



# OVERSIZE NEWS

## “Quantum”™

*“The thing about quantum leaps is that they mark an abrupt change from one state to a distinctly different one, with no in-between transitional states being possible. It makes sense to use “quantum leap” to refer to an abrupt, radical qualitative change.”*

Perkins Specialized Transportation Contracting is pleased to present a “quantum leap” in specialized highway transportation for moving long cargo. The first unit in a series of a new breed of hydraulic platform highway trailer we call the **Quantum**™ (patent pending) hydraulic platform trailer. The **Quantum**™ hydraulic transporter is a Perkins-designed, professionally manufactured highway legal transporter with a 106’ long loading platform that is 10’ wide and can easily accommodate up to a 136’ long piece of cargo. Perkins hopes you will take the time to compare this transporter to the conventional mechanical highway trailer combinations you have used for years. It is our belief that your use of the **Quantum**™ trailer could profoundly change the way shippers think about the way they design their long and/or delicate fabrications and have them moved throughout North America. The **Quantum**™ hydraulic transporter is designed to handle extremely long and/or wide payloads up for cargo from 160,000 lbs to 240,000 lbs (subject to state/provincial axle loading requirements along the routing). If your load is too long for common 13- or 19-axle trailers, give us a call at 1-877-PERKINS!

In early January 2011, Perkins successfully moved a vessel from Cambridge, MN to Clarksville, TN atop the **Quantum**™ trailer on its maiden voyage moving a 115’2” long vertical column that was 11’0” in diameter and weighed 125,000 lbs. Perkins’ crew arrived at the shipper’s facility fully assembled and received the cargo quickly just as if it were a common flatbed load. Only the severe Minnesota winter conditions hampered the speed in which the load was lifted, placed and secured for transport. Because the **Quantum**™ transporter employs a three-point hydraulic suspension and electro-hydraulic steering, it proved to be highly maneuverable making turns like a 53’ dry van and completely eliminating any chance of the transfer of torsional forces to be transferred into the cargo secured to its deck.

Before the **Quantum**™ hydraulic transporter, Perkins would have used a 13-axle low profile bunk trailer with a 3+3 steerable dolly configuration to move this column. While Perkins Specialized still has bunk and steerable dolly configurations as options, the **Quantum**™ hydraulic transporter is a “quantum leap” from them in multiple ways as outlined on Page 4 of this newsletter. We encourage you to consider Perkins Specialized Transportation Contracting for all of your most challenging highway transportation opportunities throughout North America!



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OVERSIZE LOAD



**PERKINS**  
**OVERSIZE**  
**CENTERFOLD**



**Cambridge, MN to Clarksville, TN**

Winter conditions are “business as usual” for Perkins Specialized crews operating Perkins’ new **Quantum™** hydraulic transporter! Capable of handling cargos up to 136’ long at weights up to 160,000 lbs to 240,000 lbs depending on allowable axle loadings on the route, the **Quantum™** trailer operated flawlessly on its first move from Cambridge, MN to Clarksville, TN in early January 2011. The **Quantum™** hydraulic transporter is truly a “load and roll” transporter that simplifies specialized transportation throughout North America!

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Stats:            286,000 lbs GVW  
                     161’3” x 11’0” x 14’9” (LWH)  
                     605 Horsepower  
                     925 Loaded Miles



*“Execution Matters Most  
because results are better than any excuse or alibi ever given”*

*Neil Perkins, President*

Perkins Specialized believes **Quantum™** (patent pending) is superior to traditional bunk trailer and steer dolly combinations and that it will become the standard for handling towers, tanks and vessels.

**Quantum™** advantages over competition with bunk and steerable dolly configurations:

- **Simplicity:** Loading and unloading a single piece of equipment instead of a bunk trailer and dolly unit.
- **Self-sufficient:** **Quantum™** arrives fully assembled at Origin and requires no crane & rigging assistance at Destination.
- **Quick to load & unload:** Simply place the cargo’s center of gravity over the center of the trailer. With **Quantum™**, there is no positioning of dolly relative to bunk trailer. No time is wasted as Perkins will not need to run air lines and electrical to a rear dolly.
- **Reduction in potential road hazard damage to cargo** since the trailer platform is always between roadway and the payload.
- **Less chance of trailer damage to cargo.** When moving cargo using a bunk trailer and steerable dolly, there is the potential of one or the other making contact with the cargo when going over vertical curves causing dents, scratches or other damage.
- **Safer operations.** **Quantum™** systems are fully integrated into a single unit whereas bunk trailer and steerable dollies have to be attached to the cargo and are less safe than a unified trailer.
- **Eliminates torsion:** Cargo like pipe rack and process modules can be moved with ease and with the assurance they will not be exposed to torsion during transport. “**Quantum™**” uses a suspension with the three pools of hydraulic support that prohibits the potential for the transfer of torsional forces from the road surfaces into the cargo during travel. In contrast, a conventional **bunk and dolly system utilizes the cargo as the main structure of the trailer** and all road forces are transferred through the piece. With the “**Quantum™**”, the cargo is fully supported and is along for the ride; no torsion is introduced to the piece at all.
- **Vertical hydraulic stroke** to aid in avoiding low obstructions and that can be used for self-unloading to elevated storage arrangements.
- Full-length deck to support all or most of its cargo’s length at multiple points without the need for steel saddles required to be welded to transporter bunks.
- **Quicker cycle times** on multi-piece shipments.
- Because **Quantum™** is **highly maneuverable** with hydraulic counter-steering capabilities on all axles to minimize turning radius, this transporter has a turning radius nominally equal to that of a 53’ semi van trailer. As such, Perkins has eliminated the need for a Class A CDL licensed tillerman as required by Federal Motor Carrier Standards Act (FMCSA) driver regulations outlined in 49 CFR 391.11 as required for operation of a steerable rear axle in bunk trailer/steer dolly combinations.

