

The Long Hauler™

Volume IV Issue 1
January - March 2003

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

New Jersey Highway Authority Truck on Exhibit

J&J Truck Bodies & Trailers recently exhibited at the New Jersey League of Municipalities Show in Ocean City, NJ. One of the trucks shown was the first of twenty-four International 7400s that will be used by Garden State Parkway personnel to clear and maintain safe roadways throughout the State of New Jersey. The



trucks will be outfitted with 10-foot J&J aluminum dump bodies, 10-foot stainless steel vee box spreaders, onboard pre-wet systems, and newly designed J&J frame to frame, custom fold away plow hitches. J&J is currently working with their suppliers to have this type unit available to other agencies within New Jersey.

DYNAHAULER/SST Steel Scrap Dump Trailer

If you are a scrap hauler, you'll appreciate the reduced weight, increased wear life, and the superior strength of our steel scrap dump trailer. We've constructed this trailer with HARDOX^{AE} 450 steel with a rating of A 425 to 475 Brinell hardness and replaced the crossmembers with HARDOX^{AE} 450 cushioned floor plates. By doing this, we've not only reduced the weight of the trailer, but the cushioned floor plates also serve to absorb impact while maintaining the integrity of the trailer. The body design is a constant taper from front to rear, which allows the material to slide out easier, eliminating load hang-ups while discharging the payload.

The perfect solution for the serious scrap hauler



J&J TRUCK BODIES & TRAILERS
Built for the Long Haul™

DynaHauler is a registered trademark of Somerset Welding & Steel

Built for the long haul.



Operators can easily lift the polymer sling by using the crane's remote control pendant.

New Trucks Automate Road Kill Clean Up

J&J Truck Equipment recently completed the first of 11 new carcass removal trucks. The Pennsylvania Department of Transportation will use these trucks to clean up and maintain safe roadways by allowing operators to easily load and dispose of carcasses and other debris that are often dangerous impediments to motorists and to the environment.

The Ford F550s, supplied by Apple Ford, Red Lion, PA, are outfitted with 8-foot aluminum J&J dump bodies, 2,000 lb. capacity Auto Crane cranes that are operated by remote control pendants, and

high density polymer load slings for ease of lifting and clean up. In addition, 1,600 lb. capacity dump through lift gates are installed at the rear of each truck for loading larger debris. Under body and cross body tool boxes are also installed, providing lots of room for shovels and other equipment.

After the carcass is placed in the polymer sling, it is lifted with the remote controlled crane and then transferred quickly into the dump bed. The dump body can hold several carcasses as well as other debris that may be encountered by road crews. The entire load is then easily and safely dumped at the final place of disposal. These trucks are expected to save state agencies time and money, but even more importantly, the remote controlled cranes provide much less risk of injury to operators who no longer have to lift heavy carcasses and other large objects. For more information, call Jim Weir at 800-262-6578.



Keep 'em pumped!

By Paul Richards

It's now 2003. Space travel is commonplace. Dispatchers can track trucks to within feet, and satellite radio sounds great. So how come black shards of rubber still disgrace our highways? Notice I said rubber, not retreads. They usually have nothing to do with the problem. A few years ago, a task force, organized by the Technology & Maintenance Council, collected 1,070 large fragments of truck tires at eight sections of highway, coast to coast. Only 11 fragments indicated that a tire had been victimized by defective retreading.

And other studies have shown that roughly half the rubber fragments found on roadways come from tires that have never been retreaded. So, what causes tires to disintegrate? Underinflation. Simple, low-tech, not enough air in the oli tires. The reinforcing belts in a tire are meant to flex a certain amount while rolling under load. This generates a manageable amount of heat. When a tire is significantly underinflated, however, the belts flex to a much greater degree, and generate enough heat to break down the integrity of the tire. If you've ever burned yourself by rapidly bending a coat hanger or paper clip back and forth, you know what I mean.

Often, the casing ó belts and all ó comes apart. If

you see a rubber fragment on the road with wires sticking out of it, that's not just tread. It's casing, and it has nothing to do with whether or not the tire has been retreaded. Also, excessive flexing, induced by underinflation, requires energy, and can reduce fuel economy by a few percentage points.

While the solution would seem simple, the amount of rubber on our highways suggests that vigilant tire-pressure monitoring is not universally embraced. So, if gauging all tires daily poses a time problem, why not let technology work for you? There are affordable, onboard tire monitors and inflation systems on the market, and some can even be specied on new vehicles.

