



## Turning up the heat

CIVIL CONTRACTING COMPANY **FULTON HOGAN** HAS FOUND THAT ITS LATEST **TIEMAN** STAINLESS STEEL ARTICULATED ROAD TRAIN BITUMEN TANKER COMBINES EASE OF OPERATION WITH BETTER HEAT RETENTION THAN ANY OTHER TANKER IN ITS FLEET.



Hinged rear ladder allowing Ringfeder connection to dolly and safe entry to top walkway

Fulton Hogan provides a range of products and services to the roads, quarrying, civil construction, rail, infrastructure maintenance, and land development sectors. It also operates 40 high capacity asphalt plants across Australia, as well as 11 emulsion plants supplying all Australian states and territories.

A little over a year ago, Fulton Hogan acquired a 50 percent share of Pioneer Road Services which included the full ownership of bitumen carrying company Specialised Tanker Transport. This acquisition brought the national fleet to over 80 bitumen tankers.

The new Tieman 30,500L single compartment insulated bitumen tanker was added to the South Australian fleet just before Christmas last year, bringing the fleet up to 18 – more than half of which are manufactured by Tieman.

Fulton Hogan's SA Bitumen Manager, Michael Utting comments, "This tanker is running well. It has a competitive tare weight and the heat retention is great. We've found that this tanker holds the heat really well, and when you're carting bitumen, heat retention is the most important thing. Less heating time at the delivery site also assists us in driver fatigue management."

The tanker barrel is built of corrosion resistant stainless steel and heat is provided via a 1,000,000 Btu Kleenheat liquid withdrawal vapourising gas burner fitted to a U-shaped internal burner tube. Temperatures can be monitored using two mercury thermometers which are calibrated from 0-250 degrees Celsius.

All coaming and chassis rail areas are insulated with a 75mm, grade 450 Rockwool blanket. Further cork insulation is fitted around the outside rings to reduce heat transfer from the barrel to the cladding and prevent moisture from entering the insulation as can occur with the old mild steel designed, unringed bitumen tankers.


Rings are continuously welded to the barrel, while the chassis rail sections are point mounted onto the rings to reduce stress on the tanker barrel when it expands due to high temperatures. The structural rings offer protection to the barrel should there be side impact due to rollover and they also aid in producing a lower tare weight tanker whilst giving the best structural integrity.

Located at the centre and rear of the tanker are two Liquip manways with a high temperature gasket that is designed to specifically suit bitumen. In addition, a dip hatch with brass dip stick is used to indicate the minimum safe bitumen level for use when the heater is turned on. Both the manways and dip hatch are accessible via an aluminum open grid mesh walkway with pneumatically operated stainless steel collapsible handrails which are interlocked with the braking system for enhanced safety. As the coaming area drains to a central location, cleaning around manways is made easier, which according to Michael is a big benefit.



Driver of the road train combination, Dave Williams.

"The new tanker is extremely easy to operate and easy to clean – that's definitely an advantage that Tieman has over some of the other tanker manufacturers," says Michael. "Everything is always well laid out and easily accessible which makes cleaning simple."

Michael adds that the service provided by Tieman is also great. "We have developed a really good relationship with the people at Tieman. Each time a new tanker is ordered, we are invited to offer our ideas and feedback in relation to the design and valving, as well as a few other bits and pieces on the tanker. I give the staff at Tieman credit because they always take everything on board. They then come back with a 3D design and ask for opinions on the concept before it goes into production. The result is a product that is very well suited to our task. The people at Tieman are very easy to deal with, and they produce a great looking product which is an added bonus." 

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