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Two Milestones for Freighter and Deluxe Freight Systems

In a challenging market where transport companies are seeking to gain every possible advantage in both efficiency and safety, Freighter's patented Load Hold curtain trailer proved during the Queensland Truck and Machinery Show that it is the preferred choice as, for many common loads, it eliminates the need for conventional gates.

Just as importantly, the Drop Deck Load Hold trailer on display represented an important milestone in Australia's transport industry; the manufacture of Freighter's 70,000th trailer! The trailer has been designed to perfectly complement the varying requirements of the operator, in this case Deluxe Freight Systems.

The company, who this year are celebrating 25 years providing customers with transport operations and services, chose Freighter's Load Hold because of the various operational and OH&S benefits that the trailer will provide, for both their business and customers.

Because the load restraint system within Load Hold is built into the curtains, it provides sideways load restraint through the use of ultra high-strength composite pultrusions teamed with reliable Freighter buckles and double-thickness straps. The advantages that Deluxe will experience include:

- Faster load/unload cycles (up to 10-15 minutes saved), potentially providing more drops per day along multiple drop routes and enhancing driver's time management.
- Increased payload due to reduced tare weight.
- Reduced risk of injury and strains sometimes associated with lifting and using gates.
- Elimination of concern regarding gate damage or loss.

Further enhancing its appeal to Deluxe and other potential operators, is that Load Hold is certified to meet the NTC "Sideway" Load Restraint Guidelines for a unitised load of 1,400kg per pallet space with a 2,700mm high load and 1,250kg per pallet space for a drop deck trailer.

More importantly for lower height loads, Load Hold provides operators with added versatility to carry up to 2.0 tonnes per pallet.

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It's All Just a Little Too Ezi for these Operators

Freighter created a lot of interest at the 2007 Queensland Truck and Machinery Show when it first displayed the prototype EziLiner and during this year's show, it was evident that customers and spectators are still excited by this design that provides greater operator and customer benefits than the buckles and straps traditionally used to provide vertical curtain tension.

Introduced to improve operational efficiency, reduce OH&S risk associated with conventional buckles and straps and increase driver satisfaction, the EziLiner attracted encouraging feedback from large transport companies and operators who have an EziLiner operating in their fleet.

Peter and Diane Crawford who operate Crawford Freightlines in Singleton New South Wales, extensively trialed a model before determining that the EziLiner would help increase efficiency when transporting palletised goods and bottled wine along routes involving multiple drops. Peter commented that *"During its trial, the drivers were rapt and couldn't believe how simple and efficient the curtains were to operate and our customers appreciated the fact that we could increase their productivity and provide better turnaround time for loading and unloading."*

Recognising the substantial benefits of the EziLiner, Toll AutoLogistics were also quick to request adoption of the technology in a Drop Deck design that would not only increase efficiency, but also increase equipment capacity.

In response, Freighter built a prototype EziLiner Drop Deck trailer and Toll drivers noticed an immediate efficiency improvement through time-saving during loading and unloading and Toll made the decision to order several units.

In overcoming the challenge of applying the technology to a drop deck with two horizontal deck heights, Freighter engineers incorporated two cable guide rollers at the drop point of the trailer to ensure the continuity of the cable from the top to lower deck whilst maintaining the required tension levels.

In a sure sign of the EziLiner's acceptance by operators, there has been a strong penetration into the fleet demographic with many major transport companies embracing the technology. With the EziLiner further improving driver satisfaction, it may also help in attracting new drivers and in retaining quality drivers, an important consideration in the transport sector.

The EziLiner has consolidated Freighter's proud history of design advancement and development and is now manufactured under licence in Europe by Krone.

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Maxi-CUBE's Classic Line Up

For the last thirty-seven years, Maxi-CUBE has led the development of refrigerated transport equipment, with many of its innovations since becoming industry standards. And at the 2009 Queensland Truck and Machinery Show, it is the Maxi-CUBE Classic, with its superior wall panel construction, high performance insulation and aluminium extrusion finish that has been showcased as the jewel in the Maxi-CUBE crown.

The Maxi-CUBE Classic inherits a tradition of class leading van design that goes back to 1972 when the Company was founded. In the intervening years, the Maxi-CUBE brand has continued to lead in the field of van design to be Australia's most popular van.

Today the Maxi-CUBE Classic is universally recognised for its reliability, innovative features and payload advantage, resulting in Maxi-CUBE Dry Freight, Chiller, Freezer, Reefer, Hi-Cube Reefer, Slide-A-Side vans and rigid truck body configurations becoming the first choice of many of Australia's leading transport operators.

During the show, the topic of discussion was one of the most popular models in the Classic range, the Maxi-CUBE Hi-CUBE Reefer, which without compromising durability, highlights the versatility of the van to maximise interior load space and minimise tare weight, delivering the potential for optimal payload and profitability on every run.

Maxi-CUBE can also assist operators to customise and ensure that each trailer built meets both general and specific food transport safety requirements.

