No welded joins in front and rear hood design, safety side grab rail on ladder.

The grey gold

SINCE JOSEPH ASPDIN PATENTED A MATERIAL NAMED PORTLAND CEMENT IN 1824, CONCRETE IS THE MATERIAL OF CHOICE IN THE MODERN CONSTRUCTION INDUSTRY. TO TRANSPORT THE PRODUCT IN NEW SOUTH WALES, BORAL – A MULTINATIONAL COMPANY DEALING IN BUILDING AND CONSTRUCTION MATERIAL – PURCHASED TWO O.ME.P.S BY TIEMAN ALUMINIUM CEMENT TANKERS.

The search for a versatile building material that is durable in the face of Australia's harsh environment is an ongoing challenge – and so is the development of sophisticated transport equipment to cart the product.
In June, Tieman helped Boral find a new transport solution, delivering two customised O.ME.P.S aluminium tri-axle tankers.
Complementing Boral's fleet of dry bulk transport equipment located in Sydney, each new vehicle offers a capacity of 42m3 in one compartment. "In NSW alone we maintain about 150 dry bulk tankers, both steel and aluminium," says Merv Rowland, Boral's Fleet Engineering Manager. "We already operate quite a few liquid bitumen tankers built by Tieman, but it's the first time we decided on the O.ME.P.S product." Built in Italy, the lightweight O.ME.P.S by Tieman solution is customised to suit the road in Australia.
"It was no blind decision," Merv explains. "We've seen O.ME.P.S tankers in operation before, and now we put them into service to see for ourselves how durable they are and how long they will last."
The new 42m3 tri-axle dry bulk tankers were designed to feed Boral's concrete plants in New South Wales. Based on a lightweight 5mm aluminium alloy shell including torispherical 8mm ends, they are able to discharge freight through three oval cones at the bottom. O.ME.P.S' design department also eliminated all welded joins on both front and rear hoods, made from a single sheet of aluminium. Jost Module 2 speed landing legs support the construction in operation, whilst BPW disc brake axles, BPW's AL II series airbag suspension and Electronic Braking System ensure stability on the road.
"The actual discharge performance is identical to the old brand we've been using before," says Merv. "But design, build quality, usability and paint quality are superior. Both from a technical and aesthetical point of view, the O.ME.P.S tanker construction is excellent."
As opposed to the opposition, the O.ME.P.S tank is based on bolted steel hangers instead of a welded aluminium solution. "We're predicting less problems regarding cracked hangers and damaged shock absorber brackets," says Merv. "And the low tare weight of 5.55 tonne is unaffected by it."
In addition, the new O.ME.P.S solution is the first Boral cement tanker to be fitted with side underrun protection to increase

Boral's new O.ME.P.S by Tieman 42cm³ aluminium cement tankers.
Below Stainless steel manifold airline and side under run protection.

safety on the road. "First of all, it's a useful extra that will make Australia's road network more safe. But it's more than a simple safety feature. Actually, it's a good looking design feature as well," says Merv. "O.ME.P.S' attention to detail is just fascinating.
"For instance, the new vehicles are equipped with a polished stainless steel air supply line instead of a painted mild steel one. In operation, the air supply line can become extremely hot, and the paint will eventually go off. Stainless steel, however, will remain immaculate. It's a clean, simple solution."
Customised to Boral's requirements, the O.ME.P.S duo has more ground and overhead clearance. "We're down to 3.8 metres regarding overall height to ensure more clearance when working in a confined environment and we also have more clearance between the ground and the bottom of the discharge cones," Merv explains. "In addition, the rear ladder is fitted with an extra safety grab providing a safe three point contact. It's all about safety, both passive and active. OH&S is Boral's prime concern."
Boral's staff, meanwhile, don't only appreciate the new safety equipment. "They love the new tankers because they have such a stunning appearance. The flowing bodywork, the paint quality and the beautiful welding with reduced welded joints look striking. It's a flawless product," Merv resumes.

(L-R) Vince Niceforo, Tieman's Dry Bulk Sales Manager; Colin Tieman, Joint Managing Director; Merv Rowlands, Boral Fleet Engineering Manager; Martin Williams, Boral Asset Supervisor Logistics; and Peter Goonan, Boral Driver Trainer.

"And Tieman was excellent to deal with. We have a very good working relationship with Joint Managing Director Colin Tieman and Vince Niceforo, Sales Manager of Tieman's Dry Bulk Tanker Division. The delivery time ex Italy was very good, and what we got was what we ordered, which is paramount. In addition, Vince has spent a few days on the road himself in order to find out how the trailers will perform in real life. That's a great follow up service."
Both trailers are located in Sydney and will commute between the city and the Southern Highlands about 110km southwest of the bustling metropolis; carting cement, fly ash and lime for Boral's own concrete plants. "If everything works out according to plan, they will be in operation until 2030," Merv explains. "And I'm optimistic that they will last. O.ME.P.S by Tieman is a durable product, and it's easy to operate. That's the key."

Contact
Tieman Industries Pty Ltd
4-10 Keon Parade
Keon Park Victoria 3073
P: +61 3 9469 6700
Fax: +61 3 9462 1814
Web: www.tieman.com.au