

# Making history



TO INCREASE THE EFFICIENCY OF ITS CONTAINER MOVEMENTS AT THE PORT OF BRISBANE, TRANSPORT COMPANY **CHALMERS INDUSTRIES** HAS WORKED WITH **O'PHEE TRAILERS** TO DEVELOP AN APPROVED QUAD-QUAD SUPER B-DOUBLE.

It likely comes as no surprise that Australia's heavy vehicle industry is the subject of much envy on a global scale. The longest ever multi-combinations have been running across the country for decades, carrying weights that international transport operators could only dream of.

Much of the advancement in high productivity vehicle technology in the last decade has been made possible through the Performance-Based Standards (PBS)

scheme. O'Phee Trailers has been no stranger to the high productivity vehicles, introducing its first A-double container skel combination in 2010 after extensive trials with Transport and Main Roads Queensland (TMR) and its enormous productivity benefits were then realised. Now, container transporters are increasingly growing their combinations under the scheme and taking advantage of the efficiency gains. One such transport operator to recently take the container

transport scene to the next level is Chalmers Industries. Operating two of the country's largest container storage and handling facilities in Melbourne and Brisbane, Chalmers Industries is now running the first approved, 117-tonne Gross Vehicle Mass (GVM) quad-quad Super B-double at the Port of Brisbane. According to Chalmers Industries Queensland Manager, Peter Cusack, the wharf carrier was previously using O'Phee

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quad-tri combinations with a maximum GVM of 109 tonnes. “Now with the first O'Phee quad-quad, we have added an extra eight tonnes of carrying capacity to the combination,” Peter says. “Containers are getting heavier and heavier and we needed to look to the future weights to ensure we stay within legal limits.” The O'Phee Quad Quad Super B-double was delivered to Chalmers Industries in late August, with O'Phee taking care of the unit's design, construction and assessment. As long-term customer of O'Phee Trailers,

it's no surprise that Peter did not hesitate to trial the trailer builder's latest innovation. “We have over 100 trailers in Brisbane, and another 80 to 90 in Melbourne that are primarily O'Phee trailers,” Peter says. “O'Phee has a history of designing and constructing good quality equipment that is reliable, which is why we continue to source our equipment from them.” Chalmers Industries Managing Director, John Carew, points out that trailer reliability was the key feature in the new 117-tonne O'Phee Super B-double.

“Because this is the first one on the wharf, we needed to make sure it was capable of doing everything we wanted it to do,” John says. “Mick O'Phee knows his stuff and pays particularly close attention to detail with the specification of every trailer O'Phee builds.”

John says the company is no stranger to adopting new efficient trailer technologies from O'Phee, having been the first to operate the company's O'Phee BoXLoader side-lifter in 2011. “If new technology fits the business, we're happy to give it a try. We're not scared of change in the face of new efficiencies,” he says.

Regardless of the specification of the trailers he orders from O'Phee, John says the finish of the units is always second to none. “The O'Phee trailers have a two-pack baked paint job and the finish is superb,” he says. “We don't do any advertising, so our fleet of O'Phee trailers is effectively our only advertising of the Chalmers brand, and they look pristine. Even after years of hard work at the wharf, we just give them a wash and they look brand new.”

John attributes Chalmers Industries' growth to the company's high levels of customer service over the years. “When I started in 2000, we had a small fleet of four prime movers and four B-double combinations,” he says. “Now across Brisbane and Melbourne we have nearly 200 trailers, thanks to good staff who pay attention to detail. We may not be the cheapest, but we try to be the best.”

Finding new efficient ways of transporting more cargo is increasingly important in that context, Peter says, and Australia leads the way. “O'Phee Trailers, in conjunction with the Port of Brisbane and TMR Queensland, made it possible for Chalmers Industries to make history with the O'Phee Super B-double quad-quad combination.”

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