
Ace Diamond Series Roll Off Trailers

A Product of Brother's Equipment, Inc.

800-578-8471

www.theAceAdvantage.com



Most Stout Roll-Off Trailer on the Market

- 60,000 lbs. lifting capacity,
- No Container is Too Heavy
- All components are heavy duty
- Stability is un-parallel
- **NEVER BENT A FRAME, NEVER TIPPED A TRAILER!**



Ace ART-60-40

- Industry's Lightest
- Most Efficient
- Highest Uptime

- Tare Weight: **15,500 lbs.**
- +/- 3% Variance



Dual Lift Cylinders

- **Two Telescopic Lift Cylinders That Are Inverted And Tied Together, Act as One**
- **Inside frame, protects cylinders**
- **8.5" Cross Tubes keep cylinders from swaying**
- **Cylinders bound to 5th Wheel Plate for Maximum Stability**



Dual Reeving Cylinders

- Less maintenance
- More control over hydraulics
- Faster unloading of container
- Less moving parts
- Heavy duty brass packing glands for easy maintenance of cylinder rods



ACE'S 3 Points of Stability

ACE UTILIZES Technology & Stability to Our Advantage

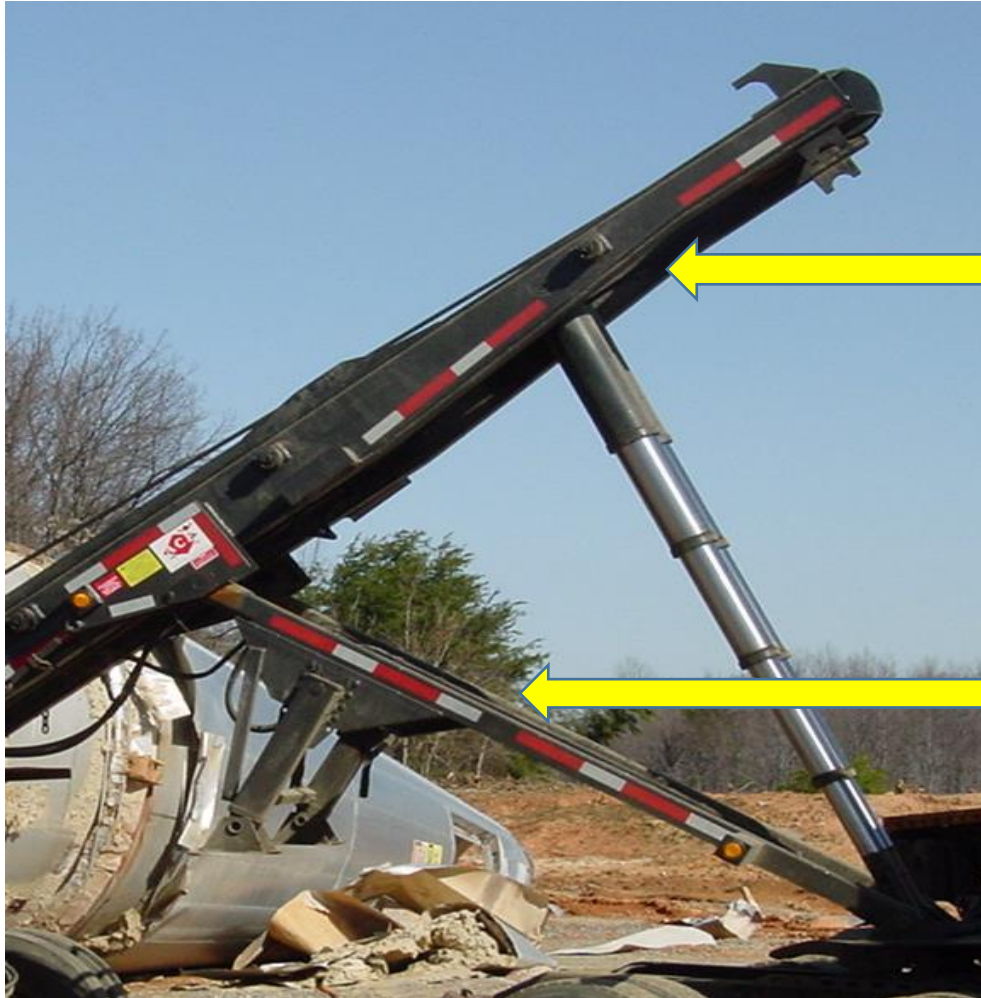


Lowest Center of Gravity of any Trailer on the Market

Strongest Part of a Tractor is the Suspension

Triangle is the Strongest Geometrical Shape

Ace uses TWO Tri-Angles working in tandem for unwavering stability (Driver & Passenger Side)



Dual Cylinders are mounted to reinforced main frame
Only Part of Triangle that moves

Reinforced heavy duty stabilizer frame acts as
guide for main frame and cylinders

