

In this June 2013 issue

- ▶ Message from our MD
- ▶ Craig Johnson Carrying
- ▶ Uhlenberg Haulage: Tipulator
- ▶ Tiemans Chocolate Tanker
- ▶ Gigant Technical Information

Meet our staff

- ▶ Owen Wilson
- ▶ Mark Klomp

## Message from our MD...

Welcome to the next edition of HTML innov8. This time we get some focus on the products that we have been selling into the New Zealand and Australian market and the customers who have been using them.

NZH has been selling Gigant in New Zealand since 2008. It wasn't easy introducing a new product at the start of the GFC, but we have chipped away at the market and now have some real momentum. The product has been well received and we now have a firm base of customers who are using the product with many trailers now completed more than 1 million kms of trouble free running.

We have also included a story from our Australian business (THS) which highlights our expertise in designing hydraulic solutions for complex problems like keeping chocolate in a liquid state whilst transporting it to the customer.

I hope you enjoy this edition and your feedback is always welcome.

Brenden Lyons

Managing Director

**Transport Hydraulic Solutions**



[www.transporthydraulics.com](http://www.transporthydraulics.com)

Sign up for newsletter

# innov8



## Craig Johnson Carrying.



The first of 11 trailers went on the road in October 2012. Craig has had 5 x 6 axle curtain-side B-trains and 6 x 5 axle curtain-side full trailers built by Fruehauf Trailers in Fielding using NZH Gigant DKH2 19.5 disc axle combined with Gigant's FB70 air bag suspension. The axles are fitted with the well known Wabco PAN 19 calliper, an SKF cartridge grease filled bearing assembly, and fully enclosed EBS pole wheels and sensors.

The trailers are fulfilling a large contract to Courier Post and travel all over the Country with most units based in Taupo and running between Auckland and Wellington daily. Other units are based in the South Island and travel between Picton and Christchurch as well as most other centres throughout the Island. The trailers are all completing a significant amount of kilometres in a short space of time.

The majority of the servicing is done by Truckstops in Taupo and the servicemen have all commented about the ease of servicing the axles and suspension which requires no special tooling, and everything is easy to access.

Tama Arapere looks after the fleet as Operations/ Dispatch Manager based at Stag Park in Taupo and is very pleased with the trailers and axle/suspension combination as he has had no lost time caused by service delays or mechanical failures, this is very important due to the short time frames he has to work with in order to get the Courier freight to the appropriate destinations on time.

## Uhlenberg Haulage: Tipulator.

Uhlenberg Haulage is located in Eltham, about 45 minutes south of New Plymouth, a typical rural New Zealand town. Uhlenberg Haulage was founded in 1966 by Mike & Carol Uhlenberg, doing a lot of work in those days for the Ministry of Works on Northern Taranaki roading.

Chris, Daryl and Tony run the business these days and with a fleet of, predominantly, Peterbilt trucks and tractor units that are easily recognizable with their distinctive green with white livery and plenty of on-road presence.

Along with their LPG tankers, they also run tipulator and refrigeration units. One such tipulator unit is the one pictured. It had to be foolproof, multifunctional (Grain door, bulk tip, metal spreading), fit for purpose and most of all, user friendly.

With NZH supplying and configuring the hydraulic equipment we had to, along with Pirtek Feilding, contend with challenges of ensuring that none of the functions could interfere with any other application. The unit was built by Fruehauf in Feilding and for all intents and purposes it has been a huge success with the ever friendly staff at Uhlenberg Haulage being very satisfied with the outcome.





## Meet our staff...

### Owen Wilson Sales BOP/Waikato

Owen Wilson is our territory sales engineer, for the BOP/Waikato area, based out of Tauranga, Owen is connecting with our North Island customers and working on product development projects.

Owen's first connection with the heavy transport industry came from his father who owned Pirongia Carrying Company. After some years travelling, Owen returned to NZ and to the heavy transport industry working for Hamelex Trailer Builders. He then signed on with NZH almost 12 years ago running our service workshops, before moving into a customer services and sales role.



With all his acquired industry knowledge, give him a call and tap into his experience.

