

**SUPPLEMENTAL TERMS & CONDITIONS**

**WESTERN PETERBILT, INC**

**Sourcewell (Formerly NJPA) Master Contract # 081-716-PMC**

This Supplemental Terms & Conditions Agreement ("Agreement") is effective as of the date of the last authorizing signature affixed hereto. The parties ("Parties") to this Agreement are the City of Olympia, a Washington municipal corporation ("City") and Western Peterbilt, Inc., a Washington Corporation ("Contractor").

The City seeks to acquire one Peterbilt 520 Four Axel Commercial Front Loading Truck for the not-to-exceed contract amount of Three Hundred Nineteen-Thousand Nine Hundred Eighty and 81/100 Dollars (\$319,980.81), and the City desires to engage the Contractor to provide these goods to the City.

Now, therefore, the parties agree as follows:

I. Contractor shall provide all work described in this Agreement; this Agreement consists of these terms and conditions and attached exhibits, each of which are a part of this Agreement:

- Peterbilt Motors Company Master Contract No. 081-716 ..... Exhibit A
- Peterbilt Pricing ..... Exhibit B
- Peterbilt Discount Pricing ..... Exhibit B1
- Vehicle Summary ..... Exhibit C
- Vehicle Body Builder Manual ..... Exhibit C1
- Vehicle Warranty ..... Exhibit C2
- Statement of Compliance with Nondiscrimination Requirement..... Exhibit D
- Equal Benefits Compliance Declaration ..... Exhibit E

II. These terms and conditions amend and supplement the Peterbilt Motors Master Contract No. 081-716 (Exhibit A) and Pricing (Exhibit B), and take precedence over any conflicting provisions of those documents. Any and all references to Sourcewell (formerly NJPA) in the Peterbilt Motors Company Master Contract No. 081-716 (Exhibit A) means City.

**1. RETENTION OF RECORDS, AUDIT ACCESS AND PROOF OF COMPLIANCE WITH CONTRACT**

A. Retention of Records. The Contractor and its subcontractors shall maintain books, records, and documents of its performance under this Agreement in accordance with generally accepted accounting principles. The Contractor shall retain for seven (7) years after the date of final payment under the Agreement all financial information, data, and records for all Work.

B. Audit Access. The Contractor shall provide access to its facilities, including those of any subcontractors, to the City, the state, and/or federal agencies or officials at all reasonable times in order to monitor and evaluate the Work/Product provided under this Agreement. The City shall give reasonable notice to the Contractor of the date on which the audit begins.

## 2. AUDIT EXCEPTION

The Contractor is financially responsible for and will repay the City all indicated amounts following an audit exception that occurs due to the negligence, intentional act, and/or failure for any reason to comply with the terms of this Agreement by the Contractor, its officers, employees, agents, and/or representatives. This duty to repay survives the expiration or termination of this Agreement.

## 3. PUBLIC RECORDS REQUESTS

This Agreement is a public record and will be available for inspection and copying by the public in accordance with the Public Records Act, chapter 42.56 RCW (the "Act").

If the Contractor considers any portion of any record provided to the City under this Agreement, whether in electronic or hard copy form, to be protected under law, the Contractor shall clearly identify each such portion with words such as "CONFIDENTIAL," "PROPRIETARY" or "BUSINESS SECRET." If a request is made for disclosure of such portion, the City will determine whether the material should be made available under the Act. If the City determines that the material is subject to disclosure, the City will notify the Contractor of the request and allow the Contractor ten (10) business days to take whatever action it deems necessary to protect its interests. If the Contractor fails or neglects to take such action within said period, the City will release the portions of record(s) deemed by the City to be subject to disclosure. The City is not liable to the Contractor for inadvertently releasing records pursuant to a disclosure request not clearly identified by the Contractor as "CONFIDENTIAL," "PROPRIETARY" or "BUSINESS SECRET."

## 4. NONDISCRIMINATION AND EQUAL EMPLOYMENT OPPORTUNITY

A. In all Contractor services, programs or activities, and all Contractor hiring and employment made possible by or resulting from this Agreement, Contractor and Contractor's employees, agents, subcontractors, and representatives shall not unlawfully discriminate against any person based on any legally protected class status including but not limited to: sex, age (except minimum age and retirement provisions), race, color, religion, creed, national origin, marital status, veteran status, sexual orientation, gender identity, genetic information or the presence of any disability, including sensory, mental or physical handicaps; provided, however, that the prohibition against discrimination in employment because of disability does not apply if the particular disability prevents the performance of the essential functions required of the position.

This requirement applies, but is not limited to the following: employment, advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship. Contractor shall not violate any of the terms of Chapter 49.60 RCW, Title VII of the Civil Rights Act of 1964, the Americans with Disabilities Act, Section 504 of the Rehabilitation Act of 1973 or any other applicable federal, state or local law or regulation regarding nondiscrimination. Any material violation of this provision is grounds for termination of this Agreement by the City and, in the case of the Contractor's breach, may result in ineligibility for further City agreements.

B. In the event of Contractor's noncompliance or refusal to comply with the above nondiscrimination plan, this Agreement may be rescinded, canceled, or terminated in whole or in part, and the Contractor may be declared ineligible for further agreements or contracts with the City. The Contractor, will, however, be given a reasonable time in which to correct this noncompliance.

C. To assist the City in determining compliance with the foregoing nondiscrimination requirements, Contractor shall complete and return the Statement of Compliance with Nondiscrimination attached as Exhibit D. If the contract amount is \$50,000 or more, the Contractor shall execute the attached Equal Benefits Declaration - Exhibit E.

## 5. INDEMNIFICATION/INSURANCE REQUIREMENTS

### **Indemnification / Hold Harmless**

The Contractor shall defend, indemnify and hold the City, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or in connection with the performance of this Agreement, except for injuries and damages caused by the sole negligence of the City.

#### **A. Insurance Term**

The Contractor shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with products and materials supplied to the City.

#### **B. No Limitation**

The Contractor's maintenance of insurance as required by the Agreement shall not be construed to limit the liability of the Contractor to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity.

#### **C. Minimum Scope of Insurance**

The Contractor shall obtain insurance of the type and coverage described below:

Commercial General Liability insurance shall be at least as broad as Insurance Services Office (ISO) occurrence form CG 00 01 and shall cover products liability. The City shall be named as an additional insured under the Contractor's Commercial General Liability insurance policy using ISO Additional Insured-Vendors Endorsement CG 20 15 04 13 or a substitute endorsement providing at least as broad coverage.

#### **D. Minimum Amounts of Insurance**

The Contractor shall maintain the following insurance limits:

Commercial General Liability insurance shall be written with limits no less than \$2,000,000 each occurrence, \$2,000,000 general aggregate and a \$2,000,000 products liability aggregate limit.

**E. Other Insurance Provision**

The Contractor's Commercial General Liability insurance policy or policies are to contain, or be endorsed to contain that they shall be primary insurance as respect the City. Any insurance, self-insurance, or self-insured pool coverage maintained by the City shall be excess of the Contractor's insurance and shall not contribute with it.

**F. Acceptability of Insurers**

Insurance is to be placed with insurers with a current A.M. Best rating of not less than A: VII.

**G. Verification of Coverage**

The Contractor shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of the Contractor before goods, materials or supplies will be accepted by the City.

**H. Notice of Cancellation**

The Contractor shall provide the City with written notice of any policy cancellation, within two business days of their receipt of such notice.

**I. Failure to Maintain Insurance**

Failure on the part of the Contractor to maintain the insurance as required shall constitute a material breach of contract, upon which the City may, after giving five business days notice to the Contractor to correct the breach, immediately terminate the Contract or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the City on demand, or at the sole discretion of the City, offset against funds due the Contractor from the City.

**J. City Full Availability of Contractor Limits**

If the Contractor maintains higher insurance limits than the minimums shown above, the City shall be insured for the full available limits of Commercial General and Excess or Umbrella liability maintained by the Contractor, irrespective of whether such limits maintained by the Contractor are greater than those required by this Contract or whether any certificate of insurance furnished to the City evidences limits of liability lower than those maintained by the Contractor.

**6. SUBCONTRACTORS**

The Contractor shall include all subcontractors as insureds under its policies, or upon request from the City, shall furnish separate certificates of insurance and policy endorsements, meeting the above insurance requirements, for its subcontractor(s). Contractor is responsible for subcontractors' compliance with the above insurance requirements.

**7. TERMINATION FOR NON-APPROPRIATION**

If sufficient funds are not appropriated or allocated for payment under this Agreement for any future fiscal period, the City is not obligated to continue the Agreement after the end of the current fiscal period, and this Agreement will automatically terminate upon the completion of all remaining Services for which funds are allocated. No penalty or expense accrues to the City in the event this provision applies.

8. GENERAL PROVISIONS.

A. Entire Agreement. This Agreement contains all of the agreements of the Parties with respect to any matter covered or mentioned in this Agreement and no prior agreements are effective for any purpose.

B. Modification. No provision of this Agreement, including this provision, may be amended or modified except by written agreement signed by the Parties.

C. Full Force and Effect; Severability. Any provision of this Agreement that is declared invalid or illegal in no way affects or invalidates any other provision hereof and such other provisions remain in full force and effect. Further, if it should appear that any provision hereof is in conflict with any statutory provision of the State of Washington, the provision appears to conflict therewith is inoperative and null and void insofar as it may be in conflict therewith, and is modified to conform to such statutory provision.

D. Assignment. Neither the Contractor nor the City has the right to transfer or assign, in whole or in part, any or all of its obligations and rights hereunder without the prior written consent of the other Party.

1. If the Contractor desires to assign this Agreement or subcontract any of its work hereunder, the Contractor shall submit a written request to the City for approval not less than fifteen (15) days prior to the commencement date of any proposed assignment or subcontract.

2. Any work or services assigned or subcontracted for hereunder is subject to each provision of this Agreement.

3. Any technical/professional service subcontract not listed in this Agreement, which is to be charged to this Agreement, must have prior written approval by the City.

4. The City reserves the right to inspect any assignment or subcontract document.

E. Successors in Interest. Subject to the foregoing Subsection, the rights and obligations of the Parties inure to the benefit of and be binding upon their respective successors in interest, heirs and assigns.

F. Attorney Fees. In the event either of the Parties defaults on the performance of any term of this Agreement or either Party places the enforcement of this Agreement in the hands of an attorney, or files a lawsuit, the prevailing party is entitled to its reasonable attorneys' fees, costs, and expenses to be paid by the other Party.

G. No Waiver. Failure or delay of the City to declare any breach or default immediately upon occurrence does not waive such breach or default. Failure of the City to declare one breach or default does not act as a waiver of the City's right to declare another breach or default.

H. Governing Law. This Agreement is made in and is governed by and interpreted in accordance with the laws of the State of Washington.

I. Authority. Each individual executing this Agreement on behalf of the City and Contractor represents and warrants that such individual is duly authorized to execute and deliver this Agreement on behalf of the Contractor or the City.

J. Notices. Any notices required to be given by the Parties must be delivered at the addresses set forth below. Any notices may be delivered personally to the addressee of the notice or may be deposited in the United States mail, postage prepaid, to the address set forth below. Any notice so posted in the United States mail must be deemed received three (3) days after the date of mailing.

K. Captions. The respective captions of the Sections of this Agreement are inserted for convenience of reference only and do not modify or otherwise affect any of the provisions of this Agreement.

L. Performance. Time is of the essence in performance of this Agreement and each and all of its provisions in which performance is a factor. Adherence to completion dates set forth in the description of the Services is essential to the Contractor's performance of this Agreement.

M. Remedies Cumulative. Any remedies provided for under the terms of this Agreement are not intended to be exclusive, but are cumulative with all other remedies available to the City at law, in equity or by statute.

N. Counterparts. This Agreement may be executed in any number of counterparts, which counterparts collectively constitute the entire Agreement.

O. Equal Opportunity to Draft. The parties have participated and had an equal opportunity to participate in the drafting of this Agreement, and the Exhibits, if any, attached. No ambiguity may be construed against any party upon a claim that that party drafted the ambiguous language.

P. Venue. All lawsuits or other legal actions whatsoever with regard to this agreement must be brought in Thurston County, Washington, Superior Court.

Q. Ratification. Any work performed prior to the effective date that falls within the scope of this Agreement and is consistent with its terms is hereby ratified and confirmed.

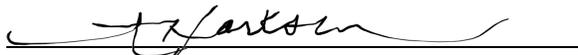
R. Early Retirement from the State of Washington- Certification. By signing this form, the signatory certifies that no one being directly compensated for their services pursuant to this Agreement has retired from the Washington State Retirement System using the 2008 Early Retirement Factors with restrictions on returning to work.

\*\* Signature on the following page \*\*

**CITY OF OLYMPIA**

By: \_\_\_\_\_  
Steven J Burney  
City Manager  
P.O. Box 1967  
Olympia WA 98507-1967  
Date of Signature: \_\_\_\_\_

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Deputy City Attorney

**I certify that I am authorized to execute this Agreement on behalf of the Contractor.**

**WESTERN PETERBILT, LLC**

By: Stu Fox, Western Peterbilt  
\_\_\_\_\_  
Stu Fox  
Director of Refuse Sales  
3801 Airport Way South  
Seattle, Washington, 98108  
(206) 624-7383, Ext. 2251  
Date of Signature: 07/14/2020

EXHIBIT A

PETERBUILT MOTORS COMPANY MASTER CONTRACT

Form C

EXCEPTIONS TO PROPOSAL, TERMS, CONDITIONS,  
AND SOLUTIONS REQUEST



Company Name: Peterbilt Motors Company

Any exceptions to the terms, conditions, specifications, or proposal forms contained in this RFP must be noted in writing and included with the Proposer's response. The Proposer acknowledges that the exceptions listed may or may not be accepted by NJPA or included in the final contract. NJPA will make reasonable efforts to accommodate the listed exceptions and may clarify the exceptions in the appropriate section below.

Section/page	Term, Condition, or Specification	Exception	NJPA ACCEPTS
3.11.1/5	...fifth-year contract option...	Peterbilt reserves the right to accept or reject fifth year contract option.	Accepted as clarification.
3.14/6	Any such dealer will be considered a sub-contractor of proposer/vendor.	Dealers as independently businesses.	Accepted as clarification.
3.23/8	Vendor will take sole responsibility for the performance of delivered equipment/products/services.	Peterbilt Motors Company is responsible for condition of equipment as delivered to dealer. Pre-delivery inspection will be performed by dealer and issues will be addressed through warranty procedures.	Accepted as clarification.
3.23.2/8	Vendor assumes all responsibility for the equipment/products/services/and actions of any such sub-contractor.	Peterbilt Motors Company is responsible for condition of equipment as delivered to dealer. Pre-delivery inspection will be performed by dealer and issues will be addressed through warranty procedures.	Accepted as clarification.
3.26.1/9	...additional one-year renewal/extenstion.	Peterbilt reserves the right to accept or reject fifth year contract option.	Accepted as clarification.
5.54/16	Proposer agrees to pay for and return shipment on products that arrive in a defective or inoperable condition. Proposer must arrange for the return shipment of the damaged products.	Pre-delivery inspection will be performed by dealer and issues will be addressed through warranty procedures. Any vehicle not meeting specified standards of form, fit, or function will be corrected by authorized dealer.	Accepted as clarification.
6.13/19	NJPA reserves the right to request and test equipment/products and related services and seek clarification from Proposers.	NJPA may request factory visit to view manufacturing processes and operate available products.	Accepted as clarification.
7.5/24	Performance bond.	Not industry applicable.	Accepted.

Proposer's Signature:

*Jameson Lyffe*

Date: 8/30/16

Form C



**EXCEPTIONS TO PROPOSAL, TERMS, CONDITIONS,  
AND SOLUTIONS REQUEST**



Company Name: Peterbilt Motors Company

Any exceptions to the terms, conditions, specifications, or proposal forms contained in this RFP must be noted in writing and included with the Proposer's response. The Proposer acknowledges that the exceptions listed may or may not be accepted by NJPA or included in the final contract. NJPA will make reasonable efforts to accommodate the listed exceptions and may clarify the exceptions in the appropriate section below.

Section/page	Term, Condition, or Specification	Exception	NJPA ACCEPTS
7.7/25	Vendors must report at least quarterly the total gross dollar volume of all products and services purchased by NJPA members as it applies to this RFP and contract.	Peterbilt Motors Company will report quantity of units purchased under the program to reflect proposed rebate on per unit basis.	Not accepted. See below.
7.12/6	Under no circumstances may the vendor make unauthorized substitutions.	Dealers will be notified of any product substitution in the event of supplier constraints. Substitutions will be of equal standard.	See below.
8.23/29	Vendor must supply the names and addresses of sourcing suppliers and sub-contractors as part of the purchase order when requested by NJPA or an NJPA member.	Requests will be limited to specific parts/assemblies as they relate to the product being ordered.	Accepted as clarification.

Proposer's Signature: *Janice Light*

Date: 8/31/14

**NJPA's clarification on exceptions listed above:**

7.7: The required information must be reported to NJPA to assure compliance with Contract terms. Additionally, this information is crucial to NJPA maintaining accurate membership records.

7.12: The following clarification is Accepted by NJPA: Depending on supplier constraints, Peterbilt Motors Company may substitute specified items with materially equivalent offerings from other suppliers. Offerings that are materially different will be communicated through the dealer network to the end-user.



FORM D



Formal Offering of Proposal  
(To be completed only by the Proposer)

CLASS 6, 7, AND 8 CHASSIS WITH RELATED EQUIPMENT, ACCESSORIES, AND SERVICES

In compliance with the Request for Proposal (RFP) for CLASS 6, 7, AND 8 CHASSIS WITH RELATED EQUIPMENT, ACCESSORIES, AND SERVICES, the undersigned warrants that the Proposer has examined this RFP and, being familiar with all of the instructions, terms and conditions, general and technical specifications, sales and service expectations, and any special terms, agrees to furnish the defined products and related services in full compliance with all terms and conditions of this RFP, any applicable amendments of this RFP, and all Proposer's response documentation. The Proposer further understands that it accepts the full responsibility as the sole source of solutions proposed in this RFP response and that the ~~Proposer accepts responsibility for any subcontractors used to fulfill this proposal.~~

Company Name: Peterbilt Motors Company Date: 8/3/14

Company Address: 1700 Woodbrook Street

City: Denton State: TX Zip: 76205

Contact Person: Jameson Griffin Title: National Fleet Sales Mgr

Authorized Signature:   
(Name printed or typed)

**FORM E**  
**CONTRACT ACCEPTANCE AND AWARD**



(Top portion of this form will be completed by NJPA if the vendor is awarded a contract. The vendor should complete the vendor authorized signatures as part of the RFP response.)

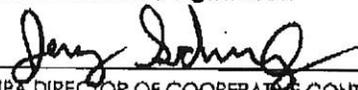
NJPA Contract #: 081716-PMC

Proposer's full legal name: Peterbilt Motors Company

**Based on NJPA's evaluation of your proposal, you have been awarded a contract. As an awarded vendor, you agree to provide the products and services contained in your proposal and to meet all of the terms and conditions set forth in this RFP, in any amendments to this RFP, and in any exceptions that are accepted by NJPA.**

The effective date of the Contract will be November 15, 2016 and will expire on November 15, 2020 (no later than the later of four years from the expiration date of the currently awarded contract or four years from the date that the NJPA Chief Procurement Officer awards the Contract). This Contract may be extended for a fifth year at NJPA's discretion.

**NJPA Authorized Signatures:**

  
\_\_\_\_\_  
NJPA DIRECTOR OF COOPERATIVE CONTRACTS  
AND PROCUREMENT/CPO SIGNATURE

Jeremy Schwartz  
(NAME PRINTED OR TYPED)

  
\_\_\_\_\_  
NJPA EXECUTIVE DIRECTOR/CEO SIGNATURE

Chad Coquette  
(NAME PRINTED OR TYPED)

Awarded on November 15, 2016

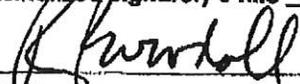
NJPA Contract # 081716-PMC

**Vendor Authorized Signatures:**

The Vendor hereby accepts this Contract award, including all accepted exceptions and amendments.

Vendor Name Robert P Woodall - Peterbilt Motors Company

Authorized Signatory's Title Asst General Mgr - Sales & Marketing

  
\_\_\_\_\_  
VENDOR AUTHORIZED SIGNATURE

Robert P. Woodall  
\_\_\_\_\_  
(NAME PRINTED OR TYPED)

Executed on \_\_\_\_\_, 20\_\_

NJPA Contract # 081716-PMC

**PROPOSER ASSURANCE OF COMPLIANCE**



**Proposal Affidavit Signature Page**

**PROPOSER'S AFFIDAVIT**

The undersigned, authorized representative of the entity submitting the foregoing proposal (the "Proposer"), swears that the following statements are true to the best of his or her knowledge.

1. The Proposer is submitting its proposal under its true and correct name, the Proposer has been properly originated and legally exists in good standing in its state of residence, the Proposer possesses, or will possess before delivering any products and related services, all applicable licenses necessary for such delivery to NJPA members agencies. The undersigned affirms that he or she is authorized to act on behalf of, and to legally bind the Proposer to the terms in this Contract.
2. The Proposer, or any person representing the Proposer, has not directly or indirectly entered into any agreement or arrangement with any other vendor or supplier, any official or employee of NJPA, or any person, firm, or corporation under contract with NJPA, in an effort to influence the pricing, terms, or conditions relating to this RFP in any way that adversely affects the free and open competition for a Contract award under this RFP.
3. The Proposer has examined and understands the terms, conditions, scope, contract opportunity, specifications request, and other documents in this solicitation and affirms that any and all exceptions have been noted in writing and have been included with the Proposer's RFP response.
4. The Proposer will, if awarded a Contract, provide to NJPA Members the /products and services in accordance with the terms, conditions, and scope of this RFP, with the Proposer-offered specifications, and with the other documents in this solicitation.
5. The Proposer agrees to deliver products and services through valid contracts, purchase orders, or means that are acceptable to NJPA Members. Unless otherwise agreed to, the Proposer must provide only new and first-quality products and related services to NJPA Members under an awarded Contract.
6. The Proposer will comply with all applicable provisions of federal, state, and local laws, regulations, rules, and orders.
7. The Proposer understands that NJPA will reject RFP proposals that are marked "confidential" (or "nonpublic," etc.), either substantially or in their entirety. Under Minnesota Statute §13.591, Subd. 4, all proposals are considered nonpublic data until the evaluation is complete and a Contract is awarded. At that point, proposals generally become public data. Minnesota Statute §13.37 permits only certain narrowly defined data to be considered a "trade secret," and thus nonpublic data under Minnesota's Data Practices Act.
8. The Proposer understands that it is the Proposer's duty to protect information that it considers nonpublic, and it agrees to defend and indemnify NJPA for reasonable measures that NJPA takes to uphold such a data designation.

**[The rest of this page has been left intentionally blank. Signature page below]**

By signing below, Proposer is acknowledging that he or she has read, understands, and agrees to comply with the terms and conditions specified above.

Company Name: Peterbilt Motors Company

Address: 1700 Woodbrook Street

City/State/Zip: Denton, TX 76205

Telephone Number: 615-707-5801

E-mail Address: jameson.griffis@pacor.com

Authorized Signature: [Handwritten Signature]

Authorized Name (printed): Jameson Griffis

Title: National Fleet Sales Manager

Date: 08/31/16

**Notarized**



Subscribed and sworn to before me this 31<sup>st</sup> day of August, 2016

Notary Public in and for the County of Hennepin State of MN

My commission expires: January 31, 2021

Signature: C. Jude

**PROPOSER QUESTIONNAIRE**  
**Payment Terms, Warranty, Products and Services, Pricing and Delivery, and Industry-Specific Questions**

Proposer Name: Peterbilt Motors Company

Questionnaire completed by: Jameson Griffis

**Payment Terms and Financing Options**

- 1) What are your payment terms (e.g., net 10, net 30)? **Negotiated by Dealer.**
- 2) Do you provide leasing or financing options, especially those options that schools and governmental entities may need to use in order to make certain acquisitions? **Finance and leasing options are available through PACCAR Financial Corporation.**
- 3) Briefly describe your proposed order process. Please include enough detail to support your ability to report quarterly sales to NJPA. For example, indicate whether your dealer network is included in your response and whether each dealer (or some other entity) will process the NJPA Members' purchase orders. **All equipment specifications will be generated by the selling dealer. The order for the equipment will be placed by the selling dealer to Peterbilt Motors Company along with an identifying sales code. This sales code is searchable in the Peterbilt orders database and will allow the unit(s) to be identified as NJPA Member order.**
- 4) Do you accept the P-card procurement and payment process? If so, is there any additional cost to NJPA Members for using this process? **Payments terms are negotiated between directly between customer and dealer.**

**Warranty**

- 5) Describe in detail your manufacture warranty program, including conditions and requirements to qualify, claims procedure, and overall structure. You may include in your response a copy of your warranties, but at a minimum please also answer the following questions.
  - Do your warranties cover all products, parts, and labor? **See warranty quick reference attachments.**
  - Do your warranties impose usage restrictions or other limitations that adversely affect coverage? **Warranty limitation are based on time and/or mileage for the vehicle and time/mileage/engine hours for the engine and aftertreatment system that start from the original Date-In-Service of the vehicle.**
  - Do your warranties cover the expense of technicians' travel time and mileage to perform warranty repairs? **Towing or Road Call to the vehicle location is allowed under the Standard Engine Warranty. The Standard On-Highway Vehicle Warranty does not include towing or road call provisions. An extended towing coverage plan is offered separately for the vehicle.**
  - Are there any geographic regions of the United States for which you cannot provide a certified technician to perform warranty repairs? How will NJPA Members in these regions be provided service for warranty repair? **All warrantable repairs can be performed by any authorized Peterbilt service location in North America.**
  - Will you cover warranty service for items made by other manufacturers that are part of your proposal, or are these warranties issues typically passed on to the original equipment manufacturer? **OEM parts must be used in all warrantable repairs.**
  - What are your proposed exchange and return programs and policies? **Exchanges and returns are addressed by dealer policy.**
- 6) Describe any service contract options for the items included in your proposal. **Full and modified ervice contract options are available through PacLease.**

## Pricing, Delivery, Audits, and Administrative Fee

- 7) Describe your pricing model (e.g., line-item discounts or product-category discounts). Provide detailed pricing data (including standard or list pricing and the NJPA discounted price) on all of the items that you want NJPA to consider as part of your RFP response. Provide a SKU for each item in your proposal. (Keep in mind that reasonable price and product adjustments can be made during the term of an awarded Contract. See the body of the RFP and the Price and Product Change Request Form for more detail.) **See Attachment**
- 8) Please quantify the discount range presented in this response. For example, indicate that the pricing in your response represents is a 50% percent discount from the MSRP or your published list. **See Attachment.**
- 9) The pricing offered in this proposal is
  - a. the same as the Proposer typically offers to an individual municipality, university, or school district.
  - b. the same as the Proposer typically offers to GPOs, cooperative procurement organizations, or state purchasing departments.
  - c. better than the Proposer typically offers to GPOs, cooperative procurement organizations, or state purchasing departments.
  - d. other than what the Proposer typically offers (please describe).
- 10) Describe any quantity or volume discounts or rebate programs that you offer. **Pricing offered assumes volume discount.**
- 11) Propose a method of facilitating “sourced” products or related services, which may be referred to as “open market” items or “nonstandard options”. For example, you may supply such items “at cost” or “at cost plus a percentage,” or you may supply a quote for each such request. **Sourced goods may be supplied at cost plus 10% at participating dealers.**
- 12) Identify any total cost of acquisition costs that are **NOT** included in the pricing submitted with your response. This cost includes all additional charges that are not directly identified as freight or shipping charges. For example, list costs for items like installation, set up, mandatory training, or initial inspection. Identify any parties that impose such costs and their relationship to the Proposer. **Pricing will not include federal excise tax or any other state, local, or other use taxes. Pricing includes shipment of chassis from the point of manufacture to a single destination in the contiguous United States and Canada.**
- 13) If delivery or shipping is an additional cost to the NJPA Member, describe in detail the complete shipping and delivery program. **Peterbilt Motors Co. standard freight rate will include shipping to one destination in the contiguous United States and Canada.**
- 14) Specifically describe those shipping and delivery programs for Alaska, Hawaii, Canada, or any offshore delivery. **Peterbilt Motors Co. will provide chassis delivery from manufacture at standard freight rate (\$2,125) will include shipping to one destination in the contiguous United States and Canada. Shipping outside of contiguous United States can be arranged at additional costs based on time requirements and shipping methods.**
- 15) Describe any unique distribution and/or delivery methods or options offered in your proposal. **Peterbilt Motors Company has relationships with select tractor upfitting/body vendors located near its production facilities. These vendors are able to pick up the chassis to perform upfitting and return the chassis to Peterbilt after the modifications are complete. Peterbilt will then ship the chassis to its final destination without additional shipping charges.**
- 16) Please specifically describe any self-audit process or program that you plan to employ to verify compliance with your proposed Contract with NJPA. This process includes ensuring that NJPA Members obtain the proper pricing, that the Vendor reports all sales under the Contract each quarter, and that the Vendor remits the proper administrative fee to NJPA. **All Peterbilt orders are entered into the production schedule using sales codes that identify required parts, options, and special pricing requirements. NJPA will be provided a unique sales code that will identify NJPA member orders. A self audit will be performed quarterly by searching the Peterbilt internal database for orders with the NJPA sales code that identifies the order as originating from a NJPA member. It will be the NJPA member’s responsibility to ensure that the sales code is applied to the order. This can be accomplished by reviewing the specification provided by the dealer. The specifications will list all sales codes associated with the order. This ensures that the NJPA member**

to ensure that the sales code is applied to the order. This can be accomplished by reviewing the specification provided by the dealer. The specifications will list all sales codes associated with the order. This ensures that the NJPA member receives correct pricing and that NJPA is awarded the administrative fee. If the code is not placed on the order, the order will be considered as a standard order and pricing or administrative fee will not be guaranteed. Disputes regarding order credit will be limited to the prior quarter's reporting period.

- 17) Identify a proposed administrative fee that you will pay to NJPA for facilitating, managing, and promoting the NJPA Contract in the event that you are awarded a Contract. This fee is typically calculated as a percentage of Vendor's sales under the Contract or as a per-unit fee; it is not a line-item addition to the Member's cost of goods. (See RFP Section 6.29 and following for details.) Peterbilt Motors Company will issue a \$500 credit per chassis ordered to NJPA. The credit will be issued quarterly. All credits will be dependant upon and identified by the required NJPA sales code being attached to the order. Credit disputes will be limited to previous quarter.

#### Industry-Specific Questions

- 18) Describe any manufacturing processes or material specification-related attributes that contribute to **chassis** strength, durability, and reliability, and that differentiate your offering in the marketplace.

Standard 120,000 psi frame rails custom drilled per specification with Huck Bolt fasteners. Huck Bolts offer 5x fatigue strength of standard nut/bolt assemblies. Peterbilt frames use industry leading air & electrical routings to minimize service issues and extend truck life.

- 19) Describe any manufacturing processes or material specification-related attributes that contribute to **cab** strength, durability, and driver safety/usability, and that differentiate your offering in the marketplace.

Peterbilt trucks are standard with an all aluminum a lightweight, corrosion resistant cab. Piano-style door hinges maintain door alignment and bulkhead-style doors increase cab strength. Stainless steel grill offers additional protection to engine and cooling system components from road debris and impacts. The Metton hood on Peterbilt conventional medium duty conventional and vocational modeals offer superior flexibility and resistance to cracking. The advantage of Metton over fiberglass hoods increases at extreme temperatures. Two stage paint (base coat + clear coat) robotic paint process that ensures even application and maintains the longest lasting color brightness and shade resulting in less paint/corrosion related maintenance items.

- 20) Describe any serviceability attributes (such as remote diagnostics) that your proposal contains. Please indicate which of these attributes are considered "industry-expected attributes" and which you believe are "vendor differentiators."

Peterbilt is an industry leader in technology and innovation. Although remote diagnostics have been available in the market for some time, Peterbilt's SmartLink is an improvement over other offerings in the marketplace. SmartLink addresses feedback from customers regarding remote diagnostic issues and functionality limitations. SmartLink provides instant data to fleet managers regarding the health status and location of the unit. SmartLink enables the fleet manager to provide instruction to the driver of how to proceed during a maintenance event. Peterbilt also offers and dash mounted infotainment system. This system can be used to control audio/visual, view cameras, navigation, truck data, and integrated EOBR systems. Peterbilt's Driver Performance Assistant can provide efficiency feedback to drivers. This system monitors the driver's braking, accelerating, etc. to suggest ways to increase fuel economy.

- 21) Provide any market data supporting the longevity and reliability of your proposed solutions.

According to R.L. Polk data 1985-2013, 94% of all Peterbilt class 6/7 trucks and tractors were still in operation. 97% of all Peterbilt class 6/7 trucks and tractors were still in operation from 1998-2013. Peterbilt class 6/7 trucks and tractors achieved the highest percentage of units in operation with the lowest ranked competitor at 68% and 83% respectively.

- 22) As a percentage of your total units sold over the past three years, what portion are day cabs? ~50%

- 23) What is your parts order fill rate? ~99%

- 24) What is your US market share? Canadian share (if any)? Medium Duty 7.5% and Heavy Duty 13.1% ]

Signature: \_\_\_\_\_



Date: \_\_\_\_\_

8/3/14



EXHIBIT B - PRICING

WESTERN PETERBILT, INC.

3801 Airport Way South
Seattle, Washington, 98108
(206) 624-7383



March 2, 2020

Mr. Mo Matthiesen
Fleet Supervisor
City of Olympia
1401 Eastside Street SE
Olympia, WA 98507

REF: AGREEMENT FOR SOURCEWELL BID CONTRACT #081-716-PMC PETERBILT MOTORS COMPANY AND LABRIE #112014-LEG.

Western Peterbilt, Inc. would like to formally extend all bid prices, terms, and conditions to the City of Olympia for the purchase of (1) one or more Peterbilt 520 4 axle Commercial Front Loading Trucks for a Labrie Wittke 40 cubic yard body per Sourcewell Contract #081-716-PMC and #112014-LEG.

Following, please find the breakdown of the base prices and options:

Table with 2 columns: Description and Price. Includes items like -2020 Peterbilt 520 Left Hand Drive 4 Axle Commercial Front loader chassis, -Floorplan or interest cost of 175 days, -Doc fees, -Detailing, -Fuel, -Subtotal for chassis per unit, -Wittke Starlite Front Loader Body, -Body PDI, -Freight FOB San Luis AZ, -Freight to Tacoma, and -Sub Total.

3801 Airport Way South
Seattle, WA, 98108
(206) 624-7383
FAX: (206) 340-0416
1-800-255-7383

2028 Rudkin Rd.
Yakima, WA, 98909
(509) 453-3700
FAX: (509) 457-0702
1-800-734-7383

3443 20th Street, E.
Fife, WA, 98424
(253) 922-7383
FAX: (253) 927-7931
1-800-439-7383

15330 Smokey Point Blvd
Marysville, WA, 98271
(360) 659-7383
FAX: (360) 659-1705
1-888-755-7383

6214 E Broadway
Spokane, WA, 99212
(509) 535-4241
FAX: (509) 536-3949
1-800-572-6219

1435 E. Hillsboro St.
Pasco, WA, 99301
(509) 545-3700
FAX: (509) 545-1454
1-888-330-7383

2200 Spar Ave.
Anchorage, AK, 99501
(907) 276-2020
FAX: (907) 276-2164

-Sub Total	\$ 290,363.71
-Washington State Sales Tax (10.2%)	<u>\$ 29,617.10</u>
<b>Total</b>	<b>\$ 319,980.81</b> =====

An early pay discount of \$2,800.00 per each chassis will be deducted from the base chassis price if the chassis is paid within 10 business days from the date the City Representative, Mo Matthiensen receives an email notification at [mmatthie@ci.olympis.wa.us](mailto:mmatthie@ci.olympis.wa.us) or telephone notification at 360-753-8215 from Western Peterbilt representative, Stu Fox or his designee.

Please see the attached Sourcewell bid documentation.

Thank you for the opportunity to earn your business!

*Stu Fox*

Stu Fox  
 Director of Refuse Sales  
 Western Peterbilt, Inc.

## SOURCEWELL CUSTOMER PRICING CY2019 & CY2020

**PETERBILT MOTORS COMPANY CONTRACT #081-716-PMC**

Model	220	337	348	567	365	367	579	320	389	520
Example MSRP	\$85,392	\$91,107	\$111,346	\$213,166	\$214,182	\$214,726	\$166,599	\$221,587	\$199,178	\$226,419
Sourcewell Discount	<b>22.33%</b>	<b>29.59%</b>	<b>32.54%</b>	<b>41.06%</b>	<b>40.76%</b>	<b>41.04%</b>	<b>39.92%</b>	<b>41.24%</b>	<b>40.75%</b>	<b>41.32%</b>
*Customer Price	\$66,321	\$64,149	\$75,112	\$125,639	\$126,882	\$126,608	\$100,093	\$130,197	\$118,012	\$132,872

\*Customer price includes cab & chassis, Pre-Delivery-Inspection (PDI), factory-freight, and dealer profit/pac.

\*Customer price **does not** include flooring/interest charges, any applicable taxes (i.e. FET) and any components/services provided by the Peterbilt dealer after delivery from Peterbilt factory (i.e. body, manuals, training, additional fuel/def, extended coverages, etc.)

# EXHIBIT C



Western Peterbilt, Llc. (W395)  
3707 Airport Way South  
Seattle, Washington 98108

CITY OF OLYMPIA  
1401 EASTSIDE STREET SE  
OLYMPIA, Washington 98507  
United States of America

Stuart Fox  
Cell Phone: (206)730-6739  
Office Phone: (206)624-7383  
Email: sfox@westernpeterbilt.com

MO MATTHIESEN  
Cell Phone: 360-507-5988  
Office Phone: 360-753-8215  
Email: mmatthie@ci.olympia.wa.us

## Vehicle Summary

Unit		Chassis	
Model:	Model 520	Fr Axle Load (lbs):	20000
Type:	Full Truck	Rr Axle Load (lbs):	46000
Description 1:	CITY OF OLYMPIA	G.C.W. (lbs):	66000
Description 2:	4 AXLE CFL		
<b>Application</b>		Road Conditions:	
Intended Serv.:	Refuse/Landfill	Class A (Highway)	100
Commodity:	Refuse, Scrap, Recycling	Class B (Hwy/Mtn)	0
		Class C (Off-Hwy)	0
		Class D (Off-Road)	0
<b>Body</b>		Maximum Grade:	6
Type:	Commercial Front Loader/Push-out	Wheelbase (in):	194
Length (ft):	24	Overhang (in):	110
Height (ft):	13	Fr Axle to BOC (in):	0.1
Max Laden Weight (lbs):	37500		
		Cab to Axle (in):	193.9
		Cab to EOF (in):	303.9
		Overall Comb. Length (in):	361.6
<b>Trailer</b>			
No. of Trailer Axles:	0		
Type:			
Length (ft):	0		
Height (ft):	0		
Kingpin Inset (in):	0		
Corner Radius (in):	0		
<b>Restrictions</b>			
Length (ft):	40		
Width (in):	102		
Height (ft):	13.5		

### Special Req.

Approved by: \_\_\_\_\_

Date: \_\_\_\_\_

Note: All sales are F.O.B. designated plant of manufacture.



