



THE WHEELS ARE ALWAYS TURNING

CHASSIS LAYOUT REQUIREMENTS
STARR SYSTEM TRACTOR

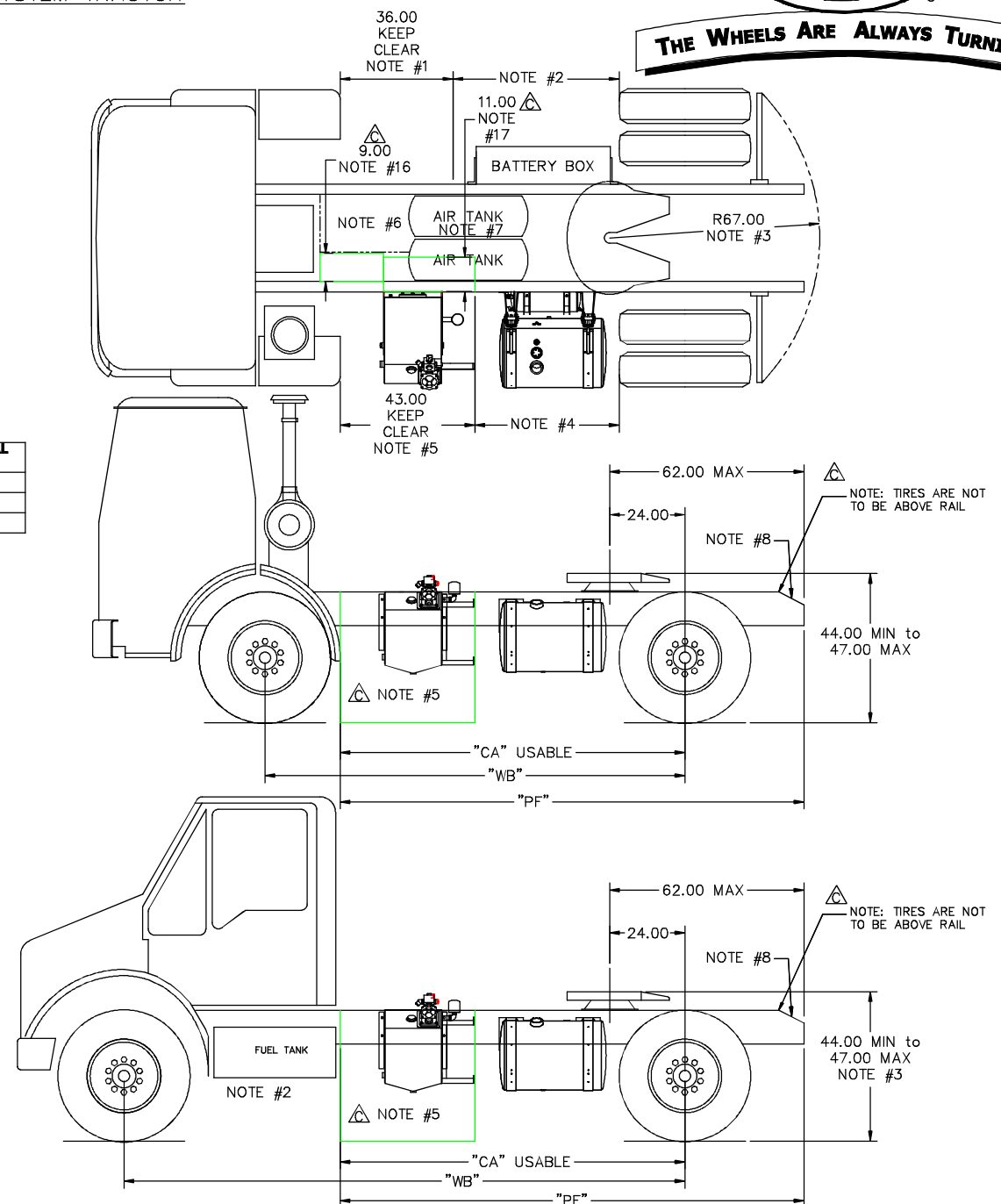
SEE SHEET 2

ABBREVIATIONS
 "WB" = WHEELBASE
 "CA" = CAB-AXLE
 "PF" = PLATFORM
 "AF" = AFTERFRAME
 ("AF" = "PF" - "CA")
 "CG" = CENTER OF GRAVITY
 "C.O.E." = CAB OVER ENGINE
 "CONV. CAB" = CONVENTIONAL CAB