While a few manufacturers offer such systems, I recently enjoyed a visit to Pressure Systems International (PSI), San Antonio. PSI's trailer-axle inflation system, which is available through a joint marketing and sales venture with ArvinMeritor, Troy, Mich., currently enjoys a 14 percent market penetration at the OE level, and there are over 400,000 units on the road today in some prominent fleets. Moreover, the fleet guys I've talked to are very happy with the system, and have reported 30 to 50 percent reductions in total tire costs.

It's a mechanical system that works like this: Air from the trailer's supply line is routed to a weatherproof control box, then shunted via flexible air lines to drilled/tapped and pressurized axles. Air then moves to the tires, when needed, through a rotary union in the spindle end of the axles. A weatherproof control box, then shunted via flexible

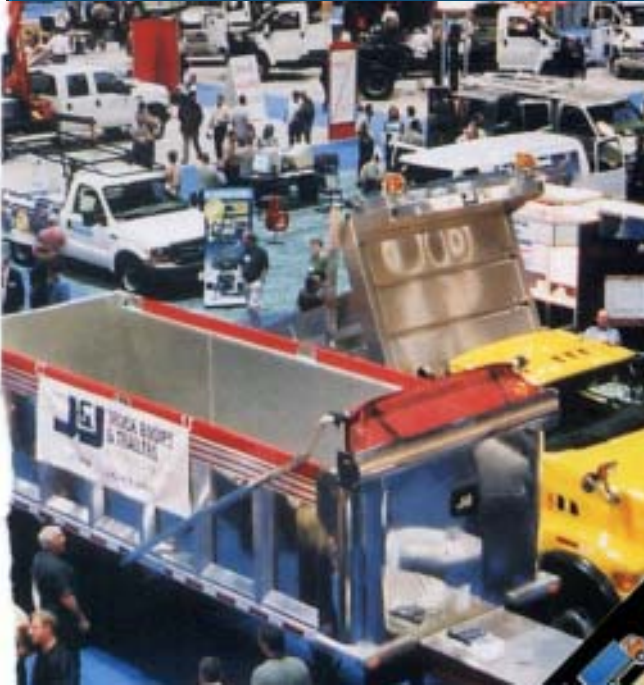
air lines to drilled/tapped and pressurized axles. Air then moves to the tires, when needed, through a rotary union in the spindle end of the axles. A dynamic seal, with only one moving part, allows rotation.

(continued on page 3)



This truck body is designed with side dump and conventional rear dump capabilities. A real favorite with state agencies responsible for road maintenance.

For more information or a dealer in your area,
call 800.777.2671 (USA) or +1.814.443.2671



Visit us at these Trade Shows!

NTEA Work Truck Show GA World Congress Ctr	March 3-5, 2003 Booth 1316
Roadway Mgmt Conference Wheeling, WV	March 17-18, 2003 Booth to be determined
Mid America Trucking Show Louisville, KY	March 20-22, 2003 Booth 400 East Wing
PA State Township Show Hershey, PA	April 6-9, 2003 Booth to be determined
No. American Truck Show Boston, MA	May 8-10, 2003 Booth 1720
Waste Expo New Orleans, LA	June 3-5, 2003 Booth 2404

(J&J Fall schedule
will be announced
in a later newsletter)

This photograph was taken by the NTEA at their
2002 show, held in Florida.

Keep em Pumped (continued from page 2)

In turn, each rotary valve is connected to the tires on a dual assembly via two braided hoses with check valves. For safety, a pressure protection valve between the shut-off valve and reservoir allows air to the system only when the brakes have sufficient pressure (i.e., at least 80 psi) to operate properly.

While on the road, the system automatically keeps all trailer tires inflated to the pressure you've dialed into the control box. Inflation triggers a warning light (typically, installed on the trailer's left front corner). In the event that a leak is simply too big to handle, a check valve will isolate the tire.

While the company constantly uses field experience to improve the trailer system, it is also developing steer and drive-axle systems, which will be introduced soon. These are more good ideas for doing tires, roadways and trucking's image some good.

For the latest trucking
news, visit
www.etruckers.com



Standard material haulers are available in steel or aluminum and can be used for a wide variety of applications. Their versatility and durability make these one of the most popular dump trucks that J&J manufactures.



This newly customized aluminum dump truck body is designed for a light-duty chassis. It is an ideal solution for landscaping and other similar hauling applications.



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This size dump body is ideal for a medium-duty chassis. Lengths from 9 to 12 feet.



*Somerset Welding & Steel
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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@jjbodies.com.

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

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| <input type="checkbox"/> Dump | <input type="checkbox"/> Crane service bodies | |
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| <input type="checkbox"/> Tippers | <input type="checkbox"/> Repair and other services | |
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