



42 cubic metre aluminium O.M.E.P.S Dry Bulk Tanker

European innovation and quality



WHEN THE TIME CAME TO ADD A NEW DRY BULK TANKER TO THE FLEET, **CEMENT HAULAGE** WAS AFTER A HIGH QUALITY PRODUCT THAT COULD BE DELIVERED WITHIN A SHORT TIMEFRAME. **TIEMAN** WAS ABLE TO COME WITH THE GOODS – AND A NEW O.M.E.P.S 42 CUBIC METRE ALUMINIUM DRY BULK TANKER IS SET TO BE PUT TO WORK BY MID OCTOBER.

The new O.M.E.P.S by Tieman tanker will bring the Cement Haulage fleet of dry bulk tankers up to 14. Each of the company's tankers is used to transport bulk cement throughout New South Wales, however the new aluminium dry bulk tanker will have the

added task of carting fly ash from New South Wales to Victoria. Cement Haulage Manager, David Lane, explains the company's decision to purchase the latest tanker from Tieman. "Cement Haulage received an opportunity to transport

bulk material from NSW to Melbourne. The opportunity was immediate and for the trip to be economical, the best solution was to obtain a 42 cubic metre aluminium tanker. We chose to purchase the latest tanker from Tieman because we know the European made O.M.E.P.S tanker is a quality product and they were able to supply what we needed immediately as they had the ideal tanker in stock. While this is our first Tieman purchase, we know the product is excellent and will give us approximately 1.2 tonne extra payload every trip compared to a steel dry bulk tanker. Tieman is a good family business and it has developed a strong reputation in the industry through its recent entry into the dry bulk tanker market."

This new tri axle bottom discharge single compartment tanker is constructed of 5mm aluminium sheets with 6.5mm Torispherical aluminium ends. It has a working pressure of up to 1.65 bar (165 KPA), as well as three bottom discharge cones with 4" butterfly discharge valves, a 4" discharge



L-R: Gary Burkitt of Cement Express with Tieman's National Dry Bulk Sales Manager, Vince Niceforo

pipe that is routed to the rear of the tanker and a 4.8m x 100mm diameter rubber discharge hose. The suspension hangers are steel and simply bolted to the full aluminium subframe extrusion ensuring there can be no cracking as often happens with welded aluminium hangers.

In regards to the aesthetics of the tanker, David comments, "Being a late model, modern construction methods are used to produce a tanker that looks quite smart. Precision formed structural components reduce the amount of welded connections required, which we expect will reduce the amount of stress cracks in future years." He adds, "The tanker is very well designed and the operating times for pumping in and out are excellent. As all controls are located at a central point, it is also easier and safer for the operator to work the equipment."

To further enhance operator safety, a non-slip walkway above the barrel features dual side stainless steel collapsible handrails which are mounted to the outside of the kick-rail that runs along the full length of the barrel. The pneumatic operation of these handrails is interlocked with the braking system. Access to the walkway is provided via an aluminium ladder that is mounted to the front of the tanker. The side grab rails really make it so much safer to climb up and down the ladder. Side underrun protection is also fitted to both sides of the tanker to offer protection in the event of a side impact collision. This feature is fairly new to the Australian dry bulk industry and adds little weight whilst giving pedestrians and cyclists extra protection. Tieman imports a full range of tipping and bottom discharge aluminium O.M.E.P.S dry bulk tankers for Australia and New Zealand. Vince Niceforo, Tieman's Dry Bulk Tanker Sales Manager, has more than 20 years dry bulk industry experience and says these innovative O.M.E.P.S designed aluminium tankers with European built quality are the best he has ever seen, giving Tieman customers significant payload and operational advantages, and mentions they are all supported by Tieman nationally.

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