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**BACKGROUNDER, STRONG INDUSTRIES****Strong Industries**

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- Key products: Strong Arm trailing axle and Superdump bed.
- Key markets: Companies that haul asphalt, concrete products, aggregates, and other dense or highly concentrated payloads in bridge-formula jurisdictions.
- Superdump defined: A Superdump is a dump truck with four, five, or six axles *plus* a Strong Arm trailing axle. Truck owners call their Strong Arm-equipped trucks Superdumps because they far exceed the payload, productivity, and ROI of a conventional dump truck.

**Additional News and Information:** [www.truckpr.com/strong](http://www.truckpr.com/strong)

**ABOUT THE STRONG ARM TRAILING AXLE**

The Strong Arm is a liftable trailing axle rated as high as 13,000 pounds. It not only bears a portion of the load, the axle increases a truck's payload capacity in bridge formula states where gross weight limits are determined by the length of the vehicle, the number of axles it has, and how they're spaced. Trailing 11 to 13 feet behind the rear tandem, the Strong Arm stretches the outer bridge measurement—the distance between the truck's first and last axles—to allow up to 80,000 pounds GVW (and typically more than 26 tons of payload) on a seven-axle dump truck.

The Strong Arm promotes the proper distribution of payload across all axles on the vehicle. The axle is capable of shifting weight off the rear tandem axles and transferring it to the front axle and the pusher axles (an underloaded front axle and pusher axles are inherent problems for most dump trucks). This helps ensure that each axle is bearing its maximum allowable payload.

Prior to dumping, the Strong Arm toggles up and toward the front of the truck to completely clear the rear of the vehicle. It doesn't interfere with normal dumping operations.



The trailing axle concept was developed by Brooks Strong and Strong Industries Inc. To date, there are approximately 5,000 units in service.

## **ABOUT THE SUPERDUMP BED**

Strong Industries mates the Strong Arm axle with an innovative, lightweight, high-strength steel dump bed. The bed has an elliptical-shaped floor and tapered, conical-shaped sidewalls that become wider toward the rear. Benefits:

- The shape allows the payload to spread out and loosen up as it exits the bed, like it's being poured out of the large end of a funnel. The material flows efficiently, quickly, and in a controlled manner.
- The driver doesn't have to raise the hoist as high to get the load to break.
- The elliptical shape gives the bed structural support without the need for reinforcement.
- The aluminum tailgate and absence of an asphalt apron also contribute to the body's low weight and efficient operation. During dumping, an asphalt apron and tailgate can press material down deep into the paving machine, applying pressure on the paver and the truck. The Superdump bed has an extended floor, which makes the apron unnecessary. The driver can flip a switch, close the tailgate, and go pick up another load without having to face a messy and time-consuming cleanup job.



## **COMPETITIVE COMPARISONS**

### *STRAIGHT DUMP TRUCK, NO TRAILING AXLE*

- Not legal at 80,000 GVW.
- High hauling cost per ton-mile
- Lowest payload opportunity
- Beds are typically heavy
- Difficult to "axle-out"
- Steer axle is rarely loaded to capacity

### *DUMP TRAILER*

- Poor maneuverability reduces productivity
- Time consuming to dump
- Propensity to tip over adds risk (and cost for tip-over insurance)
- Slow turnaround performance makes it inefficient for asphalt paving.
- Poor maneuverability eliminates smaller job opportunities.

### *TRANSFER DUMP TRAILER/TRUCK & PUP*

- Time lost due to pup trailer parking and transfers limits round trips
- Hard to maneuver
- Limited trailer parking close to dump site

- Complicated transfer mechanism
- Not versatile
- The vehicle may be overweight when it carries the load and the second dump bed, increasing the risk of violation.

#### *LIVE-BOTTOM AND BELLY DUMP TRAILERS*

- Poor maneuverability
- Poor handling off-road
- Propensity for mechanical failure causing high repair cost and productivity loss due to repair downtime (failures rarely occur with the bed empty)
- Belly dumps cannot dump into a hopper-type paving machine (paver must be able to pick up "windrow" piles of asphalt).

#### **EXAMPLES OF HOW SUPERDUMPS REDUCE OPERATING COSTS**

- **Fuel:** With the cost of fuel increasing, companies are turning to Superdumps as a way to move more payload using fewer trips or vehicles. A Superdump's fuel-cost-per-ton is roughly half that of a straight tandem dump truck.
- **Labor:** By doing as much work with less equipment, Superdump owners save the cost of employing additional drivers, flagmen, and other support personnel.
- **Tires:** Transfer and pup trailers tend to scrub tires, causing premature wear.
- **Insurance:** An end-dump trailer may require tip-over insurance.