



Stoltz Mfg., LLC  
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## **Truck Chassis Specifications**

### **Stoltz Site Spreaders with Drag Chain Bodies**

#### **Ground Speed**

Very low ground speeds are important for satisfactory application rates. We recommend the greatest gear reduction available and a transmission that allows for very low ground speeds (around 2.0-3.0 mph) while maintaining high engine rpms. The slower your truck can drive, the higher your maximum application rate will be. Auxiliary engines are available if sufficiently slow speeds/high rpms cannot be achieved. Check with your Stoltz sales rep if you plan on regularly spreading high rates (more than 80 lb/yd<sup>2</sup>).

#### **PTO**

Our standard configuration is to direct mount the PTO and pump on the transmission. Front or rear mount may be available upon request. When selecting a truck, it is important to make sure that the transmission is rated for a 500 ft-lb PTO. Note that the PTO and pump from a dump bed application will probably not be adequate.

The best way to ensure that your transmission has the required PTO torque capacity is to call Stoltz with the following information:

- Transmission make
- Transmission model number
- Preferred PTO opening location (usually transmission side or bottom)
- Also helpful is the truck make, model, and year.

#### **Payload Capacity**

A standard Site Spreader body with 25 tons of cement will have a loaded weight of approximately 60,000#. A 15 ton capacity Site Spreader hopper will have a loaded weight of approximately 40,000#. Select a chassis that has sufficient payload capacity for the size spreader you want.

#### **Truck Modifications**

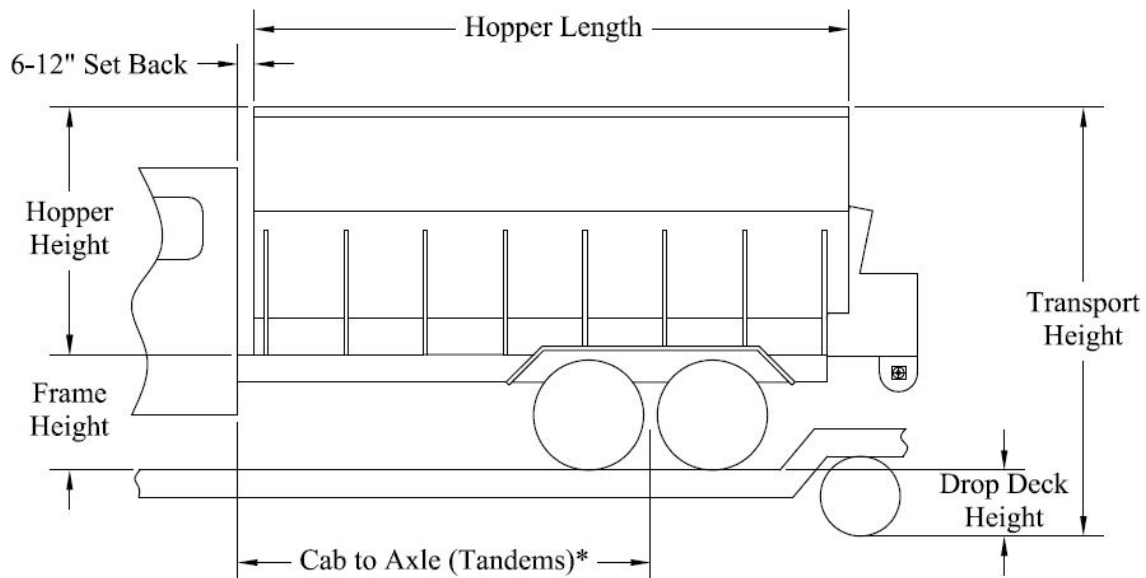
Chassis not meeting our specifications may be modified for an additional charge at Stoltz's discretion. Tilt cabs, four-wheel drives, articulating trucks, army trucks, trucks with certain MACK transmissions, 24v systems, etc., all may require special parts and installation procedures. Additional charges will be made for additional driveline components, labor for relocation of exhaust systems, tanks, body removal, frame cleaning, frame lengthening, lighting, etc. Charges of this nature will be based on time and material. No charge will be made for frame shortening behind the rear wheels.

## Articulating Trucks

Articulating trucks are great for rough terrain spreaders as long as you do not require very high spread rates or are willing to make multiple passes, since they generally go fairly fast in their lowest gear. However, the many variations of hydraulic configurations utilized in their designs often make these trucks difficult for us to work with. For that reason, we ask that you work with your dealer to set up the truck so it is delivered to us with 55 gpm @ 2,500 psi continuous hydraulic flow for running the spreader. Note that some articulating trucks may require an oil cooler to achieve this. We will also need to know if the hydraulic system is open center, pressure compensated, or load sense.

## Hopper Sizing

We have developed several standard hopper sizes that fit on most trucks. Site Spreaders can also be customized to fit your particular height, width, and capacity requirements. Generally spreader trucks are only driven off highway, and are transported between job sites via low boy trailer. Therefore, we recommend selecting a hopper where the combined height of the truck, spreader, and lowboy combination will be less than 13'6".



Hopper Description	Hopper Capacity	Hopper Length	Hopper Width	Hopper Height**	Truck Cab to Axle*	Max Truck Frame Height***
16 ft	15 tons (475 ft <sup>3</sup> )	16 ft	86"	84"	Approx. 140	54"
18 ft	25-27 tons (728 ft <sup>3</sup> )	18 ft	8.5 ft	95"	Approx. 156	43"
20 ft	25-27 tons (741 ft <sup>3</sup> )	20 ft	8.5 ft	90"	Approx. 180	48"

\*Generally 2/3 hopper length plus Set Back

\*\*Height above frame. Subtract 4" to remove Pop up filter bags, ladder and toe rail

\*\*\*Assumes 24" lowboy trailer

### \*IMPORTANT!

Consult federal, state, and local weight laws and chassis manufacturer's ratings to determine Cab to Axle (CA)/Cab to Tandem (CT) measurement. Make sure government weight restrictions, GVWR and GAWRs are not exceeded.