

# The Long Hauler™

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



Polished aluminum dump bodies provide a great look!

## DYNA HAULER /MH Material Hauler

An excavating company in Maryland recently ordered this material hauler dump body. The polished aluminum dump body is installed on their new Kenworth W900L chassis. The body is 18 feet in length and features 60-inch post style sides with dirt shedders and an extruded top rail.

## DYNA HAULER /HR Half Round

This half round barrel body was one of five delivered to an asphalt company in Pennsylvania. The 17-foot dump body is mounted on a new Peterbilt 357 chassis. The body features 63-inch sides with dirt shedders and an extruded top rail.



## Garden State Highway Officials Receive Trucks

Representatives of the New Jersey Garden State Parkway, International Truck & Engine Corp., and J&J Truck Bodies & Trailers were on hand to receive the Parkway's new road maintenance trucks. A total of 24 trucks were delivered during Phase I of their planned fleet expansion. The International 7400s are outfitted with 10-foot J&J aluminum bodies, stainless steel vee box spreaders, on board pre-wet systems, and newly designed J&J frame to frame, custom fold away plow hitches.

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### TIRE TIPS

The main cause of tread separation, for retreaded and non-retreaded tires, is tires being run underinflated. A good tire maintenance program that includes tire pressure monitoring is the best way to prevent tread separation. Determine what your air pressure should be for the loads you are carrying and set your pressures accordingly. You also need to establish a policy on how many times a casing can be retreaded, as well as how old a casing must be before it is rejected for retreading. Your retread supplier can assist you with this.

If you do your own mounting and demounting, make sure the correct tools, equipment and procedures are used in order to prevent bead damage. If the bead or interior of the tire is damaged, air can migrate up to the crown area of the tire and cause a tread separation. Drivers must also play an important part. Make sure they do a pre-trip inspection of the tires. Check for low pressures, nails, punctures or tire damage. If excess curbing or pinch shock is experienced or

*(continued on page 2)*

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## TIRE TIPS

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impact with road debris occurs, drivers should inspect their tires or get the tire man to check it.

If you are running trailers with a spread axle, that may be giving you an additional problem of spread wear. Spread axles were developed to help spread the load – and they do that well, but they cause excessive wear when you make turns, because the trailer tends to pivot on the tires on the forward spread axle. This causes a lateral scrub that creates excessive wear, literally “scrubbing” the tread off. In extreme cases, it could shear the tread completely off.

Fortunately, there is a relatively new retread tire, designed specifically for spread axles, that minimizes this problem. This new spread axle (SA) retread carries the tread down over the shoulders to resist the scrub and make the tire more tolerant of shear. Make sure you are using a quality retread that is specifically designed to combat this wear issue. Consult your local dealer about a new tire recommendation for your specific application. *Sponsored by Michelin Americas Truck Tires*

**For all the latest trucking news, visit [www.etrucking.com](http://www.etrucking.com)**



## First Response Truck Built for Fire Department

The Slickville Volunteer Fire Department located in Westmoreland County, Pennsylvania, recently purchased a new truck for their fleet. Tri-Star Motors, Blairsville, PA, provided the 2003 Ford F550 and J&J Truck Equipment installed a TC-500 heavy-duty aluminum flat bed, tool boxes, and emergency lighting for front and back. A quick-raise telescopic flood scene light was also installed on the rear of the truck. In addition, Slickville purchased a 300 gallon water foam system for the unit.

The Slickville Fire Department provides firefighting services, hazardous material response, vehicle rescue (extrication), search & rescue, and a variety of other support services.

For more information on this truck, contact Jim Weir at J&J Truck Equipment, 800.262.6578 or Larry Rabickow at Tri-Star Motors, 724.459.9300.



**HOT Color of the Month!** J&J crossmemberless dump body is mounted on a Kenworth 900. The body is 18 feet long with 66” sides and is made of HARDOX 450 steel. This unit was recently delivered to a transport company based in Massachusetts.

## New Push Out Trailer Delivered to Tennessee

The City of Shelbyville, located in Tennessee, is using this new steel push out trailer to haul municipal solid waste to nearby landfills. Push out trailers eject horizontally and are uniquely designed to safely haul and discharge refuse and other similar materials. Because of their size and stability, these trailers allow operators to haul maximum payload with less chance of rollover.

J&J's push outs are available in steel or aluminum and come with many standard features such as wraparound structural design for greater strength, hi-tensile steel, trailer mounted auxiliary power unit, and shock absorbing landing gear.



The cylinder on this unit is 9" in diameter with a first stage 89,000 lb. force capability at 1300 psi.

This trailer is completely self-contained and powered by a Duetz diesel power unit. It is used for packing and discharge of municipal solid waste.

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 [skh@jjbodies.com](mailto:skh@jjbodies.com).

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Ron Wright, Municipal Sales Manager at J&J, addresses the Penn DOT group.

### PennDOT Hosts Warranty Symposium

Approximately 100 PennDOT highway equipment managers from the Western region of Pennsylvania attended a Warranty Symposium last Spring in Somerset, PA. J&J Truck Bodies & Trailers volunteered the use of their meeting rooms for their one-day event.

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