



Safe and simple

FITTING ONE OF ITS DOUBLE DECKER TRAILERS WITH A **TIEMAN** TAIL LIFT IS PROVIDING AIR ROAD WITH EVEN GREATER FLEXIBILITY IN ITS OPERATIONS AS WELL AS OFFERING GREATER SAFETY.



Operating for over 20 years, Air Road is involved in the pick-up and delivery of general freight, specialising in high value goods. On an average day, Air Road operates approximately 300 vehicles throughout the country from its various depots, and operates up to 50 line haul movements. One of Air Road's major points of difference

is that it actually designs its double deck independent suspension trailers and contracts the building process to a trailer manufacturer. "Our trailers are special high capacity trailers and are the only ones of their kind operating in Australia," says Mick Egan of Air Road. "Our standard trailers are about 20 cubic metres bigger than a normal trailer. We also

have a special operation in Perth using high capacity B-triples. These trailers are unique, although they are the same length as a road train; they are around 270 cubic metres as opposed to a normal road train which is 180 cubic metres. So that's a big difference and really does help "to make us more competitive"

“ This tail lift is ideal for specialised operations. It’s a much quicker way of loading modules onto multi-level trailers than any other means. When you have a second level, you need to have an efficient and safe means of loading and unloading onto that level. ”


The double decker trailer that has been fitted with the Tieman Dhollandia V04 Tail Lift in conjunction with Weststrucks Body Builders is the first trailer in the fleet to be fitted with a tail lift. It was received just over six months ago and enables safer and easier loading onto the top level of the trailer.

"Being a double decker trailer, the tail lift is necessary to load onto the second floor. We have a flat floor on the bottom that is only 400 mm off the road and that runs right through the length of the trailer. The tail lift is necessary to get certain freight onto the second floor – the Tieman tail lift is ideal for loading palletised loads or a single big item onto the top level," explains Mick.

"This piece of equipment is very easy to operate. We made sure that all of the controls

were placed on the outside of the trailer to enable easier access for the operator." He adds, "The tail lift has safety fencing around the sides in order to prevent falls so that makes it fully comply with OH&S obligations. It goes up and down slowly in order to prevent any accidents and has a warning signal to alert anyone in the vicinity that it is in motion. Our operators have been really happy with the product and have found it very easy to use. It is very neat, extremely strong and I don't anticipate having any real problems with its safety or mechanics.

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and unloading onto that level. Handling gear is just so important in order to remain competitive. There are some jobs (such as loading cars) that may not be possible on a multi-level trailer without this tail lift." The Dhollandia V04 has a platform that measures 3.9 metres long and 2.45 metres wide with a lifting capacity of 2500 kg. It has been specifically designed for use in multi-level loading and unloading, and Air Road is the first company in Australia to utilise this technology. Its high lifting capacity makes it suitable for transporting heavier items including motor vehicles such as racing cars together with specialised equipment. In fact, Air Road is now looking at designing trailers with the Dhollandia V04 Tail Lift for specific use in the race car industry in order to allow safe loading of the cars onto both floor levels. 

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