

Heat Management Information

Because of the usage of some chassis cab vehicles are more severe than 'normal' usage, it is important for the upfitter to not remove any of the existing heat shielding or insulation. If the shielding or insulation must be modified, the final stage manufacturer is responsible for insuring that the entire vehicle contains adequate thermal protection. The underbody areas in the vicinity of the exhaust and chassis areas within 4 inches of the exhaust can reach 700 degrees F so shielding and or insulation capable of these temperatures are required.

In addition to shielding, part of heat management is the flow of hot air from underhood and underbody areas. The final stage manufacturer must assure that none of the applied body or added components cause restriction to this flow. Examples of items that could cause restrictions are: full width mud flaps, any body structure that extends below the top of the frame rails between the two rails, body panels or boxes that extend down below the bottom of the frame. The completed vehicle should be tested in the representative environment and duty cycle to ensure that the completed vehicle functions without heat issues. Be aware that altered underbody flow can affect items like: engine/transmission mounts, propshaft center bearings, and exhaust isolators. Testing should ensure that components like these and added accessories like PTOs and hydraulic lines are protected from excessive heat.

For 2007 the diesel engine equipped vehicles will have notably higher exhaust temperatures due to the addition of the particulate filter. The temperatures of the filter could reach the levels of gasoline catalysts. In other words, you may require more shielding than you are accustomed to on many diesel upfits.