### Mark Klomp Melbourne Branch Manager

Mark has accumulated more than 20 years of extensive hydraulic experience having first worked in the transport industry for Patchel Industries, making and servicing cylinders at Patchel's Rotorua operation and obtaining his trade background.



Mark then went on to form his own business as a hydraulic hose & componentry service technician for 6 years.

Mark then joined NZH in 2011 as our BOP/Waikato based sales engineer where his wealth of knowledge and experience were put to good use. He showed great enthusiasm and talent for the dairy industry and we had no hesitation in dispatching Mark off to Australia to join our dedicated team who are pioneering innovation in the Australian dairy industry.

Mark and his family have embraced the move to Australia and are excited about the future with THS.

### See our improved global website

We are committed to providing the best technical advice and assistance in the market when it comes to hydraulic and related products for the transport industry. See our site for our full product range.

[www.transporthydraulics.com](http://www.transporthydraulics.com)



## Tiemans Chocolate Tanker

Liquid chocolate is a unique product and requires special equipment to haul it. The result of 6 months design work can be seen in the picture attached and it is the most complex tanker that Tiemans have ever built. The key areas that had to be focused on were safety, heating components and the pumping gear, all of which had to function on a 24 hour continuous cycle. The result is a 20,000 litre two compartment stainless steel tanker that is effectively a chocolate box.

A major component of the tanker is the THS designed hydraulic system driving the two water-jacketed chocolate pumps on site and in transit. It is driven by a dual power source combining a 415V electric drive and a 28hp diesel engine both situated on the rear of the tanker and operates the product pumps via proportional valving.

THS designs hydraulic systems to meet the needs of the transport industry and this is just one example of many successful projects.

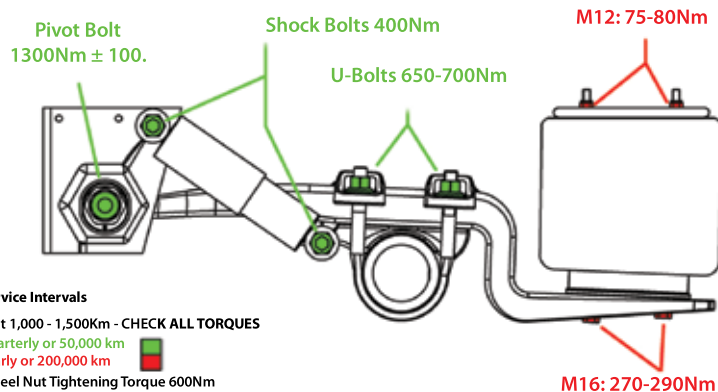


## Gigant Technical Information

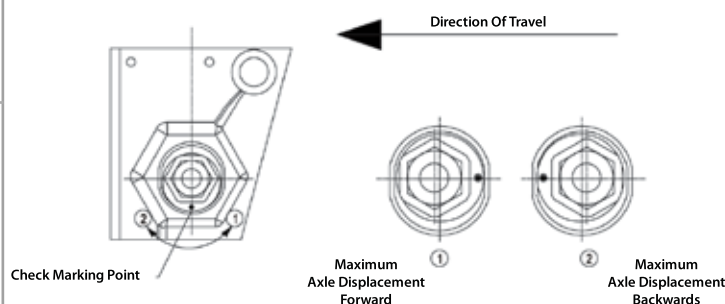


Visit our website for essential information regarding maintenance and warranty instructions for tightening torques and track adjustments.

### Tightening Torques:



### Track Adjustment:



Using an open ended AF60 spanner, and making sure the spring bolt is tightened to at least 200Nm turn the eccentric bushes on both sides of the hanger bracket to adjust the axle track. Using the Gigant adjustment tool part number 00311045 makes this job easier.

**ATTENTION** - make sure the eccentric bushes on both sides of the hanger bracket are aligned to the same position. You can do this by checking the marker points on the eccentric bushes.

Once the eccentric bushes are aligned, tighten the lock nut to 400Nm with a further turn of 90° to ensure a sufficient torque setting (1300Nm). Make sure the marker points have not moved from the alignment position. This represents a torque of 1300Nm.