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## **Tipping into a new Direction for Symons & Clark**

An opportunity to provide a more cost effective solution for customers who use containers to cart grain and other bulk materials has provided South Australian based company Symons & Clark with the perfect incentive to invest in the recently released Freighter Tipping Skel.

Co-owner of the company, David Clark, and CMV Sales Manager Gary Lines, investigated the various container tipping solutions available on the market and, with the assistance of Freighter engineers based in Ballarat Victoria, a specially designed tipping skel was built to simplify the task of unloading bulk containers.

Symons & Clark's history in South Australia can be traced back to 1917 when Thomas Symons and his son George started a "carrying" business as Thomas Symons & Sons Carriers, providing cartage for grain, timber and flour around the Port Adelaide district.

It later became known as JT Symons Carriers when another son, Jack, purchased and continued the business with his wife Jan until 1981. At this point, Alby Clark, a long-time transport industry employee and his sons Ricky and David took over the business, renamed it to Symons & Clark and commenced expansion into other areas of logistics.

Today, Symons & Clark employs over 100 people and puts over 40 trucks on the road each day. Operating from a 28 acre depot, they are conveniently located close to South Australia's container shipping and rail transport hubs.

Their vast array of services includes general LCL and FCL container transport; break bulk and steel transport; heavy haulage (over-weight, over-height, over-width); import/export container packing, unpacking and quarantine facilities; storage facilities for both undercover and open for containers and freight of any nature; container repairs; and an operational empty container park that services at least five different shipping lines.

With a fleet consisting over 50 trailers, ranging from 45' to 20' skels, flat top semi-trailers, sliding tri-skels, extendible 40' flat top trailers for over length loads, as well as side loaders, B-Doubles, tautliners and low loaders for over-dimensional transport,

their investment in a Freighter Tipping Skel further exemplifies their strong belief in providing high quality customer service through use of equipment that provides improved operational efficiency.

David is particularly complimentary of Gary and everyone at CMV South Australia and their long standing relationship, commenting that, *“When we’ve invested in new equipment, Gary and his team are always more than happy to go above and beyond to provide us with the service levels we expect. As a result, when the requirement to invest in a tipping skel came about, the decision to deal with CMV was quite easy.”*

Their investment in a Freighter Tipping Skel ensures Symons & Clark will continue to facilitate strong growth and continuing support for the long-term customer base that they have worked hard to establish.

The skel offers terrific versatility, with the ability to carry and tip both 20ft and 40ft containers, thus providing customers with added flexibility to meet their requirements.

As is well-known in the transport industry, customers value reliability in both the timing of deliveries and also the equipment that is used to provide the services required and Freighter is continually pushing the boundaries of trailer design to ensure these customer criteria are being constantly met and exceeded.

As Gary reveals, *“There are many companies like Symons & Clark who are smart enough to know that flexibility as well as reliability are key ingredients to running a successful transport business in an ever-changing industry environment.”*

*“As such, it’s important for both dealers and manufacturers such as Freighter to be constantly working closely with their customer base to not only meet current demand and requirements, but also anticipate future challenges so that new designs and solutions can be developed to meet these challenges head on.”*

The Freighter Tipping Skel is indeed helping to fill a void and meet a demand by customers who rely on containers to transport their various bulk materials.

In fact, Freighter builds a range of tipping skel models that can be tailor made to suit specific applications, operating conditions and types of goods carried.

Some of the major options available on the Freighter Tipping Skel include:

- Diesel or petrol hydraulic power pack to operate the lift ram when the truck has no hydraulic power supply available. A diverter is fitted to operate the hydraulics from the truck hydraulics when available.
- Rotary seal with diesel powered air supply (and hydraulic where required).
- Drop deck chassis to suit hazardous goods carriage.
- A range of heavy duty suspensions are available.

As is the case with all Freighter customers, Symons & Clark also enjoys the knowledge that their equipment is backed by a comprehensive 2 year warranty and that they are being supported by one of the country's most experienced national dealer support networks.

Information on the Freighter Tipping Skel is available online at [www.freighter.com.au](http://www.freighter.com.au).



*ABOVE: Offering terrific versatility, with the ability to carry and tip both 20ft and 40ft containers, Symons & Clark use their Freighter Tipping Skel to provide customers with added flexibility to meet their requirements.*

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