Sales Code	Std/Opt	Description	\$ List	Weight
<b>Base Model</b>				
0005201	S	<b>Model 520</b> Peterbilt's Model 520 is built to withstand the harsh demands of the refuse industry. The rugged, aluminum cab delivers best-in-class durability for increased uptime and lap seam construction on a zinc-coated steel sub-frame for corrosion resistance. Bulkhead-style doors provide years of watertight performance. This low-cab forward vehicle adds a new dimension of productivity and versatility. An industry-leading, 65-degree cab tilt enhances maintenance and serviceability. Body installation is cost effective and efficient and the center console provides convenient access to body control integration points.	196,670	16,475
0091180	S	<b>Refuse, Scrap, Recycling</b>	0	0
0093040	O	<b>Refuse/Landfill</b> Truck which picks up refuse or recycled material from curbside containers in residential areas. Operation typically includes very frequent stops and starts. Unloading can be at transfer station or at landfill (may enter landfill).	0	0
0095380	O	<b>Commercial Front Loader/Push-out</b> A lift-equipped truck used to load waste from the front into the body on commercial routes. A hydraulic ram pushes the load out of the body.	0	0
0098170	S	<b>United States Registry</b> Canadian Registry Package Requires Air Conditioning Excise Tax Canada, Speedometer to be KPH ipso MPH, Daytime Running Lights and Rubber Battery Pad in Bottom of Battery Box.	0	0
<b>Configuration</b>				
0200700	S	<b>Not Applicable</b> Secondary Manufacturer	0	0
<b>Frame &amp; Equipment</b>				
0514170	O	<b>10-3/4" Steel Rails 343-450"</b> 10.75x3.5x.375 Dimension, 2,136,000 RBM; Yield Strength: 120,000 psi. Section Modulus: 17.8 cubic inches. Weight: 1.74 lbs/inch pair	915	280
0601500	O	<b>Full Steel Inner Liner</b>	693	731
0620110	O	<b>FEPTO Provision 9in Bumper Extension</b> Includes 1350 Series Front Drive PTO Attachment Provision, Radiator with PTO Cut-Out in Grille, Radiator Protection Sleeve, and Bumper Extension	1,676	42
0644090	S	<b>EOF Square without Crossmember</b> End-of-frame square without crossmember. For use with body builder installed crossmember.	0	0
0651090	S	<b>Omit Rear Mudflaps and Hangers</b>	0	0
<b>Front Axle &amp; Equipment</b>				
1011890	S	<b>PACCAR Steer Axle 20,000 lb, 4 in. Drop</b>	0	0



Sales Code	Std/ Opt	Description	\$ List	Weight
		Axle is designed for applications with a gross axle weight rating (GAWR) of 20,000 pounds. Front axle is designed for demanding applications such as construction, heavy haul, refuse, and other vocational uses. Robust forged steel beam construction for long-lasting performance. It utilizes innovative tapered kingpin roller bearings for more efficient operation and improved steering efficiency.		
1114040	O	<b>Taper Leaf Springs, Shocks 23,000 lb</b> Standard with Heavy Resistance Shocks.	427	473
1243010	S	<b>Power Steering Sheppard M100 Dual</b> For use with 16,000 to 20,000 lb. axle ratings. Glidekote splines on steering shaft extend service life of components.	0	0
1354840	O	<b>PHP10 Iron PreSet PLUS Hubs</b> PHP10 iron PreSet PLUS hubs have a fully integrated spindle nut design, an optimized wheel spacer, magnetic fill plug on drive and trailer hubs for inspection of metal particles in lubricant, with a long life oil seal and bearings are pre-adjusted. Use with Front Axle.	-669	84
1380280	O	<b>Bendix Air Cam Front Drum Brakes 16.5x7</b> For use with 16,000 lbs to 22,000 lbs steer axles or front drive axles. Includes automatic slack adjusters & outboard mounted brake drums.	811	0
1380490	O	<b>PACCAR Wide Track IPO Standard</b> 71in KPI IPO 69in front axle for improved turning radius.	0	0
1391410	O	<b>Gusseted Cam Brackets, Steer Axle</b>	28	0
1392970	O	<b>Heavy Duty Cam Bushings, Steer Axle</b>	31	0
<b>Rear Axle &amp; Equipment</b>				
1523440	S	<b>Dana Spicer D46-172 46,000 LBS</b> Dana Spicer D46-172 46,000 lbs tandem drive axles offer efficiency improvement, axle weight reduction and reduced lube quantity.	0	0
1601125	O	<b>Hendrickson SC13 (1) 13,500 lb Tag</b> Includes (1) air tank. Self-Steering Tag. Parking brakes not included, meaning that the axle will be set to the raised position when the parking brakes are applied. This is without regard to the current position of the in-dash switch.	11,557	1,100
1607050	O	<b>50in Tag Axle Spacing</b> From Centerline of Rear Drive Axle	0	0
1615240	O	<b>PHP10 Aluminum Preset PLUS Hubs, Cast Drums</b> With a 13,500 lbs. or 20,000 lbs. self-steering tag axle.	0	0
1616290	O	<b>PHP10 Aluminum PreSet PLUS Hubs</b>	-429	0
1680280	O	<b>Bendix Smart ATC Traction Control</b>	228	2
1680440	O	<b>Refuse Service Brakes, Steer And Drive Axles</b> Designed for heavy-duty applications for refuse industry, providing long brake life, safety and performance.	0	0
1680450	O	<b>Rear Brake Camshaft Reinforcement</b> Rear brake camshaft reinforcement helps guard against wear and corrosion.	63	9
1680460	O	<b>Heavy Wall, Drive Axle(s)</b>	881	88

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Sales Code	Std/ Opt	Description	\$ List	Weight
1680490	O	<b>Gusseted Cam Brackets, Drive Axle(s)</b>	71	2
1680500	S	<b>SBM Valve</b> Full trucks require a spring brake modulation (SBM) system for emergency braking application. This system requires an SBM valve and a relay valve with spring brakes on the rear axles. The SBM valve allows the foot valve to operate the rear axle spring brakes if a failure exists in the rear air system.	0	0
1680550	O	<b>Upsize Parking Brakes</b>	149	0
1682710	O	<b>Anti-Lock Braking System (ABS) 6S6M</b> ABS-6. Includes air braking system.	414	35
1684200	S	<b>Synthetic Axle Lubricant All Axles</b> Peterbilt heavy duty models include Fuel Efficient Cognis EMGARD FE75W-90 which provides customers performance advantages over current synthetic lubricants with reduced gear wear and extended maintenance intervals, resulting in increased uptime. In addition, the lubricant provides improved fluid flow to protect gears in extreme cold conditions and withstand the stress from high temperatures, extending component life.	0	0
1685020	O	<b>Lift Axle Regulator(s) &amp; Switch(s)</b> Lift axle regulator(s) and switch(s) tie strapped to rail, gauges in dash.	163	2
1685450	O	<b>Lift And Lock</b> Hendrickson Lift and Lock, steerable tag axles only. Required on all Hendrickson SC13 and SC20 tag axles. Optimizes performance by protecting the tag axle functions.	244	0
1687020	O	<b>Bendix Air Cam Rear Drum Brakes 16.5x8.6</b> Bendix Air Cam Rear Drum Brakes to fit all heavy haul, construction, refuse and highway truck and tractor applications. Includes Automatic Slack Adjusters & Outboard Mounted Brake Drums. Refer to TSB 11-57 for more information.	-867	0
1688110	O	<b>Heavy Duty Cam Bushings, Drive Axle(s)</b>	61	0
1705380	O	<b>Ratio 5.38 Rear Axle</b>	0	0
1824240	O	<b>Hendrickson Haulmaax HMX460 46,000 lb, 54" Axle</b> Hendrickson Haulmaax HMX 460 46,000 lbs, 54" axle spacing, 60,000 lbs. creep rating (during extremely slow operations, typically a crane service).	1,011	-64
1921960	O	<b>HMX Double Rebound Strap Kit</b>	272	6
<b>Engine &amp; Equipment</b>				
2072503	O	<b>PACCAR MX-11 355R@1600 GV@2200 1250@900</b> Refuse (2017 EMISSIONS) N20740 N015 NO....Enable MX Retarder in Neutra N20780 N001 16....Minimum Speed to Turn Cruise N20800 N002 19....Min Speed to Automatically T N20790 N003 19....Minimum Cruise Control Speed	13,862	670

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Sales Code	Std/ Opt	Description	\$ List	Weight
		N20700 N006 64....Max Cruise Speed (N006)		
		N20770 N013 4.....Downhill Speed Limiter Vehic		
		N20760 N014 2.....Auto Retard Vehicle Speed Of		
		N20750 N019 0.....Delay in Engine Brake Activa		
		N20710 N052 650...Idle Target (N052)		
		N21680 N055 780...RPM Set Point 1 (N055)		
		N21690 N056 1030..RPM Set Point 2 (N056)		
		N20940 N072 1900..Maximum Fast Idle Control En		
		N21980 N076 2000..Max Accelerator Controlled E		
		N20990 N078 ON....PTO Mode Disabled w/ Clutch		
		N21010 N079 ON....PTO Mode Enable Only w/ Park		
		N21020 N080 1.....PTO Vehicle Speed Limit (N08		
		N21110 N086 2000..Maximum Engine Speed During		
		N21100 N087 780...RPM Set Point (N087)		
		N21030 N089 ON....PTO Mode Enable Only w/ Tran		
		N21000 N101 ON....PTO Mode Disabled w/ Service		
		N21320 N106 650...Minimum Engine Speed During		
		N20690 N162 64....Maximum Accelerator Pedal Ve		
		N21310 N170 155...Standard Maximum Speed Limit		
		N21640 N179 YES...Enable Park Brake Reset (N17		
		N21910 N182 30....Coolant Temperature Overrule		
		N20870 N184 200...High Ambient Temperature Ove		
		N20860 N185 40....Low Ambient Temperature Over		
		N20900 N186 5.....Timer Setting When in PTO Mo		
		N20840 N187 15....Timer Setting Non-PTO Mode w		
		N20850 N188 15....Timer Setting Non-PTO Mode w		
		N20910 N190 YES...Reset EIST Timer Based on En		
		N21170 N191 NO....Overrule EIST Timer Based on		
		N21230 N197 YES...Enable Accelerator Pedal Res		
		N21240 N198 YES...Enable Service Brake Reset (		
		N21250 N199 YES...Enable Clutch Pedal Reset (N		
		N21260 N200 YES...Allow EIST Timer Overrides i		
		N21930 N224 2.....Maximum Vehicle Speed Bonus		
		N21940 N227 -2....Maximum Vehicle Speed Penalt		
		N21950 N246 4.....Minimum Vehicle Speed for DS		
		N21960 N247 1.....Lowest Gear that DSA will be		
		N21970 N248 10....Highest Gear that DSA will b		
		N21990 N307 OFF...Cab Accelerator Active in Re		
		N20830 N039 OFF...Allow Multi-Torque Only When		
		N20930 N071 ON....FIC Enable/Disable (N071)		
		N21900 N073 0.....Cab Accel Pedal Type in PTO		
		N21160 N110 1.....Enable Set Point w/ Set/Acce		
		N21670 N164 252...Reserve Speed Function Reset		
		N21920 N219 0.....Offset mode (N219)		
		N21300 N169 0.....Expiration Distance (N169)		
		N21190 N193 0.....Expiration Distance (N193)		
		N21280 N163 0.....Maximum Cycle Distance (N163)		
		N21650 N173 0.....Reserve Speed Offset (N173)		
2091305	O	<b>Engine Idle Shutdown Timer Enabled</b>	0	0

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Sales Code	Std/ Opt	Description	\$ List	Weight
2091315	O	<b>Enable EIST Ambient Temp Override</b>	0	0
2091372		<b>Eff EIST NA Expiration Miles</b>	0	0
2091640		<b>Effective VSL Setting NA</b>	0	0
2092014	O	<b>Typical Operating Speed 65 MPH</b>	0	0
2092031	O	<b>Powertrain Optimized for Fuel Economy</b> Best analysis for vehicles which operate at or near cruise speed 90 plus percent of time.	0	0
2092034	O	<b>Powertrain Optimization Declined By</b> Dealer / Customer	0	0
2092075	O	<b>Enable MX Retarder Auto Retard (Engine Parameter)</b>	0	0
2092082	O	<b>Engine Monitoring Protection - Derate</b> (PACCAR MX) A warning is provided in the A-Panel display when DPF regeneration is required. Continued operation without regeneration will initiate automate derating of the engine's power and can result in damage to the engine.	0	0
2140200	S	<b>CARB Engine Idling Compliance</b> PACCAR PX-7, PX-9 and MX, Cummins X15 and ISX diesel engines will include the required factory installed serialized sticker on the drivers door to identify them as meeting the NOx idling standard.	0	0
2140400	O	<b>Reinforced Belly Pan</b>	173	0
2513060	S	<b>PACCAR 160 Amp Alternator, Brushed</b> PACCAR 160 AMP alternator, brushed producing 160 Amps at road speed and 100 Amps at idle.	0	0
2521090	O	<b>Immersion Type Block Heater 110-120V</b> Standard location for 2.1M and 1.9M models is left-hand under cab, Model 520 is in bumper, and for Model 220 it is at the driver step. Plug includes a weather-proof cover that protects the receptacle. This pre-heater keeps the coolant in the engine block from freezing when the engine is not running.	74	2
2522080	O	<b>PACCAR Premium Starter - MX Engines Only</b> PACCAR Premium 12 volt. Better cranking power, lower current draw and improved warranty to 5-yr/500K miles.	50	0
2538040	S	<b>3 PACCAR Premium 12V Dual Purpose Batt 2190 CCA</b> Threaded stud type terminal. Stranded copper battery cables are double aught (00) or larger to reduce resistance.	0	0
2539220	O	<b>Battery Jumper Terminals Mtd In Front</b> Of Battery Box	193	4
2539740	O	<b>Kissling Battery Disconnect Switch, 300 amp</b> Mounted on battery box	222	3
2621000	S	<b>2-Speed Fan Clutch For Frequent Start/Stops</b> A 2-speed fan clutch is ideal for vocational applications where the fan clutch engagement time exceeds 10% of the engine run time. When the fan clutch is disengaged, the fan still rotates at 15-25% of the	0	0

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Sales Code	Std/Opt	Description	\$ List	Weight
		engine RPM. This fan rotation provides crucial airflow to the engine and draws virtually no horsepower.		
2738410	O	<b>WABCO 25.9 CFM Air Compressor, MX only</b> WABCO 25.9 CFM air compressor, MX only, provides greater air output aiding in cleaner operation, higher efficiency, and durability.	7	7
2811160	O	<b>Compression Brake, MX</b> The Mx brake features a Jacobs Brake with an integrated compression-release brake and engine overhead. the specially designed exhaust came lobe provides both exhaust cam motion and deicated Compression release timing. This results in precise timing of the valve opening, unleashing higher retarding performance with minimum loading on the engine.	0	0
2921110	S	<b>PACCAR Fuel/Water Separator Standard Service</b> PACCAR Fuel/Water separator standard service intervals. High efficiency media protects critical engine components.	0	0
2921210	S	<b>No Fluid Heat Option for Fuel Filter</b>	0	0
2921310	S	<b>No Electric Heat Option for Fuel Filter</b>	0	0
3114270	S	<b>High Efficiency Cooling System</b> Cooling module is a combination of steel and aluminum components, with aluminum connections to maximize performance and cooling capability. Silicone radiator & heater hoses enhance value, durability, & reliability. Constant tension band clamps reduce leaks. ClimaTech extended life coolant extends maintenance intervals which reduces maintenance costs. Anti-freeze effective to -30 degrees F helps protect the engine. Low coolant level sensor warns of low coolant condition to prevent engine damage. Radiator Size by Model: 579/367 FEPTO 1325 sq in, 567/365/367: 1440 sq in, 365 FEPTO: 1184 sq in, 389/367 HH: 1669 sq in, 348: 1000 sq in, 520: 1242 sq in.	0	0
3120320	O	<b>Bugscreen-Removable Type Grille Mtd</b> Additional clips at bottom of bugscreen.	84	0
3120450	S	<b>Stainless Steel Grille</b>	0	0
3261980	S	<b>Heavy Duty Air Cleaner</b> Molded rubber air intake connections with lined stainless steel clamps seal to prevent contaminants in air intake.	0	0
3281750	O	<b>Pre-Cleaner ECG</b>	141	13
3365300	S	<b>Exhaust Vertical LH</b> DPF/SCR LH Back of Cab Vertical.	0	0
3381770	O	<b>Curved Tip Standpipe(s)</b>	70	1
<b>Transmission &amp; Equipment</b>				
4052420	O	<b>Allison 4500 RDS-P Transmission, Gen 5</b> Rugged Duty Series. Includes Rear Transmission Support except on MX engines, Mobil Delvac Transmission Fluid, and Water-Oil Heat Exchange. Also includes features that monitor the transmission fluid, filter and clutch condition. Will display percent life remaining for the transmission fluid, filter and clutches on the shift selector. This	17,799	390

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Sales Code	Std/ Opt	Description	\$ List	Weight
		information may be displayed using the Mode and Up and Down buttons. A wrench icon will also be included to indicate when the transmission fluid, filter or clutches need servicing. Suited for vehicles operating on/off highway and/or requiring PTO operation. Forward ratios: 1st-4.70, 2nd-2.21, 3rd-1.53, 4th-1.00, 5th-0.76, 6th-0.67. Reverse ratios: DR-(5.55).		
4210190	O	<b>1810 HD Driveline, 1 Midship Bearing</b> 4.5in x .180 wall tubing	-155	15
4216590	O	<b>1710 Driveline Interaxle</b> For tandem rear axles	-292	-5
4250900	O	<b>Main Transmission Rear Support</b> Additional rear support for the transmission to provide a firm, durable design that improves stabilization of the drivetrain in rugged terrain	84	11
4252170	O	<b>Auto Neutral Activates With Parking Brake</b> Auto Neutral helps improve jobsite safety by reducing the possibility of the truck moving due to throttle application.	19	0
4252890	O	<b>Allison FuelSense 2.0 Not Desired</b>	-106	0
4252950	O	<b>Omit Allison Neutral At Stop</b>	0	0
4256020	S	<b>Console Mounted Push Button Shifter</b> Allison transmissions	0	0
4256740	O	<b>Allison 6-Speed Configuration, Wide Ratio Gears</b> Allison 4500 transmission only	0	0
4256870	O	<b>Allison Output Function S Neutral Indicator</b> Allison output function S Neutral Indicator for PTO. Required on Refuse Packer Applications. With this configuration NEUTRAL only, PTO engagement is permitted only when the transmission is in Neutral. Once the transmission is in Neutral, the PTO is automatically engaged and fast idle is initiated when the PTO switch is on. In addition with this configuration Pack-on-the-fly, the PTO is automatically engaged and fast idle is initiated when the PTO switch is On concurrently with shifting of the transmission to Neutral.	0	0
4256910	O	<b>Allison Transmission Fluid Test Port</b> Remote coupler. The fluid test port provides easy access to transmission fluid for testing from its location under the hood on the right-hand frame rail.	193	0
4256990	O	<b>Rolling Direction Change Shift Inhibit Feature</b> Allison transmissions. A programmable feature that keeps the transmission from shifting from Drive to Reverse or from Reverse to Drive above a preset speed. This wireless function is enabled when a switch is closed to complete the circuit between input wire 101 and ground. Frequently the function is interfaced with a switch indicating activation of another vehicle function, such as application of the service brakes. When the function is enabled, the TCM will recognize the request for a direction change shift, Reverse-to-Drive or Drive-to-Reverse. If all other operating conditions are acceptable, the TCM will command the requested shift. The enable remains in effect until the switch is opened, followed by the selection of a different direction, Reverse or Drive, at the shift selector. This could be used for doc	0	0

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Sales Code	Std/ Opt	Description	\$ List	Weight
		spotters and refuse. If the function is not enabled, any shift which results in a change of direction is inhibited.		
<b>Air &amp; Trailer Equipment</b>				
4510330	S	<b>Bendix AD-IS EP Air Dryer, Heater</b> Bendix Air Treatment Oil Coalescing filter, extended purge. Collects and removes solid, liquid and vapor contaminants before they enter the air brake system.	0	0
4519130	O	<b>Mount Air Dryer Inside Rail LH</b>	0	0
4520180	O	<b>Air Tank Valve Guards</b>	27	0
4520420	O	<b>Pull Cords All Air Tanks</b>	10	1
4540220	O	<b>Wire Braid Brake Hose, Rear</b>	73	15
4540420	S	<b>Nylon Chassis Hose</b>	0	0
4540940	O	<b>(1) Flipper Valve To Actuate Front/Rear Brakes</b> Use with RH or LH steer, or dual seated cab	789	11
4541600	O	<b>Wire Braid Brake Hose, Front</b>	17	4
4543320	S	<b>Steel Painted Air Tanks</b> All air tanks are steel with painted finish except when Code 4543330 Polish Aluminum Air Tanks is also selected (then exposed air tanks outside the frame rails will be polished aluminum). Peterbilt will determine the optimal size and location of required air tanks. Narratives requesting a specific air tank size or location will not be accepted for factory installation. See ECAT to determine number or location of air tanks installed.	0	0
4543390	O	<b>High Mount Air Tanks BOC/BOS Where Possible</b> Subject to frame review	0	0
<b>Tires &amp; Wheels</b>				
5064070	O	<b>FF: BR 20ply 425/65R22.5 M870</b>	453	58
5169440	O	<b>RR: BR 16ply 11R22.5 M853</b> Diameter= 41.8 inches; SLR= 19.4 inches	928	192
5190008	S	<b>Code-rear Tire Qty 08</b>	0	0
5220090	O	<b>FF: Alcoa 823627 22.5X12.25 Clean Buff Finish</b> Aluminum	515	-82
5320410	O	<b>RR: Alcoa 885657 22.5X8.25 Clean Buff Finish</b> Aluminum wheel severe service.	1,680	-272
5390008	S	<b>Code-rear Rim Qty 08</b>	0	0
5400190	O	<b>TG: Polished Wheels, Outer Surface, All Tag Axles</b> Polish outer surface of outer wheel.	149	0

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Sales Code	Std/ Opt	Description	\$ List	Weight
5400210	O	<b>TG: Dura-Bright Finish</b> All tag axles - outer surface of outer wheel, includes wheel guards, requires polished option.	266	0
5407640	O	<b>FF: Polished Wheels, Outer Surface, Sgl/Tdm Steer</b> Polish outer surface of outer wheel. Without chrome wheel nuts.	75	0
5407660	O	<b>RR: Polished Wheels, Outer Surface, Tandem Drive</b> Polish outer surface of outer wheels (4). Without chrome wheel nuts.	298	0
5410140	O	<b>FF: Dura-Bright Finish</b> Outer Surface of Outer Wheel, Includes Wheel Guards, Requires Polished Option	266	0
5410160	O	<b>RR: Dura-Bright Finish-Tandem Axle</b> Outer Surface of Outer Wheel, Includes Wheel Guards, Requires Polished Option	533	0
5436008	O	<b>TG: (2) BR 18ply 275/70R22.5 R250ED</b> (1) self-steering tag axle; Diameter = 38.0 inches; SLR = 17.6 inches	1,693	220
5440019	O	<b>TG: (2) Alcoa 882677 22.5X8.25 Clean Buff Finish</b> Aluminum, (1) self-steering tag axle. Clean buff finish on both sides as applicable. Finish options for heavy-duty trucks, 2.5 lbs. weight savings, new hub bore with less metal to metal contact to hinder corrosion with a maintained half dual space and load rating.	752	84

### Fuel Tanks

5552130	O	<b>26" Aluminum 80 Gallon Fuel Tank RH BOC</b> Paddle handle filler cap with threadless filler neck. Top draw fuel plumbing reduces chance of introducing air into the fuel system during low fuel level conditions due to the central placement of fuel pickup tube. Wire braid fuel lines increase durability & reduce potential for leaks.	152	13
5603080	O	<b>Location RH BOC 80 Gallon</b>	0	0
5652940	O	<b>PACCAR MX Engine Fuel Cooler</b>	134	15
5652990	S	<b>Standard DEF to Fuel Ratio 2:1 Or Greater</b>	0	0
5655069	S	<b>DEF Tank 520</b>	0	0

### Battery Box & Bumper

6011070	O	<b>Aluminum Battery Box LH Frame Mtd Back-of- Fender</b> Aluminum battery box left hand frame mounted back-of-fender. 8" Below top of frame.	559	0
6030150	O	<b>Rubber Battery Pad In Bottom of (1) Battery Box</b> Mat in box that holds batteries only	24	2
6122810	O	<b>Steel Bumper Swept Back Painted</b> Requires bumper extension, includes two front tow eyes with pins	-164	2
6132400	O	<b>Notched Top Flange Of Bumper</b> Does not include fepto provisions	50	0

### Cab & Equipment

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Sales Code	Std/ Opt	Description	\$ List	Weight
6501080	S	<b>53" LCF ProBilt Cab LH Drive</b> Includes steel frames with alum and fiberglass panels, all alum doors, dual door stops, door locks, tinted safety glass thru-out, cab and door mounted entry grab handles, 65 degree hydraulic tilt, stainless steel grille, dual rear cab fenders, service module BOC (cab tilt pump, oil fill and dipstick, coolant fill and check, fluid fill and dipstick for auto trans), door mounted armrests, power windows, doghousefull insulation, rubber floor mats, ergonomic center control console, removable instrument panel, Driver Information Display, LED backlit gauges, adjustable side flip-down interior sunvisor, 16" steering wheel with integrated horn button, tilt/telescopic adjustable column, over-door storage, driver and passenger side cup holders, USB charging port and 12VDC charging outlet, header includes HVAC controls and 12V power connection behind header cover, rear cab corner windows, 18" bolt-on step each side, self-canceling turn signals and front directional and side mounted turn signals.	0	0
6540020	O	<b>Key All Units Alike</b> Please add your 3 digit key code number in the key code field.	245	0
6541330		<b>KEY G330</b>	0	0
6800500	S	<b>4.5" Rubber Flares On Cab</b> And wheel well fenders	0	0
6911720	S	<b>Peterbilt Driver Seat</b>	0	0
6921720	S	<b>Peterbilt Passenger Seat</b>	0	0
6930500	O	<b>Drivers Armrest - RH Only</b>	46	2
6931130	O	<b>Seat Belt Color Red IPO Standard Black</b>	10	0
6939400	O	<b>Air Ride Driver</b>	310	43
6939440	S	<b>Low Back Driver</b>	0	0
6939480	O	<b>Mordura Driver</b>	61	0
6939500	O	<b>Air Ride Passenger</b> Air Ride Passenger is available on all Model 567's.	310	43
6939540	S	<b>Low Back Passenger</b>	0	0
6939580	O	<b>Mordura Passenger</b>	61	0
7000000	S	<b>Gray Interior Color</b> Includes ABS gray headliner & rear cab panel, gray vinyl engine tunnel cover. For LH, RH, and dual steer dual seated power windows are standard on both doors. For dual steer RH stand-up the LH window is power and the RH window is a manual sliding window.	0	0
7001520	S	<b>Adjustable Steering Column - Tilt/Telescope</b>	0	0

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Sales Code	Std/ Opt	Description	\$ List	Weight
7001620	S	<b>Steering Wheel With Peterbilt Logo</b> Steering Wheel with embossed Peterbilt logo over horn button.	0	0
7040060	O	<b>Diamond Plate Floor Covering LH/RH ipo Floormat</b> In Dual Steer application RH Diamond Plate covering is standard. Single drive applications the Diamond Plate is optional.	178	13
7220130	S	<b>Rear Window Back of Cab Standard Tint</b> 18.5in X 54in	0	0
7230350	S	<b>2-Piece Flat Windshield</b>	0	0
7322010	S	<b>Combo Fresh Air Heater/Air Conditioner</b> With radiator mounted condenser, dedicated side window defrosters, Bi-Level Heater/Defroster Controls, 54,500 BTU/HR, and silicone heater hoses.	0	0
7330920	O	<b>(2) Defroster Fan On Rear Header</b>	234	60
7560100	O	<b>Mirrors SSTL Each Side Heated and Motorized</b> with Switch on Door.	-29	-7
7561450	O	<b>(4) Convex 8 Inch SSTL Mirrors; (2) Center</b> These optional convex mirrors provide enhanced rearward visibility by allowing the driver to see the operation of front-end loader arms or other obstacles that may interfere with operation in refuse services. The mirrors have an off-center mounting that maximizes adjustability for field of view. Dual door stops are included with these mirrors for added protection to the mirrors during cab entry and exit. These stainless steel mirrors, includes 4 convexed 8" and 2 center, are mounted center over mirror bracket. If rear view mirrors are heated, the convex mirrors will be heated. Includes dual door stops.	117	4
7610020	S	<b>(1) Air Horn 15" Painted</b> Mounted under cab.	0	0
7725715	O	<b>ConcertClass Without CD, Includes BT Phone and Audio, AM/FM, WB, USB and MP3.</b>	388	10
7725740	O	<b>Midlevel Speaker Package For Cab</b> (4) Speakers	134	6
7726010	O	<b>Radio Mute When Allison Transmission In Reverse</b>	295	0
7728020	O	<b>Bluetooth Located On Driver Side</b>	0	0
7788055	S	<b>SmartLINQ Remote Diagnostics</b> SmartLINQ is Peterbilts proprietary remote diagnostics service which monitors the engine and aftertreatment for diagnostic codes providing real-time code analysis maximizing vehicle uptime and strengthening the fleets partnership with their dealer. SmartLINQ provides fault coverage for over 800 codes, a customizable email notification for 116 codes plus a web portal to manage your entire fleet included at no additional charge. SmartLINQ is compatible with any telematics system and doesnt require a specific fleet management system. For those whose customers utilize PeopleNet, the pre-wire with remote diagnostics will provide a more integrated solution utilizing the existing SmartLINQ modem. For those whose customers utilize other fleet	0	0

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Sales Code	Std/ Opt	Description	\$ List	Weight
		services products, the existing pre-wire option for the other fleet service devices will continue to be available. Standard on Class 8 engines and available on Models 348, 337, 330 and 325 with a PX-9, PX-7 or Cummins Westport natural gas engine.		
7850770	O	<b>Pre-Wire Cab 3rd Eye Vision System</b>	1,066	0
7851330	O	<b>Cab Tilt Pump Air Assist</b>	509	0
7851870	O	<b>Rain Gutters Over Driver and Passenger Doors</b>	75	8
7852150	S	<b>Peterbilt Pantograph Windshield Wipers</b> With intermittent feature.	0	0
7900090	O	<b>Triangle Reflector Kit, Ship Loose</b> Florescent triangle emergency road flares are designed to meet and exceed all DOT standards.	20	13
7901140	O	<b>Backup Alarm (87-112 DB)</b> Variable adjusting	65	6
8011400	S	<b>Main Transmission Oil Temperature Gauge</b> Located in Driver Information Display	0	0
8021315	S	<b>Air Restriction Indicator</b> Mounted on exhaust stanchion	0	0
8031120	O	<b>Warning Light Battery Disconnect, Switch Engaged</b> Marker light external mounted	15	0
8070010	O	<b>Up To (4) Additional Electric Switches</b> Up to (4) additional electric switches without wiring. Switch will short pin5 to pin 4 when off, and pin 5 to 6 when on. Backlighting provided by Lin jumper.	37	1
8070260	O	<b>Switch To Deactivate Bendix ATC Traction Control</b> Bendix ATC is required on the specification. Switch is to temporarily disable the Traction Control in extreme conditions such as snow, ice or mud. The ATC warning light will display in a constant state.	0	0
8110150	O	<b>Headlights Single Rectangular LED</b> Model 520 LED headlights provide outstanding brightness and coverage that can help with driver eye-fatigue. LED headlights are easy to install, long lasting, energy efficient and cost effective and they provide improved headlight brightness.	996	0
8120570	S	<b>(5) LED Clearance With (2) LED Marker Lights</b> Includes (5) lights mounted on roof of cab and (1) cab side marker light mounted in front of each cab door	0	0
8133900	S	<b>None Furnished Stop/Tail/Backup Lights</b> Available with full truck only, not available with tractor	0	0
8133960	O	<b>Daytime Running Lights</b> The brake interlock turns the daytime running lights off when the parking brakes are engaged. This is required on all Canadian vehicles.	60	0
8140690	O	<b>Brake Lights Activated by Park Brake</b> Requires option 7726010	50	0
8153100	O	<b>(1) F/O Load Light, Switch, 10' Wire Coil</b> Under / in cab / sleeper baggage compartment	35	2

## Paint

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Sales Code	Std/Opt	Description	\$ List	Weight
8500710	S	<b>Standard Paint Color Selection</b>	-200	0
8530770	O	<b>(1) Color Axalta Two Stage - Cab/Hood</b> Base Coat/Clear Coat N85020 A - L0006EY WHITE N85700 BUMPER L0001EA BLACK N85500 CAB ROOF L0006EY WHITE N85200 FRAME L0001EA BLACK	0	0

### Shipping Destination

8999990	O	<b>Shipping Destination Other Than Dealer</b> (Specify by narrative) LABRIE MEXICO CO SAN LUIS INTERNATIONAL FRIEGHT, 4767 EAST VAUGHAN STREET SAN LUIS, Arizona, 85349 United States of America	0	0
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### Options Not Subject To Discount

9400090	S	<b>Peterbilt Class 8 Standard Coverage</b> 1 year/100,000 Miles (160,000 km)	0	0
9400092	O	<b>PACCAR MX Standard Coverage</b> 2 yrs/250,000 mi (400,000 km)/6,250 hrs	0	0
9408933	O	<b>Final Frame Layout</b> See Truck Sales Bulletin 12-89 for additional information.	175	0

### Miscellaneous

9409800	S	<b>2017 EPA Emissions Engine</b> Warranty Only	0	0
9409843	O	<b>Peterbilt Sourcewell Program Code</b> LABRIE MEXICO CO SAN LUIS INTERNATIONAL FRIEGHT, 4767 EAST VAUGHAN STREET SAN LUIS, Arizona, 85349 United States of America	0	0
9409869	O	<b>Presentation Created With SmartSpec</b> LABRIE MEXICO CO SAN LUIS INTERNATIONAL FRIEGHT, 4767 EAST VAUGHAN STREET SAN LUIS, Arizona, 85349 United States of America	0	0

### Promotions

### Order Comments



<b>Total List Price (W/O Freight &amp; Warranty &amp; Surcharges )</b>	\$261,185
Marketing and Service Support Fee	\$775
Prepaid Freight	\$3,225
<b>Total Surcharge/Options Not Subject To Discount</b>	\$175
<b>Total Weight</b>	20,842

## **Prices and Specifications Subject to Change Without Notice.**

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Unpublished options may require review/approval.

Dimensional and performance data for unpublished options may vary from that displayed in CRM.

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### ***PRICING DISCLAIMER***

*While we make every effort to maintain the web site to preserve pricing accuracy, prices are subject to change without notice. Although the information in this price list is presented in good faith and believed to be correct at the time of printing, we make no representations or warranties as to the completeness or accuracy of this information. We reserve the right to change, delete or otherwise modify the pricing information which is represented herein without any prior notice. We carefully check pricing specifications, but occasionally errors can occur, therefore we reserve the right to change such prices without notice. We disclaim all liability for any errors or omissions in the materials. In no event will we be responsible for any damages of any nature whatsoever from the reliance upon information from these materials. Please check your order prebills to confirm your pricing information*



# SWS Equipment, Inc.

P.O. Box 13040  
Spokane Valley, WA 99213-3040

1-800-892-7831

## QUOTE

Quote #: DMBCQ3369

Date: 02/28/20

Sales Rep: Dave Crossley

Estimated Ship Date: 150-180 days

FOB: Destination

Ship Via: Best Way

Terms: Net 15

### Quote To:

Western Peterbilt - Seattle  
Stu Fox  
3801 Airport Way South  
Seattle WA 98124  
(206) 624-7383 Fax: 206-340-0416

### Ship To:

Western Peterbilt - Seattle  
Stu Fox  
3801 Airport Way South  
Seattle WA 98124  
(206) 624-7383

## We are pleased to propose the following for your consideration

Qty	Description	Unit Price	Ext. Price
	Sourcewell Contract #112014-LEG End User: City of Olympia		
	List price of \$260,140.00 minus the Sourcewell Discount of 51% or \$132,671.40 = \$127,468.60		
1	WIT-40TA-ST Wittke Starlite Front Load Body - Total capacity 40 cu.yd (38+2) Mandatory if tag axle or twin steer axle	\$127,468.60	\$127,468.60
1	BMLS0950 Service Hoist (according to space availability)		
1	ADVD0900 Deceleration Valve Arms Down Movement		
1	HHPG0900 Hydraulic pressure gauge on main valve		
1	HHWK0900 Alarm for low hydraulic oil level & hydraulic oil temperature		
1	EPHM0900 Hour Meter connected to pump switch		
1	EGSE0910 Third Eye single sensor Radar Detection System		
1	EICB0900 Autopack (engaged when arms drop below windshield with on/off switch)		
1	EBWI0920 Body Raised Warning Indicator Lamp and Audible Buzzer (Option BMLS0950 Service hoist required)		
1	ATAT0930 Throttle Advance Toggle Switch (ON/OFF/Auto)		
1	LBLT0905 Back up lights: Qty 2 additional on tailgate position 2/3 - 4in LED type		
1	LBLR0925 Back up lights: Qty 2 additional on mid-body rubrails - LED type		
1	LSLA0920 Light: amber strobe 6" Whelen L10 in center of tailgate: in-cab switch - Qty 1		

Qty	Description	Unit Price	Ext. Price
1	LLPA0910 Multifunction Lights Package Multifunction round amber lights (4). Oval center brake light, red, in upper tailgate (1). Round brake lights, red, in upper tailgate light bar (2)		
1	LWLK0925 Additional Work Lights: LH Mirror & RH Mirror facing hopper - LED - Qty 2		
1	LPWL0905 Lights: Behind Packer Work Lamp - LED - ON/OFF Switch		
1	LBLH0905 Additional Work Light: Hopper - LED - Qty 1		
1	CCCC0902 Dual 3rd Eye cameras (no shutter) Monitor must be selected separately. Heater. No Shutter		
1	CCCM0903 3rd Eye 7" color LCD monitor - AWT07MLED Split screen		
1	CCPC0900 Protection cages on cameras		
1	CCAW0900 z-3rd Eye Air Wash on Backup Camera		
1	AAJC0910 Drive Position Main Control Pneumatic Joystick, 1 handle, arm & fork actuation (upgrade from 2 handle stick)		
1	BASB0900 Anti-sail bars on rear mudflaps		
1	BSWS0930 Chromium Overlay Wear Strips - Packer Shoes - Channels		
1	CRAD0900 Remote air drains petcock type		
1	CCTB0930 Toolbox: Aluminum, chassis-mounted, size: 24in x 24in x 14in (Location TBD, depending on space availability, Additional charges may apply if chassis components need to be relocated)		
1	PCBP0910 Body: 1 Color Urethane Body Paint Included in unit base price. Includes bolt-on parts painted body color White		
1	PSSS0920 CAUTION THIS VEHICLE MAKES FREQUENT STOPS STAY BACK 50 FEET, 65in x 20in (red on white background)		
1	BCGB0900 Centralized Grease Block - Cylinders Pins on Packer Body Side Door Access: 2 points		
1	BPGB0920 Centralized Grease Block - Cylinders Pins on Body Front Wall Body Side Door Access: 2 points		
1	NSO Display Sign Hinges on Side of Body Only		
1	BBCS0900 Canopy Sweeper		
1	Hopper Wind Flange Extension		
1	CFSS0900 z-Fire Suppression system Safetycraft LT5		
	SubTotal		\$127,468.60
1	Body PDI	\$1,150.00	\$1,150.00

Qty	Description	Unit Price	Ext. Price
1	Freight FOB San Luis AZ	\$350.00	\$350.00
1	Freight to Tacoma WA	\$4,250.00	\$4,250.00
<b>Order Total</b>		<b>\$133,218.60</b>	

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PRICES SUBJECT TO CHANGE DUE TO CHANGING STEEL PRICES - THANK YOU!

By: \_\_\_\_\_ Accepted \_\_\_\_\_ Date \_\_\_\_\_

QUOTE VALID FOR 30 DAYS

**PAYMENT DUE UPON COMPLETION OF WORK OR AS SPECIFIED ABOVE**



Client: Solid Waste Systems West, Inc.	User: Olympia WA, city of - FLSL (16027A)
Contact: Dave Crossley	Contact: _____
Address: 6515 E Nixon	Address: _____
Spokane, WA, 99213-3040, USA	_____
Phone/Fax: 509-533-9000 / 509-533-1050	Phone/Fax: /
Distributor: Solid Waste Systems Inc.(West)	Price List: 2020

Shipping address if different from above: \_\_\_\_\_  
Chassis delivery : **To be confirmed**

DESCRIPTION	Price
Model: WITTK STARLIGHT Capacity: 40 (38+2) c.y. - WIT-40TA-ST	204 720\$
Chassis MFR: _____	See below
Engine: _____ Model: To be confirmed Axle: 6 x 4	
Transmission: RDS 4000 series Cab: Cab over Aux. Axle: Tag from company	
Driving config at del.: LH drive only	
Chassis dealer: To be confirmed S/N: _____	
Contact email: To be confirmed WD #: _____	
Other: _____ Availability: _____	
Cab color: Factory supplied Initials: _____	
Body color: One color included	
Chassis color: Factory black Paint scheme: _____ Match Cab: _____	
Cart type: _____ Cart make: _____ Capacity: _____	
Position: _____ Size: _____	
Additional Manuals: 0	
<b>Configurative features:</b>	
BBCS0900 Canopy Sweeper (Not available with Adjustable Hydraulic Forks- options HHAF0900 - HHAF0910)	1 420\$
BBEH0900 Extended Hopper Wind Flanges (6" high)	1 420\$
BMLS0950 Service Hoist (according to space availability)	9 340\$
<b>Lifting arm option:</b>	
ADV0900 Deceleration Valve Arms Down Movement	2 160\$
<b>Control options:</b>	
AAJC0910 Drive Position Main Control Pneumatic Joystick- 1 handle- arm & fork actuation (upgrade from 2 handle stick)	0\$
<b>Hydraulic options:</b>	
HHWK0900 Alarm for low hydraulic oil level & hydraulic oil temperature	1 920\$
HHPG0900 Hydraulic pressure gauge on main valve	180\$
<b>Electrical options:</b>	
EICB0900 Autopack (engaged when arms drop below windshield with on/off switch)	900\$
EBW0920 Body Raised Warning Indicator Lamp and Audible Buzzer (Option BMLS0950 Service hoist required)	840\$
EPHM0900 Hour Meter connected to pump switch	540\$
EGSE0910 Third Eye single sensor Radar Detection System	4 840\$
ATAT0930 Throttle Advance Toggle Switch (ON/OFF/Auto)	860\$
<b>Lighting options:</b>	
LWLK0925 Additional Work Lights: LH Mirror & RH Mirror facing hopper - LED - Qty 2	1 340\$
LBLH0905 Additional Work Light: Hopper - LED - Qty 1	960\$
LBLR0925 Back up lights: Qty 2 additional on mid-body rubrails - LED type	1 260\$
LBLT0905 Back up lights: Qty 2 additional on tailgate position 2/3 - 4" LED type	1 260\$
LPWL0905 Lights: Behind Packer Work Lamp - LED - ON/OFF Switch	400\$
LSLA0920 Light: amber strobe 6" Whelen L10 in center of tailgate: in-cab switch - Qty 1	960\$
LLPA0910 Multifunction Lights Package: Multifunction round amber lights (4). Oval center brake light-red- in upper tailgate (1). Round brake lights- red- in upper tailgate light bar (2)	2 040\$
<b>Camera options:</b>	
CCCM0903 3rd Eye 7" color LCD monitor - AWT07MLED: Split screen	420\$
CCAW0900 3rd Eye Air Wash on backup camera	2 840\$
CCCC0902 Dual 3rd Eye cameras (no shutter): Monitor must be selected separately. Heater. No Shutter	5 180\$
CCPC0900 Protection cages on cameras	560\$
<b>Body options:</b>	
BASB0900 Anti-sail bars on rear mudflaps	260\$
BPGB0920 Centralized Grease Block - Cylinders Pins on Body Front Wall Body Side Door Access: 2 points	280\$
BCEB0900 Centralized Grease Block - Cylinders Pins on Packer Body Side Door Access: 2 points	280\$
BSWS0930 Chromium Overlay Wear Strips - Packer Shoes - Channels	3 000\$
BRWD0920 Display Signs - 48in H. x 96in L.	3 320\$
<b>Chassis options:</b>	
CFSS0900 Fire Suppression system Safecraft LT5	2 200\$
CRAD0900 Remote air drains petcock type	1 140\$
CCTB0930 Toolbox: Aluminum- chassis-mounted- size: 24" x 24" x 14" (Location TBD- depending on space availability- Additional charges may apply if chassis components need to be relocated)	2 880\$
<b>Paint options:</b>	
PCBP0910 Body: 1 Color Urethane Body Paint Included in unit base price. Includes bolt-on parts painted body color	0\$
PSSS0920 CAUTION THIS VEHICLE MAKES FREQUENT STOPS STAY BACK 50 FEET- 65in x 20in (red on white background)	420\$

Terms:	Body: Net 30 days Chassis: Net on delivery for release of MSO Interest fees on past due account of 1.5% per month (18% annual) Price list subject to change at all times due to the steel price index. (This pricing is valid for 30 days.)	Total (body): 260 140,00\$ 51% discount: 132 671,40\$ Total net (body): 127 468,60\$ Total (chassis):
Weight distribution:	Quotes and pricing are subject to changes pending on WD analysis which can alter specs. Upon receipt of PO and chassis specs WD will be conducted and confirmation of acceptance will be issued.	Total net: 127 468,60\$
Delivery:	To be confirmed (Freight charges may vary)	FOB San Luis, AZ 350,00\$ Fuel Surcharge 0,00\$ Total net(unit): 127 818,60\$
Taxes:	Not Included	
		Number of units: 1
		Grand total: 127 818,60\$
		Currency: US \$

EXHIBIT C1

# Model 520 Body Builder Manual 2019



A **PACCAR** COMPANY

Release Date 7/30/19

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# SECTION 1 INTRODUCTION



The Peterbilt 520 Body Builder Manual was designed to provide body builders with a comprehensive information set to guide the body planning and installation process. Use this information when installing bodies or other associated equipment.

