PROBLEM SOLVED™ PAPER

SOLUTION: Martin® Cougar DC Truck Vibrator - 3200

INDUSTRY: Dump truck, trailer and truck body builder

LOCATION: Towmaster; Litchfield, MN, USA

Towmaster builds trailers and dump bodies for use in various municipal and industrial applications.

The Martin vibrator is supplied with all mounting hardware and electrical connections.

The unit ends the need to extend the bed angle or do sudden start/stops to release stubborn loads.

PROBLEM

A Midwest dump truck, trailer and truck body manufacturer needed a high-quality and reliable vibration solution for their products intended to haul the heaviest and tackiest cargo. The company's high standards required a powerful vibrator that helps quickly release sticky materials, avoiding the need to raise the body to its steepest angle, or to do sudden start/stops to release stubborn loads. Easier dumping also avoids the temptation for workers to attempt cleaning out the bed with a shovel or other tools, helping to keep them out of harm's way. All of these requirements needed to be achieved at a reasonable per-unit cost. Having used Cougar vibrators since they first started building dump bodies, Towmaster turned to Martin Engineering.

SOLUTION

The Martin® Cougar DC Truck Vibrator - 3200 is a powerful design that delivers 4,000 vibration cycles per minute (VPM) with 3,200 pounds of force, while drawing just 55 amps from the 12V model. All of that power is delivered in a small package measuring 10.375 in. x 9.750 in. x 6.875 in. (263 mm x 247 mm x 174 mm) and weighing only 36 lbs. (16.3 kg). Ball bearings are sealed and protected from abrasive dust while working with punishing applications and remain lubricated for the life of the unit. The weather-proofed aluminum housing secures internal electrical components from the ravages of rain, snow and dust in demanding environmental conditions. The glossy painted housing is sealed to protect from corrosive materials like salt.

RESULT

Most of the Towmaster designs have the vibrator mounted at the center front underside, but some designs require that they be located on the front of the body or on one of the longsills. According to operators, all three configurations work very well. "Customers have been very pleased with their performance. Without the vibration, their jobs would be a nightmare," a company representative said. "Difficult materials or harsh weather conditions can make dumping miserable without them. We like the fact that they are sealed against harsh service environments and have a small footprint."

Martin Engineering • One Martin Place • Neponset, IL 61345-9766 USA
Ph. 800-544-2947 • Fx. 800-814-1553 • info@martin-eng.com • www.martin-eng.com