



Box movements made easy

BRISBANE-BASED **WEMYSS TRANSPORT** HAS PUT AN **O'PHEE BOXLOADER** TRAILER INTO SERVICE AS PART OF ITS ON-GOING QUEST TO KEEP AHEAD IN THE TECHNOLOGY STAKES. SINCE DELIVERY IN JANUARY 2012, THE UNIT HAS PROVIDED FAULTLESS SERVICE.

The Wemyss name is extremely well known in the container transport scene, especially for superior service and reliability. One reason for that immaculate reputation is a strong focus on exceeding customer expectations – and the urge to be at the forefront of a highly challenging and competitive segment of the Australian road

transport industry.

Apart from side loaders, Wemyss Transport only uses O'Phee trailers across all facets of its transport activities, so when the O'Phee BoXLoader was unveiled at the 2011 Brisbane Truck Show, director Stephen Wemyss was interested to say the least. "I only buy O'Phee because they are built

stronger and the company is very good to deal with. If there is an issue, they don't walk away from it, rather they work with you to ensure any problems are solved," says Director, Stephen Wemyss. "Here at Wemyss Transport we keep pace with the introduction of new technology and when the O'Phee BoXLoader came onto

the market, the decision was made to put one into service. It is good to have an alternative.

"Side loaders are a very important part of our business and we now have nine in operation. They work very hard in our operation and since the O'Phee BoXLoader went into service it has given us absolutely no dramas," he adds.

"O'Phee worked very closely with us to put this unit on the road. The unit is PTO driven, a first for us, so it fits well within our low tare weight requirements and it is also the first disc-braked trailer we have used. Coupled to a prime mover with disc brakes



it is a good match and stops very well," he comments.

The O'Phee BoXLoader was developed in conjunction with French company BXL and uses a 35-tonne side loading crane, features Can Bus technology and sensors monitor operational aspects such as crane

and they are impressed with its ease of operation and safety features. All side loaders are different, but the O'Phee BoXLoader is easy to operate and the remote control very efficient.

"We take training very seriously with it all done in-house. If a driver comes looking

“I only buy O'Phee because they are built stronger and the company is very good to deal with. If something breaks they don't walk away from it.”

arm position, stabiliser positioning and movement of the container and weight distribution to eliminate risk during operation.

Stephen says driver acceptance of the O'Phee BoXLoader has been very good

for a job and has ten years of side loader experience, we don't simply tell that person to go to work, they have to go out with our people and learn to do things our way to ensure it is done correctly. The operation of the O'Phee BoXLoader is simple and highly



“We are involved in a lot of Queensland infrastructure projects and do everything as efficiently as possible for our customers. This includes maintaining our reliability through continually updating our equipment.”

efficient and we found little training was required for the operator to ensure not only correct use but to ensure the highest levels of safety.” Wemyss Transport has been in operation in Brisbane for over 10 years and its trucks cover a wide area including Gympie, Toowoomba and south to Coffs Harbour as well as runs to more remote areas taking the vehicles over differing terrain and highway conditions. The O’Phee BoXLoader tows and tracks well for on-road stability across all areas travelled. “Our core business is anything to do with import and export and we go anywhere as long as it is at the right price. We are involved in a lot of Queensland infrastructure projects and do everything as efficiently as possible

for our customers,” Stephen says. “This includes maintaining our reliability through continually updating our equipment. Trucks we keep for five years and while we tend to hold onto trailers forever, side loaders are different. “At five years the trucks have covered approximately 500,000 kilometres and the side loaders the same, so we put a five year lifespan on those too. When you consider that during that service time the side loaders are continually lifting weight you have to realise they are subject to wear and tear, so to ensure reliable customer service they are replaced after that period. Plus, of course, technology changes so much. “As I said we only use O’Phee trailers as they

give us excellent service. Some of our skel trailers are 10 years old and have never had the wheels off them. We monitor all of our equipment constantly and have had very little trouble.” Stephen is expecting the same trouble-free service from the O’Phee BoXLoader in the company’s busy operation. When Trailer visited the Lytton headquarters of the company, he reported there were to be 219 side loader movements in that one day and the O’Phee BoXLoader was being highly utilised. “Times have certainly changed in the container business. Efficiency is paramount and the use of side loaders has offered significant time savings which equate to performance gains for our customers,” he says. ➔

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