This manual contains appropriate dimensional information, guidelines for mounting bodies, modifying frames, electrical wiring information, and other information useful in the body installation process.

The Peterbilt 520 Body Builder Manual can be very useful when specifying a vehicle, particularly when the body builder is involved in the vehicle definition and ordering process. Information in this manual will help reduce overall costs through optimized integration of the body installation with vehicle selection. Early in the process, professional body builders can often contribute valuable information that reduces the ultimate cost of the body installation.

In the interest of continuing product development, Peterbilt reserves the right to change specifications or products at any time without prior notice. It is the responsibility of the user to ensure that he is working with the latest released information. Check [Peterbilt.com](http://Peterbilt.com) for the latest released version.

If you require additional information or reference materials, please contact your local Peterbilt dealer.

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# SECTION 2 SAFETY AND COMPLIANCE

## SAFETY SIGNALS

We've put a number of alerting messages in this book. Please read and follow them. They are there for your protection and information. These alerting messages can help you avoid injury to yourself or others and help prevent costly damage to the vehicle.

Key symbols and "signal words" are used to indicate what kind of message is going to follow. Pay special attention to comments prefaced by "WARNING", "CAUTION", and "NOTE." Please don't ignore any of these alerts.

### Warnings, cautions, and notes

#### WARNING



When you see this word and symbol, the message that follows is especially vital. It signals a **potentially hazardous situation** which, if not avoided, could result in death or serious injury. This message will tell you what the hazard is, what can happen if you don't heed the warning, and how to avoid it.

Example:

**WARNING! Be sure to use a circuit breaker designed to meet liftgate amperage requirements. An incorrectly specified circuit breaker could result in an electrical overload or fire situation. Follow the liftgate installation instructions and use a circuit breaker with the recommended capacity.**

#### CAUTION



Signals a **potentially hazardous situation** which, if not avoided, could result in minor or moderate injury or damage to the vehicle.

Example:

**CAUTION: Never use a torch to make a hole in the rail. Use the appropriate drill bit.**

#### NOTE



Provides general information: for example, the note could warn you on how to avoid damaging your vehicle or how to drive the vehicle more efficiently.

Example:

Note: Be sure to provide maintenance access to the battery box and fuel tank fill neck.

**Please take the time to read these messages when you see them, and remember:**

#### WARNING

Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

#### CAUTION

Signals a potentially hazardous situation which, if not avoided, could result in minor or moderate injury or damage to the vehicle.

#### NOTE

Useful information that is related to the topic being discussed.

## FEDERAL MOTOR VEHICLE SAFETY STANDARDS AND COMPLIANCE

As an Original Equipment Manufacturer, Peterbilt Motors Company, ensures that our products comply with all applicable U.S. or Canadian Federal Motor Vehicle Safety Standards. However, the fact that this vehicle has no fifth wheel and that a Body Builder (Intermediate or Final Stage Manufacturer) will be doing additional modifications means that the vehicle was incomplete when it left the build plant.

### Incomplete Vehicle Certification

An Incomplete Vehicle Document is shipped with the vehicle, certifying that the vehicle is not complete. [See Figure 2-1.](#) In addition, affixed to the driver's side door frame or edge is an Incomplete Vehicle Certification label. [See Figure 2-2.](#)

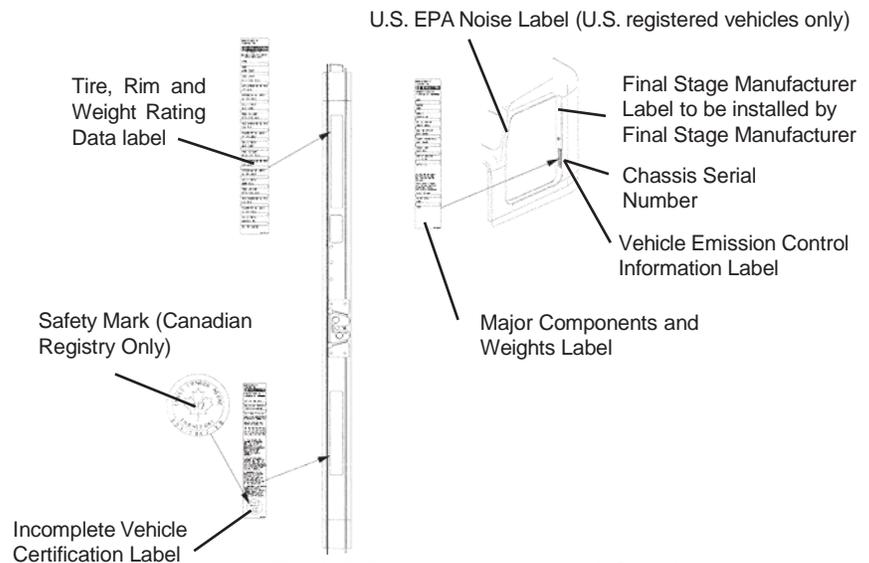
#### NOTE



These documents list the U.S. or Canadian Federal Motor Vehicle Safety Standard regulations that the vehicle complied with when it left the build plant. You should be aware that if you add, modify or alter any of the components or systems covered by these regulations, it is your responsibility as the Intermediate or Final Stage Manufacturer to ensure that the complete vehicle is in compliance with the particular regulations upon completion of the modifications.



**FIGURE 2-1.** Incomplete Vehicle Certification Document



**FIGURE 2-2.** Locations of Certification Labels - Driver's Door and Frame

As the Intermediate or Final Stage Manufacturer, you should retain the Incomplete Vehicle Document for your records. In addition, you should record and retain the manufacturer and serial number of the tires on the vehicle. Upon completion of the vehicle (installation of the body and any other modifications), you should affix your certification label to the vehicle as required by Federal law. This tag identifies you as the "Intermediate or Final Stage Manufacturer" and certifies that the vehicle complies with Federal Motor Vehicle Safety Standards. (See Figure 2-2.) Be advised that regulations affecting the intermediate and final stage manufacturer may change without notice. Ensure you are referencing the most updated copy of the regulation during the certification and documentation processes.

In part, if the final stage manufacturer can complete and certify the vehicle within the instruction in the incomplete vehicle document (IVD) the certification label would need a statement that reads, "This vehicle has been completed in accordance with the prior manufacturers, IVD where applicable. This vehicle conforms to all applicable Federal Motor Vehicle Safety Standards [and Bumper and Theft Prevention Standards if applicable] in effect in (month, year)."

However, if the vehicle cannot be completed and certified with in the guidance provided in the IVD, the final stage manufacturer must ensure the vehicle conforms to all applicable Federal Motor Vehicle Safety Standards (FMVSS). The final stage manufactures certification label would need a statement that reads, "This vehicle conforms to all applicable Federal Motor Vehicle Safety Standards [and Bumper and Theft Prevention Standards if applicable] in effect in (month,

year). These statements are just part of the changes to the new certification regulation. Please refer to the Feb 15, 2005 final rule for all of the details related to this regulation. You can contact NTEA Technical Services Department at 1-800-441-NTEA for a copy of the final rule (DocID 101760).

For Canadian final stage manufacturers see:

<http://www.gazette.gc.ca/index-eng.html>;  
and <http://www.tc.gc.ca/eng/acts-regulations/menu.htm> for  
the regulations.

Or contact:

Transport

Canada

Tower C, Place de Ville, 330 Sparks Street

Ottawa, Ontario K1A

0N5 (613) 990-2309

TTY: 1-888-675-6863

## Noise and Emissions Requirements

### NOTE



This truck may be equipped with specific emissions control components/systems\* in order to meet applicable Federal and California noise and exhaust emissions requirements. Tampering with these emissions control components/systems\* is against the rules that are established by the U.S Code of Federal Regulations, Environment Canada Regulations and California Air Resources Board (CARB). These emissions control components/systems\* may only be replaced with original equipment parts.

Additionally, most vehicles in North America will be equipped with a Greenhouse Gas (GHG) "Vehicle Emission Control Information" door label indicating its certified configuration. The vehicle components listed on this label are considered emission control devices.

Modifying (i.e. altering, substituting, relocating) any of the emissions control components/systems defined above will affect the noise and emissions performance/certification. Modifications that alter the overall shape and aerodynamic performance of a tractor will also affect the emission certification. If modifications are required, they must first be approved by the manufacturer. Unapproved modifications could negatively affect emissions performance/certification. There is no guarantee that proposed modifications will be approved.

Tires may be substituted provided the new tires possess a Coefficient of rolling resistance (Crr) equal to or lower than Crr of the original tires. Consult with your tire supplier(s) for appropriate replacement tires.

Contact the engine manufacturer for any requirements and restrictions **prior** to any modifications.

- For Cummins Contact 1-800-DIESELS or your local Cummins distributor. Reference AEB 21.102.

It is possible to relocate the DEF tank; however the relocation requirements need to be followed. Any variances from the relocation requirements may cause the emissions control components/systems to operate improperly potentially resulting in engine de-rate.

**NOTE**

All 2017 engine emissions certified vehicles will be equipped with an On-Board Diagnostics (OBD) system. The OBD system is designed to detect malfunctions of any engine or vehicle component that may increase exhaust emissions or interfere with the proper performance of the OBD system itself. All diesel engines will be equipped with an On-Board Diagnostics (OBD) system. The OBD system consists of computer program on one or more of the vehicle's Electronic Control Units (ECUs). This program uses information from the control system and from additional sensors to detect malfunctions. When a malfunction is detected, information is stored in the ECU(s) for diagnostic purposes. A Malfunction Indicator Light (MIL) is illuminated in the dash to alert the driver of the need for service of an emission-related component or system.

To ensure compliance to emissions regulations, the final configuration of certain features of the completed vehicle must meet specific requirements. This section describes requirements relevant for only the most common or critical modifications done by body builders. For a complete description of acceptable modifications, see the application guidance available from the manufacturer of the engine installed in the chassis.

## Fuel System

The following are highlights of some of the more common or critical aspects of this system.

The overall system restriction may not exceed the restriction limitations set forth by the engine manufacturer for both supply and return.

- Ensure that fuel lines are not pinched or can potentially be damaged when installed between body and frame
- Fuel lines must be routed and secured without dips or sags
- There must be easy access to filter(s) and fill cap
- The tank vent may not obstructed
- Added accessories (heaters, generators) cannot introduce air into system
- Fuel tank must be located so that the full level is not above cylinder head
- "Ultra-Low Sulfur Fuel Only" labels must be present on the dash and fuel fill
- Modification of the pressure side secondary filter and plumbing is not allowed without engine manufacturer approval
- Body installation of fuel tank or routing of lines must not cause significant increase in fuel temperature
- Fuel hoses shall meet or exceed OEM supplied hose material construction specifications

## Compressed Air System

The following are highlights of some of the more common or critical aspects of this system.

- Air system modification must meet applicable FMVSS regulations
- Compressed Air tank may not be modified (exception – addition or removal of fittings or relocation of the tank)
- Added devices or bodywork may not interfere with or rub air lines

- Air supply to the engine doser may not be restricted or disconnected
- Air lines should be routed, protected from heat, and properly secured to prevent damage from other components
- Care should be taken so that air lines do not rub against other components
- Care should be taken to protect the air system from heat sources

## Exhaust and Exhaust After-treatment System

The following are highlights of some of the more common or critical aspects of this system.

- The following after-treatment and exhaust system components may not be modified:
  - DPF assembly
  - SCR Catalyst assembly
  - Exhaust pipes between the engine and after-treatment devices (DPF, SCR Catalyst) and between after-treatment devices
  - NO<sub>x</sub> Sensors
  - PM Sensor
- The following modifications may only be done within the guidelines of the “DEF System Relocation Guide.”
  - Modifications to Diesel Exhaust Fluid (DEF) throttle, suction, or pressure lines
  - Modification or relocation of the DEF tank
  - Modification of coolant lines to and from the DEF tank
  - All DEF and coolant lines should be routed, protected, and properly secured to prevent damage during vehicle operation or other components
  - If relocation of the DCU or ACM is necessary, use existing frame brackets and mount inside of frame flanges where necessary. Do not extend the harnesses
- The DPF, the SCR catalyst, or their mounting may not be modified
- The NO<sub>x</sub> sensor may not be relocated or altered in any way; this includes re-clocking the aftertreatment canister or reorienting the sensor(s)
- Exhaust pipes used for tailpipes/stacks must be properly sized, and must prevent water from entering
- Ensure adequate clearance between the exhaust and body panels, hoses, and wire harnesses
- The body in the vicinity of the DPF must be able to withstand temperatures up to 400°C (750°F)
- Do not add thermal insulation to the external surface of the DPF
- The SCR water drain hole may not be blocked
- Allow adequate clearance (25mm (1 inch)) for servicing the DPF sensors, wiring, and clamped joints
- Drainage may not come in contact with the DPF, SCR catalyst, sensors or wiring

- Allow sufficient clearance for removing sensors from DPF. Thermistors require four inches. Other sensors require one inch
- Wiring should be routed, protected from heat, and properly secured to prevent damage from other components
- The exhaust system from an auxiliary power unit (APU) must not be connected to any part of the vehicle after-treatment system or vehicle tail pipe.

## Cooling System

The following are highlights of some of the more common or critical aspects of this system.

- Modifications to the design or locations of fill or vent lines, heater or defroster core, and surge tank are not recommended
- Additional accessories plumbed into the engine cooling system are not permitted, at the risk of voiding vehicle warranty
- Coolant level sensor tampering will void warranty
- When installing auxiliary equipment in front of the vehicle, or additional heat exchangers, ensure that adequate air flow is available to the vehicle cooling system. Refer to engine manufacturer application guide- lines for further detail
- When installing FEPTO drivelines, the lower radiator anti-recirculation seal must be retained with FEPTO driveline clearance modification only
- Changes made to cooling fan circuit and controls are not allowed, with the exception of AC minimum fan on time parameter
- See owner's manual for appropriate winter front usage

## Air Intake System

The following are highlights of some of the more common or critical aspects of this system.

- The air intake screen may not be blocked, either fully or partially
- Modification to the air intake system may not restrict airflow. For example, pipe diameter may not be reduced
- All sensors must be retained in existing locations
- To retain system seal, proper clamp torque must be used. Refer to service manual for proper clamp torque

## Charge Air Cooler System

The following are highlights of some of the more common or critical aspects of this system.

- The Charge Air Cooler may not be modified
- The installation of engine overspeed shutdown devices must not introduce restriction in the intake system
- All plumbing associated with the charge air cooler may not be modified

---

# SECTION 3 DIMENSIONS

## INTRODUCTION

This section has been designed to provide enough information to successfully layout a chassis in the body planning process. All dimensions are inches unless otherwise noted. Optional equipment may not be depicted. Please contact your local Peterbilt dealer if more dimensional information is desired.

## ABBREVIATIONS

Throughout this section and in other sections as well, abbreviations are used to describe certain characteristics on your vehicle. Table 3-1 below lists the abbreviated terms used.

**TABLE 3-1.** Abbreviations Used

BFA	Bumper to front axle
BOC	Back of cab
CA	Cab to axle. Measured from the back of the cab to the centerline of the rear axle(s).
EOF	Frame rail overhang behind rear axle--measured from the centerline of tandems
FAX	Front axle
FOF	Front of frame
WB	Wheelbase



**OVERALL DIMENSIONS**

This section includes drawings and charts of the Peterbilt Model 520.

On the pages that follow, detail drawings show particular views of the vehicle; all dimensions are in inches (in). They illustrate important measurements critical to designing bodies of all types. See the “Contents” at the beginning of the manual to locate the drawing that you need.

All heights are given from the bottom of the frame rail.

Note that the Aftertreatment mounting is almost identical other than the use of a DEF tank (for diesels) and different canister/catalyst but both use the same stanchions for mounting BOC.

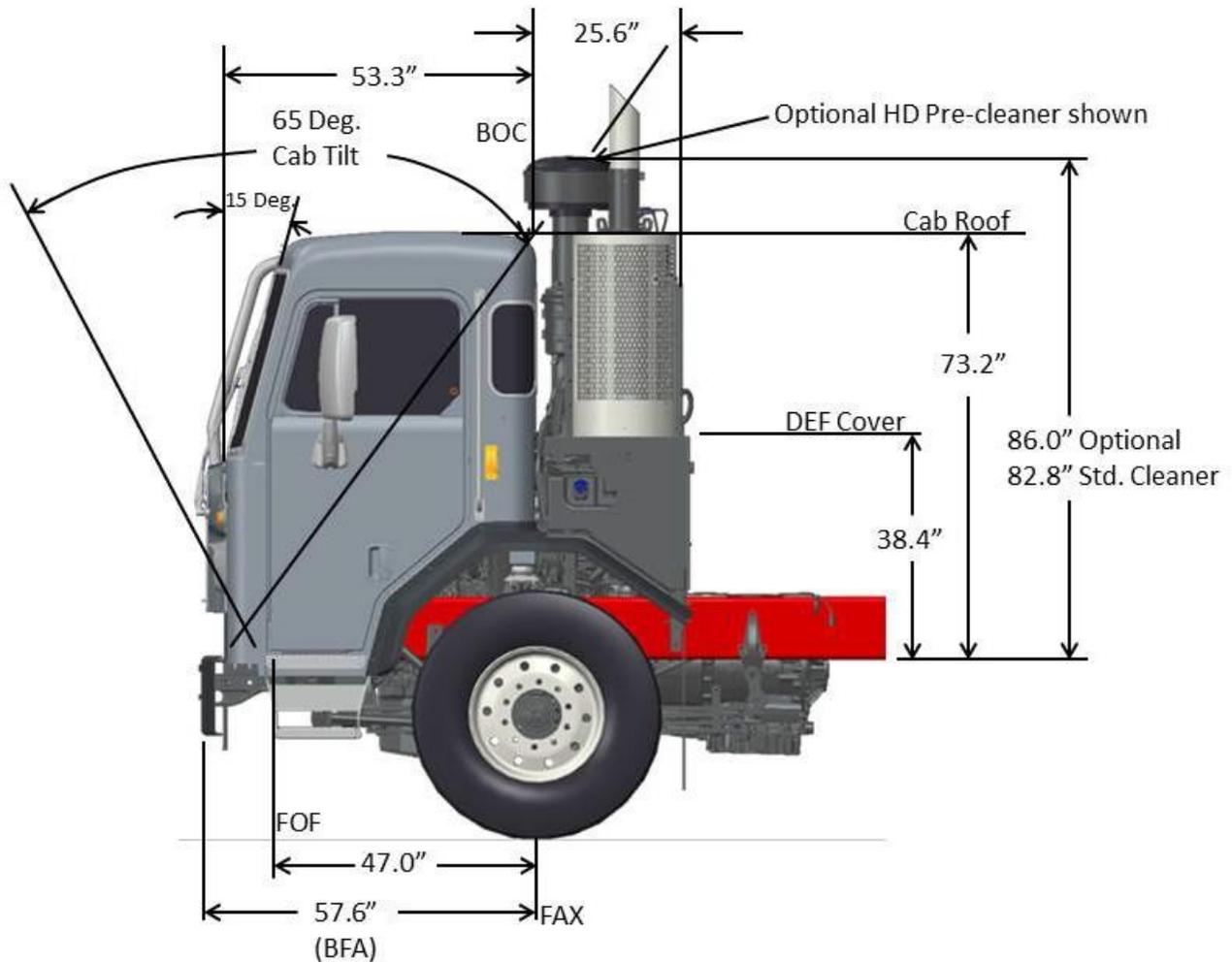
Model 520 EPA 2017



**FIGURE 3-1.** Various Views of the Model 520

EXTERIOR DIMENSIONS

**Model 520 Dimensions**



**FIGURE 3-2.** 520 Cab Dimensions

Notes:

1. Shown with optional HD Air intake Pre-Cleaner
2. Shown with optional front cab guard
3. Door dimension is 33.4"W x 61"H
4. Diesel truck shown, but Natural Gas has same BOC dimension for Aftertreatment.

INTERIOR DIMENSIONS

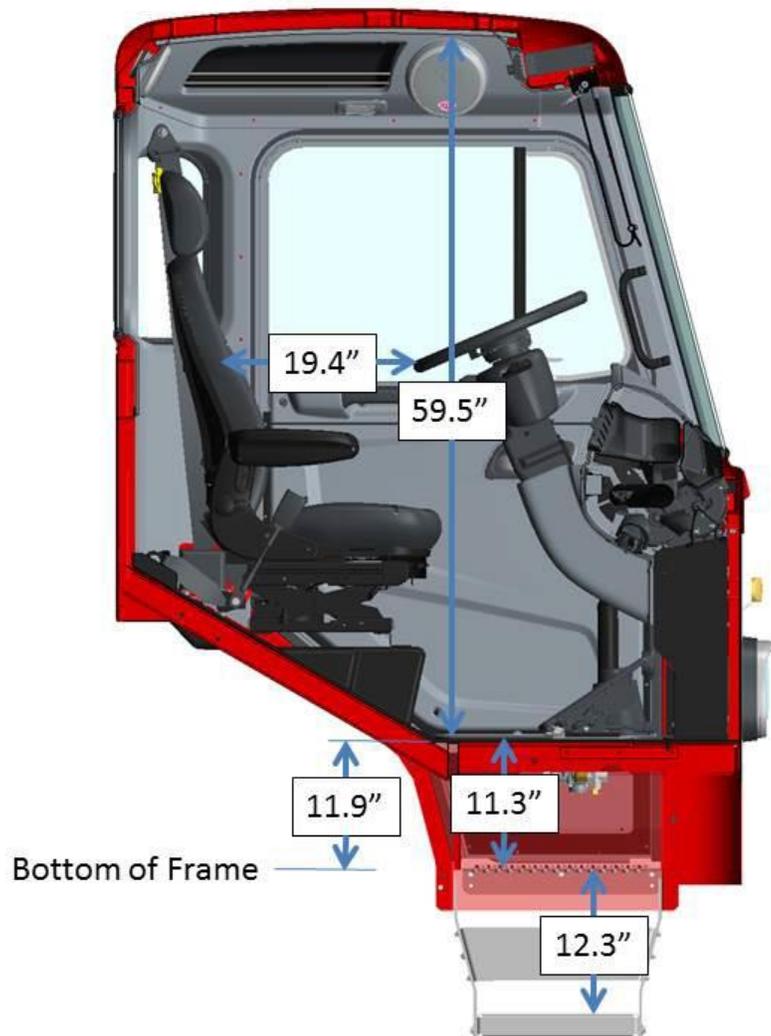


FIGURE 3-3. View Looking Through Cab to the Driver's Side (LH Steer)

INTERIOR DIMENSIONS

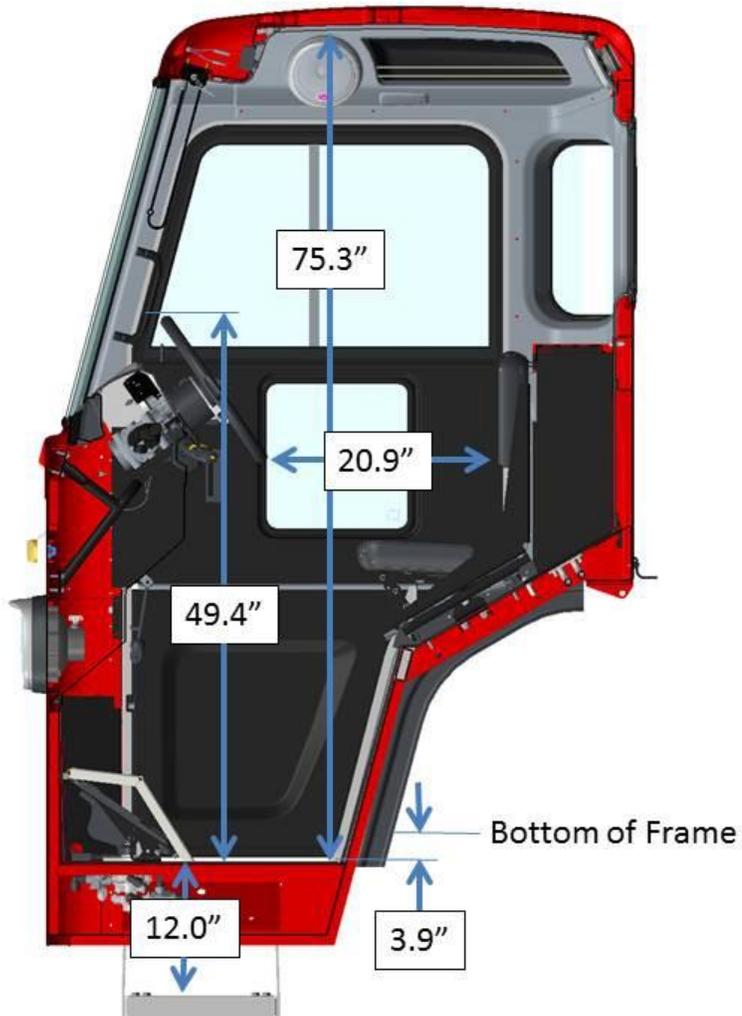


FIGURE 3-4. View Looking Through the Cab At The RH Drive Standup Version

INTERIOR DIMENSIONS

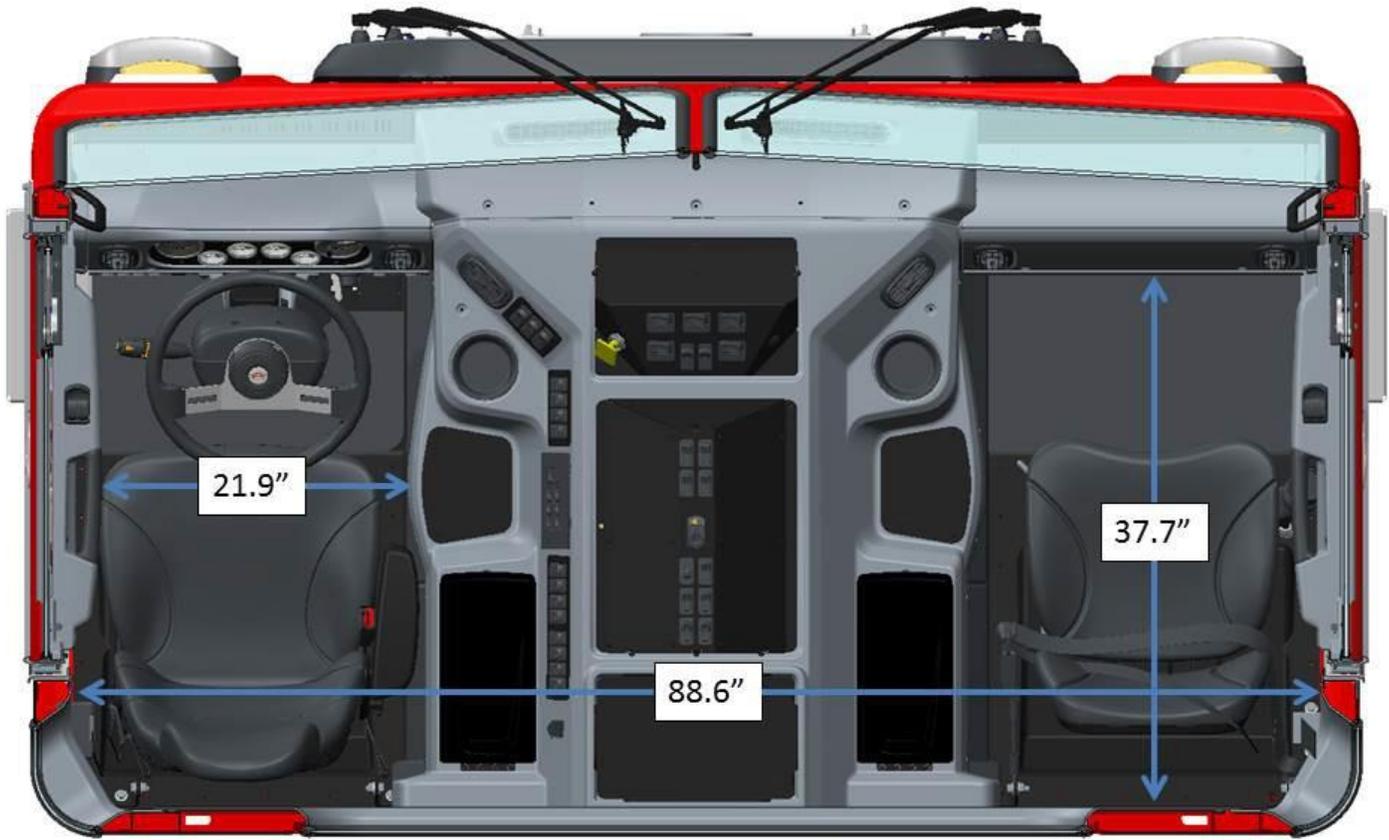


FIGURE 3-5. Top View of LH Steer Model

INTERIOR DIMENSIONS

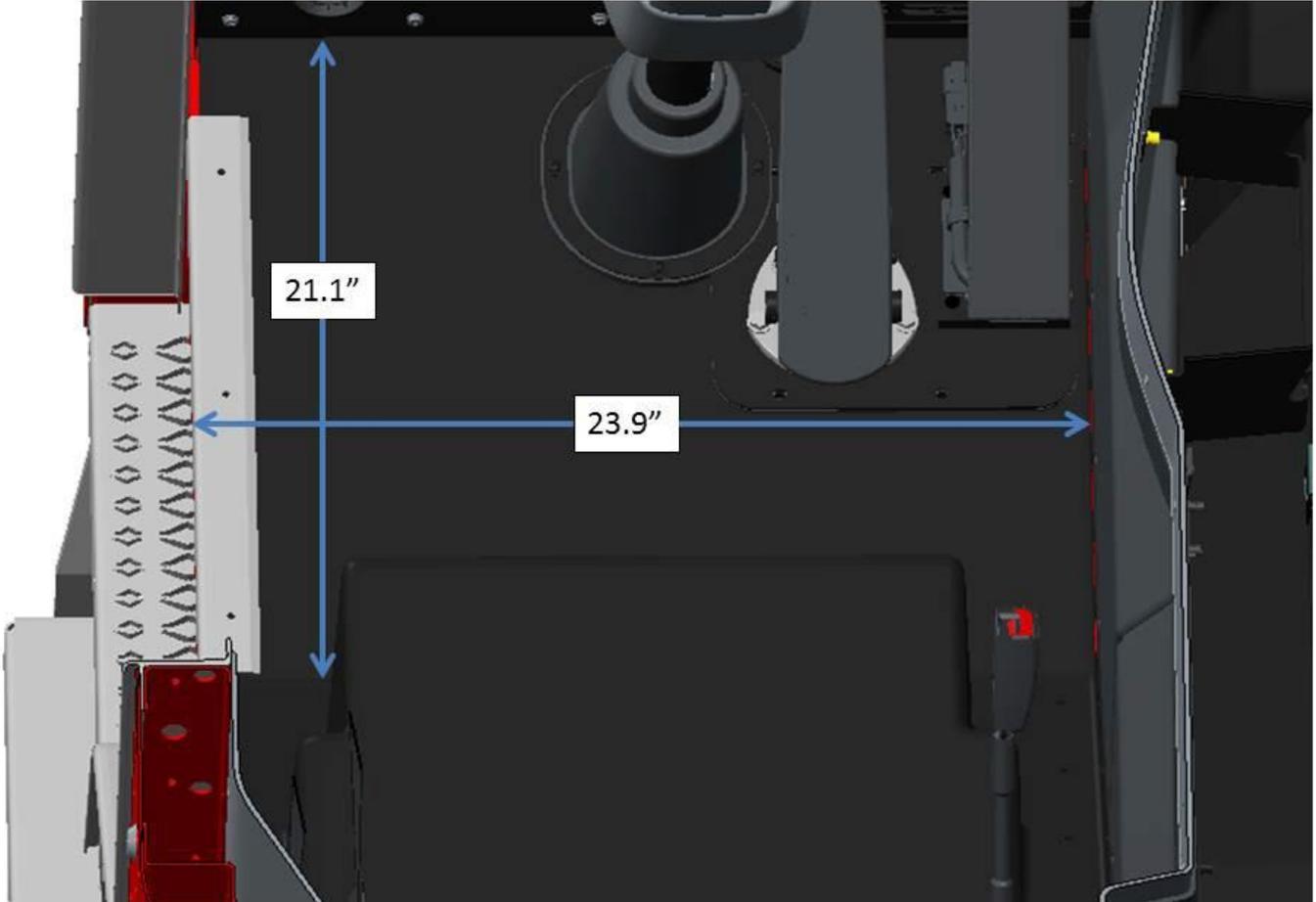


FIGURE 3-6. Floor Dimensions for LH Floor

INTERIOR DIMENSIONS

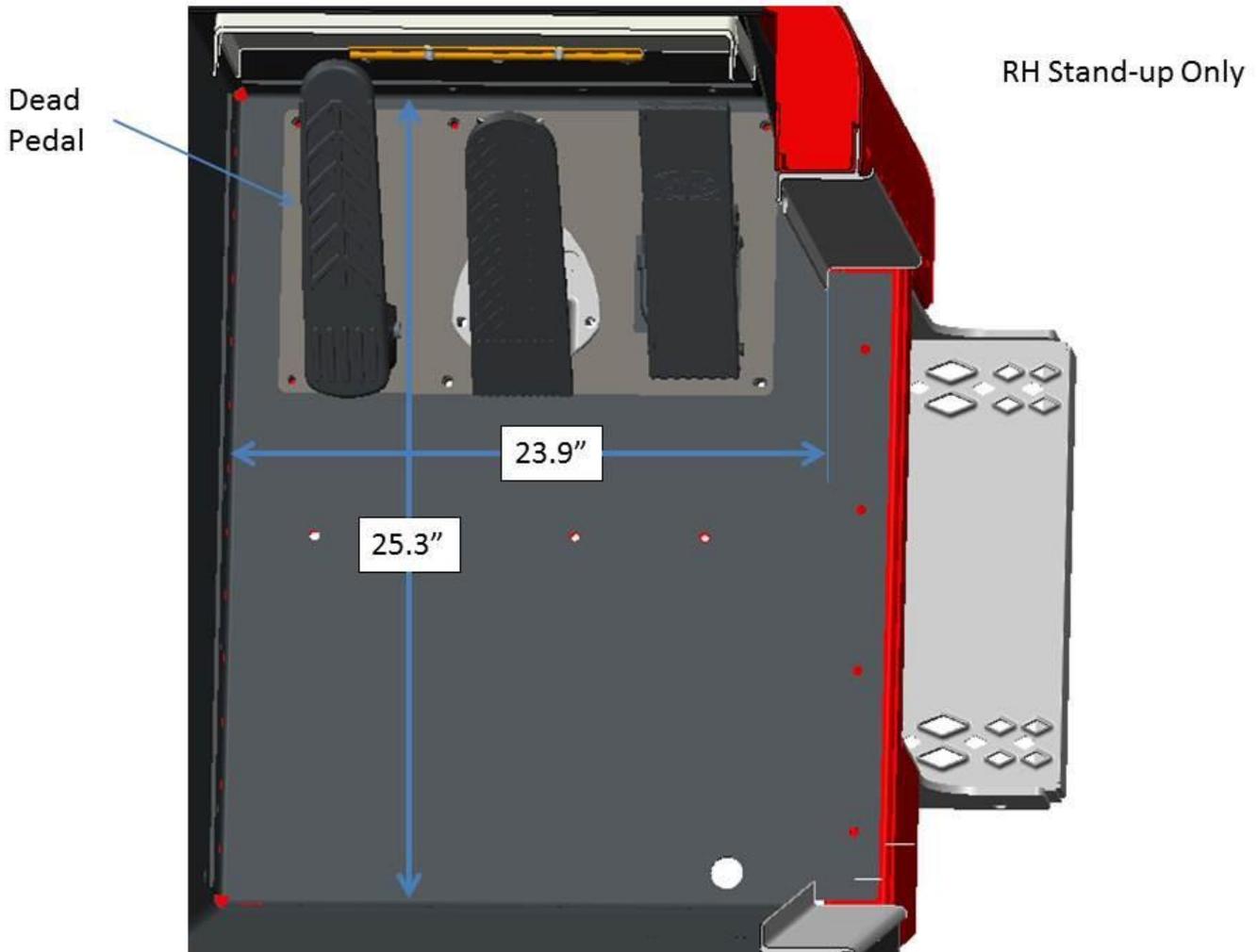
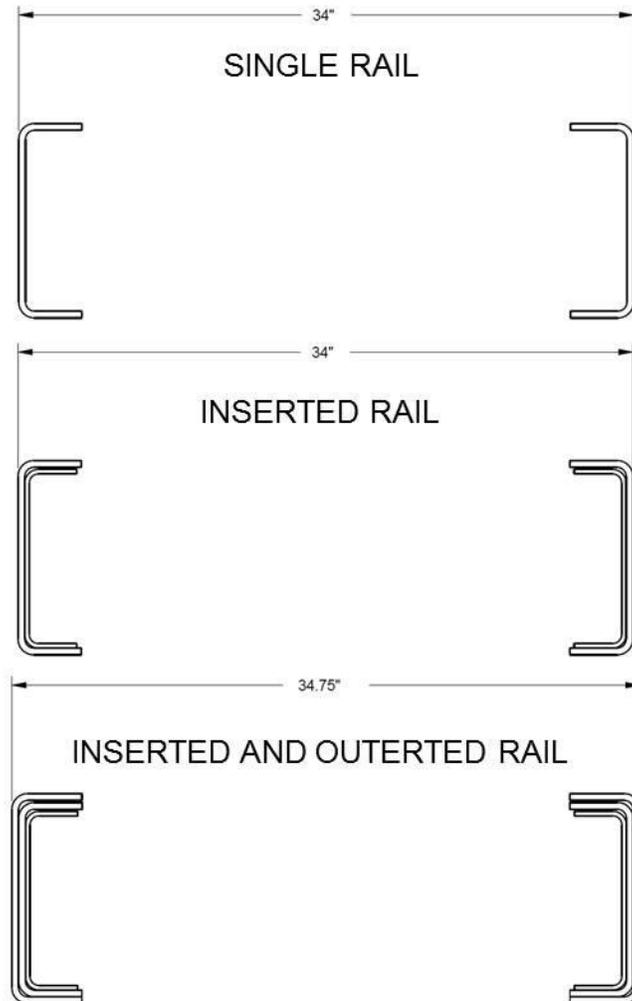


FIGURE 3-7. Passenger Floor RH Stand Up

**FRAME RAILS**

Frame rail configurations are shown in Figure 3-8. The under cab area of the 520 frame rails are splayed as shown in Figure 3-9. Frame height, flange and structural values can be found in the Body Mounting Section.



**FIGURE 3-8.** Frame Rail Configurations



**NOTE:** The outserted frame section does not extend through the rear suspension area. The outserted frame section does not extend through the splayed area.

