



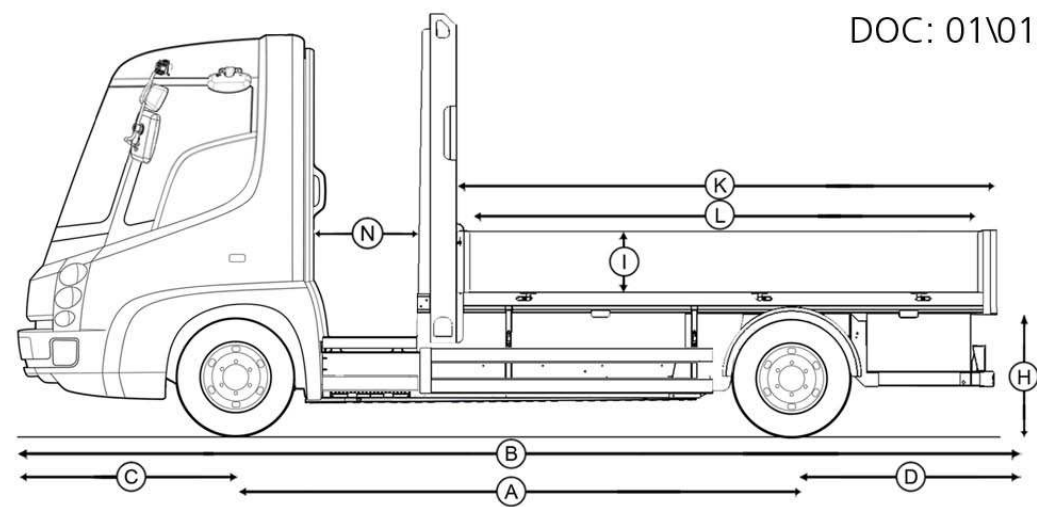
# MODEC DROPSIDE DATA

MODEC  
QUIETLY CHANGING THE WORLD

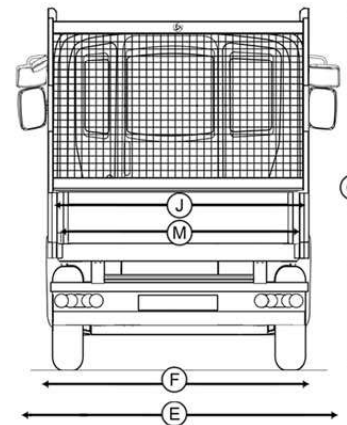
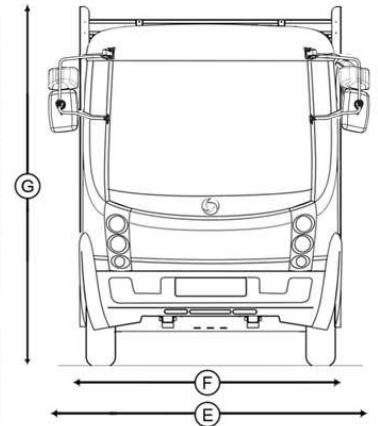
- Medium Length
- Long Length
- Extra Long Length

Modec is a revolutionary zero emission commercial vehicle.

Economically and environmentally viable, the vehicle is purpose built from the ground up. The Modec is perfect for the demanding urban environment. With a 5.5 tonne GVW, this silent truck is capable of travelling at a swift 50mph, over a range of up to 100 miles or 60 miles, depending on your choice of battery pack.\*



	REF.		MEDIUM	LONG	EXTRA LONG
<b>DIMENSIONS</b> <small>Measurements in mm (unless otherwise stated)</small>  <small>All dimensions subject to a manufacturing tolerance of +/-5%</small>	A	Wheelbase	3600	3600	3600
	B	Overall Length	5820	6320	6820
	C	Front Overhang	1400	1400	1400
	D	Rear Overhang	820	1320	1820
	E	Overall Width (inc. mirrors)	2450	2450	2450
	F	Overall Width (exc. mirrors)	2000	2000	2000
	G	Overall Height (Unladen)	2780	2780	2780
	H	Rear Loading Height	980	980	980
		Turning Circle (kerb to kerb) (m)	10.8	10.8	10.8
<b>LOAD AREA</b>	I	Internal Height	380	380	380
	J	Internal Width	1930	1930	1930
	K	Internal Length	3100	3600	4100
<b>LOAD ACCESS</b>	L	Side Drop-Plank Opening	2800	3300	3800
	M	Rear Drop-Plank Opening	1770	1770	1700
	N	Walkway Opening	750	750	750
<b>WEIGHTS (kg)</b>		GVW (Gross Vehicle Weight)	5500	5500	5500
		GTW (Gross Train Weight)	6500	6500	6500
		Front Axle Plated Weight	2600	2600	2600
		Rear Axle Plated Weight	3200	3200	3200
		Front Axle Kerb Weight	1870	1886	1902
		Rear Axle Kerb Weight	1440	1526	1612
		Total Kerb Weight	3310	3412	3514
		Payload (Uniformly Distributed)	2190	1940	1636



**IMPORTANT:** Stated Payloads based upon Standard Modec Dropside Body configuration. Any additional/special features may decrease payload. All payload figures are subject to a tolerance of +/-5%. These payloads are strictly based upon a uniformly distributed load.

\* Dependant upon driving style and vehicle load.



# MODEC DROPSIDE BODY SPECIFICATION

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- Medium Length
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The Modec standard dropside vehicle is fitted with an entry step on both sides and a chequer-plate, non-slip walkway platform, is located behind the cab, for access to the cab entry door.

The base frame is a galvanised steel longitudinal ladder frame construction, including galvanised steel cross-members. The cross-members are capped with a channel side rave. The base frame and floor are designed to carry up to a maximum payload of two tonnes. Fitted to the base frame are alloy anodised drop side and rear planks (380mm), with plated finished end caps & anti-loose fasteners. Detachable corner posts (electro-plated) and galvanised under slung hinges are fitted all round. Rubber buffers are fitted to the base frame and side guards. These are designed to withstand impact from side and rear drop planks, when released from either a closed position or a hanging position. Hinged side guards are fitted and comply with Directive 89/297 approval and European testing by the VCA. These are maintenance free, complying with regulation 105B.

The base frame has a non-slip, textured surface, phenol coated plywood (mesh pattern phenol coating). Ext WBP bonded to EN314-2/Class3. CPD compliant CE2+ Structural, for load bearing applications and PEFC/FSC certified.

The fitted spray suppression is high strength, lightweight and fitted in accordance with regulations stated Directive 91/226 EEC.

Lashing points are fitted flush with floor level and at a pitch of 800mm (centres). All lashing points are SWL of 1000kg, have a non-corrosive finish and are fitted with a rubber washer for a rattle-free finish.

LED side marker lights (when required) are fitted on vehicles over six metres in overall length. All lights are fitted in accordance with Directive 76/756 EEC.

The bulkhead is positioned 750mm from the vertical rear-most face of the Modec cab. Bulkhead components are either electro plated, or galvanised to protect against corrosion. The bulkhead includes profiled, steel corner pillars (electro-plated), which each incorporate a grab handle for assistance in accessing the load area. There are also near and offside entry handles fitted to assist entry to the walkway area, as well as the top section of bulkhead being a mesh construction for driver visibility.