STARR TRACTOR	AUTOCAR	CRANE CARRIER	MACK MRU & LEU PETERBILT	CONVENTIONAL CAB
"WB" (MIN)	136	138	140	182
"CA" (USABLE)	112	114	116	112
"PF" (MAX)	150	152	154	150

MEASUREMENTS ARE IN INCHES. WEIGHTS ARE IN LBS.

- NOTE:
- THIS AREA FOR AUTOMATED LIFT GRABBERS.
 - CHASSIS SUPPLIED BATTERY BOX REQUIRED IN THIS LOCATION. BOX MAY NOT EXTEND MORE THAN 12" BELOW TOP OF CHASSIS RAIL OR MORE THAN 12" FROM SIDE OF CHASSIS RAIL. ON CONVENTIONAL CABS THE PREFERRED BATTERY BOX MOUNTING IS UNDER THE CAB, OTHERWISE MUST BE MOUNTED AS SHOWN.
 - MAXIMUM LANDING GEAR WHEEL CLEARANCE. AT HEIGHT REQUIREMENT SHOWN. LOW PROFILE 5th WHEEL TO BE USED.
 - FUEL TANK MUST BE MOUNTED ON LEFT HAND SIDE OF CHASSIS ONLY FOR CABOVER UNITS. ON CONVENTIONAL CABS FUEL TANK SHOULD BE LOCATED UNDER CAB AND HYDRAULIC TANK CAN BE LOCATED FURTHER BACK TO ALLOW FOR A LARGER FUEL TANK UNDER THE CAB.
 - THIS AREA FOR HYDRAULIC RESERVOIR.
 - ALL HORIZONTAL EXHAUST COMPONENTS MUST BE LOCATED INSIDE FRAME RAILS.
 - AIR TANKS MUST BE LOCATED INSIDE CHASSIS FRAME RAILS.
 - CHASSIS FRAME RAIL TO BE TAPERED 27" AT END OF CHASSIS RAIL.
 - ALL CHASSIS MOUNTED COMPONENTS MUST BE MOUNTED BELOW THE TOP OF THE CHASSIS RAIL.
 - LARGEST AIR COMPRESSOR AVAILABLE FOR 1500 (in³) CUBIC INCHES AIR VOLUME PER TRAILER.
 - DOUBLE TRAILER SYSTEM REQUIRES REAR BUCK PLATE AND PINTLE HOOK MOUNTED 32" FROM GROUND.
 - AIR CLEANER TO BE MOUNTED ON STREET SIDE.
 - MAXIMUM WHEEL CUT AVAILABLE IS REQUIRED.
 - DIFFERENTIAL LOCK IS REQUIRED.
 - SERVICE/CONTROL AIRLINES & ELECTRICAL CONNECTIONS MOUNTED AT REAR OF CHASSIS.
 - THIS AREA FOR PTO CLEARANCE.
 - THIS AREA FOR SUCTION LINE CLEARANCE.




CHASSIS	EXHAUST		
	RIGHT HAND VERTICAL	LEFT HAND VERTICAL	*HORIZONTAL
LEFT HAND DRIVE		●	●
RIGHT HAND DRIVE	●	●	●

REQUIRES A REAR WINDOW MIN. 15 X 50 WITH NO OBSTRUCTIONS INSIDE OR OUTSIDE TO VIEW GRABBER AREA.