All points of triangle connect to heavy duty
5th wheel plate

Stabilizer Frame



Connected to 5/8" HD Frame Mounted "D" Plates

Reinforced 4"x4" Angle Solid Welded to 4"x4"x3/8" Square Tube

4"x2"x1/4" Reinforced Cross Tubing with HD Gussets

Collars are wrapped 3/8" Flat Bar to give connection between stabilizer frame and 5th wheel plate unyielding strength

50,000 lbs. Single-Point Spring Suspension

- **Strongest Spring Suspension Available, Designed to take rugged off-road dumping. Perfect for Land fills and Remote Areas.**
- **Doubles as hinge point and Suspension thus fewer moving parts. Most stable suspension, all eight tires always stay on the ground.**
- **Hinge Point is 22" off the ground compared to our competitors 44".**
- **Rotate at center of suspension giving a wider range stability**
- **Hinges on 5" trunnion tube**
- **Lower Center of Gravity= More Stable and Reliable!**



Uncontested Stability

Combination of Ace's 3-Points of Stability

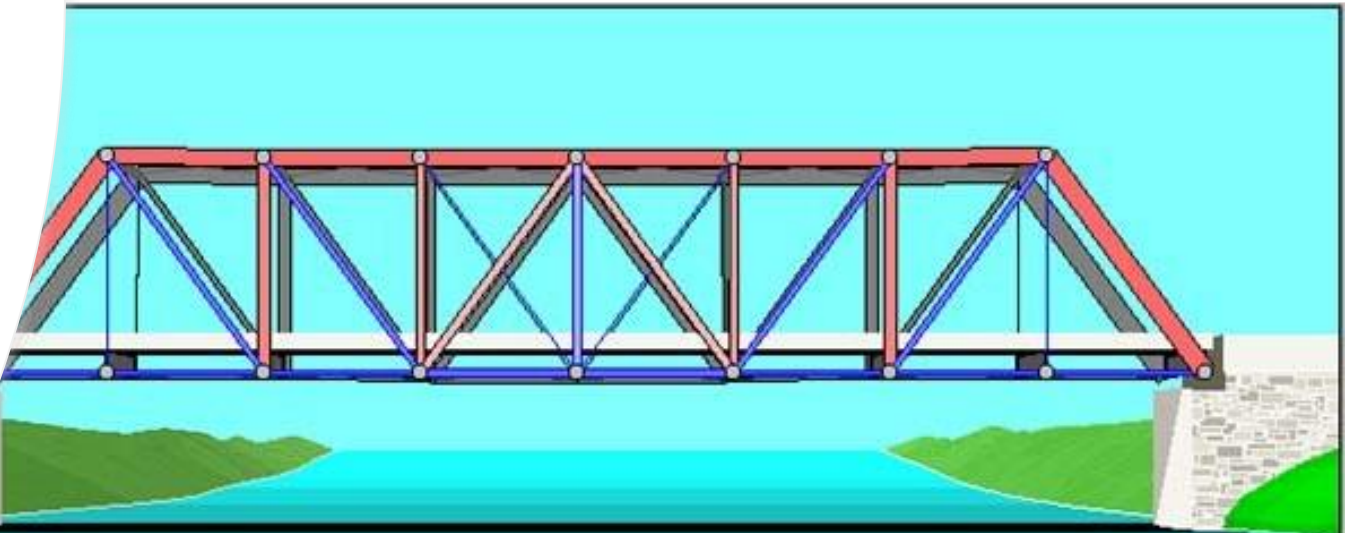
- Lowest Center of Gravity
- Connected Lift Cylinders
- Stabilizer Frame

Creating the Most Stable Roll-Off Trailer on the Market

Not One of our Ace Roll-Off Trailers have ever tipped over!

Why Our Truss Design is Lighter & Stronger

- The Truss is a simple skeletal structure. In design theory, the individual members of a simple are only subject to tension and compression forces and not bending forces. Thus, for the most part, all beams in a truss bridge are straight. Trusses are comprised of many small beams that together support a large amount of weight and span great distances. In most cases, the design, the fabrication, and erection of trusses is relatively simple and extremely strong.



Maneuverability

- Total length of trailer when in “Up Position” is 25’
- Trailer has ability to get into areas a truck mounted unit cannot.
- Our Competitors trailers are a fixed length whereas an Ace isn’t!



Rear of Trailer

- **Stinger Tail is not necessary to load and unload with Ace's design**
- **Ace rotates on c/l of tandem, not hinge bar behind tandem. Leaving a shorter tail at the end of trailer**
- **Rear end is reinforced as part of the main frame**
- **FMVSS No. 223 Certified Rear Impact Bumper**



Ease of Maintenance Rear Suspension

- Easy access for repairs
- No hydraulics in rear of trailer
- Common replaceable parts



Maintenance Continued....

