

ANY

visitor to the IAA show in Hannover, Europe's largest transport event, will undoubtedly find plenty of interesting designs and developments, especially when examining the diversity of car carriers. The show offers the chance to compare different options from all the European manufacturers, with Italy a major contender for innovative designs.

But car carrier design is not just confined to Italy. Holland is credited with possessing one of the largest truck fleets per capita of population, and, not surprisingly, a Dutch couple that moved to Australia brought with them knowledge of the transport business in Europe that translated ideally to the Australian requirements.

Theo and Annelene Heuft arrived in Australia from Holland in 1980, and in 1984 the couple registered their company Transmech, beginning their own enterprise which, through the intervening 25 years, has grown to become recognised as one of Australia's leading manufacturers of car carriers.

Transmech today builds a comprehensive range of car carriers in a variety of sizes, ranging from four cars through to eleven on a B-double configuration. For car carriers operating road train combinations Transmech has raised the bar further, with each of the two trailers carrying a maximum of seven vehicles, plus a further medium-sized vehicle on the roof section of the prime mover.

The company has remained very much a family business, with Theo managing the design and manufacturing processes, Annelene managing human resources issues and daughter Vanessa overseeing the finance and administration duties. General Manager Scott Hilditch is responsible for all operational processes.

Reliability and durability are at the very core of each Transmech design, and for this reason the company is a strong advocate for using BPW axles wherever possible.

CLEVER



The new two-trailer road train combination operated by Kevin Schembri features the Transmech RTV2 design with each trailer being 45 ft (13.7 metres) in length and fitted with curtain side in-fill sections. The top decks are fully floating, as are the well decks, and these are moved into position through cables running on Nylatron sheaves. All locking bars are air operated.

With full airbag suspension throughout both trailers, the BPW axles are shod with eight-stud hubs and Michelin 265/70R 19.5 tyres on steel rims.

With a 50 mm bolt-in type Holland Hitch king pin, the road train coupling is an Orlandi GE506 50 mm unit.

CARRIER

TRANSMECH SHOWS THERE'S MORE THAN ONE WAY TO MOVE CARS IN BULK



Featuring BPW axles and a full Electronic Braking System by Bendix Knorr-Bremse, the multivolt system achieves total compatibility with the 12-volt electrical system of the prime mover to provide anti-lock braking with roll stability.

Commenting on the specification of the road train combination, Theo Heuft said that the designs of car carriers were continually evolving as new technology became available.

“Trailer designs available today are considerably different, even when compared to designs of just five years ago. We are constantly looking at ways to improve our designs and how to achieve greater versatility for the operators as they load vehicles of different sizes,” said Theo.

To match the new road train car carrier combination Kevin Schembri has also taken delivery of a new Mack Super-Liner 6x4 prime mover.

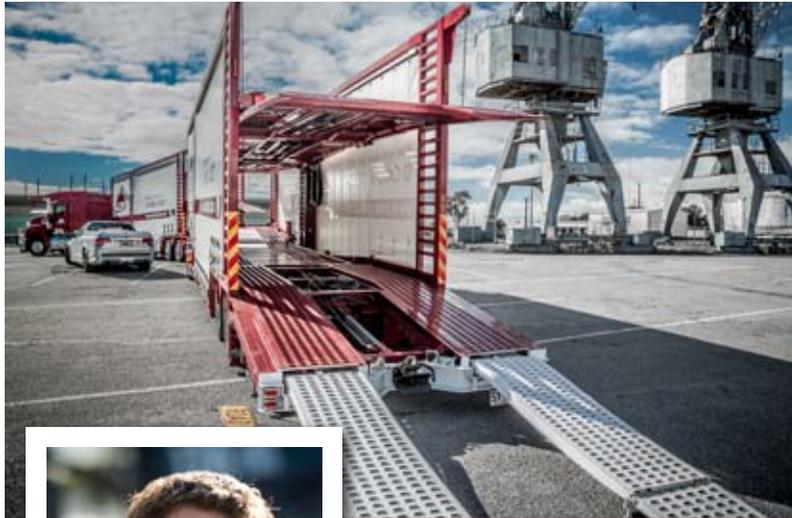
Powered by the Mack 600 hp MP10 and fitted with a Mack TmD12A mDRIVE 12-speed overdrive AMT, the prime mover is fitted with a 46-inch flat-roof sleeper plus a roof-mounted car-carrying frame designed and supplied by InAir Custom Trailers of Ballan, Victoria. The cab frame is able to slide rearwards for loading and can be raised on a pivot in order to allow full access to the engine with the bonnet tilted.

Rated at 106 tonnes, the ABS equipped Mack Super-Liner features the Mack Powerleash engine brake, capable of generating retarding power up to 570 hp. It also has a 9.5 mm thick frame with Meritor RT46-160GP drive axles on MACK AP460 air suspension with a 5,100 mm wheelbase. The Mack Super-Liner was supplied through Robert Cavka, sales manager for CMV Truck and Bus (MACK), Laverton.



Trailer technology and innovation for car carriers continues to evolve with new designs and greater versatility.





DAVE WHYTE

During a recent visit to Transmech in Adelaide I noticed the Michelin tyres fitted to a new set of trailers and was told that all of their new trailers, which mostly run on 19.5" rims, are now specified with Michelins.

This was because in Transmech's experience they don't suffer the usual scalloping that affects many 19.5" tyres, and they maintain more even tread wear across the tyre.

Car carriers are prone to varying weights and heights of load, so the centre of gravity varies greatly, but the Michelins apparently stand up to this better than other brands they have used in the past.

This manufacturer also stressed the importance of proper tyre management in maintaining tyre life and the safety of the vehicle. I will watch with interest to see how they perform, as we are also taking delivery of a new B-double trailer combination that will be hooked up to our own DAF XF105. 



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