FRAME RAILS

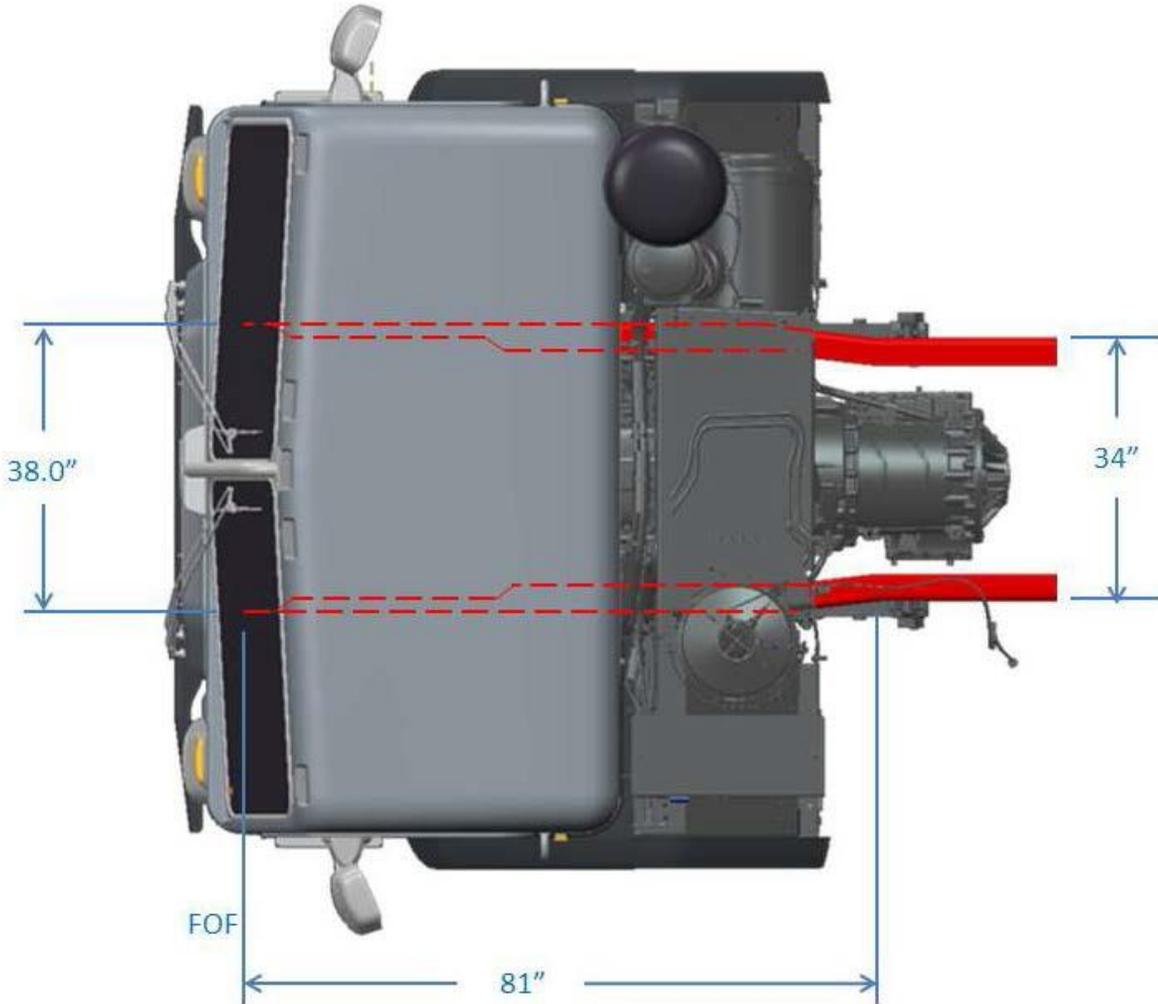


FIGURE 3-9. Model 520 Frame Rail

**FRAME HEIGHT CHARTS**

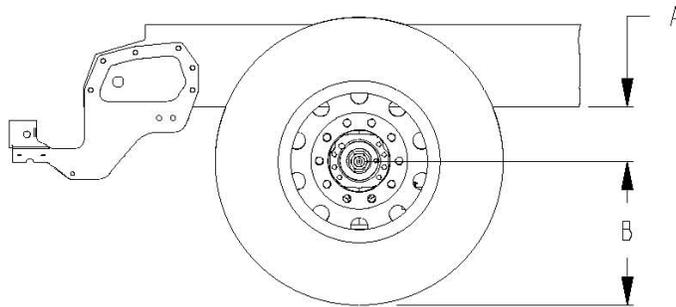
THE FOLLOWING FRAME HEIGHT CHARTS MAY BE USED FOR FINDING APPROXIMATE FRONT AND REAR FRAME HEIGHTS.

THE RESULTS ARE APPROXIMATIONS BECAUSE OF THE MANY VARIABLES SUCH AS TIRE TREAD THICKNESS, MANUFACTURING TOLERANCES, SPRING SET, AND THE LOADING IMPOSED IN THE LOADED SITUATION.

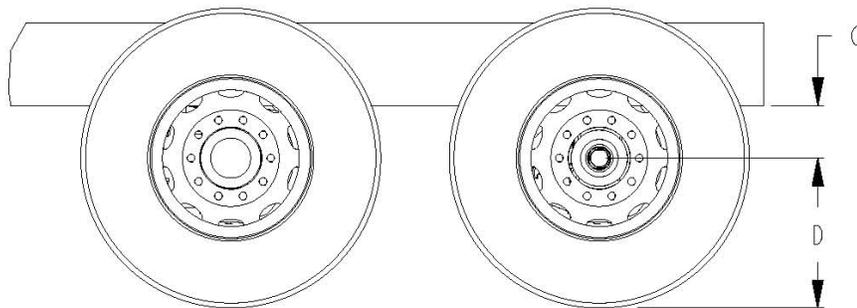
LOADED VALUES ARE QUOTES FOR REPRESENTATIVE LOADS AT THE GROUND FOR THE PARTICULAR SPRING AND AXLE COMBINATION, AND, AS SUCH, CAN VARY WITH LOADING VARIATIONS.

SPECIAL INSTALLATIONS ARE SOMETIMES POSSIBLE WITH CERTAIN SUSPENSIONS ALLOWING VARIATIONS FROM STANDARD. PLEASE CONTACT APPLICATIONS ENGINEERING FOR INFORMATION.

**FRONT FRAME HEIGHT**



**REAR FRAME HEIGHT**



NOTES:

- 1) "B" AND "D" DIMENSIONS CAN BE FOUND IN THE TIRES/WHEELS SECTION OR IN THE TIRE VENDOR'S LITERATURE.

**FIGURE 3-4. Frame Height**

**TABLE 3-2. Front Frame Height "A" – 520**

<b>FRONT FRAME HEIGHT "A"</b>				
<b>SUSPENSION</b>		<b>SPACER (mm)</b>	<b>LIGHT (in.)</b>	<b>LOADED (in.)</b>
20,000 lbs.	TAPERLEAF	OMIT	14.0	10.9
		25 mm (2)	15.0	11.9
17,000-23,000 lbs.	TAPERLEAF @ 18,000 lbs.	OMIT (1)	12.2	10.7
		25 mm	13.15	10.65
	TAPERLEAF @ 20,000 lbs.	OMIT (1)	12.5	9.5
		25 MM	13.5	10.5
17,000-23,000 lbs.	TAPERLEAF @ 23,000 lbs.	OMIT (1)	12.9	9.1
		25 mm	13.9	10.1
36,000 lbs.	TANDEM 4	25 mm (2)	13.2	11.2

**NOTES:**

- 1) Omit spacer block standard.
- 2) 25mm spacer block standard and required.
- 3) Standard 3-1/2" drop axle heights shown, for 5" drop axles, subtract an additional 1-1/2".
- 4) Spacer blocks are used by Engineering to obtain level frame and are not options.
- 5) "A" dimension shown is to bottom of frame rail. Add frame rail height dimension for frame height.

**REAR FRAME HEIGHTS "C"**

**TABLE 3-3. Single Drive Suspension Heights**

<b>Suspension</b>	<b>Rating</b>	<b>Version</b>	<b>Light Height</b>	<b>Laden Height</b>
LOW AIR LEAF	21,000 lbs.	Standard	6.8	6.5
AIR TRAC	20,000 lbs.	Standard	11.4	11.0
	23,000 lbs.	Standard	11.4	11.0
REYCO 79KB	20,000 lbs.	Taper-leaf (3.38" saddle)	9.4	11.8
	21,000 lbs.	Taper-leaf (1.38" saddle)	7.4	9.8
	23,000 lbs.	Multi-leaf (1.38" saddle)	8.8	11.6
	26,000 lbs.	Multi-leaf (1.38" saddle)	9.2	11.8
	28,000 lbs.	Multi-leaf (1.38" saddle)	9.6	12.3
	31,000 lbs.	Multi-leaf (1.38" saddle)	10.7	13.3
REYCO 102	23K-29K lbs.	4.38 saddle	12.0	10.2
	23K-29K lbs.	4.63 saddle	12.2	10.4
	29,000 lbs.	3.50 saddle	11.7	10.0
	31,000 lbs.	3.50 saddle	12.2	10.5
	31,000 lbs.	4.38 saddle	12.5	10.7
	31,000 lbs.	4.63 saddle	12.7	10.9
REYCO 102AR (AIR)	17K -23K	Standard	9.3	9.3
		Low	8.3	8.3

**TABLE 3-4.** Tandem Drive Peterbilt Suspension Heights

<b>Suspension</b>	<b>Rating</b>	<b>Version</b>	<b>Light Height</b>	<b>Laden Height</b>
AIR LEAF	38,000 lbs.		12.0	11.7
LOW AIR LEAF	40,000 lbs.		8.8	8.5
FLEX AIR	38,000 lbs.		8.8	8.5
LOW-LOW AIR LEAF	40,000 lbs.		6.8	6.5
AIR TRAC	40K-46K lbs.		11.4	11.0
QUADRAFLEX	38,000 lbs.	Taper-leaf	10.6	8.7

**TABLE 3-5.** Tandem Drive Neway Suspension Heights

<b>Suspension</b>	<b>Rating</b>	<b>Version</b>	<b>Light Height</b>	<b>Laden Height</b>
NEWAY AD	52,000 lbs.		10.0	10.0
NEWAY ADZ	46K-52K lbs.		10.0	10.0

**TABLE 3-6.** Tandem Drive Reyco Suspension Heights

<b>Suspension</b>	<b>Rating</b>	<b>Version</b>	<b>Light Height</b>	<b>Laden Height</b>
REYCO 102 MULTILEAF	40,000 lbs.	1.75 saddle (STD)	11.7	9.8
		1.38 saddle	10.2	8.3
		3.38 saddle	13.4	11.5
	44,000 lbs.	1.75 saddle (STD)	11.7	9.8
		1.38 saddle	11.5	9.7
REYCO 102AR (AIR)	34K-40K	STD LOW	8.3	8.3

**TABLE 3-7. Tandem Drive Chalmers Suspension Heights**

<b>Suspension</b>	<b>Rating</b>	<b>Version</b>	<b>Light Height</b>	<b>Laden Height</b>
CHALMERS 854 & 860	40,000 lbs.	LOW	11.1	8.9
		HIGH	12.4	10.2
		X-HIGH	14.5	12.2
		XX-HIGH	17.2	14.9
CHALMERS 854 & 860	46,000 lbs.	LOW	11.3	8.9
		HIGH	12.5	10.1
		X-HIGH	14.7	12.2
		XX-HIGH	17.3	14.9
CHALMERS 854 & 860	50K-52K	LOW	11.3	8.9
		HIGH	12.5	10.1
		X-HIGH	14.6	12.1
		XX-HIGH	17.3	14.8
CHALMERS 872	46,000 lbs.	LOW	11.2	8.8
		HIGH	12.5	10.3
		X-HIGH	14.6	12.2
		XX-HIGH	17.3	14.9
CHALMERS 872	50,000 lbs.	LOW	11.2	8.8
		HIGH	12.5	10.3
		X-HIGH	14.6	12.1
		XX-HIGH	17.3	14.8

**NOTES:**

- 1) Laden dimension shown with standard restrictor cans. Add 0.7" for #29 High Stability Restrictor Cans.

**TABLE 3-8. Tandem Drive Hendrickson Suspension Heights**

<b>Suspension</b>	<b>Rating</b>	<b>Version</b>	<b>Light Height</b>	<b>Laden Height</b>
RT-403	40,000 lbs.	6.00	9.9	8.9
		7.188 (std.)	11.2	10.1
RTE-403	40,000 lbs.	6.00	9.9	8.4
		7.188 (std.)	11.2	9.5
R-403	40,000 lbs.	12.80	5.8	5.8
		15.81 (std.)	8.8	8.8
		17.60	10.6	10.6
RS-403	40,000 lbs.	12.25	9.9	9.1
		14.00 (std.)	11.7	10.8
		15.25	12.9	12.1
HMX	40,000 lbs.	16.5 (low)	10.6	9.5
		18.5 (std.)	12.6	11.5
HMX	46,000 lbs.	16.5 (low)	10.6	9.5
		18.5 (std.)	12.6	11.5
HN462	46,000 lbs.	20.25 (high)	15.0	13.3
R-463	46,000 lbs.	15.75 (std.)	8.8	8.8
		20.50	13.5	13.5
RS-463	46,000 lbs.	12.25	9.7	8.9
		14.0 (std.)	11.5	10.6
		15.25	12.7	11.9
RT-463	46,000 lbs.	6.00	11.3	10.5
		7.188 (std.)	13.0	11.4
		11.00	16.3	15.2
RTE-463	46,000 lbs.	7.188 (std.)	11.6	10.2
		11.00	15.4	14.0
RS-503	50,000 lbs.	14.0 (std.)	11.7	10.8
		15.25	12.9	12.1
RT-503	50,000 lbs.	7.188 (std.)	12.1	11.1
		11.0 1	16.4	15.4
RTE-503	50,000 lbs.	7.188 (std.)	11.6	10.2
		11.00	15.4	14.0
RS-523	52,000 lbs.	14.0 (std.)	11.7	10.8
RT-523 , RT-650	52K-65K	7.188 (std.)	12.1	11.1
		11.00	16.4	15.4
HN522	52,000 lbs.	18.50 (std.)	12.6	11.5
RS650	65,000 lbs.	15.00 (std.)	12.0 <sup>1</sup>	11.0 <sup>2</sup>
		19.00	16.0 <sup>2</sup>	15.1 <sup>2</sup>
R650 *	65,000 lbs.	20.25 (std.)	12.5	12.5
R850 w/70K Meritor	85,000 lbs.	20.25	12.0	12.0
R850 w/SISU 70K		20.25	12.1	12.1
RS850 w/SISU 70K	85,000 lbs.	16.75	11.5	10.6

**NOTES:**

- 1) With SISU 70k axle subtract 0.39" from light/laden
- 2) With SISU 70k axle subtract 0.28" from light and 0.39" from laden

**TABLE 3-9. Tri-Drive Suspension Heights**

<b>SUSPENSION</b>	<b>RATING (lbs.)</b>		<b>LIGHT (in.)</b>	<b>LOADED (in.)</b>
<b>TRI-DRIVE SUSPENSION</b>				
AIR TRAC	40K-46K		11.4	11.0
NEWAY ADZ369	69,000		10.0	10.0
NEWAY ADZ378	78,000		10.0	10.0

**REAR SUSPENSION LAYOUTS**

The rear suspension layouts are provided as a tool to help layout bodies prior to arrival. The applicable dimensions are shown. Verify the axle spacing that is shown, as alternate spacing may exist and could change some of the dimensions. The dimensions shown below are the most typical installations, in special cases some hole locations will move.

If the holes shown will be used for body installation, please confirm with the local Peterbilt dealer the drawing below will be the installation used on the specific truck. In this case, ordering the frame layout of the chassis is advised. This can be done on any Peterbilt truck, and will be provided ahead of the build schedule. Ensure proper torque to reinstall any suspension components. See Tables 5-1 and 5-2 on page 5-4.

For hole locations not detailed, please work with the local Peterbilt Dealer to request that information.

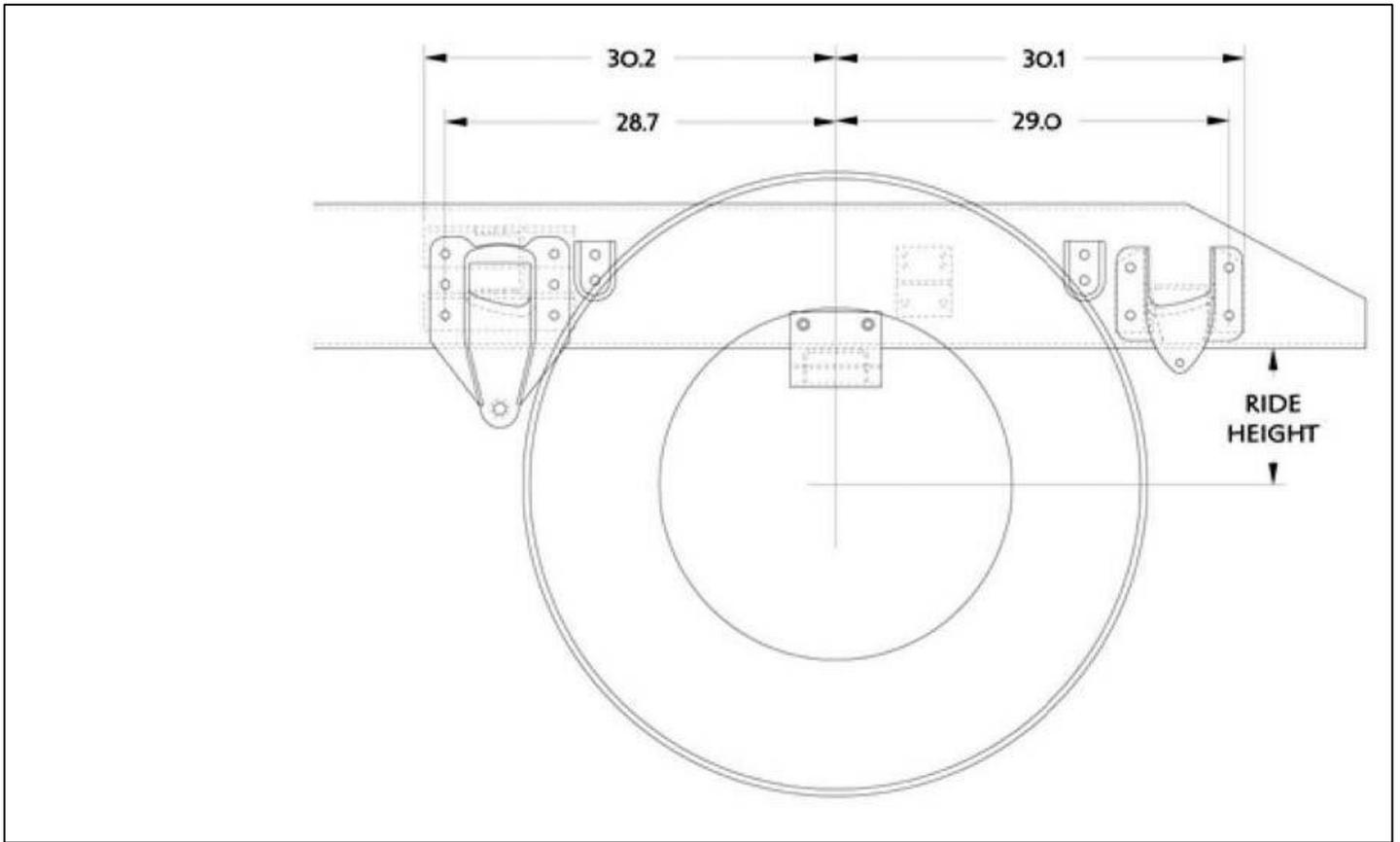


FIGURE 3-5. Reycor 79KB Frame Drilling (Dimensions In Millimeters)

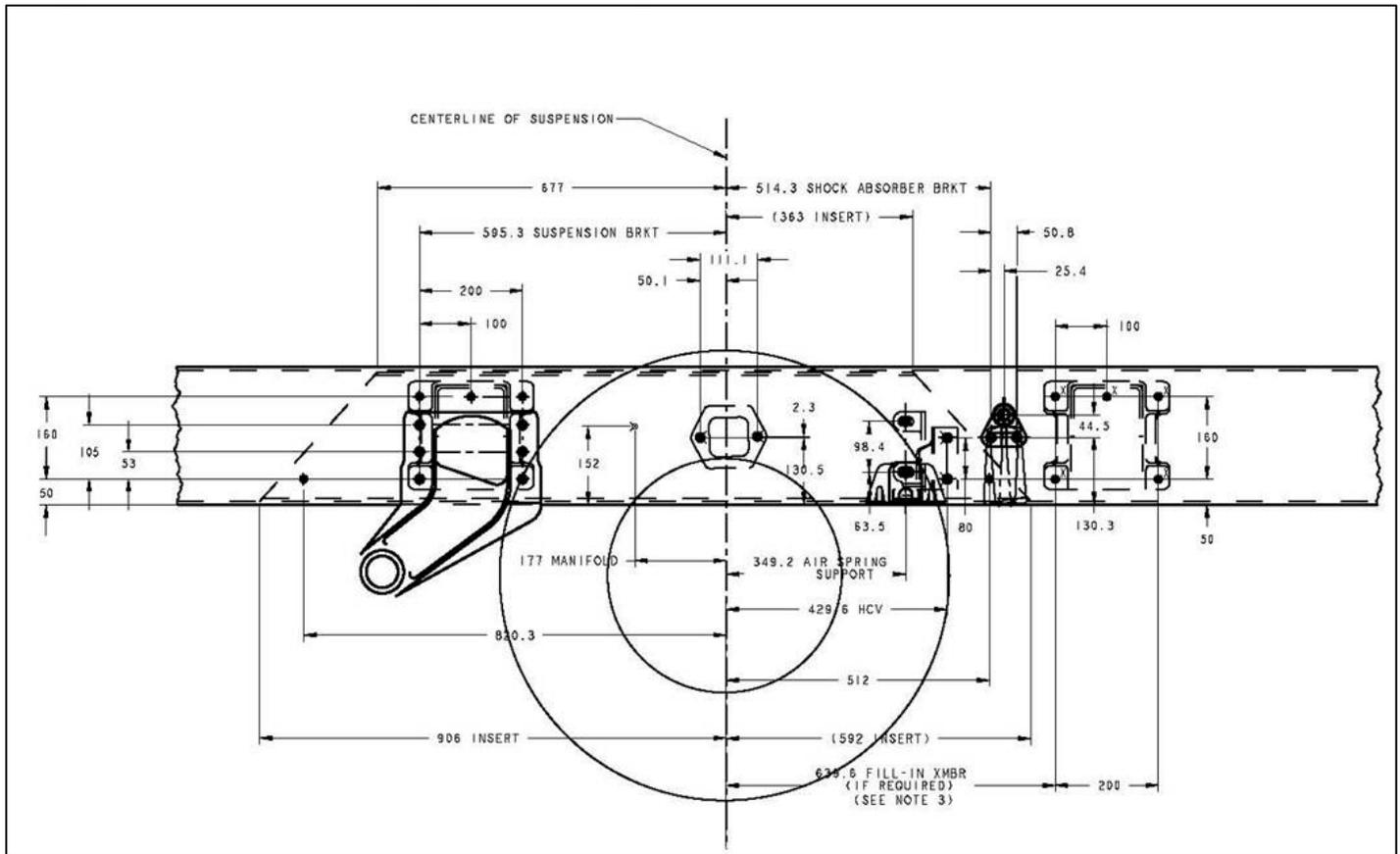


FIGURE 3-6. Reycor 102AR Frame Drilling (Dimensions In Millimeters)

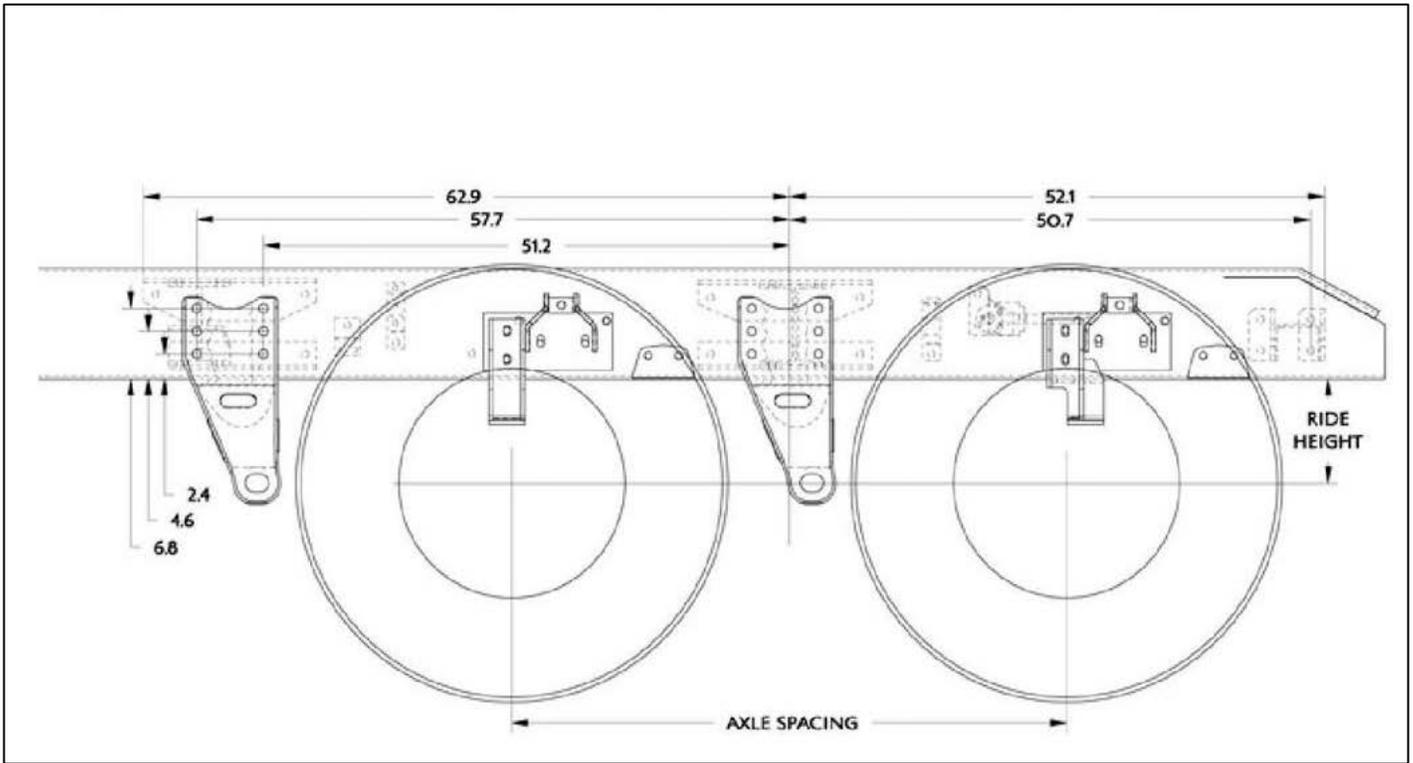


FIGURE 3-7. Neway ADZ 252 Frame Drilling (Dimensions In Millimeters)

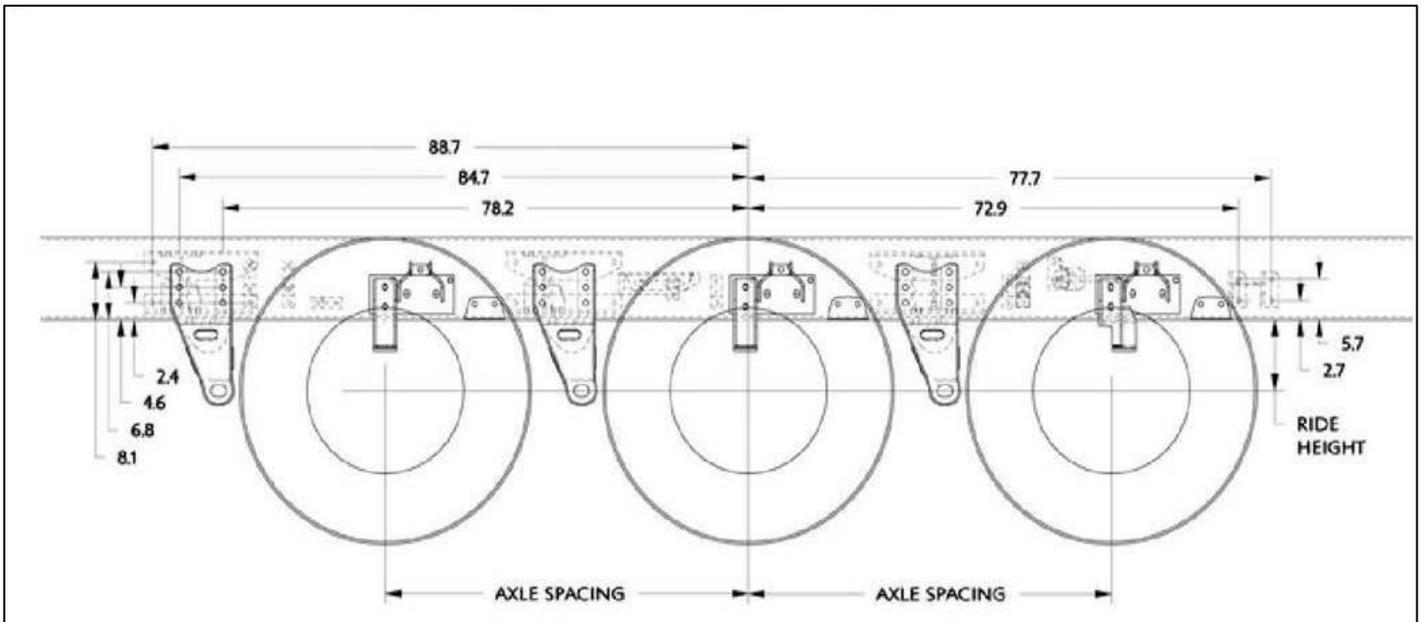


FIGURE 3-8. Neway ADZ 369/378 Frame Drilling (Dimensions In Millimeters)



### Peterbilt Air Trac Single Suspension

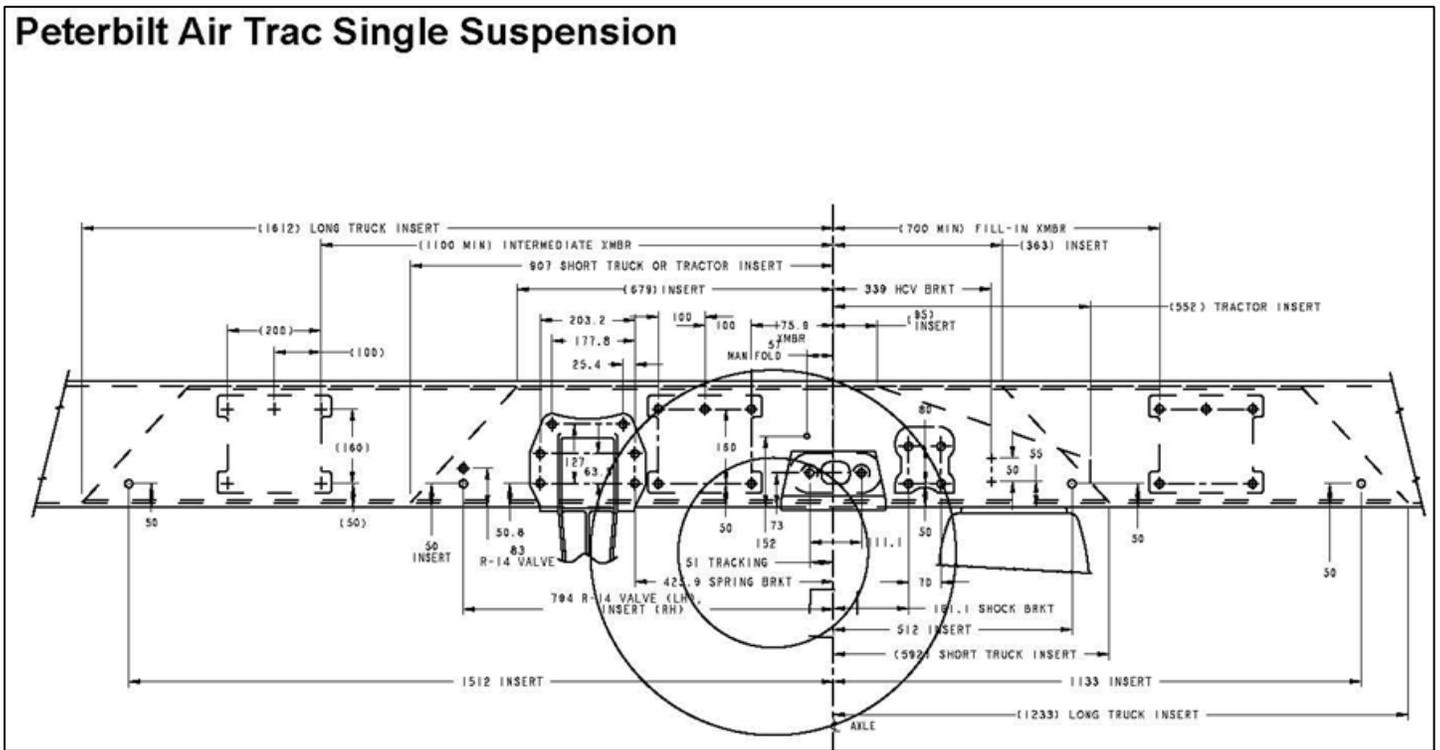
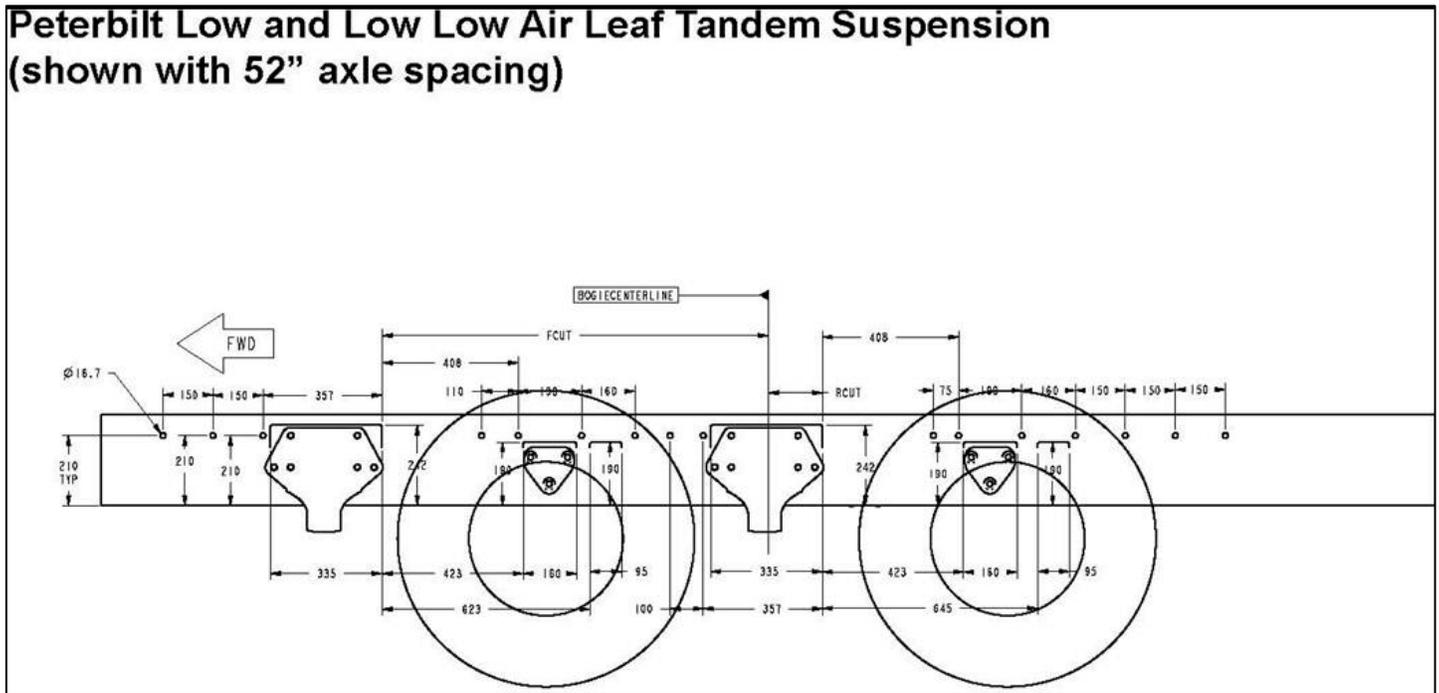


FIGURE 3-10. Peterbilt Air Trac Single Frame Drilling (Dimensions In Millimeters)





