



Tieman Dry Bulk Tanker Sales Manager, Vince Niceforo and David Moloney.



Discharge butterfly valves.



Safety with Quality - Front ladder with side grab rails and stainless steel polished air lines.



Top walkway with handrails and anti slip.

Delivering a first

A LIGHTER TARE WEIGHT AND GREATER PAYLOAD ARE AMONG THE FACTORS THAT LED MOLONEY TRANSPORT TO PURCHASE AN O.ME.P.S BY TIEMAN ALUMINIUM DRY BULK TANKER – THE FIRST TO BE SOLD AND DELIVERED IN AUSTRALIA.



Moloney Transport began 35 years ago when John Moloney started the business that now specialises in carting lime and cement. Since then, it has become a true family affair, with both of John's sons also joining the Traralgon based business. Operating throughout Victoria, Moloney Transport carts to several cement plants and is also involved in road stabilising. The fleet is made up of four steel dry bulk tankers, and will soon be joined by the most recent purchase – a 42 cubic metre, aluminium O.ME.P.S dry bulk tanker capable of carrying a 30 tonne payload. "The oldest tanker in our fleet can carry

up to 27.5 tonne, while the other three tankers can carry up to 29 tonne. They are all made of steel, so the new O.ME.P.S unit is the first aluminium dry bulk tanker we have ever purchased and it will enable us to carry an extra tonne. The main thing we are hoping to achieve with this new tanker is a greater payload than what other tankers can offer," explains John. "What attracted me initially was the lighter tare weight so I thought I'd try something different. And going on past experience with other types of aluminium tankers, I believe it will last just as long as the steel tankers."

O.ME.P.S tankers are manufactured at the state-of-the-art factory in the town of Battipaglia in Salerno, Italy and imported and distributed exclusively by Tieman. Since O.ME.P.S began in 1997, it has grown to become the third largest aluminium dry bulk tanker manufacturer in Europe, supplying its products to countries all over the world – and its agreement with Tieman is now helping the tanker manufacturer make its mark on the Australian and New Zealand markets as well. According to Tieman, once the order is processed through O.ME.P.S, it receives the tanker in Australia within around 12 to 16 weeks.

Quality finish

For Moloney Transport, the finish of the tanker is of paramount importance due to the nature of the work it undertakes. John explains, "As long as the finish on the paint is good, I know the rest will be right. It has got to have a good finish because they are very hard to keep clean when you're carting lime and cement – and can stain very easily. A good, shiny finish makes it much easier for us to keep the tanker clean." And Tieman's Dry Bulk Tanker Sales Manager, Vince Niceforo attests to the quality finish of O.ME.P.S tankers. "The paint process on these tankers is just phenomenal. It starts with the entire tanker being cleaned using a phosphate solution and then the whole tanker is hand sanded before the undercoat is applied. This is then followed by a poly-flexi resin and then two coats of PPG paint. Once this is all completed, the tanker has shown to have the best paint finish in the industry. The actual manufacturing and the welding of the tankers is also world class because you

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get the perfect fitment of both parts and materials. Using the automatic welding also gives it that smooth line finish." Vince adds, "I've been in the dry bulk tanker business for 20 years and these are the best quality aluminium dry bulk tankers I've ever seen! There's a lot of care and pride that goes into these tankers and every customer that has seen the original demo tanker has commented on how good the tanker looks. That's a big reason why people are so impressed with these tankers – not to mention that it performs really well too." The tanker is also fitted with stainless steel polished airlines, an added handrail on the ladder so that three points of contact are always maintained between the operator and the tanker when accessing the top walkway, BPW ALII suspension with drum

brakes, steel suspension bolt on hangers, Alcoa alloy rims with Durabright to the outside, Michelin tyres, L.E.D lights, a remote handle to operate each valve for easier access, and a boost line to each discharge cone. John says, "We do want to grow our fleet," he says. "I've got my two sons in with me too now and we would like to continue to grow the business. If work goes as planned, then I think we would definitely consider buying another aluminium tank."

Contact
Tieman Industries Pty Ltd
4-10 Keon Parade
Keon Park VIC 3061
Ph: 03 9469 6700
Fax: 03 9462 1814
Web: www.tieman.com.au