

The Long Hauler[®]

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

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This DynaHauler/LWC features a lighter weight steel crossmemberless J&J body that sits on a new Mack Granite, Model CV 713

Tony DiNardo, of DiNardo & Sons, is the proud owner of this new dump truck. He purchased the truck from Keystone Mack and was inspired to paint the dump body with the colors of the American flag in memory of the victims of September 11th. DiNardo & Sons is a trucking firm located in Eastern Pennsylvania.

Gov. Bush Speaks at Trucker's Forum

The Florida Association of Truckers and F.A.T. Transport recently held a Trucker's Forum at their offices in Orlando, Florida. The meeting, which was by invitation only, featured the Honorable Governor Jeb Bush. The governor spoke for about a half hour on ONE FLORIDA. Under the One Florida Initiative, Gov. Bush has committed to a fair and equal opportunity for all to compete for State Contracts, while embracing diversity and making it easier for small, minority businesses to do business with the State of Florida. Approximately 150 attended the meeting which was held March 6, 2002, the opening day of the NTEA Work Truck Show.



Ed Gemberling (left), Regional Manager, J&J Truck Bodies & Trailers and Bill Riggs, President of Somerset Welding & Steel, pose for a picture with Gov. Bush outside the offices of the Florida Association of Truckers.



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More About Powerful Gears

By John Baxter

The rear axle carries the most torque of the drivetrain components. Keep axle lubricant level up as it normally also lubricates the wheel bearings at the outer ends of the drive axles.

You can't have too much horsepower is a universal truth in the trucking business. Truckers like big, powerful engines. But an important link between all that engine power and the drive wheels is the drivetrain, including clutch, transmission and other components. Without proper maintenance these vital components

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Built for the long haul.[®]

Powerful Gears

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can fail, and then those 600 horses you've got under the hood won't mean a thing.

Drivetrain basics

At the front of the drivetrain is the clutch. It's designed to slip so you can get a smooth start. The clutch pressure plate uses heavy springs, and is bolted to the engine flywheel and turns along with it. The driven discs are made of metal, with ceramic or organic facings designed, like brake linings, to slip smoothly and handle high heat without undue wear. When the driver releases the clutch pedal, the pressure plate (and with twin-disc clutches an additional metal plate between the two driven discs) traps the clutch-driven discs between the flywheel and pressure plate.

With a skilled driver, the springs soon cause the driven disc to turn along with the flywheel with no slip. The transmission sits just behind the clutch and allows the driver to change the ratio between engine and driveshaft/wheel rpm. This lets the engine develop sufficient power regardless of vehicle speed. Modern American heavy truck transmissions all use a twin-countershaft design, which ensures great strength and compact construction. The gears are always meshed with their adjacent gears ó that's why the 'constant mesh' moniker is attached to truck transmissions. This protects the gear from shifting errors.

When the driver shifts, he is just sliding one of the shift collars splined to the mainshaft to engage a mainshaft gear. Constant-mesh gearboxes take less effort to shift than synchronized transmissions because the diesel does the work instead of the driver's arm.

(This is an excerpt from www.etrucking.com. To read the complete article, visit the Monthly Focus section of their web site).

Florida Spec Trailer at NTEA Show



The 22 foot aluminum dump trailer has 54 inch sides, 60 inch ends, and is mounted on a 28 foot steel frame.

DynaHauler/FLT, a Florida spec dump trailer, was put on exhibit at the recent NTEA Work Truck Show last March in Orlando. The J&J trailer is custom built to meet weight laws in Florida and allows owners and operators to safely haul maximum payload throughout the state. After the show, it was sent to a dealer in the Fort Myer area. **For information** and/or a dealer in your area, call Ed Gemberling at 910-579-2905.

Sproat Trucking Gets New Truck



Kenworth of Pennsylvania, located in New Stanton, PA, recently ordered this **DynaHauler/SE**, semi-elliptical steel body, for Sproat Trucking. The company will use it to haul rock and other heavy materials. The dump body's semi-elliptical design allows operators to easily discharge the payload, reducing waste and making it a virtually self-cleaning unit.

Visit us at these Spring Trade Shows
No. American Truck Show on May 2-4, 2002 Boston, MA
Booth 1702
Waste Expo on May 21-23, 2002 Las Vegas, NV
Booth 2854



For more information, call 800.777.2671 (USA)
or +1.814.443.2671



Pictured from left to right, Bill Riggs, Pres. of Somerset Welding & Steel, Attorney General Mike Fisher, and Dean Bowman, legal advisor to Riggs Industries.

Gubernatorial Candidate Visits J&J's Facility

Republican nominee, Mike Fisher, Pennsylvania's current attorney general, recently stopped at J&J's manufacturing plant, a facility the attorney general held up as an example of what can happen through private and public partnerships. J&J's new 120,000 sq. ft. addition was financed with a tax exempt bond through the Somerset County Economic Development Council.

Fisher is pushing a platform of economic development, calling job creation his campaign's No. 1 priority. "The government does not create jobs, but it does create the climate for businesses to create jobs," said Fisher. Bill Riggs, president of Somerset Welding & Steel, is hopeful that the addition of the new plant will result in new employment and educational opportunities for Somerset County residents.



Siebert Truck at Mid America Show

J&J Truck Bodies & Trailers showed this **DynaHauler/LWC** at the Mid America Truck Show held in Louisville last March. The Kenworth cab features a Mighty Cat design placed by the truck's owner, Siebert Trucking. The chassis is mounted with a J&J lightweight steel crossmemberless dump body.



DynaHauler/FL is a frameless dump trailer engineered to haul bulk commodities. Weighing less than 12,000 pounds, the trailer allows operators to haul maximum payload in a lighter weight, yet extremely durable dump trailer. This trailer was also featured at

J&J's booth at the Mid America Truck Show.



DynaHauler is a registered trademark of Somerset Welding & Steel

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DynaHauler/LDC is designed for a light duty chassis and is available in aluminum or steel.



*Somerset Welding & Steel
 is a subsidiary of Riggs Industries*

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@jjbodies.com.

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