

Ottawa Product Comparison

- Ottawa mainframe is the strongest in the industry. It is 3/8" Formed C Channel, predrilled for placement of options w/ weldnuts on backside. Predrilling allows for easy installation of options at later date. Competition welds options to the frame
- Standard frame warranty is 7 years
- Mid frame crossmember is inverted channel design to concentrate stress over greater area. It is also removeable for heavy maintenance.
- **Standard** tires are radials, not bias ply tires. This provides better wear, deeper tread, and the ability to recap up to four times. Hub pilot wheels are **standard**.
- Fifth wheel boom has flexible mounting, to relieve stress on frame rails. Bearing contact area to the pivot pin is doubled to increase life. Cylinders are mounted with cylinder rods downward to facilitate self cleaning.
- **Standard** cab mounting is a three point air suspension, for less vibration, longer cab life, and driver comfort.
- Vertical exhaust includes a heat shield as **standard**.
- **Standard** Raised Roof Cab offers a full 12 inches of additional headroom, 68" door opening
- Platform is an open grip material with 8" of catwalk on off highway trucks. Steps are open grip strut material, not rebar.
- All electrical connections are double sealed and packed with grease to prevent corrosion
- 'Transyn' synthetic fluid is **standard** in Allison transmission along with a four year warranty
- Paint on frame and chassis is powder coated primer with polyurethane top coat.
- **Standard** cab construction is undercoated Galvaneel steel. Cab is assembled, not fabricated, for easier replacement of parts in the event of damage. Cab pivot pins are rifle drilled to assure lubrication for longer life. Cab can be tilted to 45 degrees electrically and to a full 90 degrees manually. Velocity fuse integrated into tilt cylinder to prevent cab from falling if a hose breaks
- Accelerator pedal is suspended to eliminate corrosion, while accelerator shaft is mounted in PTFE steel backed sealed steel bearings. No lubrication required. Competition uses cable accelerator linkage.
- Shift cable is lifetime lubricated, for higher efficiency, and reduced backlash with sealed rod ends.
- Floor is no sill type, sweep-out design. Drivers door drains out of cab, not in.
- Rear cab door incorporates new design nylon slide bushings in place of rollers for easier movement. Rollers tend to fill with dirt and debris after use and jam. The door is aluminum for lighter weight.
- The following are also standard: moisture ejector valves, break away air line fittings, anti-skid grating, and heat and noise insulation.