**Peterbilt Low and Low Low Air Leaf Tandem Suspension  
(shown with 52" axle spacing)**



**FIGURE 3-13.** Peterbilt Low and Low-Low Air Leaf Tandem Frame Drilling (Dimensions In Millimeters)

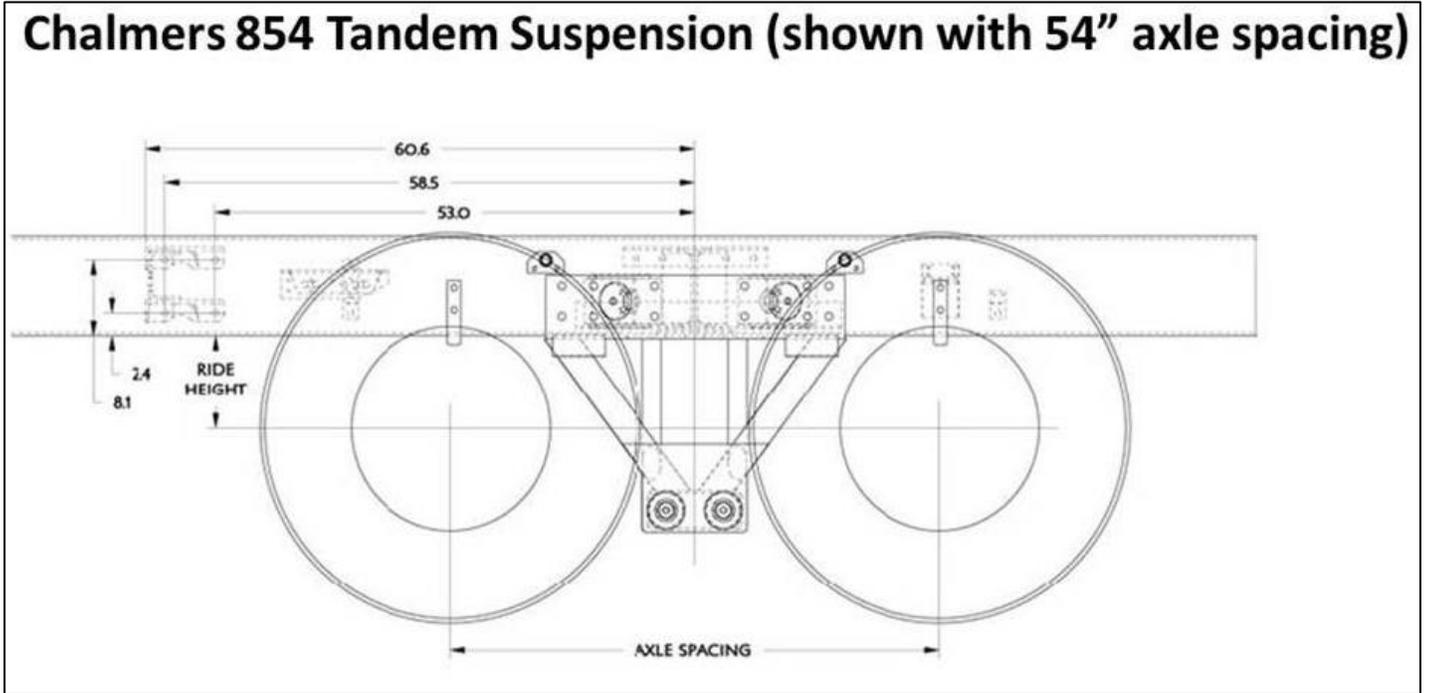


FIGURE 3-14. Chalmers 854 Tandem Frame Drilling

**Hendrickson HMX Tandem Suspension  
(shown with 54" axle spacing w/o tracking rods)**

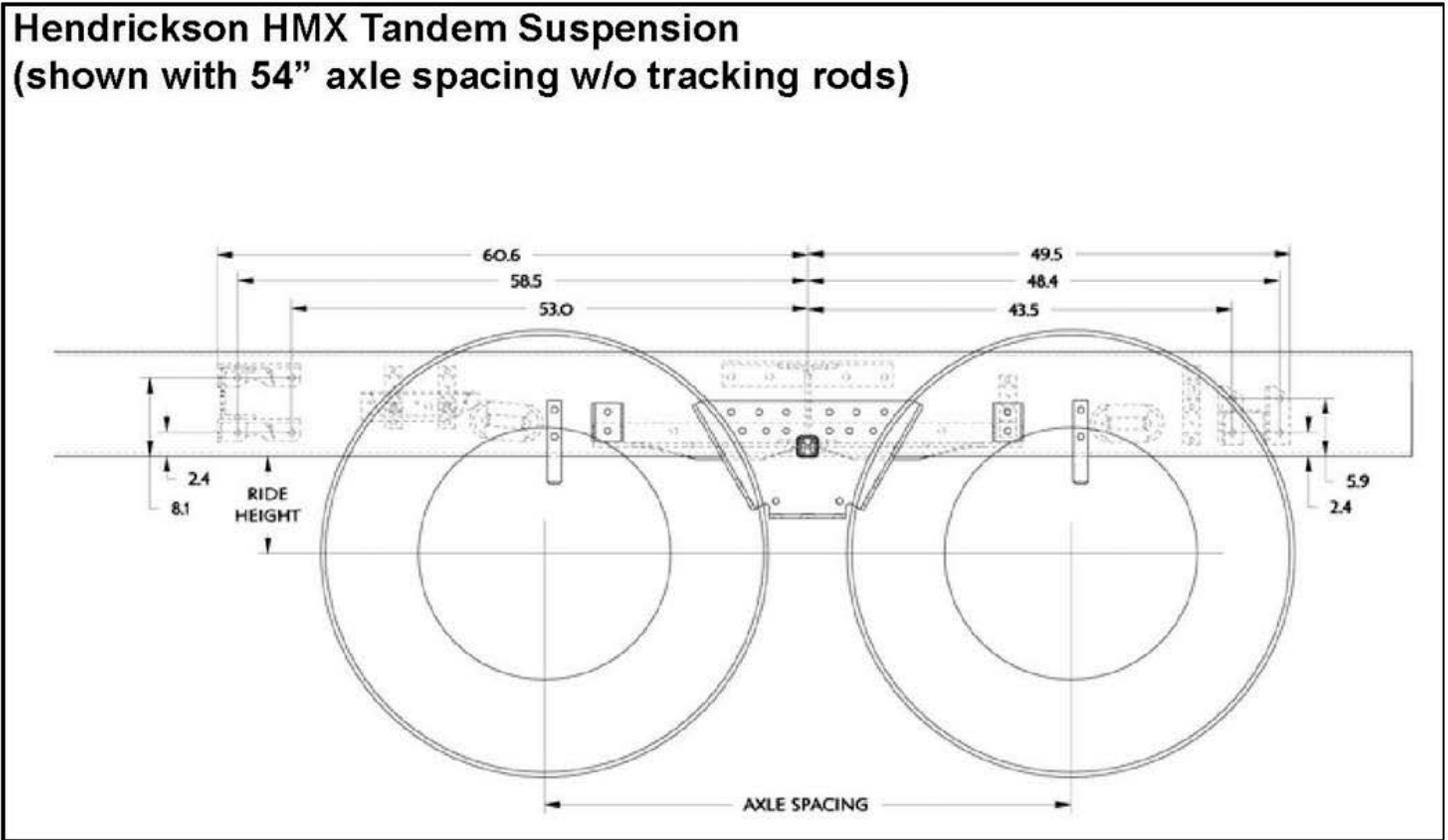


FIGURE 3-15. Hendrickson HMX Tandem Frame Drilling

### Hendrickson RT/RTE Tandem Suspension (shown with 54" axle spacing w/o tracking rods)

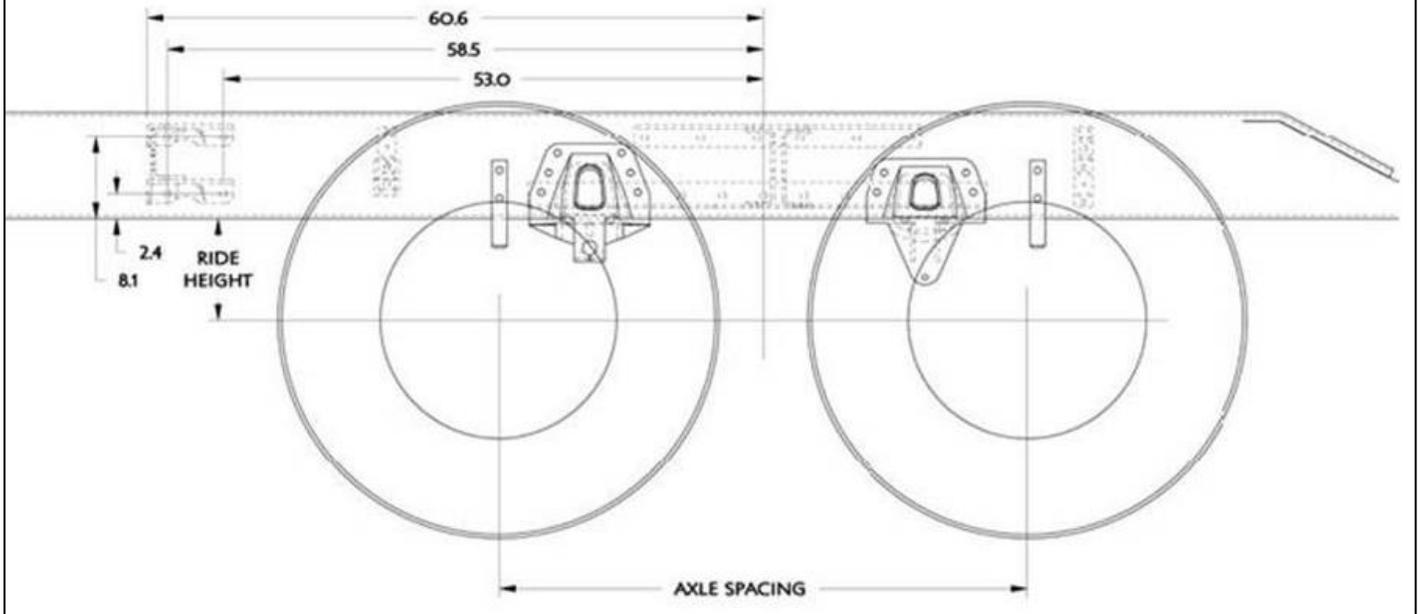


FIGURE 3-16. Hendrickson RT/RTE Tandem Frame Drilling



### Hendrickson R Tandem Suspension

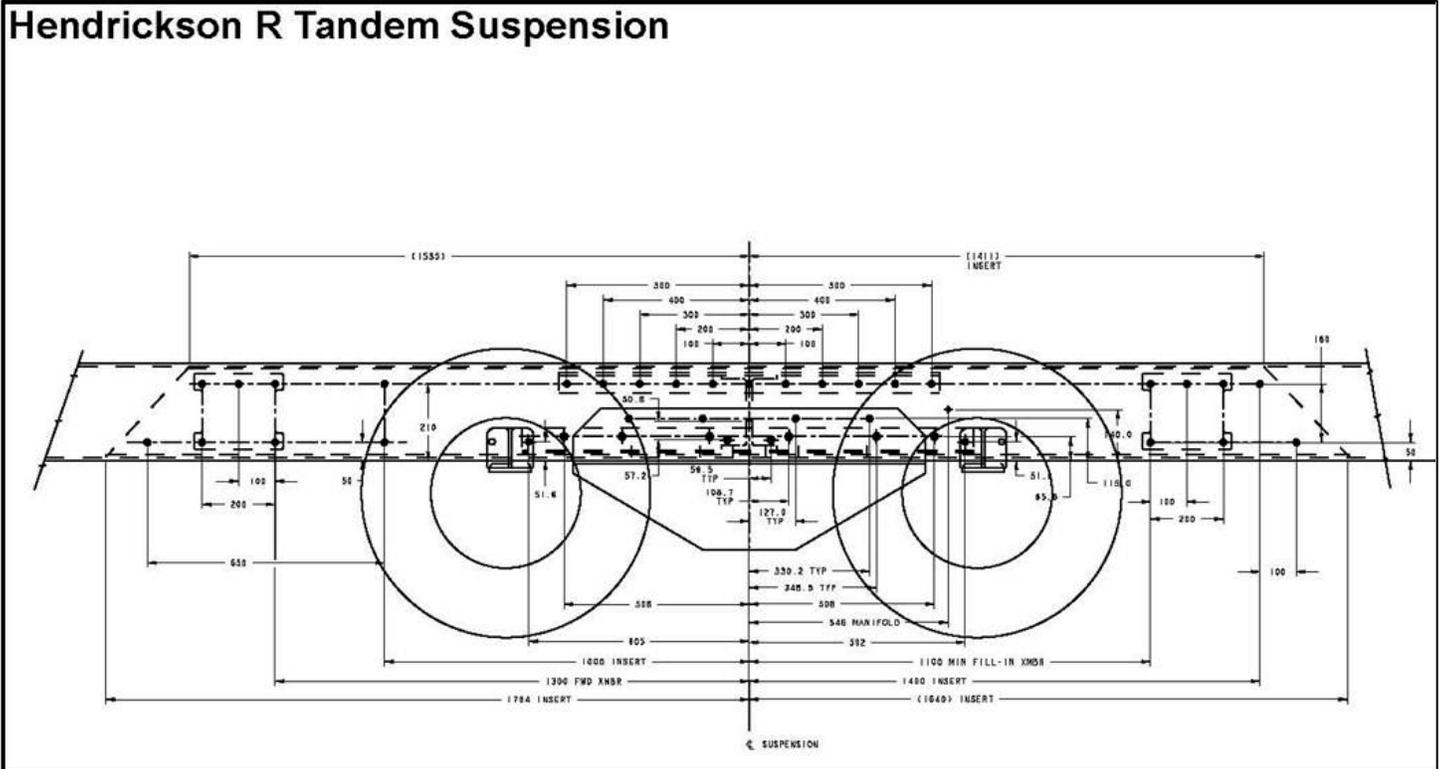
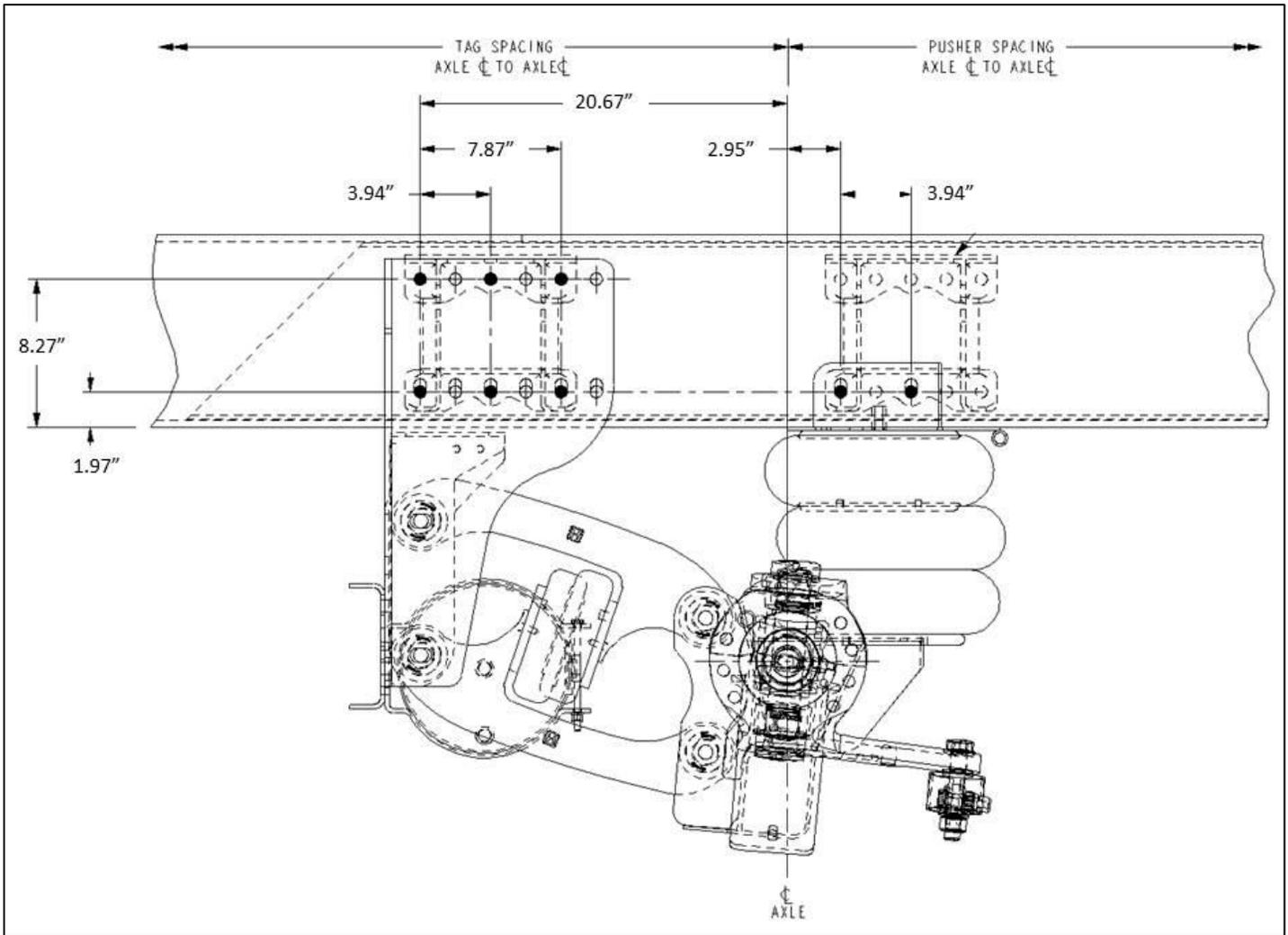


FIGURE 3-18. Hendrickson R Tandem Frame Drilling (Dimensions In Millimeters)



**PUSHER AND TAG AXLE LAYOUTS**

The rear pusher axle layouts are provided as a tool to help layout bodies prior to arrival. The applicable dimensions are shown. When using the pusher layouts to determine available frame space please be aware clearances required are not shown. For information that may not be detailed in these drawings, work with your local Peterbilt Dealer to request that information.



**FIGURE 3-20.** Hendrickson SC8, SC10, SC13, SCO13, FX or FXO Pusher or Tag

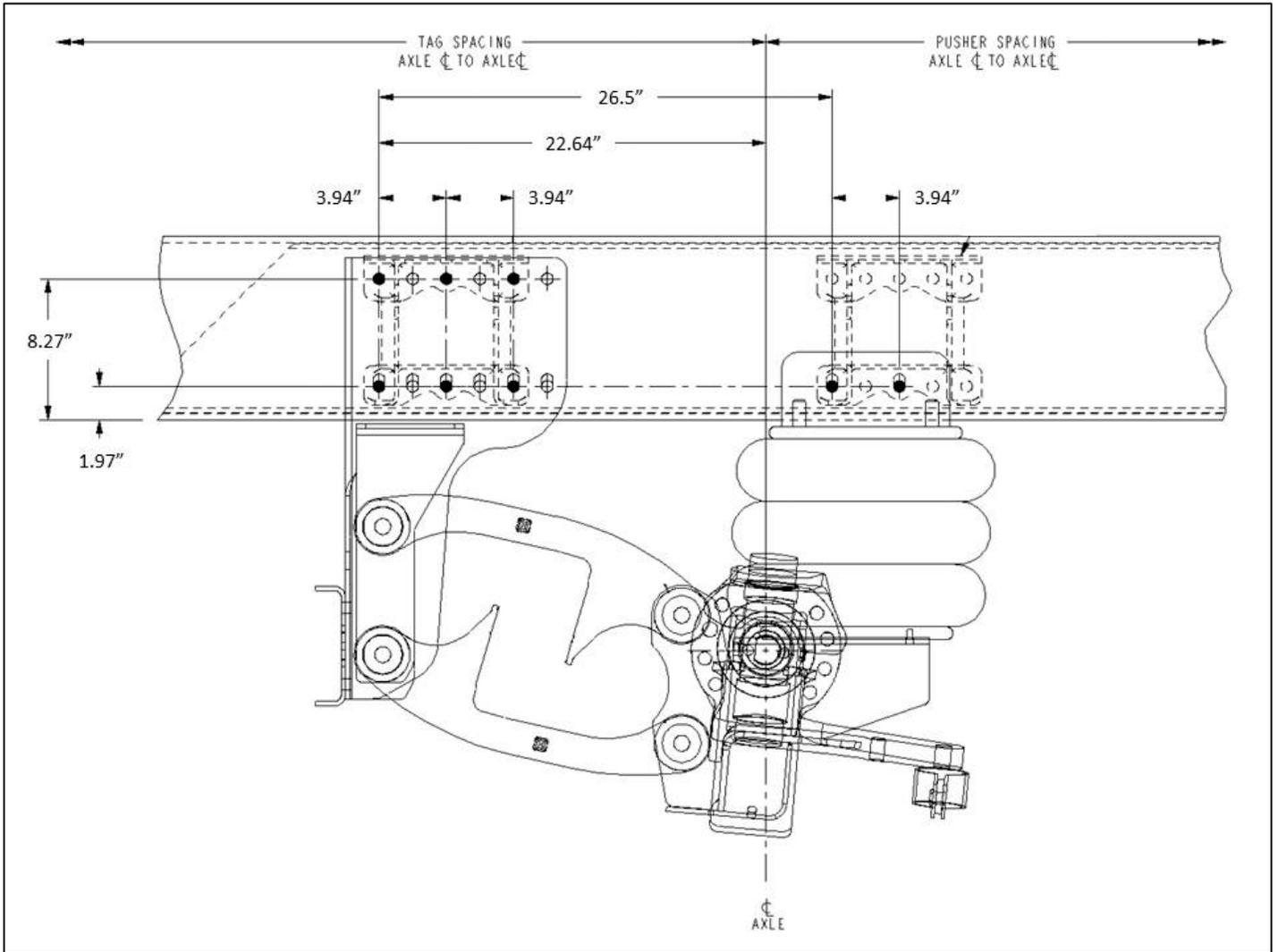


FIGURE 3-21. Hendrickson SC20 Pusher or Tag

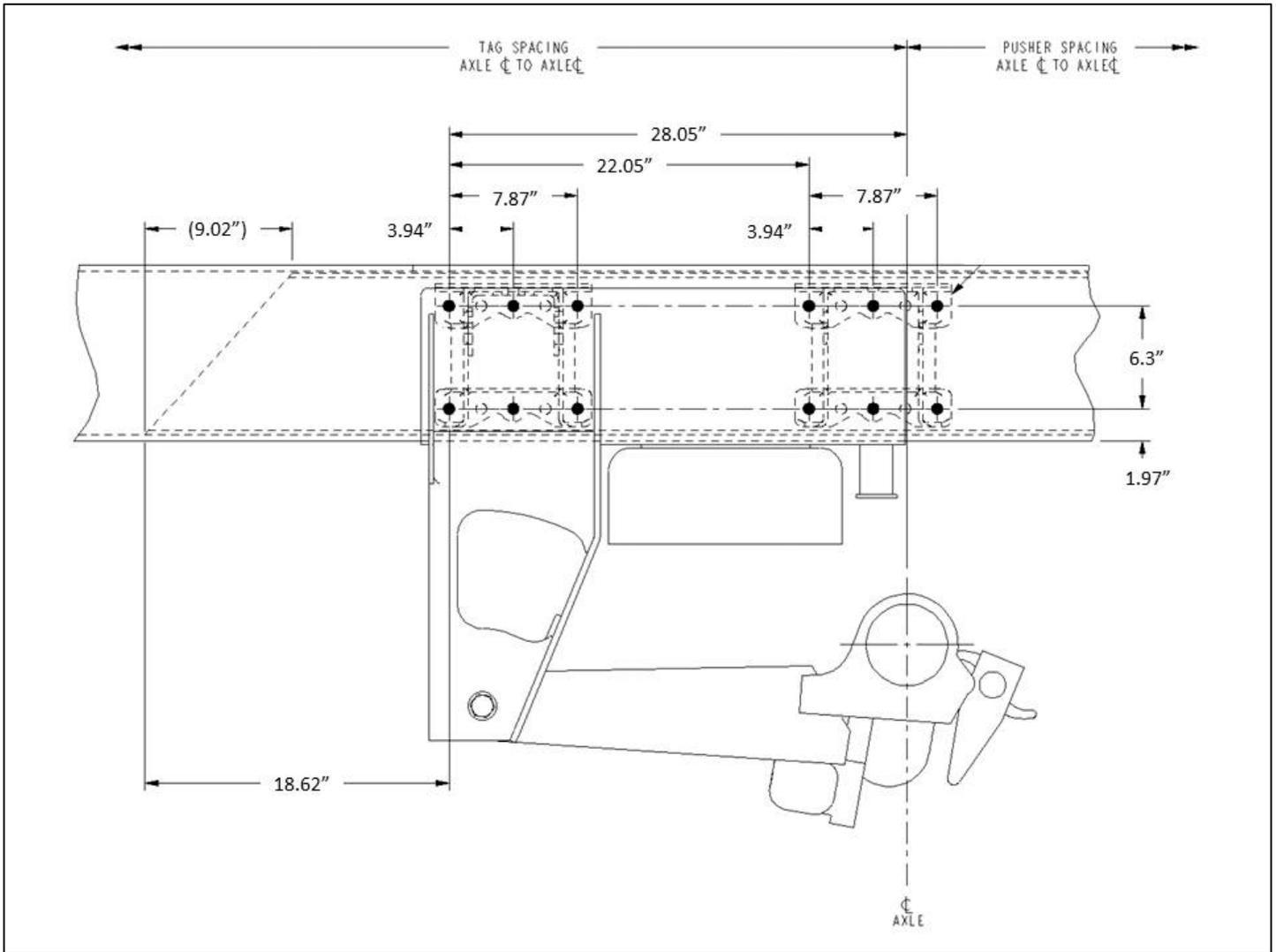


FIGURE 3-22. Hendrickson HLR2 Pusher

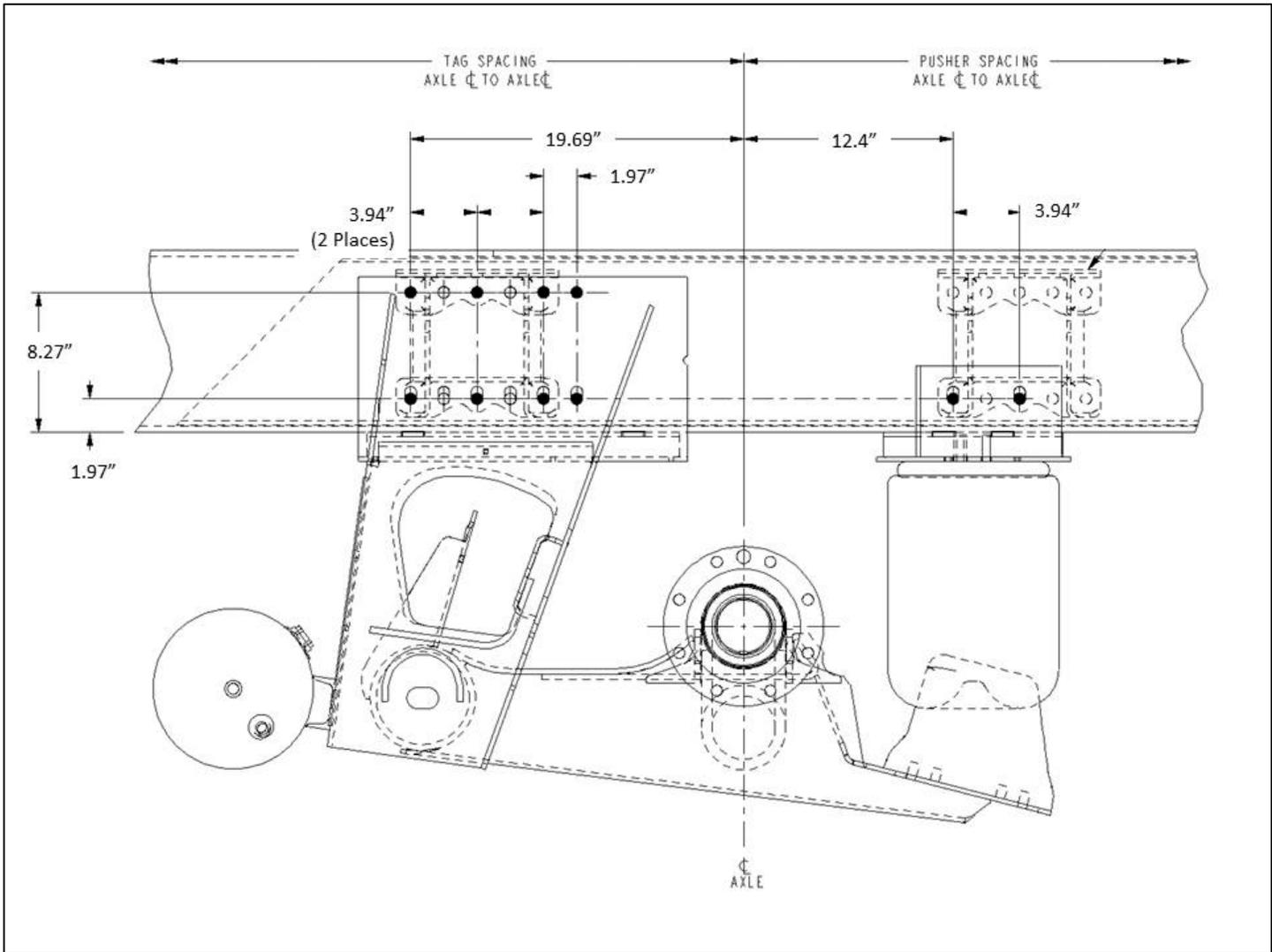


FIGURE 3-23. Hendrickson HLM Pusher or Tag

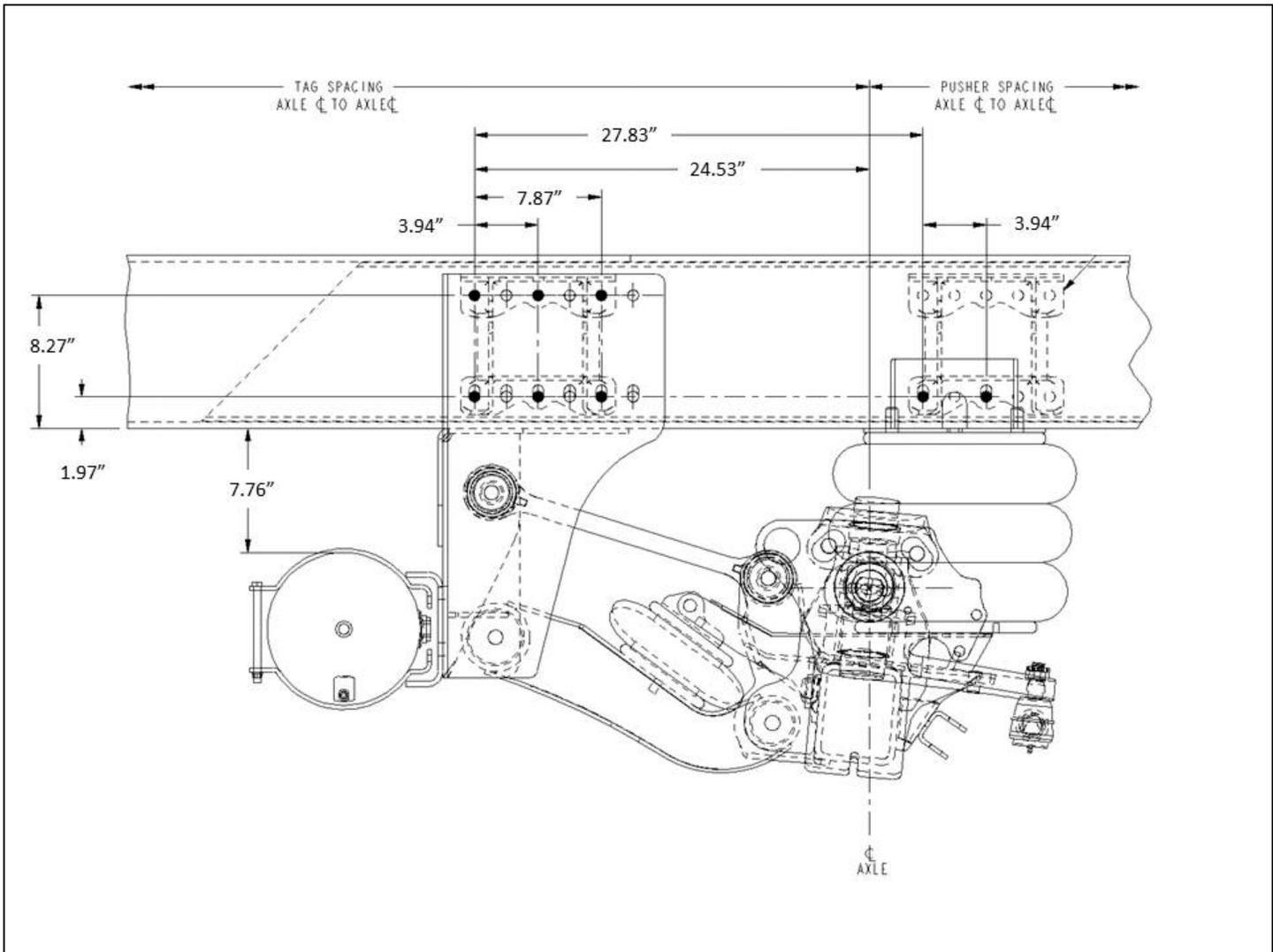


FIGURE 3-24. Watson-Chalin SL2065 Pusher or Tag

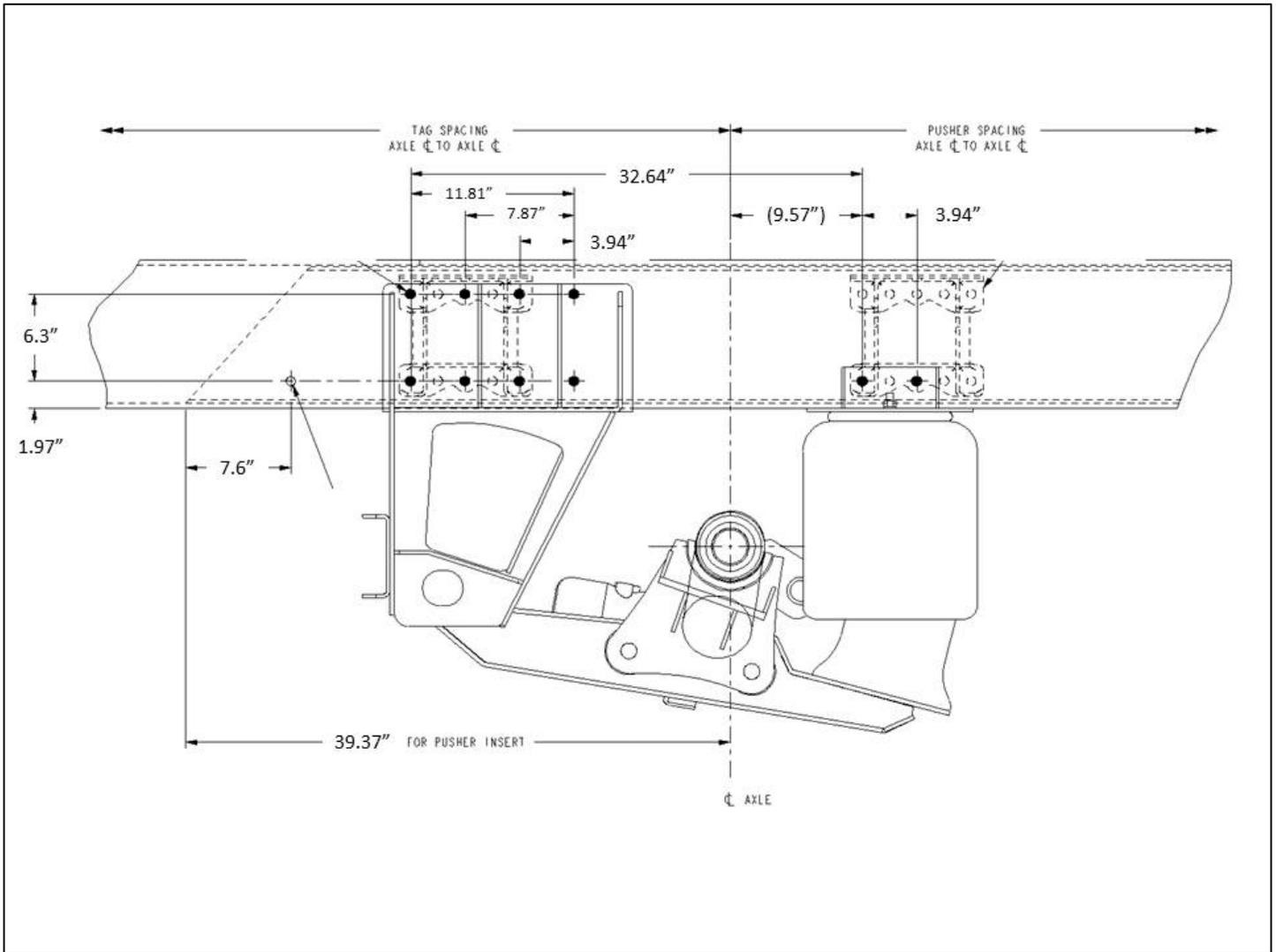


FIGURE 3-25. Watson-Chalin AL2200 Pusher or Tag

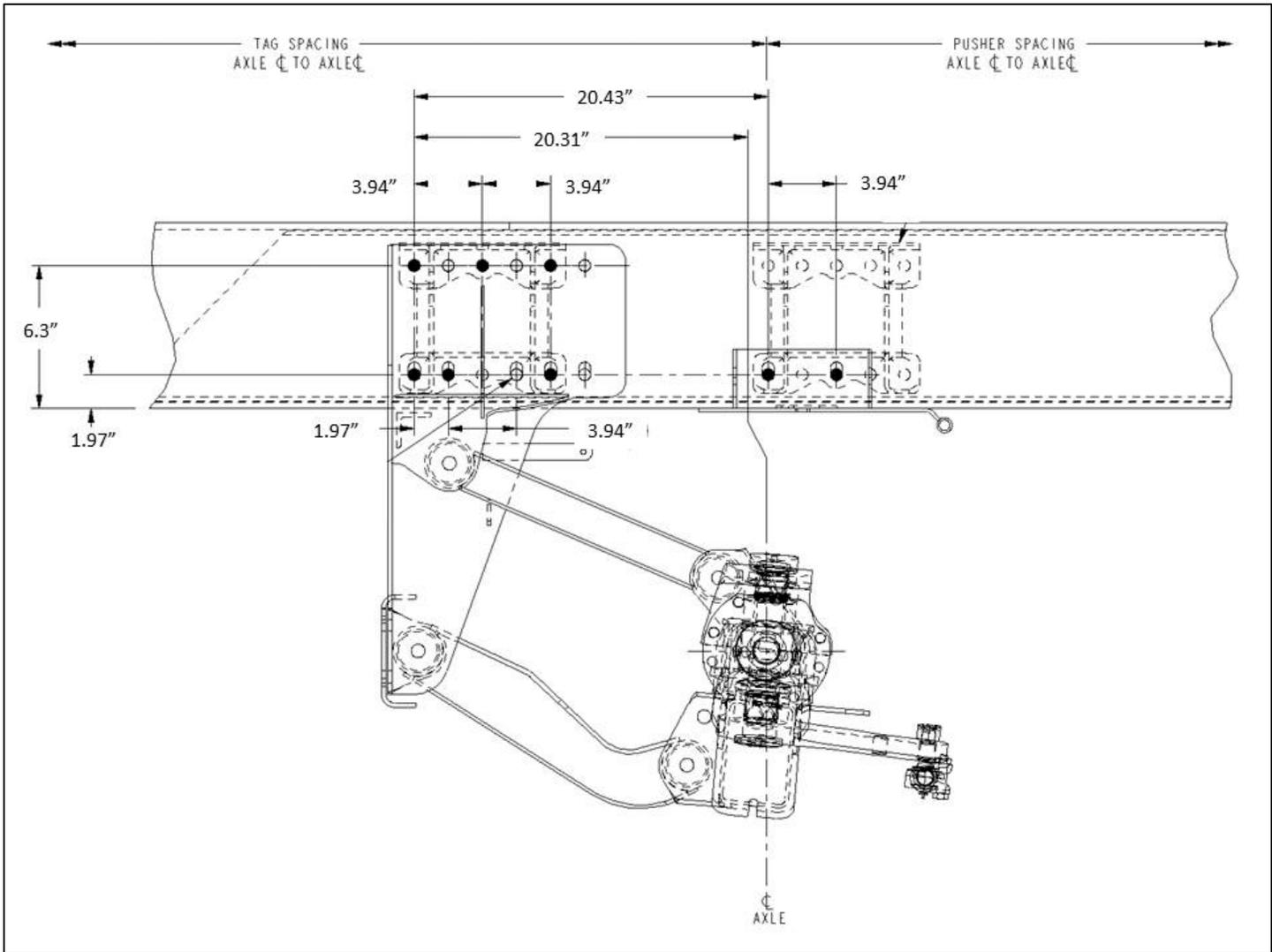


FIGURE 3-26. Watson-Chalin SL0893SSR or SL1093SSR Pusher or Tag

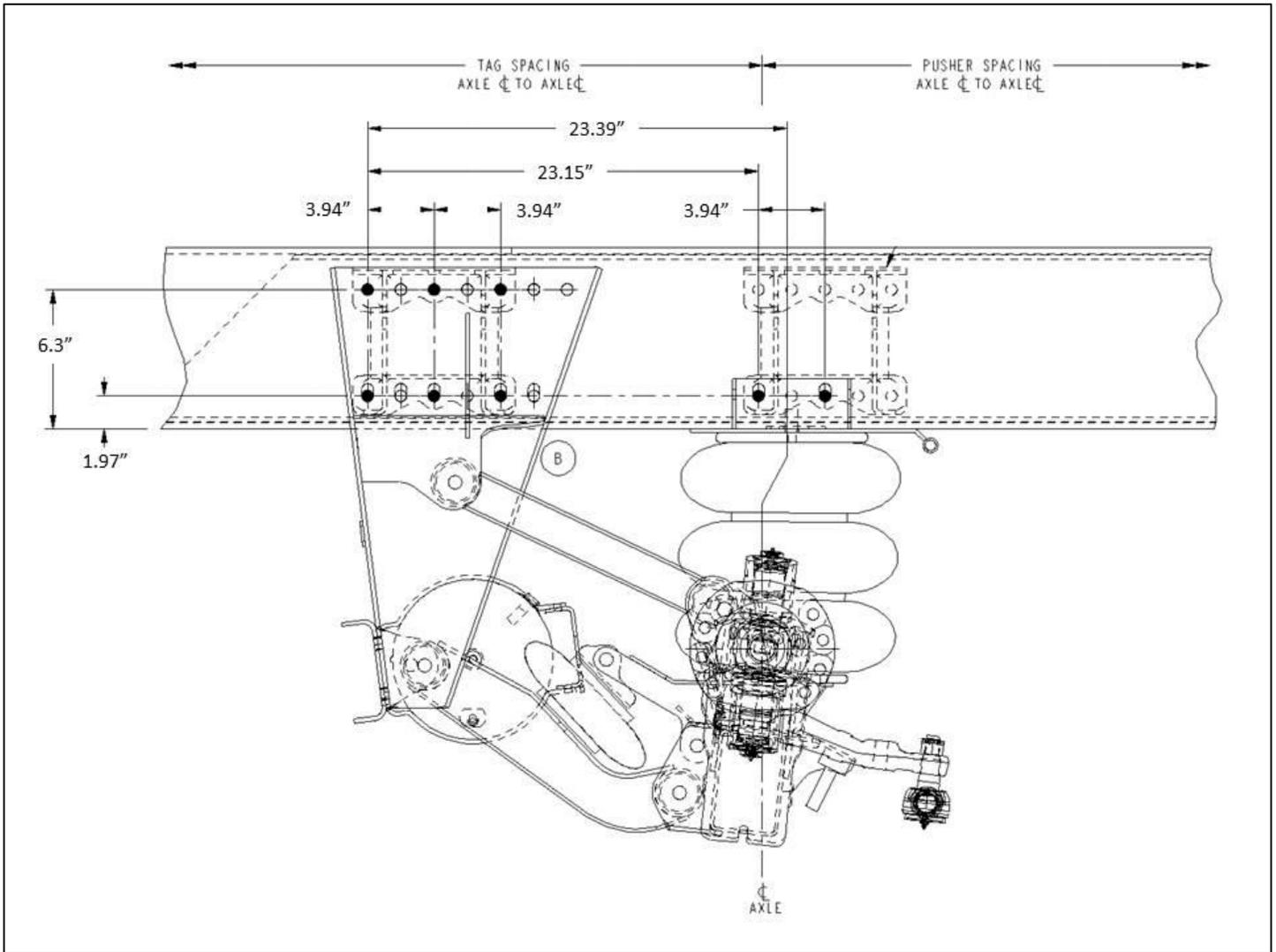


FIGURE 3-27. Watson-Chalin SL1190SSR Pusher or Tag

**EXHAUST HEIGHT CALCULATIONS**

The exhaust height calculations are provided as a tool to help layout bodies prior to arrival as well as aid in exhaust configuration selection.

Please work with the local Peterbilt Dealer to request additional information if required.

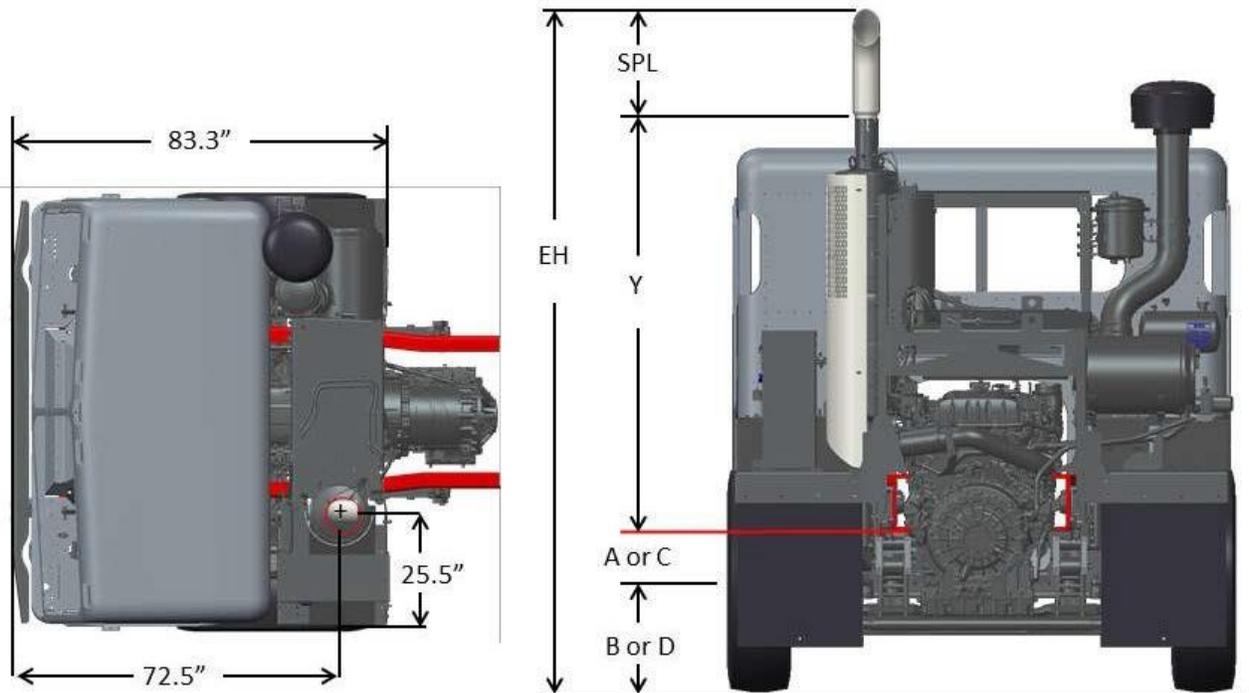
The overall exhaust height (EH) can be estimated based on the following formula:  $EH = Y + SPL + (A + B + C + D) / 2$

**TABLE 3-10. Exhaust Heights**

"Y" Dimension					
Exhaust Location	ISX12 EPA 2013	ISLG	ISLG Near Zero	MX-11	PX-9 HHP PX-9 MHP
BOC Vertical	67.2"	74.2"	80.5"	84.4"	81.2" 79.7"

**NOTES:**

- 1) For "A" and "C" values, reference the FRAME HEIGHTS section for front or rear suspension height.
- 2) For "B" and "D" values, reference the tire manufacturer's website or catalog for static loaded radius (SLR).
- 3) For Stand Pipe Length (SPL) values, reference the truck sales order.
- 4) Not applicable to horizontal exhaust.



**FIGURE 3-27. Exhaust Height Calculations**

**GROUND CLEARANCE CALCULATIONS**

The ground clearance tables are provided as a tool as a tool to help layout bodies prior to arrival, not all optional equipment is included.

