



# The Capacity to stand out from the competition . . .

## The Capacity

### The Capacity – to know value when you see it.

Make no mistake, we're far above the competition. Over 30 years of service. The largest American-owned and based manufacturer of spotting tractors in the U.S. with dealers in 50 states and abroad. You need to know what a price tag alone won't tell you – that Capacity builds the most durable terminal tractors in the industry, and that with us, your business has the "Capacity" to be even more successful.

### The Capacity – to get what you pay for, and then some.

We offer a 10-year frame warranty (with Dura-Ride). We guarantee the durability of our products because the quality is there. We operate a cab fabrication facility in our plant and use superior materials. Our people are among the best in the business, and we've always led in technology.

### The Capacity – to minimize maintenance.

Capacity units have, as standard, many features other manufacturers might regard as "extras." We appreciate the importance of operator comfort and practical ease of operation. But the real beauty of every Capacity tractor lies in solid engineering. Design that minimizes maintenance, reduces downtime, and makes Capacity "the most durable spotting tractor in the industry." Dare to compare how we stack up against the competition. You'll see that solid Capacity engineering equals a higher resale value, lower operating costs per hour, and reduced chance of operator injury.

### The Capacity – to treat customers right.

It's a personal relationship. When you've been around as long as we have, you know the value of taking care of your customers. Sometimes that means taking a close look at how you've done business in the past, and doing even better. That's why we've invested in a fully automated parts warehouse and data collection system as part of a \$4.2 million plant expansion. We want parts to be available when and where you need them. Our dealers have on-line, web-based parts ordering and assistance 24 hours a day. We've expanded our dealer network to cover 50 states and international cities.

It's all part of our commitment to total quality management. We believe that building the best tractors also means building strong customer relationships.

## Standard Features on All Capacity Trailer Jockeys



### Capacity Cab

Capacity is the only terminal tractor company to build its own cab, completely in-house. It is constructed of a 3/16" thick steel floor with corner posts and a front plate below the windshield. Sides of the cab are 12 gauge steel, welded to the windshield frame and cab structure. Unmatched in weight, strength, and durability, the Capacity Vista series cab and dedicated platform arrangement is unrivaled.



Knowing the abuse that terminal tractors can take in operation, Capacity units are designed to provide protection in the event of both front and side collisions. The heavy-duty bumper protrudes to absorb the force of an impact. The cab itself, where the glass and electronics would be susceptible, is further isolated from potential damage by the recessed positioning of the cab platform.

The cab platform is made of 3/16" steel and a 1/2" substructure that supports the cab and isolates the twisting movement between the cab and the frame. This exclusive design eliminates cab flexing and potential cracking problems.



### Heavy-Duty Dedicated Cab Platform

A look at the underside of the Capacity dedicated cab platform reveals the whole story. As mentioned above, the cab platform substructure is constructed of 1/2" steel and actually serves as a buffer between the frame and cab.



### Metal Dash Design

The dash was designed for driver comfort as well as durability. The high impact face is hinged for easy access, and the switch panel is made of a heavy gauge steel body housing and marine grade rocker switches. All controls are ergonomically positioned for ease of access and operation.



### Structural Steel Frame

Capacity heavy-duty frames are constructed of high strength, welded, one-piece structural steel. The rear frame rail on Capacity trucks extends beyond the rear cross member and tapers at the end. This arrangement allows the operator easier access to low trailers and also minimizes strain on the engine and transmission.

The recessed rear light design helps prevent damage and breaking. The front lights are similarly installed and housed in the cab platform structure.



### Brake System

As safety and reliability are always major concerns, Capacity offers another design to insure safety within the air brake system. Capacity has designed built-in protection by separating the circuits so that there should never be a loss of braking condition. All Capacity tractors use a split brake system with three tanks. This is a standard feature in DOT and Off-Road units.

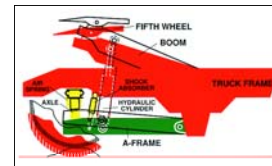


### Electrical Reliability and Serviceability

Capacity utilizes a state-of-the-art printed circuit board electrical control and monitoring system. Rather than wires running under the dash, the Capacity system takes advantage of the reliability of solid state technology to enhance its product. Power relays and breakers are isolated from the board to prevent incidental damage in case of a short. Low current relays and breakers are included in the board's design. Access to this panel for troubleshooting purposes allows the technician to service the unit from outside the vehicle at eye-level.

Capacity has also enlarged the front heater panel for ease of access and service.

## DuraRide® Suspension System (Optional)



Developed to minimize stress to the tractor frame, cab, and drive train, the patented Dura-Ride air spring suspension system isolates the tractor from road shock caused by the rough terrain found in many operations while also providing a stable ride. Two air springs are controlled for ride height by a position sensitive air valve. As more weight is applied to the fifth wheel, the springs collapse. The valve senses the change in position and increases spring air pressure to compensate for additional load and restore the vehicle to its original ride height.