



Transfer line through lead tanker sub frame

Trusted quality and design for dangerous good products

AS A MARKET LEADING PROVIDER OF HAZARDOUS GOODS TRANSPORT THROUGHOUT AUSTRALIA, CHEMTRANS ONLY USES EQUIPMENT OF THE HIGHEST STANDARD TO ENSURE ITS IMPECCABLE SAFETY RECORD IS ALWAYS MAINTAINED. ITS LATEST STAINLESS STEEL 25 METRE B-DOUBLE COMBINATIONS FROM TIEMAN ARE TICKING ALL THE BOXES.

These new additions to the Chemtrans fleet are based in the Altona North depot and are used to cart Sodium Hydroxide and Sulphuric Acid. Received in March, the purchase of these two 25 metre B-doubles add to the impressive fleet that already contains a range of Tieman stainless steel chemical tankers, and also helps to further build on the long-standing relationship between the two companies.

Designed with functionality and optimum strength in mind, these stainless steel combinations were designed using Tieman's Solidworks 3D imaging design process. Tieman highlights its strength in engineering with its whole engineering team working exclusively on Solidworks 3D. This not only provided Chemtrans with a clear visual image of the end product before it was built, but also allowed engineers to stimulate how the design would cope when in use to determine any stress points so that Chemtrans can be certain that the combinations will maintain complete structural integrity out on the road. And



Unique smooth 'no rings' top walkway

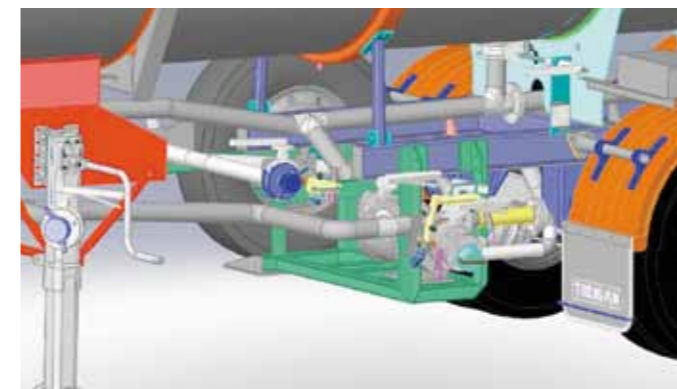
Chemtrans has been pleased with the end result. "Both tanker combinations are very nice pieces of equipment," says Chemtrans' National Fleet Manager, Bob Rose. "They are very well built and work very efficiently."

The lead tanker in these B-double combinations has two compartments and can carry up to 12,000 litres, while the rear tanker has three compartments and can carry up to 22,500 litres.

Each rear tanker has been fitted with an Iwaki pump and each lead tanker is fitted with a transfer line to allow the rear trailer product pump to be used to deliver product from both the lead and rear tankers. Hose connection points are all fitted with a purge system to allow evacuation of pipelines and hoses on completion of pumping. Outlet pumps and pump pipe work was ergonomically designed using the 3D software. This allowed Chemtrans to visually assess and approve the layout prior to build.

For additional safety, all hose connection points are fitted with brake interlocks and operation labelling.

A major design feature of the combinations is their unique ringed design where the rear barrel is actually point mounted to the suspension rather than being attached to the chassis. This eliminates the sub-frame



Even complex pipe work can be viewed in 3D to guarantee operator ease and functionality

between the barrel and the suspension, therefore offering a substantial reduction in tare weight. It also offers easier accessibility in and around the under side of the tanker and to the pumping equipment for easier maintenance. The tare weight saving achieved through this design equates to several hundred kilos.

"This is the first time we have used this point mounted system and we believe it has

worked well. Every reduction in tare weight is an increase in payload which in turn provides an increase in profitability," says Bob. Further adding to the design is the unique clear unobstructed walkway design where the top rings have actually been eliminated from the tanker. This not only provides greater safety benefits, but removes any crevasses or pockets to prevent corrosive build-up and allow for easier cleaning.



Point mount suspension onto rings

Stainless steel pneumatically operated handrails have been fitted to the outside of the top walkway. Its operation is interlocked to the trailer park brake system to ensure the operator is kept safe whilst on top of the tanker.

Technical Manager for Tankers, Mark Nelson comments, "These features make for a very versatile tanker combination. Our customers trust our experience in building chemical tankers that carry highly corrosive and dangerous products. We offer the best structural integrity through proven designs, optimum tare weights for greater payloads and ergonomic layouts for improved operator safety. Our tankers are 'Built to Last' and will give the best return for investment over the operating life of the tanker – all backed up by our after sales service team who assist in keeping the tankers on the road."

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