Ace strives to keep the maintenance aspect as easy as possible

Very few proprietary parts: Reeving Cylinders, Reeving Cylinder Pulley Assembly

Every Other Item can be purchased at a local Truck/Hydraulic Store

Rubber Fenders

- **Simplicity of maintenance**
- **2-ply conveyor belt**
- **Impervious to damage from container**
- **Very light weight**
- **Cost Effective**
- **Durable**



Front of Trailer

- All hydraulics in front of trailer, no hydraulic lines go to rear of trailer
- Standardized hosing, simplistic for maintenance
- Easy maintenance
- All main structure components are connected at 5th wheel, over kingpin



Weight Distribution

- Correct Axle Spacing
- Larger Inner-Bridge Dimension= More GVW
- Competitor's trailer requires a tri-axle configuration to reach 80,000 lbs. GVW
- Ace reaches 80,000 lbs. GVW as a Tandem!
(Less upfront cost and maintenance costs over life of trailer)

With the tandem being closer to the rear of the trailer. This allows the weight to be spread more evenly, and less likely to have improper weight distribution.

Top: Ace 40' Trailer w. 70 cu. Yard container (Tandem Axle)

Bottom: Competitor's 42' Trailer w. 70 cubic yard container (Tri-Axle)



Objectives of Material Hauling

1

- Increasing Customer Base
- A Leg up on the Competition
- Hauling Efficiency
- Minimize downtime and DOT interference

2

At the end of the day, your material must be transported from A to B.

3

An Ace Roll-Off Trailer can haul **4 Tons** of material per load extra over majority of frame style roll off trailers.

Return on Investment

Ace's Roll-off Trailers are extremely competitively priced

The difference between an Ace and any other trailer out there, are the extras.

Lower maintenance costs

Increased material transfer

Lower fuel costs

Less time needed to accomplish the same task

22.5% more Material per Haul vs Any other Roll-off Trailer



Ace Payload Advantage

- Estimates*

	Ace	Competition Frame Style
Federal GVW	80,000 lbs.	80,000 lbs.
Tractor (17,000) 80 Cu Yd. Container (9,000) Weight *	26,000 lbs.	26,000 lbs.
Tare Weight of Trailer	15,500 lbs.	21,500-25,000 lbs.
Total Legal Payload*	38,500 lbs.	32,500-29,000 lbs.
Payload Advantage*	7,000- 9,500 lbs.	N/A

Increased Return on Investment

	Ace Roll-Off Trailer	Frame-Style Trailer	Roll-Off Trailer
	Payload per load (lbs.)	38,000.00	31,000.00
Per Day	At (5) Loads/Day	190,000.00	155,000.00
	Additional Material Brought In /Day	35,000.00	N/A
	Amount of Trailer(s)	1.00	1.00
	Ace's Advantage in Material Moved (lbs.)	35,000.00	N/A
	Price of Additional material brought in @ \$200.00/ton	\$ 3,500.00	N/A
Per Week	Material per trailer/ Day	190,000.00	155,000.00
	At (5) Days/Week	950,000.00	775,000.00
	Ace's Advantage	175,000.00	N/A
	Amount of Trailer(s)	1.00	1.00
	Ace's Advantage in Material Moved (lbs.)	175,000.00	N/A
	Price of Additional material brought in @ \$200.00/ton	\$ 17,500.00	
Year	Material per trailer/Week (lbs.)	950,000.00	775,000.00
	50 Weeks/Year (lbs.)	47,500,000.00	38,750,000.00
	Advantage (lbs.)	8,750,000.00	N/A
	Amount of Trailer(s)	1.00	1.00
	Ace's Advantage in Material Moved (lbs.)	8,750,000.00	N/A
	Price of Additional material brought in @ \$200.00/ton	\$ 875,000.00	
Estimate Based on \$200.00/Ton	Potential Increase in Revenue with (1) Ace Roll-Off Trailer over Frames-style Roll-Off Trailer	\$ 875,000.00	N/A
	Cost of New Ace 80,000 GVW Roll-Off Trailer (Tax Not Included)	\$66,000.00	
	Return After Expenditure of (1) Ace Roll-Off Trailer	\$ 809,000.00	
	Business Days to Reimburse Expenditure based on Payload Advantage Only	19	

Time & Fuel Savings

- * Estimate

	Ace	Competition
Legal Payload *	38,500 lbs.	29,000-32,500 lbs.
Cost Per Load (Estimate) Driver Wage, Fuel, Insurance, etc.	\$75.00	\$75.00
Loads required to move 1,000,000 lbs. *	26	31-35
Cost to transfer 1,000,000 lbs.	\$1950.00	\$2,235.00-2,625.00
Time Required to transfer 1,000,000 lbs. of material	5 Business Days	6.5-7 Business Days
Fuel & Driver Savings	5-9 Less Trips	N/A
Additional Cost to ultimately transfer the same amount of material	N/A	\$375.00-675.00 Every 1.5-2 Business Days
Additional Cost to Make-up Payload Not Currently Being Gained (1 Year)	N/A	\$93,750.00- 168,750.00

Extra Axles Available

- Ace 40' Trailer Roll-Off Trailer gives you the option of adding more axles. From a Tandem Axle up to 7 Axle Michigan Special
- Ace Roll-Off Trailers are built specifically for each state DOT regulations. All our trailers meet and comply with Maximum Federal Bridge Formula.



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