



THE

# Progress Report...

WINTER 2010

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With the sales market of transport equipment fluctuating so much over the past 12 months, at Progress Trailer Sales we have had to take each day as it arrives.

Over this past 12 months some businesses have been less fortunate than others. We consider ourselves at PTS to be in a fortunate position as we have been able to remain within contact with a fair majority of our loyal and long standing customer base. As many would be aware, our customer base can date back for over 25 years and some a little further than that!

One way that we are trying to stay in contact is by producing this newsletter. To date we are emailing and, or posting this publication to close to 900 customers. In a way, we are hoping that this newsletter can either create the inquiry or at least inform you of some of the key points to what others are buying. Therefore guaranteeing the ongoing contact with our customers especially when the time for replacement or for when the need to add a trailer to the fleet comes. PTS will, and has always been genuinely grateful to its customer base.

The enquiry for our extensive product range of both Hercules and CIMC transport equipment is to an acceptable level, but many have suffered the constant hindrance of below average finance acceptance rate from the banks. This will need to improve if the transport industry sales volume is to return to a more acceptable level.

To assist our much valued customers in obtaining finance at very competitive rates, we have engaged - Sam Mangano at Nationwide Finance and Leasing.

You can contact Sam on either 03 9305 3155 or 0412 067 683



In March, Denis & Nadia Dickerson of Horsham took delivery of their new Hercules Tri Axle 'Pig' B Double configuration. The trailer combination is designed to be 'Jack Knifed' enabling the 'A' to tip whilst still coupled to the trail. The combination has the capacity of 72 plus cubic metres and tares at 14,200kgs, allowing Dickerson Haulage an average of 44,000kgs plus payload, based on mass management and running at 68 tonne gross. The trailers are fitted w/ TMC well proven LMVS suspension (Low Maintenance Vertical Shocker) which has a low tare weight and combined with the preferred vertical shocker location, has improved the quality of the ride characteristic. The TMC axles are supplied standard with induction hardened bearing journals, 420mm x 180mm 'S' cam drum brakes and enclosed camshafts. The 'A' trailer is fitted with a hydraulic lift tailgate, allowing for greater ease of product discharge whether tipping at 'Jack Knife' or in a straight line over a grid. The 5<sup>th</sup> wheel ball-race is fitted with an audible warning sensor, which warns the operator that they have reached the 'Jack Knifing' maximum.

## Performance Base Standards.

Subject to the approval of the following criteria, Performance Base Standards (PBS) can allow operators up to **57,500Kgs** Gross combination when operating a Rigid and Four Axle Dog trailer on Higher Mass Limit (HML) roads.

The process to obtain the PBS permit is not necessarily that straight forward, but as long as you are willing to follow the process provided by the NTC, there is the possibility that your next or maybe even your existing combination may be able to reap payloads of up and over **39,000kgs**.

Currently under the standard 19m long Rigid and Four Axle Dog configuration, most operators are averaging payloads between 30,000kgs to 33,000kgs based on the carrying combination gross of 50,000kgs.

### **Herewith is the recommended guide required to obtain a PBS permit:**

- (1) Contact the relevant road agency about access (particularly bridges)
- (2) Contact a PBS approved assessor.  
(They conduct the engineering assessment of your vehicle)
- (3) Submit an application to the PBS Review Panel.
- (4) Obtain a PBS design approval from the PBS Review Panel
- (5) Build the vehicle AS PER THE PBS DESIGN APPROVAL
- (6) Obtain a certificate from a PBS approved certifier stating that the vehicle matches the design approval  
(Bisiteckiks Pty Ltd (K.D. Cowell & Associates))
- (7) Submit this certificate to the PBS Secretariat.
- (8) Issuing of the final PBS Final approval containing the VIN of the vehicle
- (9) Contact the relevant road agency to obtain a permit.

Link to the PBS web site: [www.ntc.gov.au](http://www.ntc.gov.au)

For more information contact Darren on 03 9305 1138.

Pictured is the Hercules combination recently on display at the Melbourne Truck Show. Manufactured to meet the requirements of Burdett's Sand Soil & Stone Supplies, this Rigid and Dog configuration has followed the process of Performance Base Standards (PBS), and has approval to carry 57,500kgs gross in lieu of the standard 50,000kgs. With the given tare weight of both truck and trailer this allows Burdett's an estimated payload of up to 39,800kgs when operating on (HML) higher mass limit roads.



### **HERCULES STOCK TRAILERS**



“Slowly gone are the days where you engage a contractor to cart ones own product”! This was very much the case when David and his son Andrew of Springvale Springhurst in Wodonga decided that they needed to control their own cartage. After initially scaring David off by answering the old question “Which trailer has the greater stability, the “tip over axle” or the “chassis tipper”! The Spence’s came back to PTS and decided to purchase a new ‘Freightmaster’ 40m3 Tri Axle Chassis Tipper. This trailer suits most ‘farmer’, come bulk trailer operations, as it has a competitive tare weight for a steel semi tipping trailer of 7,800kgs. All of the new ‘Freightmaster’ chassis tippers come standard w/ York VRH air Susp’n and 127mm axles, 10 stud grease hubs, Binotto telescopic hoist, plastic radius guards, QLD style PVC roll tarp, 11R tubeless tyres and steel wheels.



From the manufacturer in South Australia, on display in Victoria, then sold and delivered to Western Australia all within the very same week. At the recent Melbourne Truck Show, the ‘Freightmaster’ tri axle flat top drop deck semi trailer was successfully shown and subsequently sold off the stand. One of the key features of the Freightmaster drop deck is the main beam. The main beam incorporates 100 x 20mm top flange, 5mm thick web and 100 x 25mm bottom flange. And in supporting the 5mm thick chequer plate bottom deck, the outer coaming is 150mm (6”) TFB w/ 125mm TFB floor ‘X’ member at 450mm centres. The trailer also featured a Road train rear cross-member with 50mm towing coupling, six (6) rows of twist locks allowing the owner the versatility of carrying either one (1) x 40’ or two (2) x 20’ ISO containers. A full set of RHS steel gates and 30 tonne hydraulic ramps with power pack.

For what ever the reason, sometimes a new rigid body build just seems to take for ever to complete. “We honestly thought this delivery would never eventuate”! Mid April, saw Humphrey Nicolosi a subcontractor to Holcim Australia, take delivery of his new Hercules Aluminium Rigid Body which was engineered, manufacture and fitted to his new Volvo FM370 rigid cab chassis. The rigid body combined with the truck tares in at a remarkable 9,280kgs. The body has the capacity of up to 13m3 and has been specified with a full length 8mm thick floor sheet. The PTO/Pump, the control valve, the hydraulic tank and electric switches were all Volvo factory fitted, leaving Hercules to complete the rear of frame fit-out including the installation of the Razor electric tarp drive motor assembly.



Andrew Johnson of Andlis Services in Eden Park (Vic) took delivery recently of a new Hercules 6.4mtr long Hercules Aluminium Dog trailer. This three axle dog trailer has been engineered and manufactured using TMC LMVS air suspension (Low Maintenance Vertical Shocker) and standard TMC 127mm beam axles with induction hardened bearing journals axles. Even though the trailers concept is to suit the cartage of bulk grain type products, Andlis Services needed the unit to be more versatile. In doing so the trailer has been built with an 8mm thick floor, enabling Andrew to carry quarry products (sand, soil & aggregate) when required. The trailer still has a competitive tare weight of under 5,300kgs and has the capacity to carry a water level load of 25m3.

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