



Super B-Double developed for Chalmers Industries, and delivered in August 2017. This was the first 117-tonne gross vehicle mass (GVM) quad-quad Super B-double approved to carry out container movements at the Port of Brisbane. Previously, the wharf carrier had been using a quad-tri combination with a gross vehicle mass of 109 tonnes, so the new addition developed by O'Phee represented a significant payload increase of 8 tonne every trip. Adding to the constant stream of innovative container transport solutions, O'Phee has launched a new lightweight 1x40 container skel, designed to carry heavy 40-foot containers and provide increased efficiency for its customers. "There's more and more 40-foot containers being exported and imported that are quite heavy, so we designed a lightweight solution. Its capability is to carry only one 40-foot container, but it allows the operator to transport those heavy 40-foot containers under General Mass Limits, without having to apply for a permit," explains Mick. "They don't have to go into PBS, they don't have to

go into an extra mass permit, because the trailer is a new lightweight, high tensile constructed design." Also new is a changed design to the BoXLoader Side-loader. "We have lightened the tare weight on the BoXLoader by changing to a whole newly developed chassis frame design which is new for us and totally unique in the industry. We've lightened down the crane tare weight as well," explains Mick. Using the same high tensile steel as the Retract-X trailer that was released at the last Brisbane Truck Show, the new incarnation of O'Phee's BoXLoader side-loader incorporates an innovative Hi-tensile frame construction that reduces the tare weight and still maintains its strength. "The rigidity of a Side-loader is very important," adds Mick. "There's only so far you can go before losing your stability and strength. So we've fine-tuned our design in the frame and in the cranes, and dropped quite a bit of weight. Obviously everyone is chasing more payload, whether it is a Skel trailer as a single or in any combination type, or a BoXLoader Side-loader trailer."

Fast Fact
The forming of The Drake Group was the result of Drake Trailers joining forces with O'Phee Trailers. It has proved to be beneficial to each brand, with both manufacturers learning and growing together, and getting bigger, better and smarter. The O'Phee range has flourished and the Drake brand continues to push the boundaries of innovation.

Contact
O'Phee Trailers
19 Formation Street
Wacol QLD 4076
Ph: 07 3277 1855
Web: www.opheetrailers.com.au

Increasing efficiencies

WHEN IT COMES TO CONTAINER SKEL TRAILING EQUIPMENT, O'PHEE TRAILERS, A DIVISION OF THE DRAKE GROUP, HAS BUILT A REPUTATION BASED ON INNOVATION AND INCREASED PRODUCTIVITY, RECOGNISING THAT IN TODAY'S CONTAINER TRANSPORT GAME, IT'S ABOUT LIGHTER TARE WEIGHTS AND INCREASED PAYLOADS, WITHOUT COMPROMISING ON STRENGTH AND DURABILITY.

Banking on over 60 years of knowledge and experience in trailer manufacturing, O'Phee Trailers continues to break new ground when it comes to high productivity vehicles dedicated to container transport. "The main consideration today is all about payload," says Mick O'Phee. "The lighter you can make a product, the more payload the customer can utilise. But you've still got to maintain the longevity and strength

in design, and your stability which is crucially important on a side loader when you're dealing with swinging containers – whether you're picking them up from the ground or transferring from trailer to trailer." O'Phee Trailers has a strong history in container transport. It was among the first manufacturers to begin producing A-double skels, introducing the first of

these combinations in 2010, following extensive trials with Transport and Main Roads Queensland (TMR). Since then, the brand has produced a series of unique high productivity container skel combinations – from A-doubles and side loaders to Super B-Double skels, Quad axle skels and Performance-Based Standards (PBS) approved combinations. Among these was the recent Quad-Quad



- 25 Second Deployment
- Remote System
- Automated Process
- Improved Efficiency

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