label. However, if this incomplete vehicle was manufactured without tires or rims on one or more axle(s), or with temporary or minimum tires or rims, for shipment purposes only, or if a subsequent manufacturer changes or adds tires or rims, it is the final stage manufacturer's responsibility to either assure that the completed vehicle is equipped with tires and rims with capacity equal to or greater than the GAWR's shown in Item 5 on Page 1, or to re-rate the axle system(s) and the GVWR accordingly.

MVSS 121:

This incomplete vehicle, when completed, will conform to applicable requirements of Standard 121-Air Brake Systems, if the incomplete vehicle is equipped with an air brake system by the incomplete vehicle manufacturer and no subsequent alterations or additions are made including, but not limited to, the following:

A. The air brake system, including antilock brake system (ABS) or trailer electrical cable, air compressor, air compressor governor, air or hydraulic lines, valves, reservoirs, gauges, warning devices, mechanical components (foundation brakes, brake chambers or automatic slack adjusters) or electrical components.

B. Any components of any axle-suspension system which would result in an increase of gross axle weight rating (GAWR's) or gross vehicle weight rating (GVWR) beyond that listed in Item 4 or 5 on Page 1 of this document.

Compliance with Standard 121 is further dependent upon the following:

1) Compliance with the vertical CG and CG/WB ratio requirements specified in Item 8 on Page 1 of this document.

2) The total weight of the incomplete vehicle, equipment, body and payload shall not exceed the GVWR listed in Item 4 on Page 1 of this document.

3) That portion of the GVWR which is supported by any axle-suspension system shall not exceed the GAWR, listed in Item 5 on Page 1 of this document, for that specific axle, as measured at the tire-ground interface.

A change of the vehicle's wheelbase can affect compliance with Standard 121, particularly in the area of brake application/release timing. A manufacturer making changes to the incomplete vehicle's wheelbase must ensure that compliance with Standard 121 is maintained.

If the GAWR listed in Item 5 on Page 1 of this document, for any one axle, is 13,154 kg (29,000 lbs.) or more, this incomplete vehicle is exempt from Standard 121 requirements, and the incomplete vehicle manufacturer makes no representation as to conformity with the standard.

If one or more axles are added to the incomplete vehicle, the brake components on each such axle must comply with the requirements of Standard 121. Also, compliance of the complete air brake system with the requirements of Standard 121, including, but not limited to, stopping distances and ABS, air reservoir capacity, air compressor buildup time, grade holding, and brake application/release timing, becomes the responsibility of the manufacturer installing the axle(s).

*MVSS 124:

This incomplete vehicle, when completed, will conform to Standard 124-Accelerator Control Systems, if no alterations or additions are made to the driver operated accelerator control system, the fuel injection pump (or carburetor), or to any areas of the cab or chassis which are in contact with any portion of the driver operated accelerator control system and which could affect its operation.

*MVSS 205:

This incomplete vehicle, when completed, will conform to Standard 205-Glazing Materials, if no alterations are made to the glazing materials.

*MVSS 206:

This incomplete vehicle, when completed, will conform to Standard 206-Door Locks and Door Retention Components, if no alterations are made to the door latches, hinges, locks, or related components.

*MVSS 207:

This incomplete vehicle, when completed, will conform to Standard 207-Seating Systems, if no alterations / additions are made to the seats, their mountings, associated mounting structure, or the seat belt attachments.

*MVSS 208:

This incomplete vehicle, when completed, will conform to Standard 208-Occupant Crash Protection, if the seat belts are not removed.

*MVSS 209:

This incomplete vehicle, when completed, will conform to Standard 209-Seat Belt Assemblies, if the seat belts are not altered.

*MVSS 210:

This incomplete vehicle, when completed, will conform to Standard 210-Seat Belt Assembly Anchorages, if no alterations are made to the anchorages themselves or to the surrounding structure.

*MVSS 302:

This incomplete vehicle, when completed, will conform to Standard 302-Flammability of Interior Materials, if no alterations or modifications are made to any cab interior materials.

*CANADA MVSS 1106:

This incomplete vehicle, when completed, will conform to Standard 1106-Noise Emissions, if no alterations are made to sound deadening shields or the power train or any of its related components, including the intake, exhaust or cooling systems.

NOTICE

Modification of the power train or any of its related components, including intake, exhaust or cooling systems, may affect compliance with noise emission, gaseous emission and/or smoke emission regulations, and, in the case of the exhaust, overall width regulations. For example, inserting an exhaust diverter valve (to heat a dump body) between the engine and a catalytic muffler and/or diesel particulate filter (DPF) (if so equipped) will result in the engine no longer complying with applicable gaseous emission regulations. It is the responsibility of the body/equipment installer/alterer to ensure continued compliance with applicable regulations.

MFD. BY: REED LLC

DATE OF MFR: MO. 03 YR. 2007

INC. VEH. MFD. BY: MACK

DATE OF INC. VEH. MFR:

MO. 06 YR. 2008

GVWR:

29,030 KG (64,000 LB)

GAWR-FRONT:

9,072 KG (20,000 LB)

GAWR-REAR:

19,958 KG (44,000 LB)

CONFORMITY OF THE CHASSIS-CAB TO U.S.A. FEDERAL MOTOR VEHICLE SAFETY STANDARDS, WHICH HAVE BEEN PREVIOUSLY FULLY CERTIFIED BY THE INCOMPLETE VEHICLE MANUFACTURER OR BY THE INTERMEDIATE VEHICLE MANUFACTURER, HAS NOT BEEN AFFECTED BY THE FINAL-STAGE MANUFACTURE. THE VEHICLE HAS BEEN COMPLETED IN ACCORDANCE WITH PRIOR MANUFACTURER'S INSTRUCTIONS, WHERE APPLICABLE. THIS VEHICLE CONFORMS TO ALL OTHER APPLICABLE U.S.A. FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT IN:

MO. 03 YR. 2007

VEHICLE IDENTIFICATION NUMBER:

1M2K189CX7M036505

VEHICLE TYPE:

TRUCK

SUITABLE TIRE-RIM CHOICE

FRONT: 425/65R22.5L TIRES,

22.5x12.25 RIMS, @ 827 KPA,

(120 PSI) COLD SINGLE

INTERMEDIATE (1):

11R22.5G TIRES,

22.5x8.25 RIMS, @ 724 KPA,

(105 PSI) COLD DUAL

INTERMEDIATE (2):

_____ TIRES,

_____ RIMS, @ _____ KPA,

(_____ PSI) COLD _____

REAR: 11R22.5G TIRES,

22.5x8.25 RIMS, @ 724 KPA,

(105 PSI) COLD DUAL