

The Long Hauler™

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The Latest News from J&J Truck Bodies & Trailers®
A Division of Somerset Welding & Steel, Inc.

Half Round Dump Bodies Increase in Popularity



The DynaHauler/HR, a half round dump body, is becoming a real favorite with owners and operators. The unit is primarily used in paving and other similar material hauling applications. Its unique design allows material to easily and quickly flow into paving hoppers. Unlike traditional flat side dump bodies that have to discharge their loads in larger areas, the half round keeps material in smaller, targeted areas.

Free pamphlet available

Ingersoll-Rand is offering a free pamphlet that gives contractors checklists for the different responsibilities of an asphalt paving operation, lists conversion tables, and charts roller pass coverage. Here's a sample:

Paver operator responsibilities:

- Select a paving speed that balances delivery, paver capacity, and the compaction process, and pave with few, if any, extended stops.
- Work with the screed operator in establishing and maintaining the head of material within a plus-or-minus 1-inch tolerance.

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The first three Western Stars arrive at J&J Truck Bodies & Trailers' plant. For this customer, a total of 8 will be outfitted with half round dump bodies.



The newly designed DynaHauler/Dual Dump gets a thumbs up from customers

New Dual Dump Attracts Attention at the NTEA Show

During the recent NTEA show in Baltimore, J&J introduced a new version of their dual dump body. The new model has been upgraded to include a forward mounted integral bi-directional material conveyor, replacing the old design using an auger similar to that of a tailgate type salt spreader. Challenged by one of their distributors to meet today's greater municipal demands to "do more with less" the dual dump was redesigned and proved to be a big hit at the show.

By incorporating a forward mounted bi-directional conveyor with the body, the dual dump can now dispense material to either side of the dump body allowing salt, sand, and other types of anti-skid materials to be spread at the left side, via a

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Built for the long haul.™

Dual Dump

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quick detach spinner assembly; and to the right side, gravel, modified asphalt, etc. can be easily spread for berming operations and patching of roadways. Salting ahead of the chassis' own rear wheels gives the operator a pretreated road surface, greatly improving their safety and that of the driving public.

Dumping in the forward mode maintains the load between the front and rear axle, eliminating potential over-center dumping situations. It also reduces potential loss of steering and eliminates hazardous material spills on the roadway.

The cab safety interlock switch system allows the operator to select the direction of dumping without ever leaving the comfort and safety of the cab. The interlock system quickly identifies dump mode to the operator thus eliminating potential improper operation. Simple parts replacement was achieved by designing the dump unit with standard parts such as the single acting dump cylinder, stainless steel switching cylinders, and standard air-operated tailgate latch system. A stationary cab shield virtually eliminates overhead problems encountered by conventional dump methods. A dump and roll body design allows the front or bulkhead to remain straight instead of tilted in at top allowing close tolerance between the cab and dump body.

The new 10' municipal dual dump is available in steel, aluminum, or stainless steel. The conveyor belt is heat resistant and will handle asphalt operations. The salt spreader mode will function with any dual spreader function hydraulic system. Salting and berming operations can be integrated with any ground speed spreader system allowing consistent material output regardless of truck speed.

Live Floor or Tipper...

Which should you choose?



According to a recent article in *Waste Age* (www.wasteage.com), a good rule of thumb for deciding between live floor or tipping platform trailers is to determine how many tons of waste the operation hauls per day. If it hauls 800 tons or less, the aluminum live floor trailer's heavy duty work capacity and versatility in loading and unloading, make it a good choice. However, if an operation exceeds 800 tons per day and tipping platforms are available at the landfill, the tipping platform trailer may be a better choice, as it creates two to three tons more payload potential.

Free pamphlet

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- Steer the paver holding to a predetermined reference.
- Direct the truck driver to raise the bed and exit when it's empty.
- Use rapid, but smooth starts and stops to help prevent end-of-load roughness.
- Observe the asphalt mix for any changes in characteristics as it's being discharged into the paver hopper or insert.
- Monitor the paver for any unusual noise or vibration.
- Work with the dump truck operator to make sure the hopper does not run low.

For a copy of the *Best Practices Paving & Compaction Guide*, contact Ike Downes at 217-234-8811; email ike_downes@irco.com



Once the trailer type is decided, managers can determine the best size by figuring trailer capacity. Use this simple, but effective formula: Legal payload capacity (in tons) + pounds per cubic yard of refuse = trailer capacity needed (in cubic yards).

If you're currently in the market for either one of these trailers, J&J Truck Bodies & Trailers has several in stock. To take a look, just visit www.jjbodies.com or call 800-598-8552. We can also custom build to suit your specific application.

DynaHauler/MDC
makes a great choice
for medium duty
chassis

(available in steel or aluminum)



For full specs, visit our web site!

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For a dealer or sales representative in your area,
call 800.777.2671 (USA) or +1.814.443.2671
Ask for Sales

Over 75,000 people attend MATS

According to show organizers, 1700 companies displayed their latest truck equipment and services and over 75,000 individuals attended the Mid-America Trucking Show that took place last March in Louisville. Celebrating its 30th year anniversary, the show has become one of the premier events in the trucking industry.



DynaHauler Semi-Elliptical



DynaHauler Lightweight Crossmemberless



Pictured from left to right: Jerry Johnson, VP of J&J Truck Bodies & Trailers, Robert Strawbridge, Dean Strawbridge, and Maury Fincham, Regional Manager at J&J.

Robert and Dean Strawbridge, proud owners of this Peterbilt truck, installed with a J&J aluminum dump body, pose for a picture at J&J's booth at the Mid-America Show. The father and son team own a contract hauling business in Sykesville, Maryland. The business currently has a fleet of 14 trucks, but this particular one is used primarily for shows and in truck races.

J&J also showed their semi-elliptical and crossmemberless dump truck bodies at the Mid-America Trucking Show. The **semi elliptical's** flat floor allows operators to haul more payload and material is easily discharged, reducing waste and making it a virtually self-cleaning unit. The **crossmemberless** is a lightweight unit with newly formed bottom rails. Its lighter weight is making this an increasingly popular model with J&J customers.



Volvo used this truck in the Ride and Drive event at MATS. The J&J DynaHauler /HCX dump body is custom engineered for heavy construction work.



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This half round barrel dump body is increasing in popularity with J&J customers.



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For more information on products manufactured by J&J Truck Bodies & Trailers, please fill out the form below. **Fax it back to: 814-445-8565** or email the requested information to skh@lseci.com.

Please send more information on (check all that apply):

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