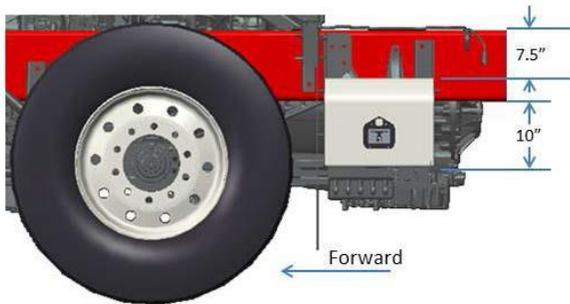
The ground clearance (GC) can be estimated based on the following formula:  $GC = (A + B + C + D) / 2 - Y$

**TABLE 3-11.** Ground Clearance

<b>Y = DISTANCE FROM BOTTOM OF FRAME TO BOTTOM OF COMPONENT</b>	
<b>Component</b>	<b>Y</b>
Cab Access Step	13.7"
Alum Space Saver (Shown Below)	10.0"
Steel Space Saver Battery Box	11.8"
Narrow Space Saver Battery Box	11.9"
Fender Mounted Battery Box (ISX12 EPA13 and Natural Gas)	4.4"
20" Diameter Fuel Tank	12.4"
23" Diameter Fuel Tank	15.2"
26" Diameter Fuel Tank	18.0"



**FIGURE 3-28.** Ground Clearance Calculations



**FIGURE 3-29.** Space Saver Battery Box

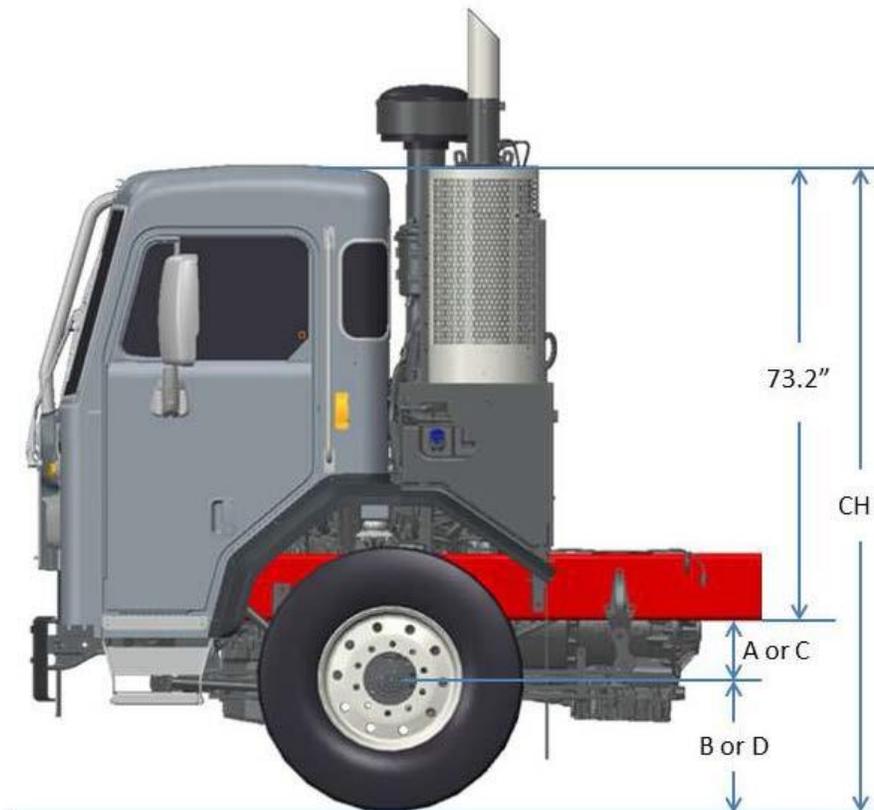
**NOTES:**

- 1) For "A" and "C" values, reference the FRAME HEIGHTS section for front suspension height or rear suspension height.
- 2) For "B" and "D" values, reference the tire manufacturer's website or catalog for overall diameter or static loaded radius (SLR).

## OVERALL CAB HEIGHT CALCULATIONS

The overall cab height tables are provided as a tool as a tool to help layout bodies prior to arrival, no roof mounted equipment is included.

The overall cab height (CH) can be estimated based on the following formula:  $CH = (A + B + C + D) / 2 + 73.2$ "



**FIGURE 3-30.** Overall Cab Height Calculations

### NOTES:

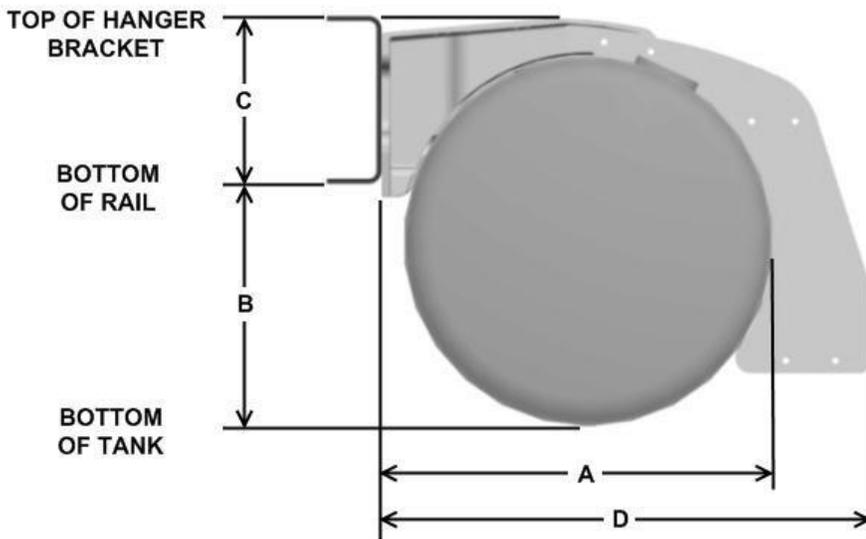
- 1) For "A" and "C" values, reference the FRAME HEIGHTS section for front suspension height or rear suspension height.
- 2) For "B" and "D" values, reference the tire manufacturer's website or catalog for overall diameter or static loaded radius (SLR).
- 3) Roof mounted content such as horns and antennas are not included.

**FRAME COMPONENTS**

This section includes drawings and charts related to common frame mounted components. Optional equipment may not be depicted.

Please work with the local Peterbilt Dealer to request additional information if required. At the dealer's request, Peterbilt can provide frame layouts for individual vehicles prior to delivery.

**FUEL TANKS**



**FIGURE 3-31.** Fuel Tanks

**TABLE 3-12.** Fuel Tank Dimensions

	DIMENSIONS			
	A	B	C	D
20" TANK	22.7	12.4	10.3	27.5
23" TANK	24.5	15.2	10.5	31.0
26" TANK	27.2	18.0	10.6	33.7

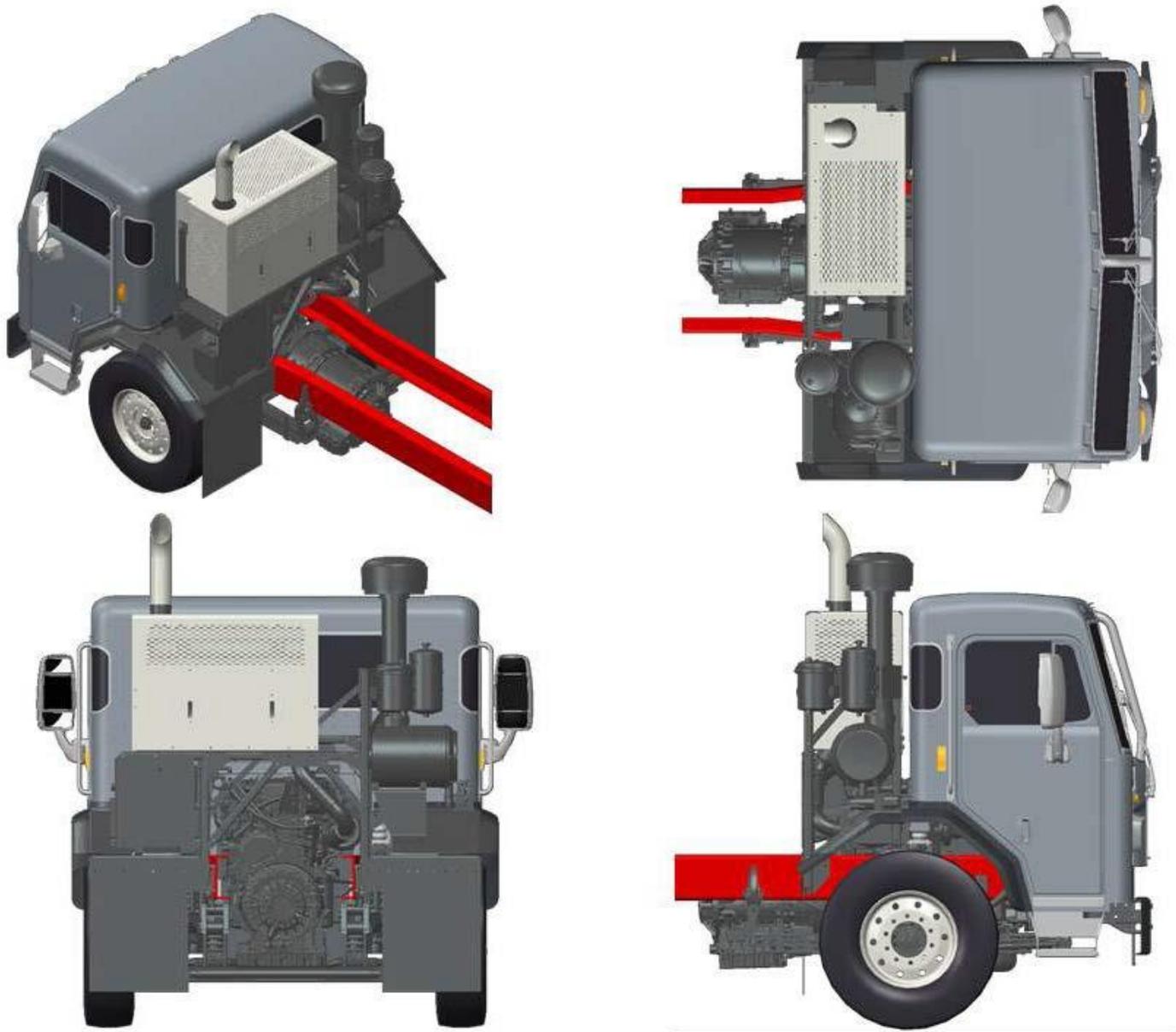
**TABLE 3-13.** Fuel Tank Data

GALLONS		H		
USEABLE	TOTAL	20"	23"	26"
40	46	33.3	N/A	N/A
50	57	43.2	34.5	26.7
60	67	51.3	40.7	31.5
70	78	57.3	46.8	36.2
80	89	65.3	52.9	41.0
90	99	N/A	59.0	47.0
100	110	N/A	*65.1	50.5
110	121	N/A	N/A	54.2
120	131	N/A	77.3	60.0
135	147	N/A	N/A	68.8
150	163	N/A	N/A	*74.0

**NOTES:**

- 1) \* Largest capacity without a weld seam.

## EXHAUST SYSTEMS



**FIGURE 3-32.** Exhaust Transverse DPF/SCR for ISX12 EPA 2013 Only (ISX12 didn't convert to 2017 Exhaust)

See figure 3-1 for 2017 exhaust views showing all other engine configurations.

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# SECTION 4 BODY MOUNTING

## INTRODUCTION

This section has been designed to provide guidelines to aid in body mounting. This is not intended a complete guide, rather as general information. Body mounting strategies are unique to each body type and body builder must determine the appropriate method. Please note, an alignment adjustment is required after body installation. Front alignment and rear alignment must be performed prior to putting the vehicle into service.

Please contact your local Peterbilt dealer if more information is desired.

## FRAME RAILS

Frame rail information is provided in Table 4-1 and Table 4-2.

**TABLE 4-1.** Single Frame Rails

Rail Height (in.)	Flange Width (in.)	Web Thickness (in)	Section Modulus (cu. In.)	RBM (per rail) (in.-lbs)	Weight (per rail) (lbs/in.)
10 3/4	3.50	0.375	17.8	2,136,000	1.74

**TABLE 4-2.** Built-up Frame Rails

Main Rail Height (in.)	Insert	Outsert	Section Modulus (cu. In.)	RBM (per rail) (in.-lbs)	Weight (per rail) (lbs/in.)
10 3/4	9.875 x 2.87 x .250	None	28.9	3,468,000	2.78
10 3/4	9.875 x 2.87 x .250	11.63 x 3.87 x .375	45.7	5,484,000	4.67 <sup>(1)</sup>

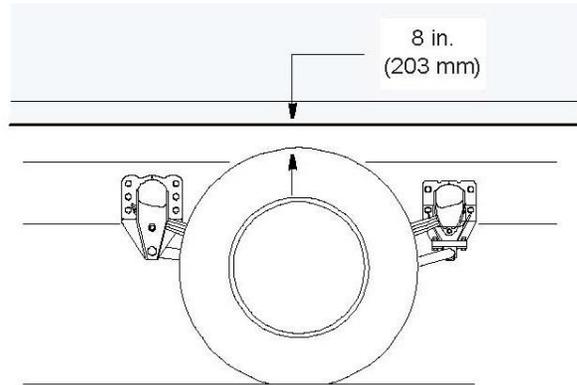
**CRITICAL CLEARANCES**

**REAR TIRES AND CAB**



**CAUTION:** *Insufficient clearance between rear tires and body structure could cause damage to the body during suspension movement.*

Normal suspension movement could cause contact between the tires and the body. To prevent this, mount the body so that the minimum clearance between the top of the tire and the bottom of the body is 8 inches (203 mm). This should be measured with the body empty. See Figure 4-1.



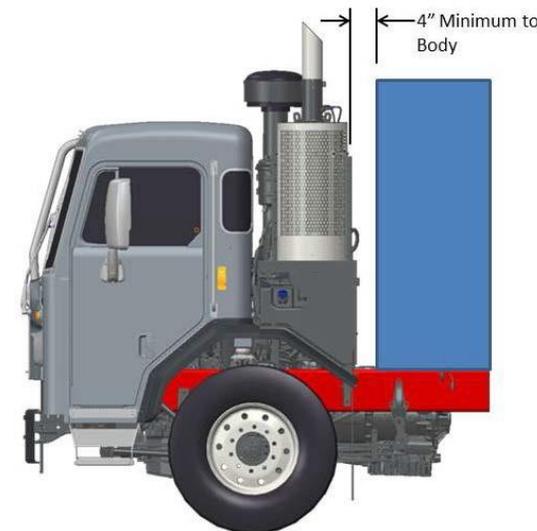
**FIGURE 4-1.** Minimum Clearance Between Top of Rear Tires and Body Structure Overhang



**CAUTION:** *Maintain adequate clearance between back of cab and the front (leading edge) of mounted body. It is recommended the body leading edge be mounted 4 in. behind the cab. See Figure 4-2.*



**NOTE:** *Be sure to provide access to all maintenance and service components.*



**FIGURE 4-2.** Minimum Back of Cab Clearance

**BODY MOUNTING USING BRACKETS**



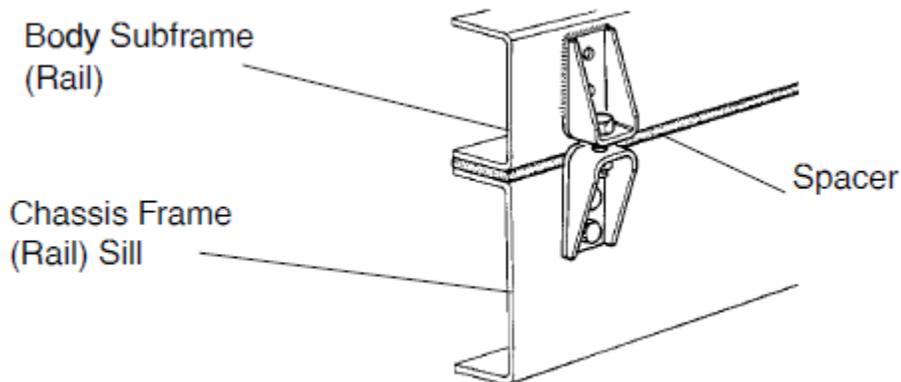
**CAUTION:** Always install a spacer between the body subframe and the top flange of the frame rail. Installation of a spacer between the body subframe and the top flange of the frame rail will help prevent premature wear of the components due to chafing or corrosion.



**WARNING!** When mounting a body to the chassis, DO NOT drill holes in the upper or lower flange of the frame rail. If the frame rail flanges are modified or damaged, the rail could fail prematurely and cause an accident. Mount the body using body mounting brackets or U-bolts.

**FRAME SILL**

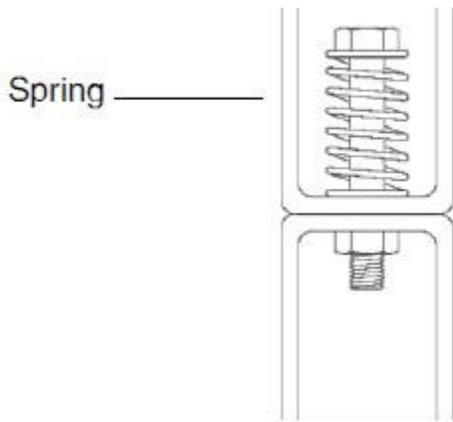
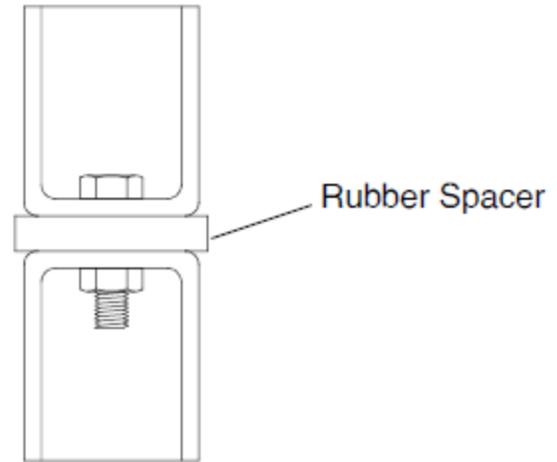
If the body is mounted to the frame with brackets, we recommend a frame sill spacer made from a strip of rubber or plastic (delrin or nylon). These materials will not undergo large dimensional changes during periods of high or low humidity. The strip will be less likely to fall out during extreme relative motion between body and chassis. See Figure 4-3.



**FIGURE 4-3.** Spacer Between Frame Sill and Body Rail – Rubber or Plastic

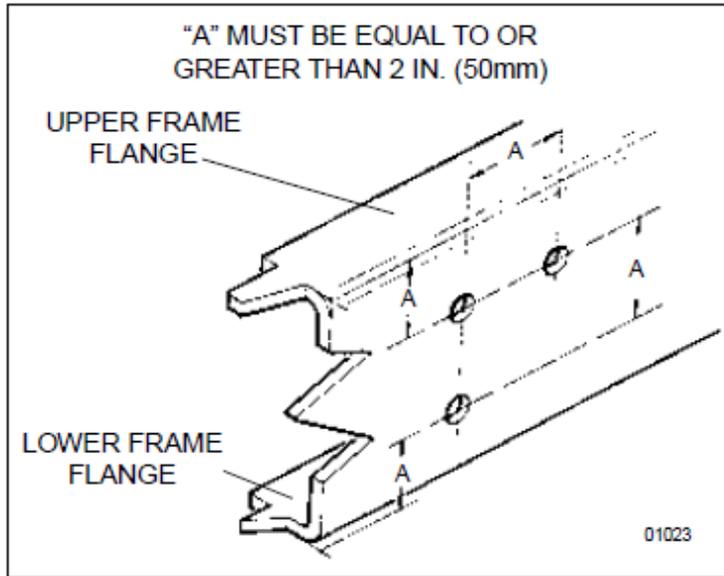
**BRACKETS**

When mounting a body to the chassis with brackets, we recommend designs that offer limited relative movement, bolted securely but not too rigid. Brackets should allow for slight movement between the body and the chassis. For instance, Figure 4-4 shows a high compression spring between the bolt and the bracket and Figure 4-5 shows a rubber spacer between the brackets. These designs will allow relative movement between the body and the chassis during extreme frame racking situations. Mountings that are too rigid could cause damage to the body. This is particularly true with tanker installations.

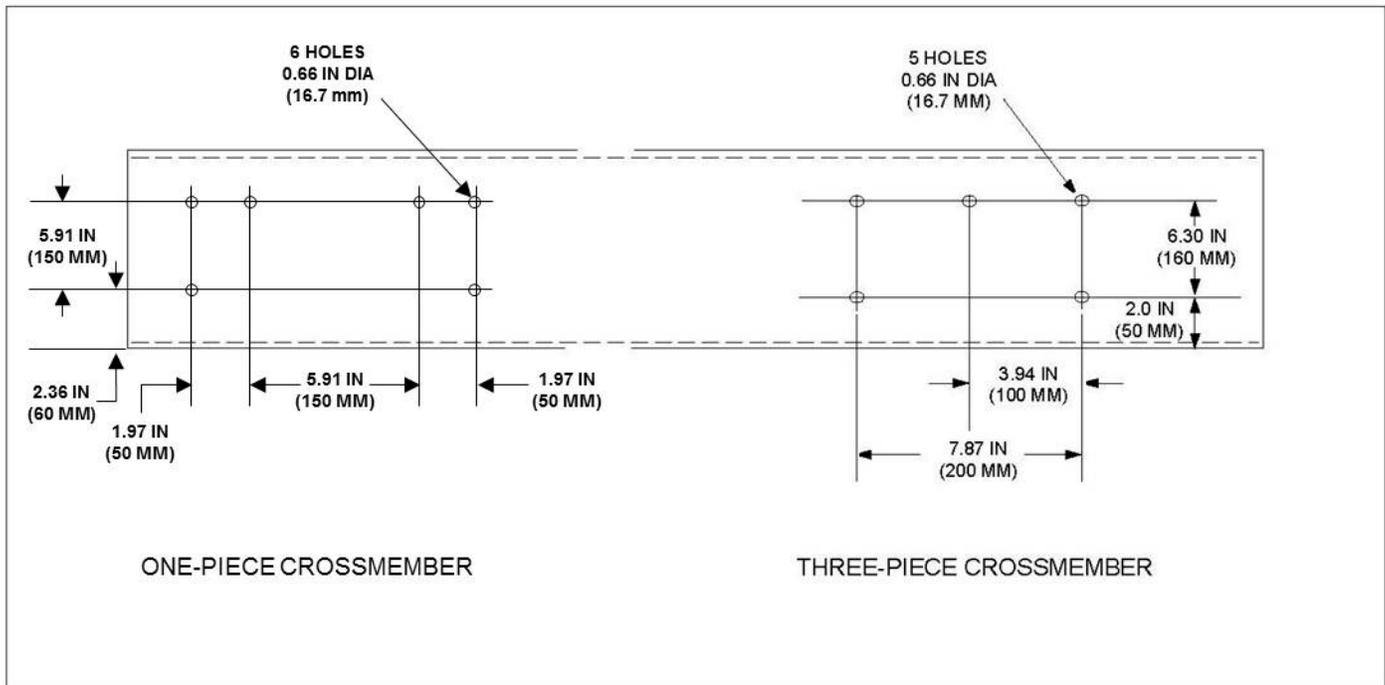
**FIGURE 4-4.** Mounting Brackets**FIGURE 4-5.** Mounting Brackets

**MOUNTING HOLES**

When installing brackets on the frame rails, the mounting holes in the chassis frame bracket and frame rail must comply with the general spacing and location guidelines illustrated in Figure 4-6.



**FIGURE 4-6.** Hole Location Guidelines for Frame Rail and Bracket

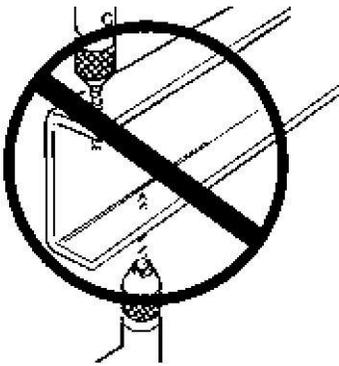


**FIGURE 4-7.** Crossmember Gusset Hole Patterns (Additional Holes Available in 50 mm Horizontal Increments)

## FRAME DRILLING



**WARNING!** When mounting a body to the chassis, **DO NOT** drill holes in the upper or lower flange of the frame rail. If the frame rail flanges are modified or damaged, the rail could fail prematurely and cause an accident. Mount the body using body mounting brackets or U-bolts.



**FIGURE 4-8.** Frame Rail Flange Drilling Prohibited



**WARNING!** **DO NOT** drill closely spaced holes in the frame rail. Hole centers of two adjacent holes should be spaced no less than twice the diameter of the largest hole. Closer spacing could induce a failure between the two holes.



**CAUTION:** An appropriately sized bolt and nut must be installed and torqued properly in all unused frame holes. Failure to do so could result in a frame crack initiation around the hole.



**CAUTION:** Use care when drilling the frame web so the wires and air lines routed inside the rail are not damaged. Failure to do so could cause an inoperable electrical or air system circuit.



**CAUTION:** Never use a torch to make holes in the rail. Use the appropriate diameter drill bit. Heat from a torch will affect the material properties of the frame rail and could result in frame rail cracks.



**CAUTION:** The hole diameter should not exceed the bolt diameter by more than .060 inches (1.5mm).

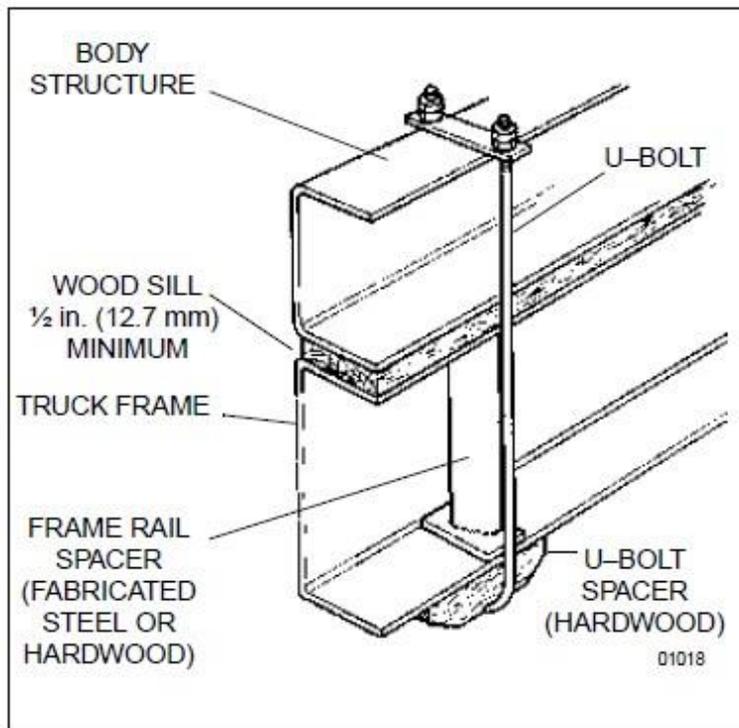
**BODY MOUNTING USING U-BOLTS**

If the body is mounted to the frame with U-bolts, use a hardwood sill (minimum 1/2 inch (12.7 mm) thick) between the frame rail and body frame to protect the top surface of the rail flange.



**WARNING!** Do not allow the frame rails or flanges to deform when tightening the U-bolts. It will weaken the frame and could cause an accident. Use suitable spacers made of steel or hardwood on the inside of the frame rail to prevent collapse of the frame flanges.

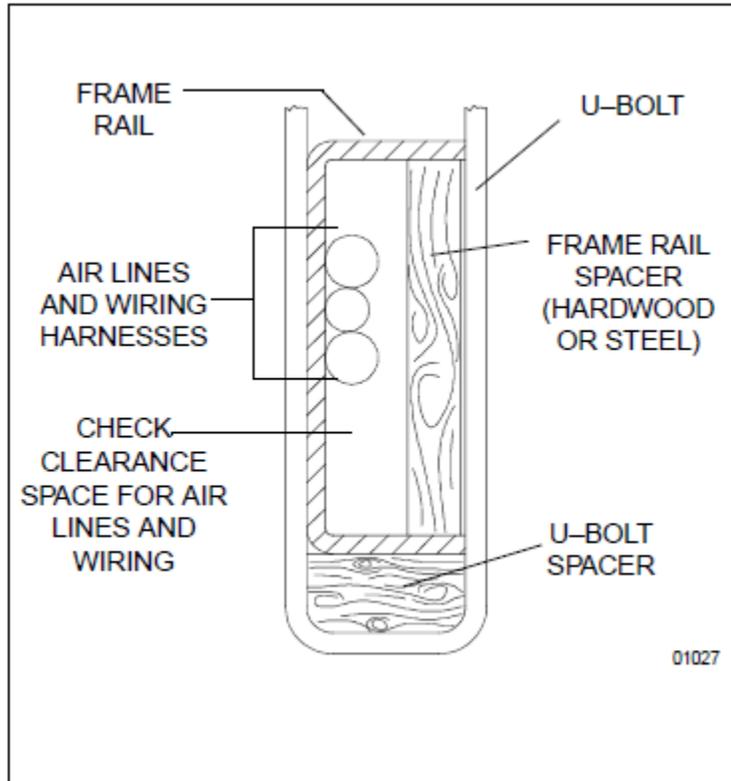
Use a hardwood spacer between the bottom flange and the U-bolt to prevent the U-bolt from notching the frame flange. See Figure 4-9.



**FIGURE 4-9.** Acceptable U-Bolt Mounting with Wood and Fabricated Spacers



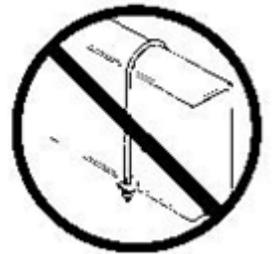
**WARNING!** Do not allow spacers and other body mounting parts to interfere with brake lines, fuel lines, or wiring harnesses routed inside the frame rail. Crimped or damaged brake lines, fuel lines, or wiring could result in loss of braking, fuel leaks, electrical overload or a fire. Carefully inspect the installation to ensure adequate clearances for air brake lines, fuel lines, and wiring. See Figure 4-10.



**FIGURE 4-10.** Clearance Space for Air Lines and Cables



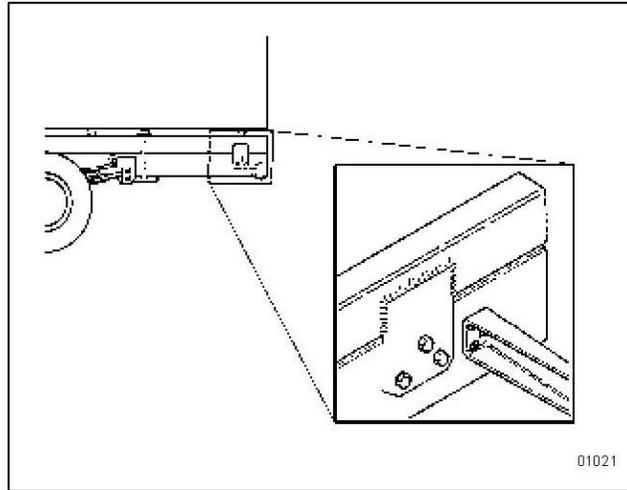
**WARNING!** Do not notch frame rail flanges to force a U-bolt fit. Notched or damaged frame flanges could result in premature frame failure. Use a larger size U-bolt.



**CAUTION:** Mount U-bolts so they do not chafe on frame rail, air or electric lines.

**REAR BODY MOUNT**

When U-bolts are used to mount a body we recommend that the last body attachment be made with a “fishplate” bracket. See Figure 4-11. This provides a firm attaching point and helps prevent any relative fore or aft movement between the body and frame. For hole location guidelines, See Figure 4-7.



**FIGURE 4-11.** Fishplate Bracket at Rear End of Body

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# SECTION 5 FRAME MODIFICATIONS

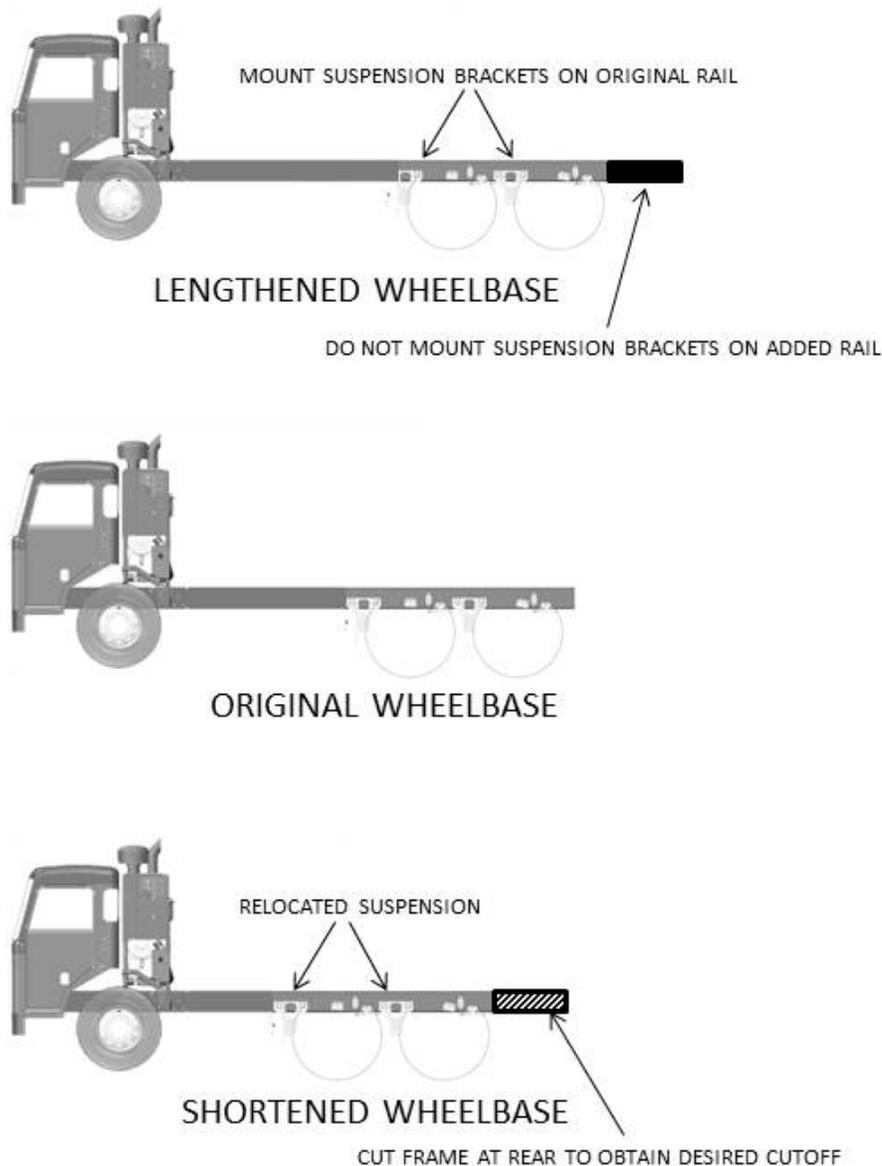
## INTRODUCTION

Peterbilt offers customer specified wheelbases and frame overhangs. So, in most cases frame modifications should not be necessary.

However, some body installations may require slight modifications, while other installations will require extensive modifications. Sometimes an existing dealer stock chassis may need to have the wheelbase changed to better fit a customer's application. The modifications may be as simple as modifying the frame cutoff, or as complex as modifying the wheelbase.

## DRILLING RAILS

If frame holes need to be drilled in the rail, see SECTION 4 BODY MOUNTING for more information.



**FIGURE 5-1.** Wheelbase Customization

**MODIFYING FRAME LENGTH**

The frame overhang after the rear axle can be shortened to match a particular body length. Using a torch is acceptable; however, heat from a torch will affect the material characteristics of the frame rail. The affected material will normally be confined to within 1 to 2 inches (25 to 50mm) of the flame cut and may not adversely affect the strength of the chassis or body installation.

**CHANGING WHEELBASE**

Changing a chassis' wheelbase is not recommended. Occasionally, however, a chassis wheelbase will need to be shortened or lengthened. Before this is done there are a few guidelines that should to be considered.



*WARNING! When changing the wheelbase, be sure to follow the driveline manufacturer's recommendations for driveline length or angle changes. Incorrectly modified drivelines can fail prematurely due to excessive vibration. This can cause an accident and severe personal injury.*

Before changing the wheelbase, the driveline angles of the proposed wheelbase need to be examined to ensure no harmful vibrations are created. Consult with the driveline manufacturer for appropriate recommendations.

Before the rear suspension is relocated, check the new location of the spring hanger brackets. The new holes for the spring hanger brackets must not overlap existing holes and should adhere to the guidelines in the "FRAME DRILLING" section of this manual.

When shortening the wheelbase, the suspension should be moved forward and relocated on the original rail. The rail behind the suspension can then be cut to achieve the desired frame overhang. See Figure 5-1.

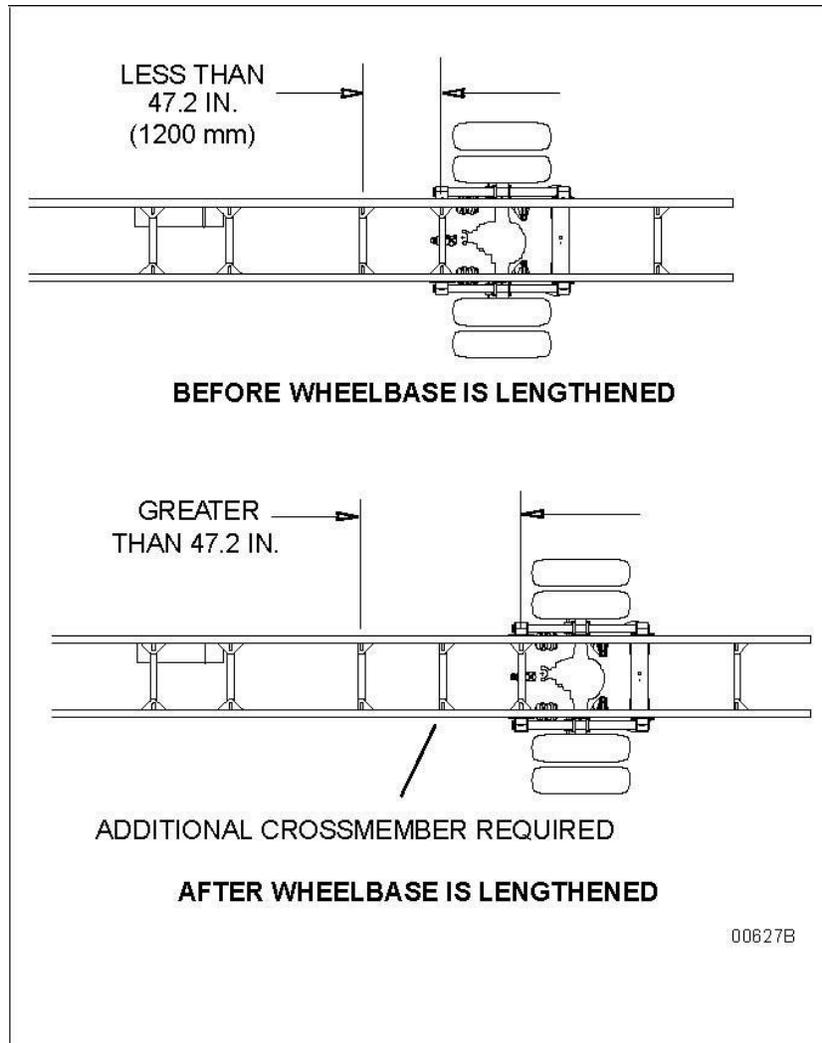
**Welding:**

Frame rails are heat treated. Do Not Weld the frame rails.

**CROSSMEMBERS**

After lengthening a wheelbase, an additional crossmember may be required to maintain the original frame strength. Contact Dealer for crossmember locations.

- The maximum allowable distance between the forward suspension crossmember and the next crossmember forward is 47.2 inches (1200 mm). If the distance exceeds 47.2 inches (1200 mm) after the wheelbase is lengthened, add a crossmember between them. See Figure 5-2. See Figure 4-7 on page 4-5 for crossmember hole patterns.



**FIGURE 5-2.** Crossmember Spacing Requirements

**TORQUE REQUIREMENTS**

Torque values apply to fasteners with clean threads, lightly lubricated, with hardened steel washers, and nylon-insert nuts.

**TABLE 5-1.** Customary Grade 8 UNF or UNC.

<b>Fastener</b>	<b>Torque</b>	
<b>Size</b>	<b>Nm</b>	<b>Lb.-Ft</b>
5/16	22–30	16–22
3/8	41–54	30–40
7/16	75–88	55–65
1/2	109–122	80–90
9/16	156–190	115–140
5/8	224–265	165–195
3/4	394–462	290–340
7/8	517–626	380–460
1	952–1129	800–830
1-1/8	1346–1591	990–1170
1-1/4	1877–2217	1380–1630

**TABLE 5-2.** U.S. Customary - Grade 8 Metric Class 10.9

<b>Fastener</b>	<b>Torque</b>	
<b>Size</b>	<b>Nm</b>	<b>Lb-Ft</b>
M6	9–15	7–11
M8	23–31	17–23
M10	33–43	24–32
M12	75–101	55–75
M14	134–164	99–121
M16	163–217	120–160
M20	352–460	260–340

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# SECTION 6 ELECTRICAL 520 FAMILY

## CONTROL UNIT IDENTIFICATION

This section is written to provide information to the body builder when installing equipment into vehicles built with Multiplexed instrumentation. The new technology presented by NAMUX 2-level instrumentation integrates J-1939 CAN data communications to various components on the vehicle. This book is intended to address how to integrate aftermarket equipment while still maintaining full functionality of the OEM vehicle.

The most important advancement of NAMUX 2 instrumentation is the implementation of the CECU controlling aftermarket devices. While it is still possible to wire completely outside of the CECU system, utilizing the CECU functions will make a cleaner installation and will maintain OEM functionality. NAMUX 2 expands controls to devices by receiving input from dash switches, remote (aftermarket) switches, sensors mounted to the aftermarket equipment and other vehicle parameters (engine speed, transmission status etc.) With the proper programming, the CECU will then process the inputs and will create a J-1939 Data instruction.