Further information on the full range of Maxi-CUBE refrigerated transport equipment including dry freight and Slide-A-Side vans and rigid bodies can be downloaded at www.maxicube.com.au.

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Hamelex White goes hunting for new innovations

With margins being squeezed in today's economic climate, operators are always looking to gain an upper hand by maximising productivity and Hamelex White used the Queensland Truck and Machinery Show to showcase some of its leading solutions which will add value to an operator's business.

To help transport organisations in the grain industry gain that crucial advantage, the Hamelex White B-Double tipper combination allows for easy unloading of the front and rear trailers without unhitching, making it ideal for operations where efficient turnaround is a major requirement.

Visitors to the stand were impressed with the unit's aluminium construction using exclusive Hamelex White body extrusions. The inspiring design and engineering highlights the quality build of the unit and whilst Hamelex White trailers are competitively priced, they offer higher resale value in the second hand market, thanks to their proven longevity.

Another model on display, the Hamelex White steel side Tipper demonstrated versatility for both quarry and demolition applications. The overall goal with this particular tipper range is to provide efficient operation with the lowest possible tare weight, without compromising on structural design, and ensuring each unit has the toughness to handle the tasks at hand. Side tipping also enhances OH&S for operators on unstable ground.

The result is that the bottom line for operators will improve thanks to the low tare weight and extra payload opportunities that side tippers can provide with each journey.

Hamelex White's reputation for building quality Rigid Bodies and Dog trailers was also reinforced during the four day show. The message from Hamelex White is that its equipment will stand up to the demanding rigours of haulage that are quite often undertaken in less than ideal conditions. Importantly, its' Rigid Bodies and Dog trailers offer companies durable and reliable service and excellent value, having been built using smarter engineering, advanced materials and the latest manufacturing technologies.

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A Versatile Display from Lusty EMS

The Stag B-Double Tipper, a Multi-Loader and Tip-over Axle trailer on display at the Lusty EMS stand have reaffirmed the company's position as one of Australia's leading and most versatile tipper trailer manufacturers during the 2009 Queensland Truck and Machinery Show.

The Stag B-Double tipper is ideally suited to applications requiring a tipper combination with greater payload while providing significantly increased productivity through the unique configuration which allows a high 40 tonne payload on standard B-Double routes.

Operational efficiency is achieved through the ability to tip both trailers without unhooking, reducing turn-around time and operating costs. Tipping whilst in combination mode also makes for a more stable overall unit, providing additional safety whilst in operation.

The aluminium bodies are designed for optimal performance and durability, and are constructed using three piece beams and Lusty EMS designed extrusions whilst the floor and walls utilise 5083 marine grade aluminium sheets. The end result is an extremely versatile unit designed to handle all transport conditions and environments.

The Multi Loader is a purpose built 19m B-Double offering the versatility of a tipper with the added advantage of side opening doors. Providing a 22 pallet carrying capacity and up to 85 cubic metres volumetric capacity, the B-Double is manufactured with a front mounted hoist to allow a clear internal loading area to maximise all available floor space. The Lusty EMS Multi Loader offers numerous load carrying options ranging from woodchip to pallets.

The Aluminium Tip Over Axle on display is a 36ft trailer that has been designed to reduce overall tare weight, providing maximum payload advantages.

Featuring single draw arms that allow for reduced tare weight, it is also equipped with a spring loaded front coupling plate which enables easier access to couple and un-couple the trailer. The trailer has also been built with curved sides which help the body to handle viscous types of loads.

Lusty EMS Tip Over Axle trailers can be purchased as a single trailer or as part of a B-Double combination, and can also be used as part of a Road Train setup. The option of rollover or retractable tarps to suit different load options is available in both manual and electric operation.

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Large or Small, Few or Many - Peki has the Solution

The Queensland Truck and Machinery Show has provided Peki the ideal platform and timing to showcase its experience in providing tailored solutions for transport applications through its display of a customised Chiller Semi Trailer.

The Chiller Trailer on display is an excellent demonstration of Peki's manufacturing techniques coupled with the use of the highest quality materials. The unit, designed to keep cargo between 0°C and 4°C, was built to specific requirements for Tony Lauer Transport, who required a van that would provide thermal efficiency and excellent temperature control – critical elements in produce and grocery transport operations.

Constructed using fibre glass composite panels mounted to a steel sub frame using aluminium extrusions, the trailer also features BPW air-bag suspension and disc brakes and Narva multi-volt LED exterior lights.

For all Peki trailers and truck bodies, appearance and presentation are extremely important elements. In the case of food transport, an aesthetically pleasing truck body or trailer will reinforce the message of a professional, hygienic and efficient operator, and allow for easier cleaning of both the exterior and interior of the body.

In line with the importance of accountability in modern food transport, Peki bodies and trailers comply with all relevant regulations, and owners can rest assured that they are benefiting from Peki's 30 years of experience delivering trailing solutions to the transport industry.

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