INTRODUCING THE MAXLE®
How Do I Maximize My Payload

PAST:

- Trucks and bodies were built smaller
- Could max your capacity and be legal weight
- Federal bridge laws were not enforced
How Do I Maximize My Payload

PRESENT:

- Trucks and bodies are larger
- Can’t max your load without being overweight
- Answer add load carrying axles
- Still had a problem with overall bridge to max out capacity
How Do I Maximize My Payload

FUTURE:

- Need to lengthen the bridge with load carrying axle
- But not inhibit the operation of the truck
- Put the axle where it pays the most!
Introducing MAXLE®
MAXLE®-DB

For Dump Bodies

- Does not impede loading or dumping applications while stowed in up position
- Raises and lowers with standard PTO
- Air ride suspension for a softer ride
- 80 inch track steer axle offers maximum stability
MAXLE®-DB

- 7 Axle Super Dump
- 80,000 lb. GVW Federal Bridge
MAXLE®-DB

Does Not Restrict Unloading Into Paver!

SILENT DRIVE
MAXLE®-DB

Full Body Open For Loading
With MAXLE® Raised
MAXLE® vs. Competition

- Air ride suspension vs. hydraulic pressure for smoother and safer ride
- Lightweight to maximize productive profit on increased payload
- Total modular unitized construction offers reduced installation time and cost
- Allows side loading while raised
- Improved stability for driver comfort and confidence
Load Stability

MAXLE®

Once hydraulic cylinders are down, the air ride suspension carries the load through bumps and dips.

Air ride carries the load of 12,000 lbs. If tire blows the cylinders will not take over and jab rims into the ground, because unit is not driven by live hydraulics.

80" track axle for stability and driver visibility

Runs off the same P.T.O. as the dump body, requiring power when you want to raise or lower.

In the up position the MAXLE® does not impede loading applications.

Competition

Nitrogen filled accumulated cylinders carry the load through bumps and dips.

Live powered hydraulics carry the load of 12,000 lbs. and keeps applying pressure to the axle, even if a tire blows, thus forcing axle to the ground. May cause an unstable truck.

60" track axle

Requires live hydraulics 100% of the time to maintain pressure to the axle. Requiring separate pump from the hoist pump just to run the system.

In up position the wheels impede most loading applications.
Rear view of Air Ride

Full 80” track axle

Load supported by Air Springs at frame width for stability
Axle Travel

When traveling through a severe dip the cylinders will contract a few inches until pressures exceed a safe level. The MAXLE\textsuperscript{®} will then release notifying the driver that the MAXLE\textsuperscript{®} is de-energized. When the driver is through the dip they push the down switch powering down the MAXLE\textsuperscript{®} again.
MAXLE® Prerequisites

- MAXLE® should be supplied with a minimum of 15 GPM of flow from a solenoid operated motor spool type control valve where the A and B ports go to the tank in the center position. This can either be a stand alone valve or an additional section in a stack valve.

- Overall relief should be set at 2500 psi minimum.

- Hydraulic circuit should have a 10 micron absolute return line filter installed along with a 10 micron breather element on the hydraulic tank.

- Silent Drive leaves the design of the hoist strictly up to the hoist manufacturer, experience has shown that the extra weight of the MAXLE®-DB usually requires a double acting hoist to lower the body.

- Customer needs to supply four 2 inch hinge pins for mounting the MAXLE®.
Included With

MAXLE®-DB Package

- Control tower
- Accumulator with a pre-charge of 2100 psi
- Valve Block
- MAXLE®-DB Frame (assembled), swivel frame, air ride suspension w/ hub & drums, additional air tank, lights, airlines, 2 hydraulic cylinders, air cylinder, air valve solenoid, and is pre-wired for light hookup to truck.
- Air Control
- Fenders and Mud-flaps
- All Warning Decals
MAXLE®-ize

- Get the most of every trip you make
  Maximize your load capacity on every trip

- Body has 100% product utilization (DB and FL units)
**Typical Generic Chassis Setup**

- **31** Front Bumper to center line of Front Axle
- **83** Center line of Front Axle to Back of Cab
- **493** Back of Cab to Trunion
- **276** Wheelbase
- **54** Tandem Spread
- **222** Body Length
- **14** Rear of Body to Center Line of Mirage Pin
- **39** Back of Cab to Body

Complete Yellow cells only!