## FUNCTIONAL DESCRIPTION - CAB ELECTRONIC CONTROL UNIT (CECU)

The heart of the multiplexed instrumentation system is the CECU. The CECU is inside the center console below the cover panel. See Figure 6-1.



**FIGURE 6-1.** CECU Location

This manual provides service information covering trucks equipped with the multiplexed instrumentation system. Before attempting to make service repairs, the technician should be knowledgeable about the system design, components, operation and troubleshooting procedures for diagnosing multiplexed instrumentation problems.

## **HOW MULTIPLEXED INSTRUMENTS WORK**

Multiplexed gauges and devices send and receive signals through the CECU located in the center console. The CECU receives sensor signals either through the J1939 data bus or via conventional wiring sending signals from sensors that read actual pressures or temperatures. The CECU interprets this data and monitors or controls vehicle operation through the CECU software. The CECU then sends data to the gauges, warning lamps, audible alarms, and displays located inside the gauge clusters.

## **CECU ARCHITECTURE**

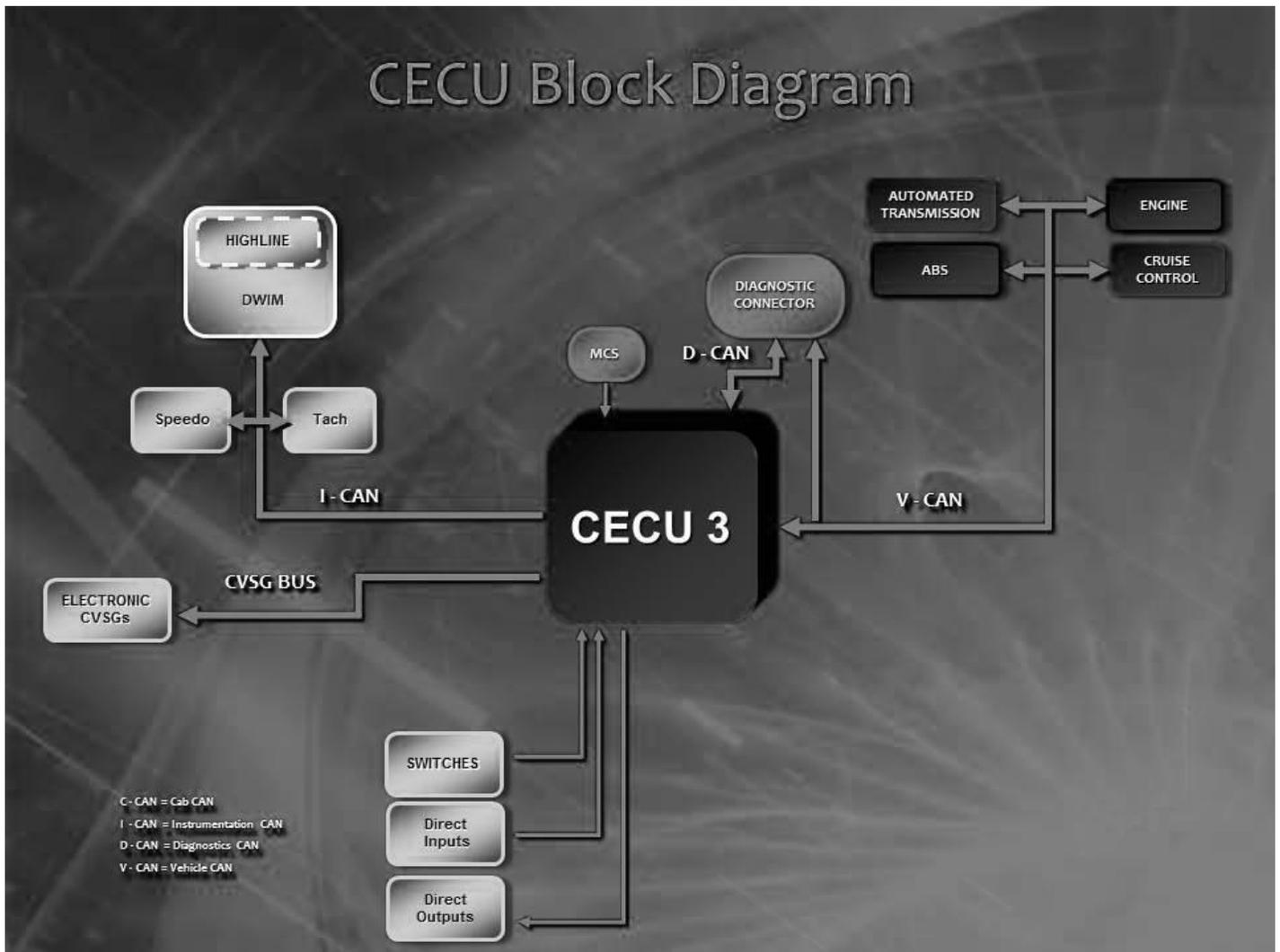
The software programming of the control module can be grouped into three main types:

- Run Time (RT) - which acts as the operating system where all communication takes place.
- Programmable Logic Controller (PLC) Code - manufacturer specific programmed code and software that is developed, accessible and editable.
- Vendor Module - blocks of code that are developed for specific manufacturers to allow other features to be implemented more efficiently.

See Multiplexed Instrumentation Block Diagram (Figure 6-2).

To better understand how Electronic Service Analyst (ESA) functions and why there are current limitations on some of the multiplexed features, by explaining what ESA can see. Currently ESA can look at all information that is communicated between the RT and PLC Code portions of the programming. Most signals, be they inputs, outputs, or databus signals, sent between the RT and PLC Code are visible to ESA. These are the signals that may be monitored and simulated using ESA.

Limitations with the ESA program are found in the communications that go to the pre-developed Vendor Modules. Currently this information is not available for ESA to look at. That is why some features that have Vendor Module programming, such as the odometer and the message display, are not available to monitor and/or simulate through ESA.



**FIGURE 6-2.** CECU Block Diagram

The Driver Warning Information Module (DWIM) receives input data from the CECU via the I-CAN databus. When the ignition key is first turned ON, the DWIM performs a calibration power on self-test.

### POWER ON SELF-TEST

- Ignition key turned ON.
- The speedometer and tachometer gauge pointers move from pointing at zero to their mechanical limits, remain there for 1 second and return to pointing at zero.
- At the same time, all LED indicators and telltales are switched on together, and then switched off together.
- A warning sound sequence is also activated.
- The warning lamps are all activated by the CECU.

**NOTE:** Before replacing the CECU or any gauges, check the wiring and fuses, and perform the diagnostic tests using ESA to verify that you are not replacing a good component.

## ELECTRICAL INTERFACE

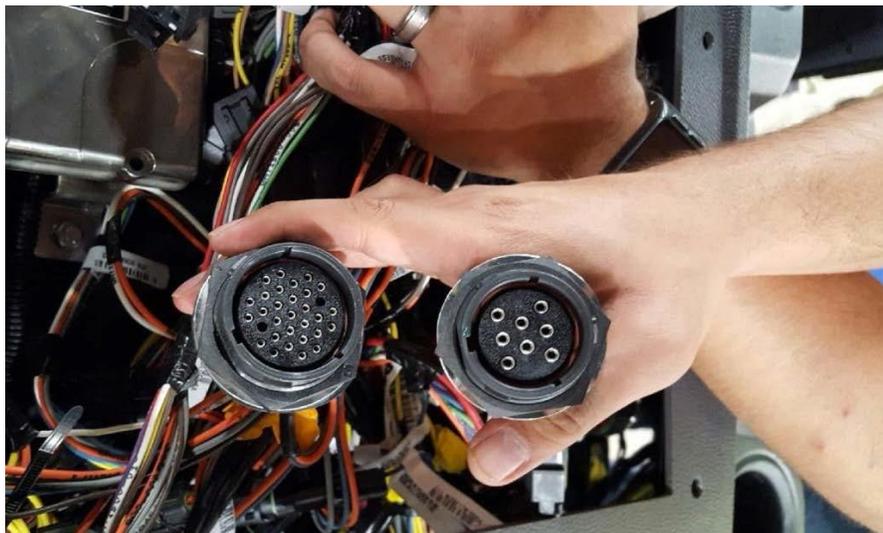
The multiplexed 520 electrical systems features factory installed connections for the body builder to interface the system. These connections comply with RP-170A. This design limits the need for splicing harnesses.

## CAB HARNESS

The two body builder interface connections inside the cab of the 520 are located near the CECU under the cover panel of the center console (see Figure 6-3). The first body builder connection is pinned per Figure 6-6. Note that cavity 5 is only for dual steer applications. The second body builder connection is pinned per Figure 6-8. The Cab body builder harness part number is S92-6160.



**FIGURE 6-3.** Center Console



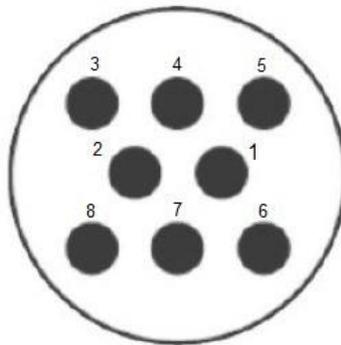
**FIGURE 6-4.** Body Builder Connections in Cab



**FIGURE 6-5.** Body Builder Connections in Cab

Cavity	Source	Type	Amp Rating	Wire Gauge	Details
1	Chassis	Power	20	12	Battery (+) thru Disconnect switch (If disconnect switch specified)
2	Chassis	Power	20	12	Hot with crank, Ignition controlled battery (+) thru Disconnect switch (If disconnect switch specified)
3	Chassis	Power	20	12	Hot with crank, Ignition controlled battery (+) thru Disconnect switch (If disconnect switch specified)
4	Chassis	Power	15	14	Battery (+) Constant Hot
5	Chassis	Power	25	12	Ignition controlled Battery (+) Controlled through Reverse circuit
6	Chassis	Ground	25	12	Ground (-) Battery Direct
7	Chassis	Ground	25	12	Ground (-) Battery Direct
8	Chassis	Ground	25	12	Ground (-) Battery Direct

**Figure 6-6.** Cab Body Builder Connection 1



**Figure 6-7.** Cab Body Builder Connection 1 Pin Assignment

Cavity	Name	Source	Type	Function	Capacity (amps)	Wire (AWG)
1	tachometer	engine	signal	tachometer	0.1	18
2	ECM common	engine	ground	electronic ground reference	1	18
3	throttle limit	engine	signal	Throttle	0.1	18
4	throttle advance	engine	signal	Throttle	0.1	18
5	J1939-15	engine	signal	communication	0.1	18
6	J1939-15	engine	signal	communication	0.1	18
7	input 1	engine	signal	input	0.1	18
8	input 2	engine	signal	input	0.1	18
9	input common	engine	ground	electronic reference	1	18
10	input 3	engine	signal	input	0.1	18
11	input 4	engine	signal	input	0.1	18
12	input 5	engine	signal	input	0.1	18
13	input 6	engine	signal	input	0.1	18
14	input 7	engine	signal	input	0.1	18
15	input 8	engine	signal	input	0.1	18
16	speedometer	transmission	signal	speedometer	0.1	18
17	TCU common	transmission	ground	electronic ground reference	10	18
18	prog. Input 1	transmission	signal	input	0.1	18
19	prog. Input 3	transmission	signal	EOS enable typ.	0.1	18
20	prog. Input 4	transmission	signal	input	0.1	18
21	prog. Input 5	transmission	signal	autoneutral typ.	0.1	18
22	prog. Input 6	transmission	signal	input	0.1	18
23	prog. Input 9	transmission	signal	service brake status typ.	0.1	18
24	prog. Input 10	transmission	signal	autoneutral typ.	0.1	18
25	prog. Output 1	transmission	signal	FOS signal typ.	0.5	18
26	prog. Output 3	transmission	signal	neutral indicator typ.	2	18
27	prog. Output 4	transmission	signal	output speed indicator typ.	0.5	18
28	prog. Output 6	transmission	signal	trans temp typ.	0.5	18
29	prog. Output 7	transmission	signal	output	0.5	18
30	prog. Output 8	transmission	signal	reverse typ.	2	18
31	spare	transmission	signal	spare	0.5	18

FIGURE 6-8. Cab Body Builder Connection 2

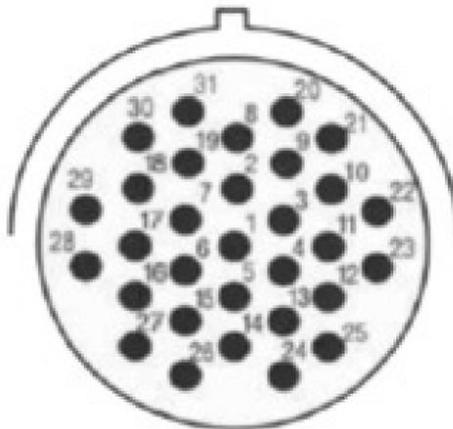


Figure 6-9. Cab Body Builder Connection 1 Pin Assignment

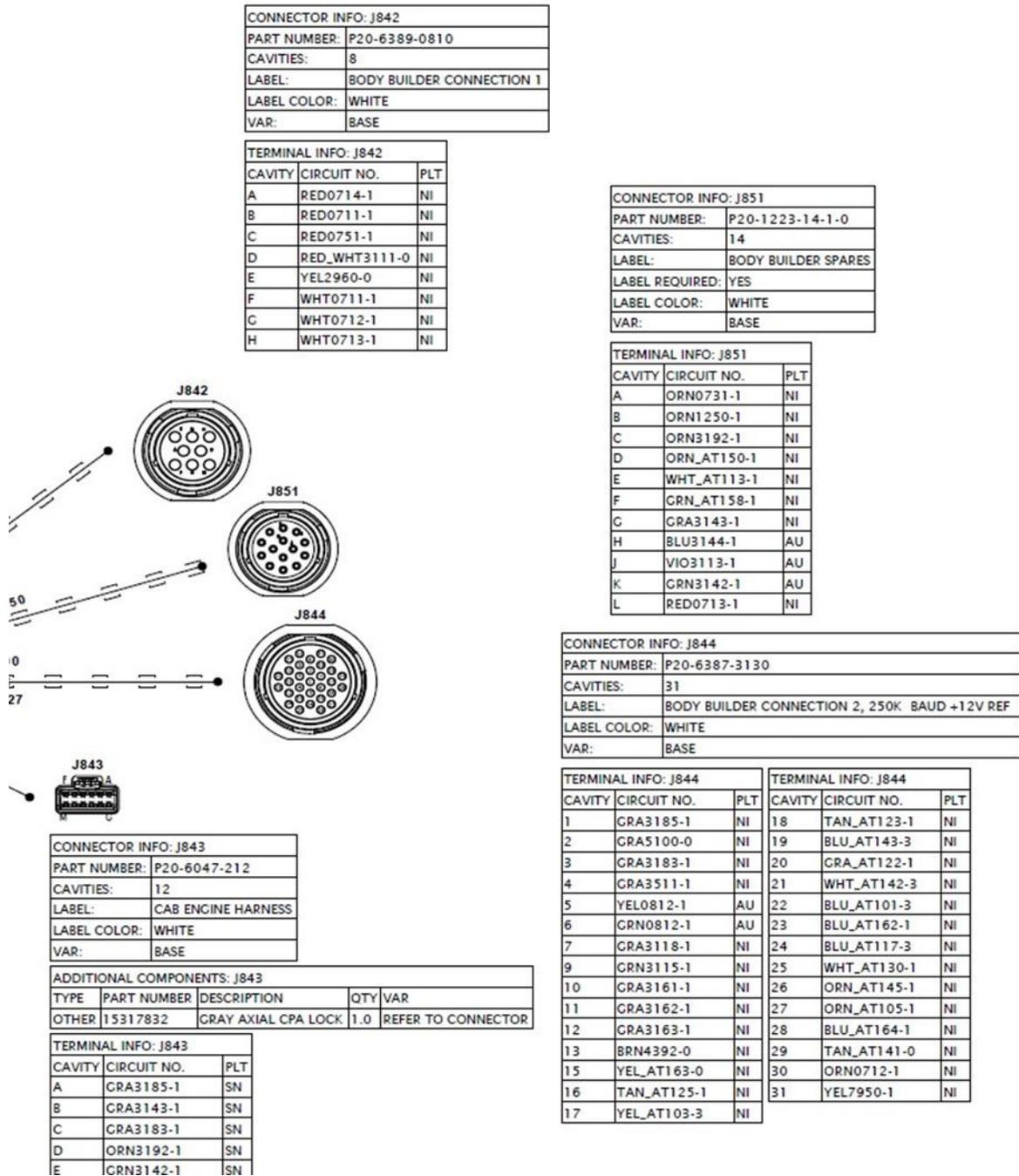


FIGURE 6-10. Harness S92-6160 Body Builder Connectors

The gas engines have a separate harness S92-6160 for the J1939 signal as shown in Figure 6-11 and 6-12. The gas engine harness S92-6160 is located in the same location as the other body builder cab harnesses in Figure 6-5 under the center console panel.

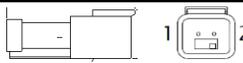
Engine	CAN Bus	Connector
Gas Engine	V-CAN (250Kbd)	2-way Connector 

FIGURE 6-11. Harness S92-6160 Body Builder Connectors

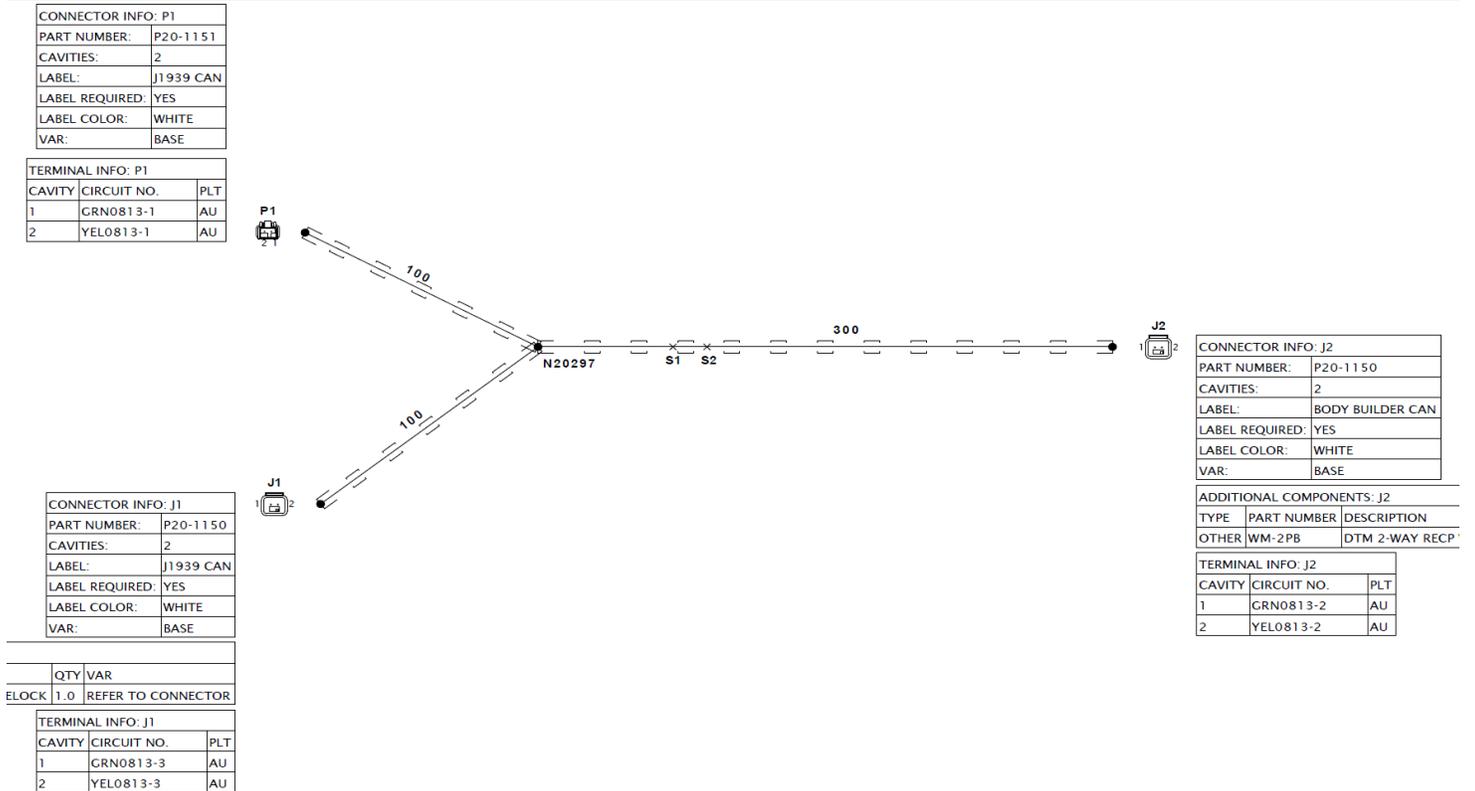


FIGURE 6-12. Harness S92-6160 Body Builder Connectors

CHASSIS HARNESS

The body builder connection that interfaces the chassis harness is located inside the right hand frame rail adjacent to the transmission per Figure 6-13. The chassis body builder connection is pinned per Figure 6-14.

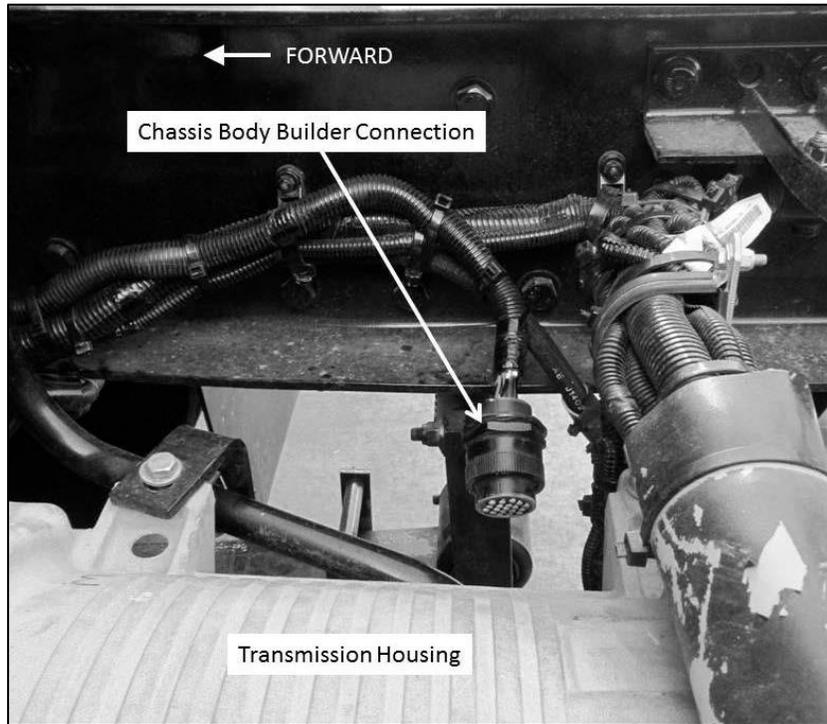


FIGURE 6-13. Chassis Body Builder Interface Location

Cavity	Name	Source	Type	Function	Capacity (amps)	Wire (AWG)	Details
1	Ground	Chassis	Ground	Battery, Direct	75	4	Battery Constant Ground
2	Backup	Chassis	Signal	Lamp	15	12	via ECU, if equipped
3	Left Stop/Turn	Chassis	Signal	Lamp	5	16	via ECU, if equipped
4	Right Stop/Turn	Chassis	Signal	Lamp	5	16	via ECU, if equipped
5	Tail/Marker	Chassis	Signal	Lamp	10	14	via ECU, if equipped
6	Clearance	Chassis	Signal	Lamp	10	14	via ECU, if equipped
7	Stop	Chassis	Signal	Lamp	10	14	via ECU, if equipped
8	Plugged - reserved work lamp	Chassis	Signal	Lamp	-	-	via ECU, if equipped
9	Plugged - reserved strobe lamp	Chassis	Signal	Lamp	-	-	via ECU, if equipped
10	Plugged	-	-	-	-	-	-
11	Plugged	-	-	-	-	-	-
12	Plugged	-	-	-	-	-	-
13	Left Turn	Chassis	Signal	Lamp	5	16	via ECU, if equipped
14	Right Turn	Chassis	Signal	Lamp	5	16	via ECU, if equipped

FIGURE 6-14. Chassis Body Builder Connection

BODY BUILDER HARNESS EXTENSIONS

Extension harnesses have been designed to ease in the installation of aftermarket electrical components. The extensions can be utilized to prevent the need to cut and splice the production harnesses. These extensions have a mating connector for the corresponding factory harness on one end and open wires on the other end. The extensions can be purchased from PACCAR Parts. The harness available to extend from the second body builder connector (J844) of the cab harness is P92-9276.

OPTIONAL BODY BUILDER PTO MODULE

The optional PTO module adds PTO mode, vehicle speed control, engine torque limits, and engine RPM control functions similar to VECU on 2.1M product. This is accomplished via a simple hardwired interface for customers who do not use CAN-based controls. The module has four customer interface connections: P197C, P197N, J197Q, and J195A. The module comes pre-programmed with both CAB and Remote stations enabled, and requires feedback from the PTO on J195A or a customer installed switch on J197Q Pin 2 to activate PMC. J197Q Pin 3 is used to switch between the two locations, open circuit will enable CAB and therefore CAB is the default, while grounding the pin will enable Remote. Only the CAB dash switches ON/OFF and SET/RES are factory installed. The PMC switch, PMC Location switch, Preset switches, and remote station controls are left for the customer to install and customize to their needs. Please reference the Body Builder PTO Module Programming Guide for additional integration information, available on Peterbilt.com under the "Resources & Support" tab.

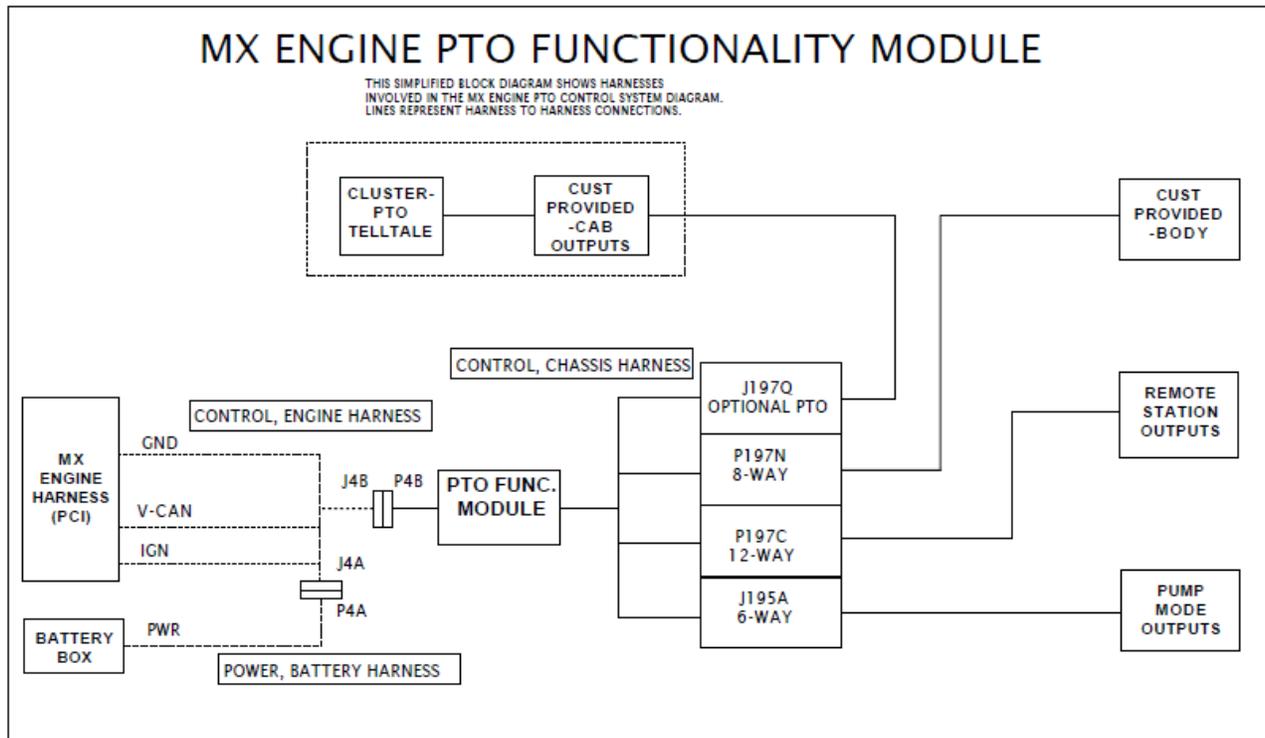


FIGURE 6-15. Optional PTO Module Block Diagram

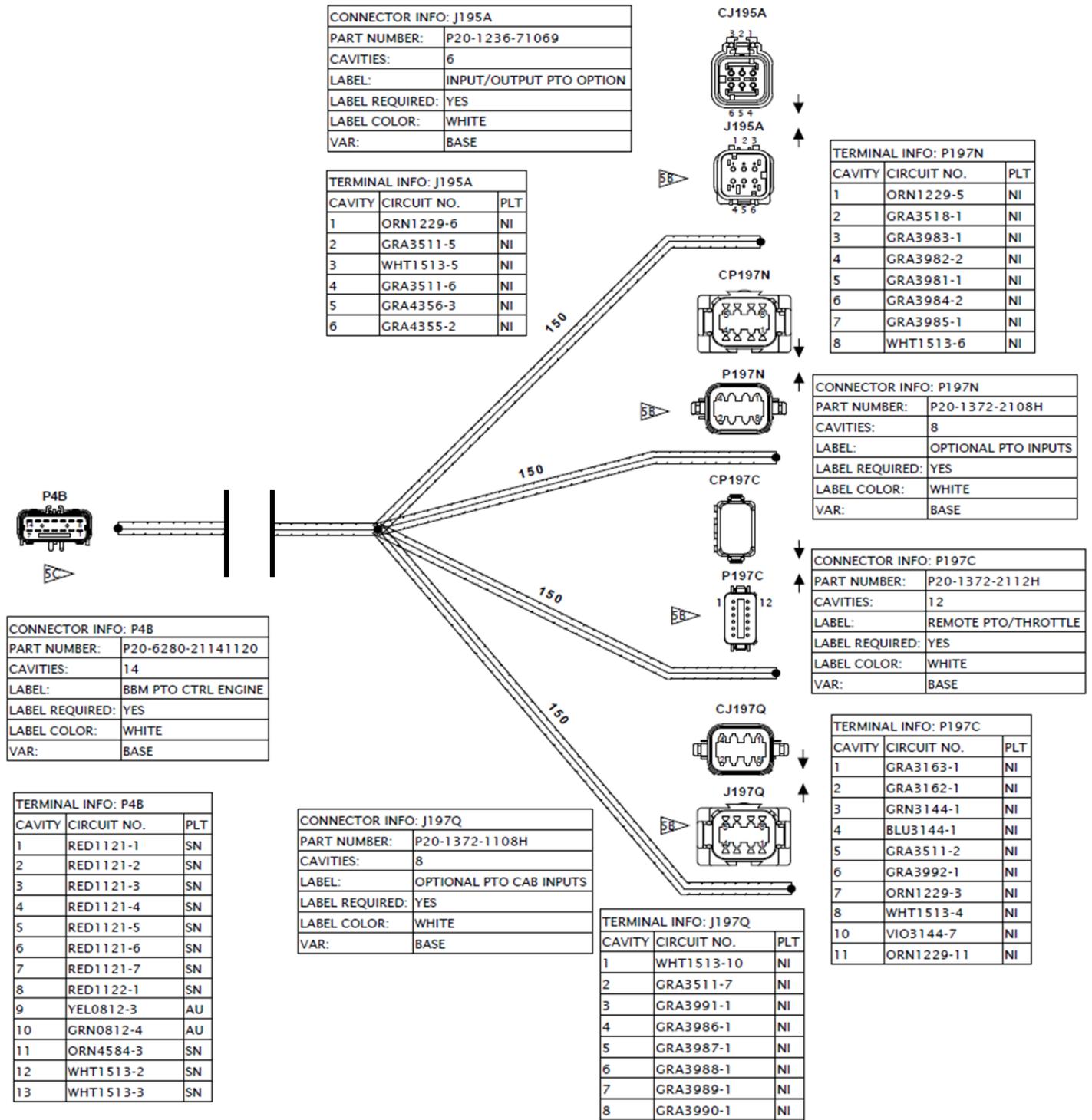


FIGURE 6-16. Body Builder Module Control Harness A92-6061

Pin	P197C 12-Way, REMOTE PTO/THROTTLE
1	Remote Resume/Decel
2	Remote Set/Accel
3	Remote Throttle Return
4	Remote Throttle Signal
5	PTO #1 Engaged
6	Remote PTO On/Off
7	10A Ignition Power
8	Vehicle Ground
10	Rem Throttle +5V Supply
11	20A Engine Power

CONNECTOR P197C

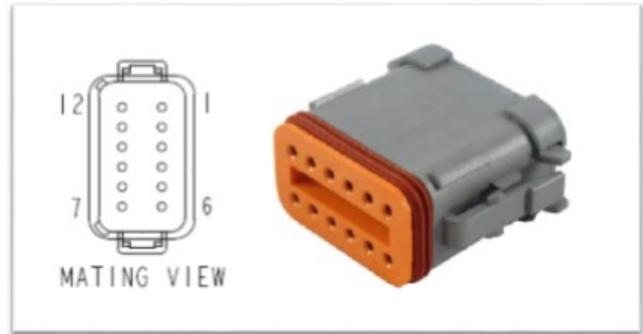


FIGURE 6-17. Customer Interface P197C Connector – Pinouts

Pin	P197N 8-Way, OPTIONAL PTO INPUTS
1	Ignition Power
2	Custom Interlock
3	Rem PTO Preset 3
4	Rem PTO Preset 2
5	Rem PTO Preset 1
6	Rem PTO Preset (+) (1 - 8)
7	Rem PTO Preset (-) (1 - 8)
8	Vehicle Ground

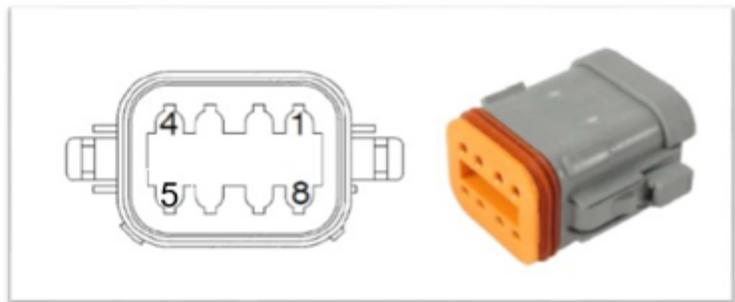


FIGURE 6-18. Customer Interface P197N Connector – Pinouts

Pin	J197Q 8 Way, OPTIONAL PTO CAB INPUTS
1	Vehicle Ground
2	PMC Switch
3	Cab/Remote Selector
4	Cab Preset Increment (+)
5	Cab Preset Decrement (-)
6	Cab Preset #1
7	Cab Preset #2
8	Cab Preset #3

CONNECTOR J197Q

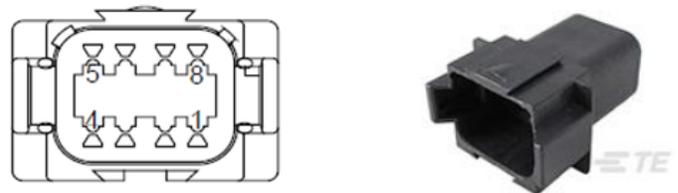


FIGURE 6-19. Customer Interface P197Q Connector – Pinouts

Pin	J195A 6- Way, INPUT/OUTPUT PTO OPTION
1	Ignition Power
2	PTO #1 Engaged
3	Vehicle Ground
4	Pump Mode/RAX De-clutch
5	PMC Active
6	Interlock Active

CONNECTOR J195A

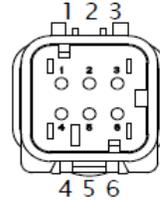


FIGURE 6-20. Customer Interface P195A Connector – Pinouts

J1939

**Warning!** The J1939 databus is the communication link between the engine and the Anti-Lock Braking System (ABS). Only J1939 compatible devices should be added to the databus. Some J1939 compatible aftermarket devices may disrupt the ability of the databus to communicate. If the databus is disrupted by an aftermarket device, it must be removed from the databus.

GUIDELINES - J1939 CIRCUIT REQUIREMENTS

- Circuits added must be a twisted pair consisting of a minimum of 1 twist per inch.
- Individual breakout length of circuits added cannot exceed 118 inches.
- Do not splice into existing J1939 circuits. Use the connection points provided.
- J1939 circuits are for data transmission only and are not to be used for power or ground circuits.
- Any modifications must conform to SAE J1939-15.

J1939 ACCESS

All Peterbilt vehicles equipped with 2017 Emissions and later compliant engines include J1939-15 circuitry. The J1939 circuit can be accessed under the cover panel of the center console with the body builder cab harness connections (reference Figure 6-3 for access location).

J1939 ACCESS PROCEDURES

1. Identify J1939 Access Connector
2. Disconnect connection

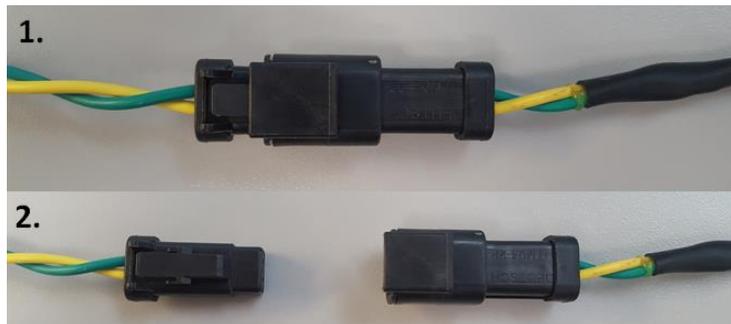


FIGURE 6-21. J1939 Access

3. Make connection in between original connection.



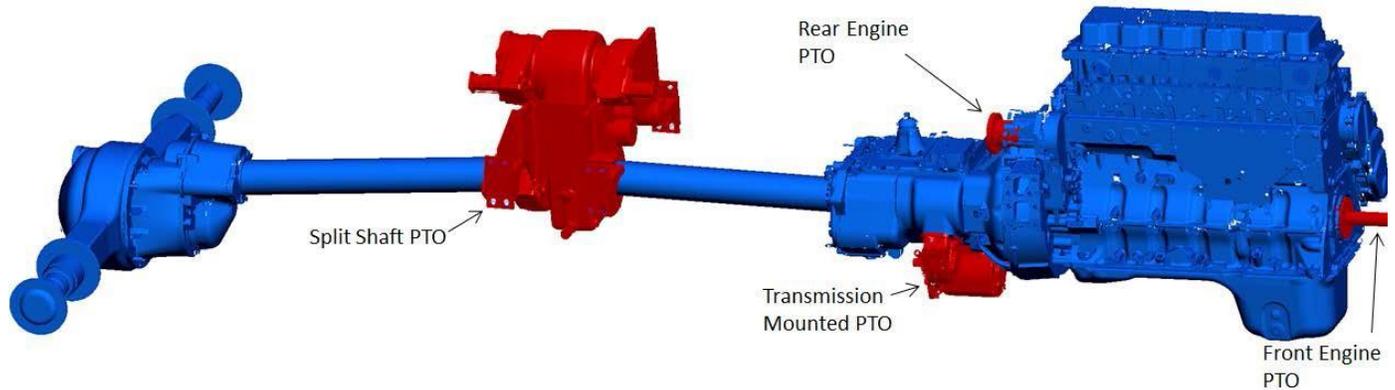
FIGURE 6-22. J1939 Access

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# SECTION 7 POWER TAKE-OFF (PTO)

## INTRODUCTION

A Power Take Off (PTO) provides a way to divert some or all of the trucks engine power to another component. There are a wide variety of PTO options available on a Peterbilt that are described below.

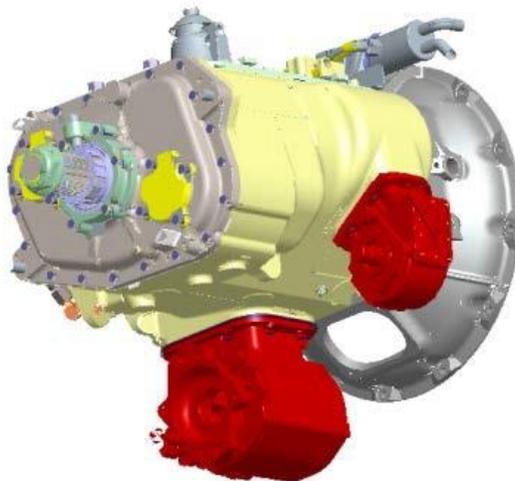


**FIGURE 7-1.** Power Take-Off Locations

## TRANSMISSION MOUNTED PTO – GENERAL

### MANUAL TRANSMISSIONS

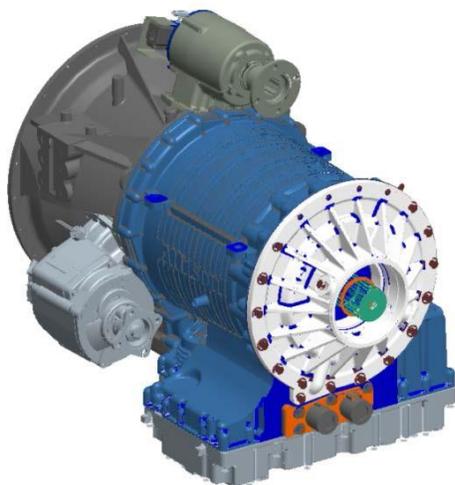
This is the most common type of PTO that is used. On a manual transmission there are two locations for PTO's. There is a 6 bolt PTO on the right and an 8 bolt PTO on the bottom left (Figure 7.2). For more information go to [www.roadranger.com](http://www.roadranger.com) and enter "PTO Installation Guide" in the search bar in the upper right corner.