C	ADDED NOTES #16, #17, & TIRE NOTE. ADDED 4 CLEARANCE SPACE DEFINITIONS. ADDED SHEET 2. IN CHASSIS ELECTRICAL REQ: MODIFIED NOTE #7. ADDED "PER LIGHT".	7-27-12	5F12024
B	--	--	ST08003
A	--	--	ST05006
REV	WAS	DATE	ECO No.

CHASSIS ELECTRICAL REQUIREMENTS:

- 1) NEUTRAL SIGNAL DEDICATED FOR BODY BUILDER USE-IN CAB
- 2) BRAKE SIGNAL DEDICATED FOR BODY BUILDER USE-IN CAB
- 3) R-STATOR SIGNAL DEDICATED FOR BODY BUILDER USE-IN CAB
- 4) BATTERY SHUT-OFF
- 5) 160 AMP ALTERNATOR-MINIMUM
- 6) THROTTLE LIMIT CAPABILITY FOR NON-OPERATE IN GEAR SYSTEM
- 7) 15 AMP CIRCUITS PER LIGHT FOR ALL LIGHTS 

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CHASSIS INFORMATION	FMVSS SIGNALS AT BACK OF CAB INSIDE THE FRAME RAIL	COMMON INTERFACE	SEPARATE TURN AND BRAKE SIGNALS	MULTIPLEX PROGRAMMING FROM CHASSIS MANUFACTURER	NOTES:
MACK MRU/LEU	CONTROL LINK - SALES CODE M110003 FOR MRU, B830030 FOR LEU	CONTROL LINK II - SALES CODE M110003 FOR MRU, B830030 FOR LEU	STANDARD	N/A	M110003 GETS THE UPRIGHT CENTER PANEL. IF THE UPRIGHT CENTER PANEL IS NOT DESIRED THEN USE CODE B830030.
MACK GRANITE	BODY LINK III - SALES CODE B830026	N/A	STANDARD	N/A	THE FMVSS CONNECTOR FOR THE BODY LINK III IS DIFFERENT FROM THE ONE FOR THE CONTROL LINK.
AUTOCAR	LOCATED IN CAB - NO CODE NEEDED	NO CODE NEEDED: ALL SIGNALS ARE STANDARD	STANDARD	N/A	USES HEIL INSTALLED/DEVELOPED COMMON INTERFACE CABLE. FOR AUTO-NEUTRAL APPLICATIONS USE SALES CODES 269001 or 269027.
HINO	STANDARD - BUT COMBINED STOP/TURN	N/A		N/A	USES HEIL INSTALLED/DEVELOPED COMMON INTERFACE CABLE.
INTERNATIONAL	ORDER CODE: 08HAB	N/A	N/A	CUSTOM	12VZA FOR CORRECT ENGINE/PTO
CCC	STANDARD	STANDARD	STANDARD	N/A	
UD	N/A	N/A	N/A	N/A	
FREIGHTLINER	SALES CODE: 353-026	SALES CODE: 34C-001, 148-070, 163-006, 897L-005	294-046	N/A	34C-001 GETS THE TRANSMISSION INTERFACE AT THE FRONT WALL (GRAY PLUG), 148-070 IS THE ENGINE SPEED CONTROL WITH FIXED SINGLE SPEED, LOCATED BEHIND THE DASH (163-006) WITHOUT ANY INTERLOCKS (87L-005) - USES HEIL INSTALLED/DEVELOPED COMMON INTERFACE
PETERBILT	STANDARD	214-0150 THROTTLE AT FIREWALL	STANDARD	N/A	TALKING WITH PETERBILT ENGINEERING TO POSSIBLY INCLUDE COMMON INTERFACE.
KENSWORTH	REQUIRES OPTIONAL BODY CONNECTOR	REQUIRES OPTIONAL REMOTE PTO HARNESS	ORDER CODE: 9072022	N/A	