- **31** Front Bumper to center line of Front Axle
- **83** Center line of Front Axle to Back of Cab
- **39** Back of Cab to Body
- **222** Front of Body to Rear of Body
- **14** Rear of Body to Center Line of Mirage Pin
- **106** Center Line of Mirage Pin to Center Line of Mirage Axle
- **23.5** Center Line of Mirage Axle to Rear Bumper
- **451.5** Total minus BC to Body
- **490.5** Total overall length in inches

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Please note drawing not to scale

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Orange City, IA 51041
1-800-658-3866
Fax 1-712-737-2865

**Name:** [Name]
**Company:** [Company]
**Address:** [Address]
**City & State:** [City & State]
**Fax:** [Fax]
Typical Generic Chassis Setup

All numbers in inches

- 83
- 193
- 330
- 41
- 41
- 43
- 54
- 41
- 68
- 41
- 106
- 23.5
- 436.0
- 490.5

- 31
- 68
- -14

Bumper to Center Line of Front Axle
Trunnion to Back of Body
Back of Body to Center Line of Maxle Pin
Center Line of Maxle Pin to Center Line of Maxle Axle
Center Line of Front Axle to Center Line Maxle
Center Line of Maxle Axle to Fender

436 Total Overall Bridge Length In Inches
36.33 Total Overall Bridge Length In Feet
490.5 Total Overall Length In Inches
40.88 Total Overall Length In Feet

(Based on 11R24.5 drive tire)
(End of rear drive tire to end of body)
19° overhang
Owner Feedback

With extra payload, owners tell us they have customers requesting the truck with the MAXLE®!
ROI Worksheet - Short Haul

MAXLE®-DB

- Truck with MAXLE® (6 axles, 36’ bridge) vs. without MAXLE® (5 axles, 24’ bridge)
- Additional cost for truck with the MAXLE® $30,000
- Extra payload with the MAXLE® = 5 ton
  - Short Haul (5 to 10 miles)
    - Revenue = $1.50 per ton
    - Average of 18 loads per day
    - Work week = 6 days
      - $1.50 x 5 ton = $7.50 more revenue per load
      - $7.50 x 18 loads per day = $135.00 per day, $135.00 x 5 days = $675.00 per week
      - $30,000 / $675 = 44.4 weeks of work to payback cost of the MAXLE®
      - 1 season!
ROI Worksheet - Short Haul

- MAXLE®-DB, states that allow a max. of 4 axles
- Truck with MAXLE® (4 axles, 36’ bridge) vs. Regular (3 axle, 20’ bridge)
- Additional cost for truck with the MAXLE® = $30,000
- Extra payload with the MAXLE® = 5 ton
  - Short Haul (5 to 10 miles)
    - Revenue = $1.50 per ton
    - Average of 18 loads per day
    - Work week = 5 days
    - $1.50 x 5 ton = $7.50 revenue per load
    - $7.50 x 18 loads per day = $135.00 per day, $135.00 x 5 days = $675.00 per week
    - $30,000 / $675 = 44.4 weeks of work to payback cost of the MAXLE®
    - Still less than 1 season!
ROI Worksheet - Long Haul

- MAXLE®-DB
- Truck with MAXLE® (6 axles, 36’ bridge) vs. without MAXLE® (5 axles, 24’ bridge)
- Additional cost for truck with the MAXLE® $30,000
- Extra payload with the MAXLE® = 5 ton
  - Long Haul (average of 30 loaded miles)
    - Revenue = $.11 per ton per loaded mile
    - Average of 8 loads per day
    - Work week = 5 days
      - $.11 x 5 ton x 30 miles = $16.50 more revenue per load
      - $16.50 x 8 loads per day = $132.00 per day, $132.00 x 5 days = $660.00 per week
      - $30,000 / $660 = 45.5 weeks of work to payback cost of the MAXLE®
      - 1 Season!
ROI Worksheet - Long Haul

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Distribution

- MAXLE®-DB series, must be coordinated with body manufacturer
- May be installed at distributor if body is designed to accept the MAXLE®-DB