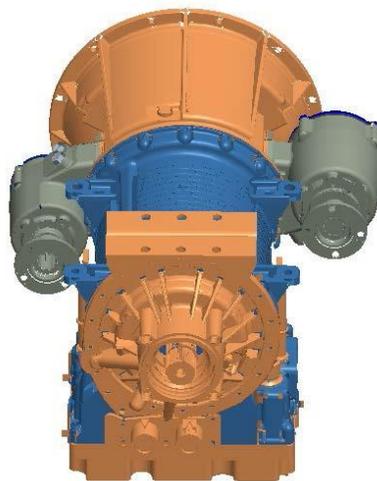
**FIGURE 7-2.** HD Manual Transmission

## AUTOMATIC TRANSMISSIONS

On Allison transmissions there are two locations for PTO's. The Allison 4000 series has PTO locations at 1 and 8 o'clock viewed from the back of the transmission. See Figure 7-3. The 4000HS transmissions do not have any PTO locations. The 3000 series Allison transmissions have PTO locations at 4 and 8 o'clock (Figure 7-4). For more information on using PTO's with an Allison transmission go to [www.allisontransmission.com](http://www.allisontransmission.com) and refer to the "Rugged Duty Series Brochure" and "PTO Request Flyer" which is available in a 1000/2000 version and a 3000/4000 version.



**FIGURE 7-3.** Allison 4000 Series



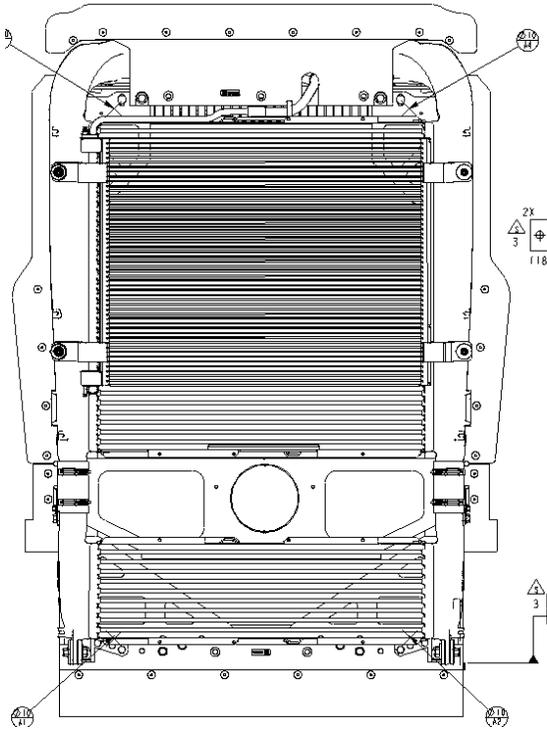
**FIGURE 7-4.** Allison 3000 Series

## INSTALLATION CLEARANCES

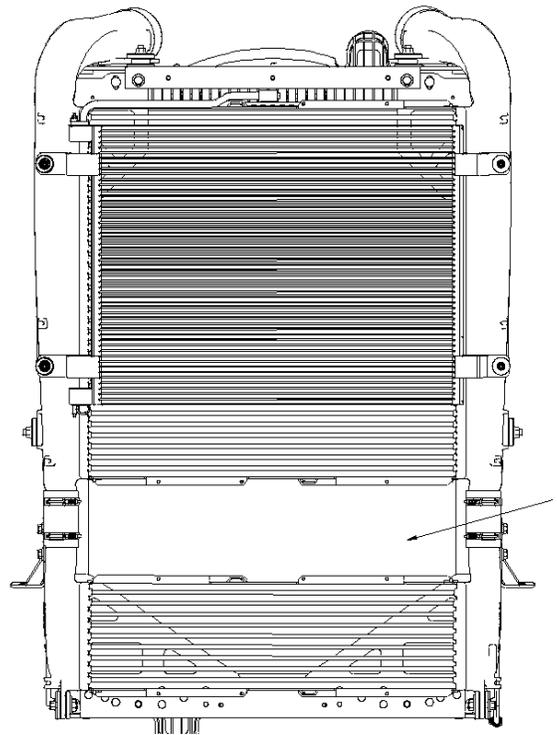
Some PTO configurations will have clearance issues with other components on the truck. With manual transmissions, a 6-bolt PTO on the right will typically clear most components. This is also true when 30 and 45 degree adapters are used. The 8-bolt bottom mount PTO will not have any issues. On Allison 4000 series transmissions, most PTO's will fit in the 1 o'clock position without interfering with the cab. If a wet kit is used here, the dipstick housing will most likely need to be modified as it runs over the top of the transmission to the driver side of the vehicle. The PTO in the 8 o'clock position is typically ok. There are some scenarios where the PTO will be very close to or could interfere with the rear spring shackle on the front suspension.

**FRONT ENGINE PTO**

Front engine PTO (FEPTO) is sometimes used in vocational applications. When a FEPTO is spec'd on a truck, the cooling module has a pass-thru to allow for a shaft to be bolted to the front of the crankshaft and extend out to the front of the truck. The bumper will be extended out to mount the customer installed aftermarket device. See Figure 7-5 and Figure 7-6 for radiator installations with and without FEPTO provisions.



**FIGURE 7-5.** Cooling Module With FEPTO Provision



**FIGURE 7-6.** Cooling Module Without FEPTO Provision

**REAR ENGINE PTO**

Rear Engine PTO (REPTO) is also sometimes used in vocational applications. The REPTO is driven off the rear gear train on the engine. There is a 1350/1410 flange on the bell housing in the 1 o'clock position that can be used to attach a hydraulic pump or driveshaft. See Figure 7-7 for an example. The REPTO flange will always be turning when the engine is running and the output rotation is the same as the engine. The Cummins ISL9 and PX-9 REPTO turns at a rate of 1.15:1. The Cummins ISX-12 REPTO turns at a rate of 1.32:1.



**FIGURE 7-7.** REPTO Flywheel Housing

## PTO INSTALLATIONS

Standard PTO operation is also called cab PTO. With this feature, the operator can set the engine to pre-programmed set speed(s) and ramp the engine speed up and down with the set/resume switch. To control the PTO there are dash switches that we offer. Standard with every vehicle is the Cruise Control/PTO on/off switch and the set/resume switch. There are also additional PTO control switches that can be used. The PTO control switch will be plumbed with air lines that will be plugged at the bulkhead. See Figure 7-8 for PTO dash switch plumbing. The cab air manifold is located where the floor meets the firewall on the LH side of the cab. When the cruise control switch is activated and all parameters set in the ECM for PTO mode are met, the engine will go into PTO mode. In this mode, the engine will respond to all PTO mode parameters that have been programmed into the software. These parameters can be changed with INSITE. There is a PTO light on the dash that should be wired to the PTO to inform the operator when the PTO has engaged or disengaged. This should be wired to the PTO output, not just a dash switch or PTO enable circuit. The wire can be found in the right hand rail in the area of the transmission.

On Allison transmissions, the PTO's will require an electric signal. We do not currently offer an electric PTO switch but there are several options available. The most common method of getting an electric signal for the PTO is to get a factory air switch and install a pressure switch on the air line. It is recommended to provide a 12 volt signal to the transmission control module (TCM) and have the TCM programmed to check for specific requirements such as engine speed, gear selection, output speed etc. before engaging the PTO. If the TCM logic is bypassed and the PTO is engaged directly it could cause damage to the PTO and the transmission. Contact your local Allison rep for more information.

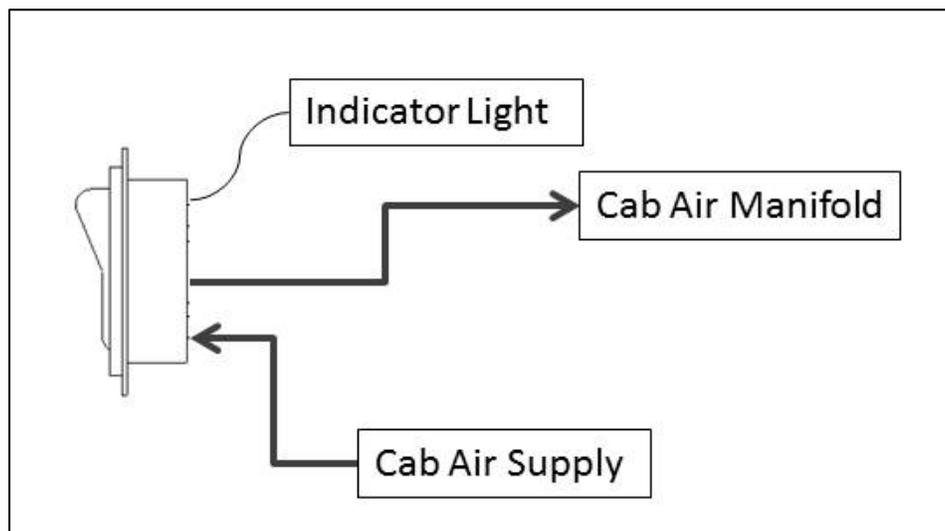


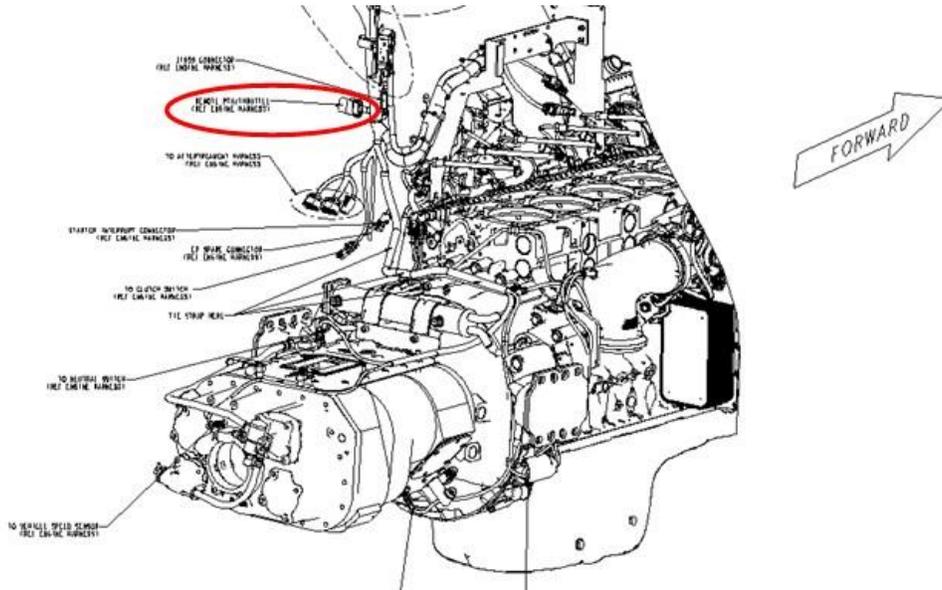
FIGURE 7-8. (1) Single acting PTO Controls Diagram

**REMOTE PTO CONTROL**

When a truck is ordered the option code for with remote PTO and throttle controls, a 12 pin connector will be provided. For all heavy duty models this will be a breakout of the main engine harness located on the left side of the back of the engine. See Figure 7-9. See Table 1 for the pin out descriptions on the 12 pin connector.

**CUMMINS REMOTE PTO OPERATION**

For Cummins engines and the Paccar PX-9, there are 2 different modes of operation through the 12 pin connector. If you put the engine in PTO mode by applying common switch return (ground) pin 3 to PTO on/off pin 5 the engine RPM will go to the first set speed. If the connection between pin 3 and 5 is broken and reapplied within ½ second, the engine will go to the second set speed. If this is done again, it will go to the 3rd set speed and so on. There are up to 5 preset speeds that can be modified with INSITE. If the connection is broken longer than ½ second and then reapplied, the RPM will go back to the first set speed. In this mode, the engine will not respond to any throttle inputs unless the throttle pedal override is engaged using INSITE. The second mode of operation is remote throttle which is engaged by applying common switch return (ground) pin 3 to remote throttle on/off pin 12. In this mode the engine will respond to the remote throttle signal. The throttle works off a variable 5V source. To control the throttle, you would use a potentiometer with pin 10 for the 5V source, pin 11 for the common sensor return (ground) and output the variable 5V signal to the remote throttle signal pin 4. In this mode the engine will not respond to the cab pedal unless the accelerator pedal override is engaged using INSITE.



**FIGURE 7-9. Connector Location**

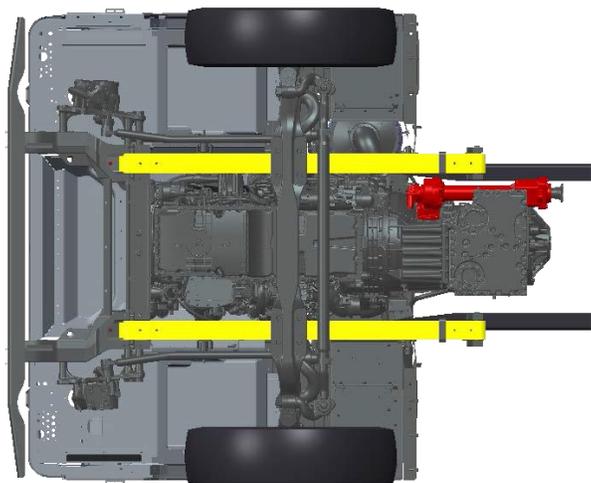
**TABLE 7-1. 12 Pin Connector**

Pin	Cummins
1	Not Used
2	Not Used
3	Common Return #1 (Switch)
4	Remote Throttle Signal
5	PTO On/Off
6	Remote Throttle Enable
7	Keyed Switch Power
8	Ground
9	Torque Limit Switch
10	5V Supply
11	Common Return #3 (Sensor)
12	Remote Throttle On/Off

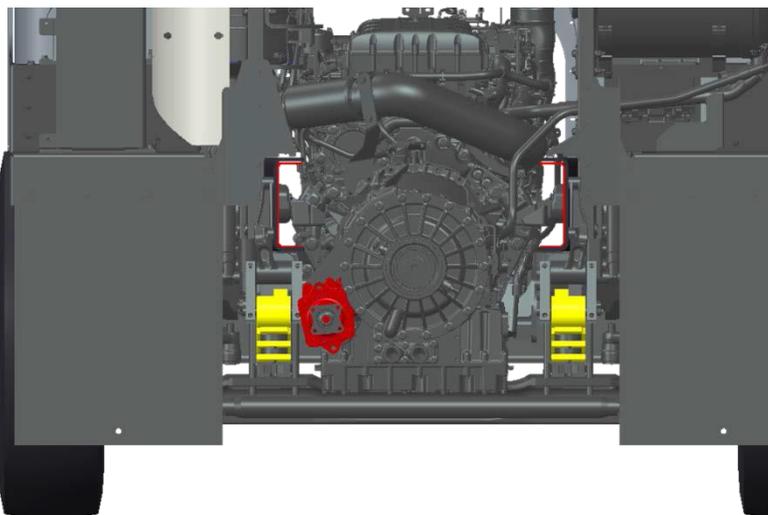
**INSTALLATION OF PTO BY MODEL**

**CHELSEA 890**

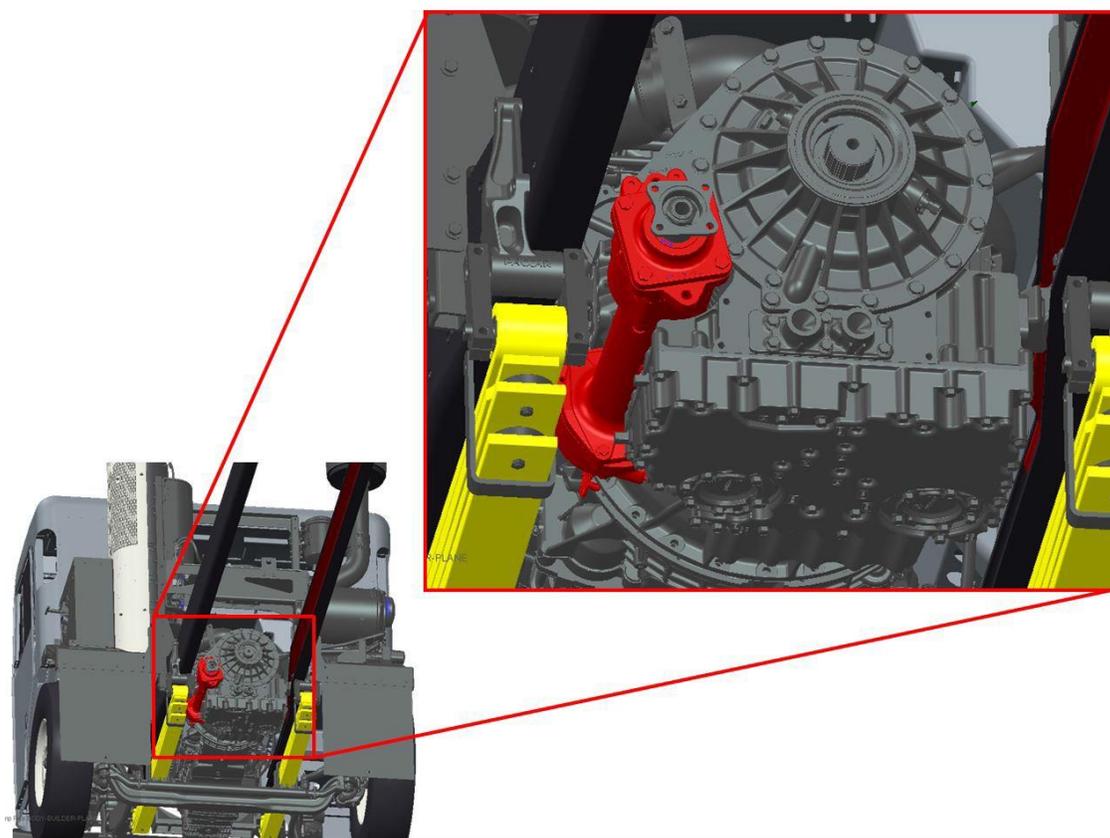
The installation shown below in figures 7-10 through 7-12 are of the model 520 with a Chelsea 890 PTO.



**FIGURE 7-10. Bottom View**



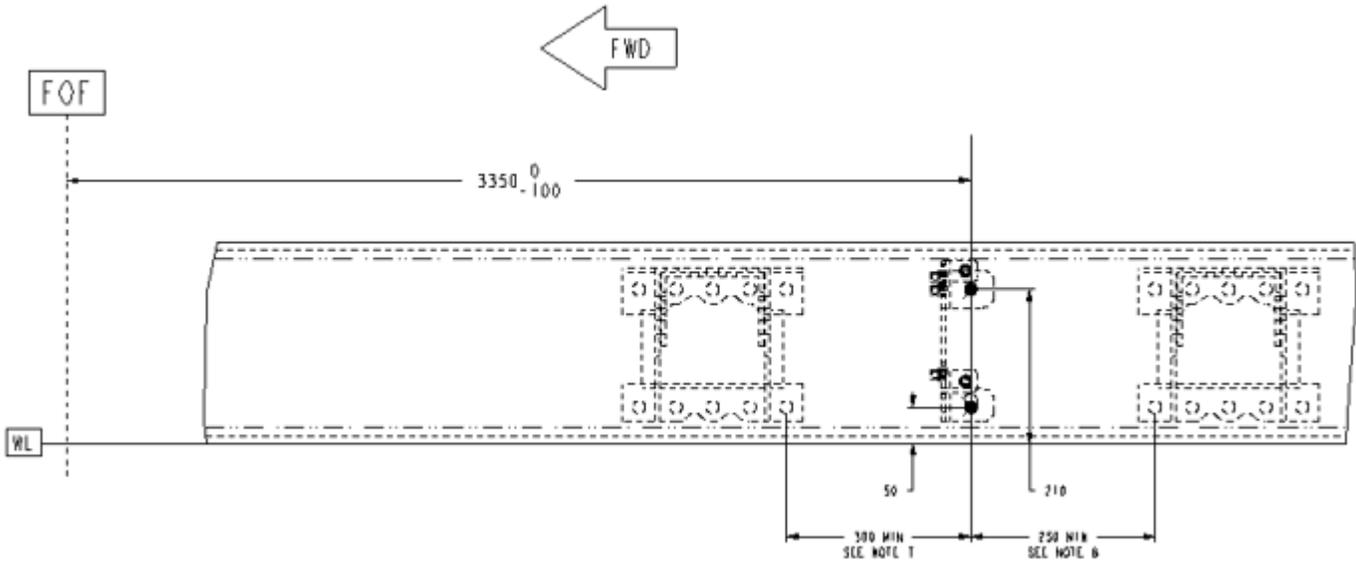
**FIGURE 7-11. Rear View**



**FIGURE 7-12. Isometric View with Enhanced View**

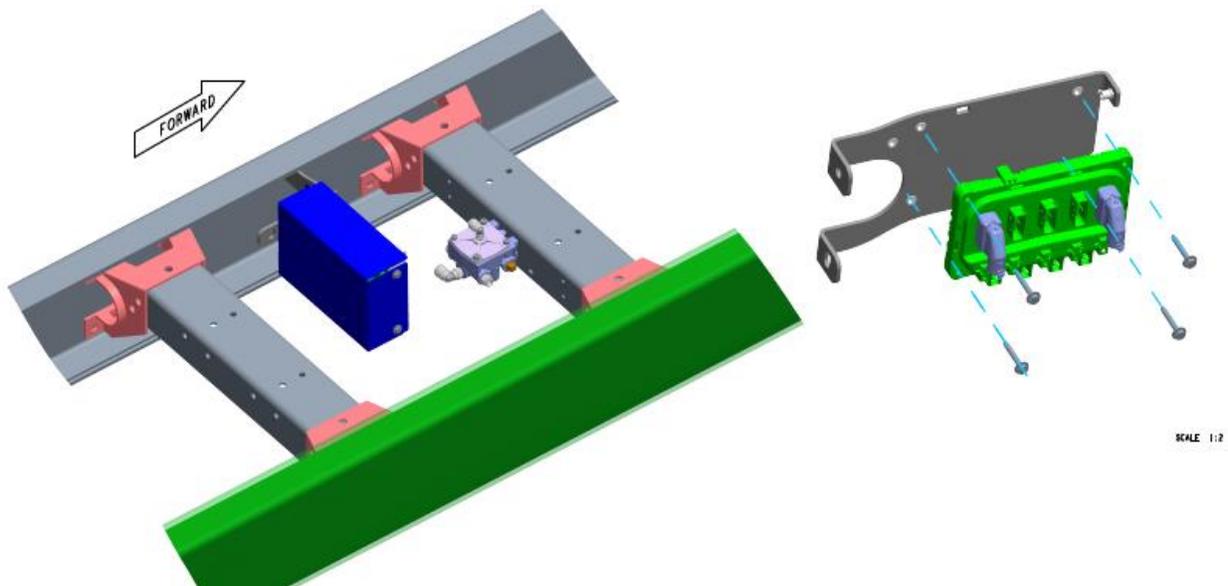
**OPTIONAL PTO FUNCTION MODULE**

The Body Builder PTO module is optional equipment available with MX engines, ordered at the point of sale. If necessary, the module can be integrated onto a vehicle after initial build on a case-by-case basis. Please contact your local dealership and field service representative for assistance with parts and required vehicle programming. The PTO Module is mounted perpendicular to the inside LH frame rail between the first and second crossmember. The designed frame rail drilling locations are shown in figure 7-13.



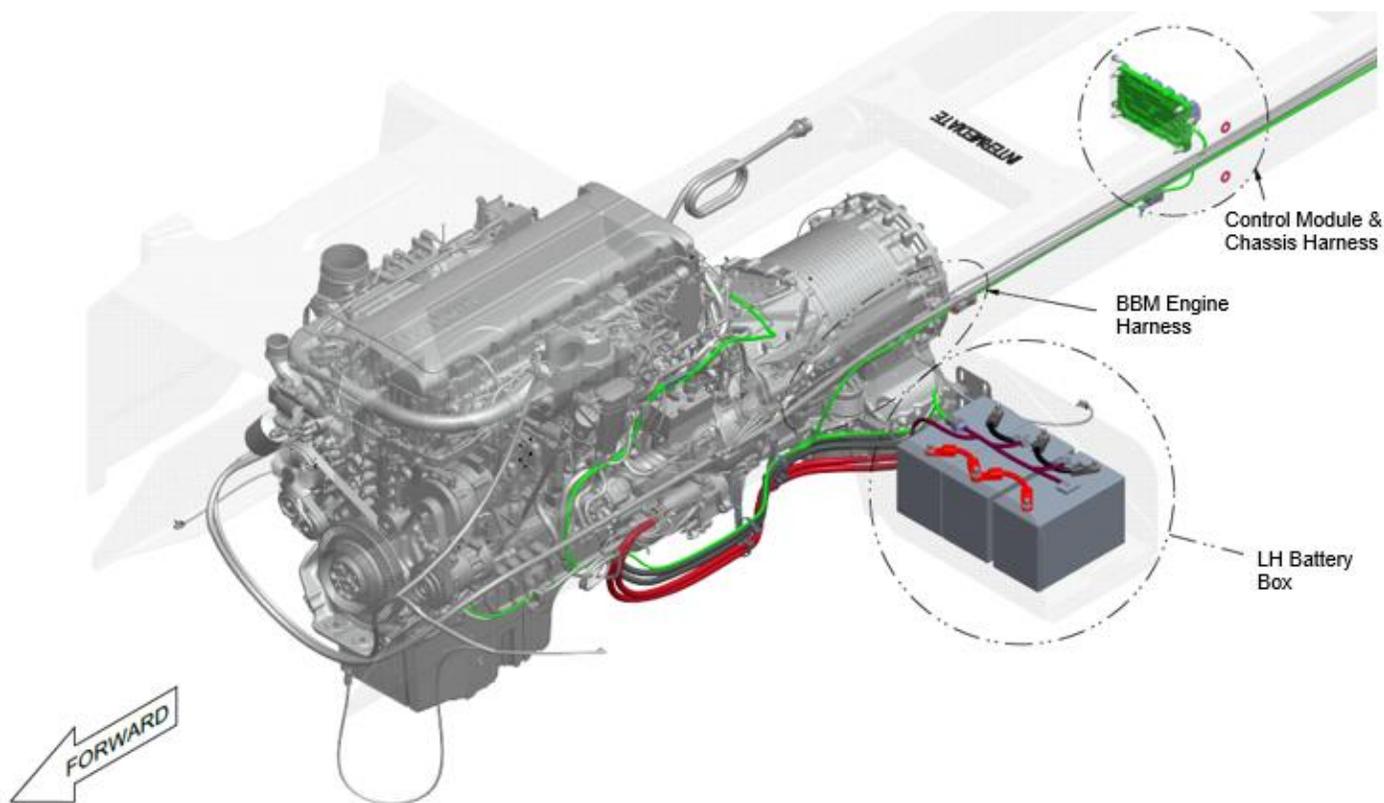
**FIGURE 7-13.** Optional Module Drilling Location for Bracket Installation

The Module mounts flat against the bracket facing the rear of the vehicle. A shield mounts over the module and secures to the frame bracket. For new installations, the frame space should be available if there is not an air component mounted in this position. As shown in figure 7-14, the module and guard will be connected to the frame bracket prior to installation on the rail.



**FIGURE 7-14.** PTO Control Module Installation

Figure 7-15 shows the battery power, engine, and chassis body builder control harness routing. There is a routing aid on the module shield which the harness will be secured to. Please refer to section 6 for additional electrical content.



**FIGURE 7-15.** PTO Control Harness Routing

# APPENDICES

## Revision Log

<b>Revision Log - 520 Body Builder Manual</b>				
<b>Revision</b>	<b>Author</b>	<b>Date of Publication</b>	<b>Pages #</b>	<b>Description of Changes</b>
	B. Rose	3/23/2017	n/a	Initial Release
001	Z. Clevinger	7/30/2019	Title Page	* Changed from "2017" to "2019" * Changed release date to 7/30/19
	Z. Clevinger		iii	* Corrected Table of contents (TOC) section 6 subheader "cab harness" to "6-4" in place of "6-5". * Added "Cummins Remote PTO Operation 7-6" subheader * Added Optional PTO sections 6 and 7 to TOC. * Added Appendices section to TOC, "Revisions Log A.1"
	Z. Clevinger		4-1	Added statement "Please note, an alignment adjustment is required after body installation. Front alignment and rear alignment must be performed prior to putting the vehicle into service."
	Z. Clevinger		6-4	Changed text "see figure 6-4" to "see figure 6-3"
	Z. Clevinger		6-10 through 6-13	New Optional PTO Module Content
	Z. Clevinger		7-8 & 7-9	New Optional PTO Module Content
	Z. Clevinger		A1	Revision Log

# EXHIBIT C2 - WARRANTY



## CLASS 8 Warranty Quick Reference Guide

### This is a Quick Reference Guide "ONLY"

It is an itemized general listing of the components and/or items used in the assembly of a Peterbilt Vehicle and their respective level of warranty coverage. This list is NOT to be construed as all-inclusive. Refer to the complete text of the Peterbilt Warranty Agreement Cat. No.5201, 5278, 5018 for specific details on the terms, conditions and limitations of said agreement.

### BASIC VEHICLE WARRANTY

12 Months / 100,000 Miles / 160,000 Kilometers whichever comes first

Air Cleaner System (Excludes Filter Element)	Charge Air Cooler	Hubometer	Suspension - Continued
Air Conditioner System	Charge Air Cooler Hoses & Clamps	Ignition Timer	Height Control Valve Bracket
Accumulator	Circuit Breakers	Instruments	Height Control Valve Linkage
Actuators, HVAC	Clamps, Turbocharger Air Inlet	Lift/Tag/Pusher Axle	Shock Bracket & Stud
Blend, Mode, Fresh Air Doors	Clock (Analog / Digital)	Lift/Tag/Pusher Suspension	Spring, Air
Blower Motor & Wheel	Clutch, Clutch Linkage	Light Fixture (Excludes Bulb)	Spring Bracket
Coil, Heater	Collision Avoidance System	Mirror	Spring, Leaf
Condenser	Control Cable	Mud Flap Bracket (Excludes Mud Flap)	Spring Pin
Control, HVAC	Cooling Module	Muffler	Spring Saddles
Drain Valve & Hose	Cruise Control Component	Muffler Clamps	Spring Shackle & Pins
Expansion Valve	Deck Plate Lamp	Muffler Standpipe	Tie Rods
Evaporator	DEF Heater Control Relay	Navigation System (Smart Nav)	Tracking Rods & Brackets
Freeze Control Switch	DEF Heater Coolant Control Valve	Plating (Includes Chrome)	U-Bolts & U-Bolt Saddles
Hardlines, Refrigerant	DEF Heated Lines	Power Steering Pump	Cab
Heater Hoses & Clamps	DEF Heating Elements	Power Steering Reservoir	Height Control Valve
Low/High Pressure Switches	DEF Heating Fittings on Supply Module	Quarter Fender	Height Control Valve Bracket
O-rings	DEF Lamp	Radiator (Includes Header Gasket)	Height Control Valve Linkage
Receiver -Dryer	DEF Tank	Radiator Cap	Spring, Air
Resistor	Door Latch, Lock and Hinge	Radiator Mounting Brackets	Sleeper
Airshield	Door Pad and Soft Trim	Radiator Mounting Bushings	Height Control Valve
Air System	Driveline, U-Joint and Center Bearing	Radiator Tie Rods	Height Control Valve Bracket
Air Compressor (Bendix)	Driveline Midship Plate	Radio/CB (Unlimited Mileage)	Height Control Valve Linkage
Air Dryer & Purge Valve	Electrical Power Distribution Box	Seat Belt	Spring, Air
Air Governor	Electrical Printed Circuit & Harness (Excludes Fuse)	Seat Structure	Suspension Bushings
Air Tank & Drain Valve	Engine Related Components	Shift Control	Switches
Alternator	Engine Brake (PACBrake)	Shock Absorber	Throttle Linkage and Cable
Antenna	Dipstick and Tube	Slack Adjuster	Transfer Case
Auxiliary Heater Assembly (Espar)	Fan, Fan Clutch and Sending Unit	Sleeper Boot	Transmission Shift Control & Oil Cooler
Auxiliary Transmissions	Fan Shroud	Sleeper Extender	Turbocharger Piping, Clamps & Gaskets to Inlet of SCR
Battery (PACCAR)	Heater	Speaker	Upholstery
Battery/Tool Box Assembly	Manufactured Messaging Products	Starter	Valve, All
Battery Hold Downs	Mount	Steering	Vent - Fresh Air
Brake	Shutdown System	Shaft and U-Joint	Visor (Outside and Inside)
Chamber	Exhaust Stanchion	Drag Link	Weather Stripping
Camshaft	Exhaust piping, clamps, gaskets	Gear Mounting Bracket	Wheel Bearing
Spider	Fairing	Pitman Arm	Window Defroster Fan
Drum (Excludes Scored or Heat Checked)	Fuel	Steering Wheel and Column	Window Lift (Includes Power Lift)
Bumper (Includes Aerodynamic Type)	Tank	Step	Window Regulator
Cab	Tank Strap, Cap and Vent	Supplemental Restraint System (Rollover Airbag)	Windshield Washer
Heater and Duct	Fuel Water Separator and/or Heater	Suspension	Wiper Arm (Excludes Wiper Blade)
Side Extender	Gauge and Sending Unit	Axle	Wiper Motor and Control Valve
Skirt	Heat Shield	Beams	Wiring and Connectors (Excludes Rubbed or Loose)
Water Leak	Hood Assist Spring and Hook	Dowel Pin	
Tilt Mechanism (Includes Pump)	Horn - Air or Electric	Height Control Valve	
	Hose and Fitting (Excludes Rubbed or Loose)		
	Hub Assembly (Includes Bearing)		
	Hub Caps		

### PAINT

- Cab, Hood, Sleeper Paint
- Frame Paint - Black Only
- Frame Paint - All colors other than black
- Frame Paint - Logger, Mixer, Dump, Refuse, Oil Field & Construction applications

12 Months 100,000 Miles / 160,000 Kilometers  
12 Months 100,000 Miles / 160,000 Kilometers  
6 Months 50,000 Miles / 80,000 Kilometers  
3 Months 25,000 Miles / 40,000 Kilometers

**MAJOR COMPONENTS**

**36 Months or 300,000 Miles/480,000 Kilometers whichever shall occur first. 100% Parts and Labor**

**Axle** - Eaton, Meritor and Dana Spicer Axles, Non-Driving and Driving, Single Speed, On-Highway with a Capacity or 46,000 Lbs. or Less (Includes Axle Input and Output Seals)(Excludes Axle Shaft Flange Gaskets, Brake Drums, Brake Shoes, Filters, Hub Assemblies, Hub Caps and Gaskets, Wheel Bearings and Wheel Seals)

**Brakes** – Bendix and Meritor

Applies to Brackets, Cam Shafts, Slack Adjusters and Spiders

**Cab, Hood and Sleeper Structure**

Cab Fasteners (Excludes Add-On Aerodynamic Devices)

**Sheppard and TRW Steering Gears**

**Manual Transmissions** (Excludes Oil Coolers and Shift Controls)

**Eaton Auto Shift Transmission**

**Hood Half-Fenders**

**EXTENDED FRAME, STRUCTURE AND CAB CORROSION**

**60 Months or 500,000 Miles/800,000 Kilometers whichever shall occur first. 100% Parts and labor**

Frame Side Rails, Crossmembers, Gussets, A-Braces and Cab Corrosion

Cab corrosion warranty applies to perforation - an actual hole in a cab panel due to corrosion. Warranty does not apply to corrosion caused by damage to a cab panel or finish paint.

**OTHER COVERAGES**

**12 Months or 50,000 Miles/80,000 Kilometers whichever shall occur first. 100% Parts and Labor**

Axle Shaft Flange Gaskets

Wheel Seals (Except Eaton Outrunner)

Hub Cap Gaskets

All Gaskets and Seals not specified above

**General Warranty Exclusions**

- The following components are warranted directly to you by their respective manufacturer, and are not warranted by Peterbilt Motors Company: Engine and Engine Manufacturer's Accessories, Engine Brake (except PAC Brake), Automatic Transmissions, Tires, Tubes, Fifth Wheel, Pintle Hooks, Hitch, Wheels and Batteries not listed.
- Peterbilt does not warrant antifreeze, lubricants, bulbs, fuses, filters, mud flaps, reflectors, winter fronts, wiper nozzles or wiper blades. Trade accessories such as fire extinguishers, chains, emergency kits and tools are not warranted.
- Peterbilt is not responsible for storage deterioration, wear, and changes in adjustment resulting from normal service. This includes brake and clutch linings, drive belts, wheel balance and axle alignments or upholstery.
- Peterbilt does not warrant metallic chassis (frame) paint. Peterbilt is not responsible for paint chipping or fading, peeling from frame bolts relating to maintenance, or paint peeling from road chemical damage.
- Damage due to accident, misuse, negligence, improper or inadequate maintenance, or unauthorized modification is not warranted. Failure of replacement parts used to repair above conditions are not warrantable.
- Vibrations, squeaks, fitting and hose leaks, unusual noises, rattles, loose nuts/bolts and hose and electrical connections can develop during the early shakedown trips of the vehicle. Up to 25,000 miles/40,000 kilometers, but not later than 90 days after date of delivery, the necessary adjustments will be made without charge. Such developments after this period are usually the result of use and are not warrantable items.
- Peterbilt is not responsible for damage resulting from engine horsepower/torque upgrades.

**NON - WARRANTABLE COMPONENTS/ITEMS****# File with Engine Manufacturer**

# Engine (see engine coverage)

# Engine Accessories

# Air Compressor (Engine

Manufacturer)

Add-on Aerodynamic Device (Dealer Installed)

Antifreeze Solution

Automatic Transmission (Allison)

Brake Lining

Bulb

Fifth Wheel

Filter Element

Fire Extinguisher

Flag and Flare Kit

Fuel

Fuse

Headlight and Light Bulb

Lubricant

Mudflap

Pintle Hook

Non-Original Equipment

Power Converter

Reflector

Refrigerator

Tire

Tow Pin

Wheels

Winter Front and Bug Screen

Wiper Blade

Wiper Nozzle

**NON - WARRANTABLE:**

WEAR, DETERIORATION and/or ADJUSTMENTS

Peterbilt assumes no responsibility for wear and/or Deterioration of parts or Changes in Adjustment as a result of Normal Service.

Examples:

Brake Adjustment

Brake Drum

Brake Lining

Clutch Facing

Engine accessory belt

Fuse

Mattress

Paint Chip and/or Fade

Soft Trim and Upholstery

Stainless Steel Discoloration

Tightening a Bolt and/or Fitting

Wheel and/or Axle Alignment

Window and Windshield Glass

*This list is NOT to be construed as all-inclusive*

**NON - WARRANTABLE FUNCTIONS OR ACTS**

Any Vehicle on Which the Odometer has been Altered

Any Vehicle that has been Altered or Modified in a Manner Unauthorized by Peterbilt

Damage Due to Accidents

Dyno Testing (Without Prior Regional Authorization)

Improper or Insufficient Maintenance Service

Misuse

Negligence

Storage (Includes Deterioration)

Towing and Road Calls

Transport

Troubleshooting and Road Testing

**Exhibit D**

**STATEMENT OF COMPLIANCE WITH NONDISCRIMINATION REQUIREMENT**

The Olympia City Council has made compliance with the City's *Nondiscrimination in Delivery of City Services or Resources* ordinance (OMC 1.24) a high priority, whether services are provided by City employees or through contract with other entities. It is important that all contract agencies or vendors and their employees understand and carry out the City's nondiscrimination policy. Accordingly, each City agreement or contract for services contains language that requires an agency or vendor to agree that it shall not unlawfully discriminate against an employee or client based on any legally protected status, which includes but is not limited to: race, creed, religion, color, national origin, age, sex, marital status, veteran status, sexual orientation, gender identity, genetic information, or the presence of any disability. Indicate below the methods you will employ to ensure that this policy is communicated to your employees, if applicable.

\_\_\_\_\_ affirms compliance with the City of Olympia's nondiscrimination ordinance and contract provisions. **Please check all that apply:**

Nondiscrimination provisions are posted on printed material with broad distribution (newsletters, brochures, etc.).

What type, and how often? \_\_\_\_\_

Nondiscrimination provisions are posted on applications for service.

Nondiscrimination provisions are posted on the agency's web site.

Nondiscrimination provisions are included in human resource materials provided to job applicants and new employees.

Nondiscrimination provisions are shared during meetings.

What type of meeting, and how often? \_\_\_\_\_

If, in addition to two of the above methods, you use other methods of providing notice of nondiscrimination, please list:

\_\_\_\_\_  
\_\_\_\_\_

If the above are not applicable to the contract agency or vendor, please check here and sign below to verify that you will comply with the City of Olympia's nondiscrimination ordinance.

**Failure to implement the measures specified above or to comply with the City of Olympia's nondiscrimination ordinance constitutes a breach of contract.**

By signing this statement, I acknowledge compliance with the City of Olympia's nondiscrimination ordinance.

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Date)

\_\_\_\_\_  
Print Name of Person Signing

**Alternative Section for Sole Proprietor:** I am a sole proprietor and have reviewed the statement above. I agree not to discriminate against any client, or any future employees, based on any legally protected status.

\_\_\_\_\_  
(Sole Proprietor Signature)

\_\_\_\_\_  
(Date)

***Exhibit E***  
**EQUAL BENEFITS COMPLIANCE DECLARATION**

**Contractors or consultants on City agreements or contracts estimated to cost \$50,000 or more** shall comply with Olympia Municipal Code, Chapter 3.18. This provision requires that if contractors or consultants provide benefits, they do so without discrimination based on age, sex, race, creed, color, sexual orientation, national origin, or the presence of any physical, mental or sensory disability, or because of any other status protected from discrimination by law. Contractors or consultants must have policies in place prohibiting such discrimination, prior to contracting with the City.

---

I declare that the Consultant listed below complies with the City of Olympia Equal Benefits Ordinance, that the information provided on this form is true and correct, and that I am legally authorized to bind the Consultant.

\_\_\_\_\_  
Consultant Name

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Name (please print)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title