



Applying the concrete solution

O.M.E.P.S.
by **TIEMAN**
It's all in the figures...
Great Looks, Great Payload!

42m³ aluminium cement tanker



Side under run protection c/w polished s/s airlines

FOR BUILDING MATERIALS EXPERT **SUPERMIX CONCRETE & QUARRIES**, THERE'S ONLY ONE WORD THAT BEST SUMS UP WHAT SUCCESS IN THE TRANSPORT BUSINESS IS ALL ABOUT – PAYLOAD. TO GET THE MOST OUT OF EVERY RUN, THE COMPANY ASKED **TIEMAN** TO CREATE A DRY BULK TANKER DESIGN THAT WILL CEMENT SUPERMIX'S POSITION IN THE MARKET MOVING FORWARD.

From a geographical point of view, Wagga Wagga based Supermix is perfectly situated between two of Australia's largest cities – Sydney and Melbourne. It's a prime spot to service both in a timely manner, and Supermix has capitalised on that advantage for more than half a century. Supplying a wide range of concrete and quarry products to the building and construction industry, Supermix is known for having the most advanced equipment at its disposal – which is exactly where Tieman were able to offer assistance. Even though it was Supermix's first time doing business with the renowned tanker specialist, Managing Director Phil Collins says investing with the company was a wise decision based on Tieman's reputation for delivering a solid product.

"Towards the end of 2012, we got in touch with Vince Niceforo, Tieman's National Dry Bulk Sales Manager. "I was very definitive in what we were after – a tanker that would allow us to maximise our payload. Tieman listened and began trading ideas with me as to how it would function," he recalls. The tanker will be used to pick up the cement in northern NSW before going back to the Supermix headquarters to change drivers and deliver the load to Melbourne. "Once that's done, we'll reload the tanker and bring it back up here where the process starts all over again." Building upon Phil's requests, Tieman had the 42 cubic metre, tri-axle aluminium tanker ready by May, exhibiting the tanker at the recent 2013 Brisbane Truck Show. Built by Italian aluminium dry bulk tanker

expert O.M.E.P.S, the design is based on a lightweight, 5mm aluminium alloy shell and 8mm torispherical ends that form the body, which also features three bottom discharge cones with aerators. The tanker runs on a BPW disc brake tri-axle airbag suspension, along with a 12V EBS kit. Importantly, steel hangers are bolted onto the tankers bottom aluminium extrusion for reduced tare weight and maximum structural integrity. To ensure optimum safety, the tanker has a top non-slip walkway section, and the 'Pivotal Edge' auto hatch installed at the centre top manway. The addition of the auto hatch means we don't need the operator to climb up to man the hatch for loading, it can be simply opened at the flick of the switch at ground level," Phil



Air-operated top hatch

explains. "Tieman also fitted collapsible pneumatically operated handrails that are actuated by the rear hinged ladder also integrated with the trailer brake system. According to Phil, while he is impressed with Tieman's innovative features that add versatility to the tanker, he says the fact that the end product adheres to OH&S requirements means he won't have to be as concerned. "Most of my colleagues in the industry speak highly of Tieman's ability to think outside the box and introduce new technology that stays within the frame work of safety. Tieman have certainly not disappointed in that regard," he says. "Tieman were the first to introduce side under run protection to the dry bulk industry for added cyclist and pedestrian collision protection. Also polished stainless steel airlines for improved quality and appearance," Vince adds. Phil continues, "Tieman's hands-on approach right through the reviewing stage to the design is first class. As far as performance goes the extra 1.5 tonne payload every trip we now achieve with our aluminium dry bulk tanker will always top

our list of needs when the demand is there, however from a service level, it is good that Tieman are always accessible and we look forward to dealing with them again." Founded in 1947 as Chick Kelly Sand & Gravel the operation has grown into a fully integrated locally owned and operated family business trading as Supermix. Built on the foundation of two major acquisitions of Eunony Bridge Road quarry in 1978 and Supermix Concrete plant in 1983. The company now employs more than 20 people servicing all segments of the building industry including general public, project home builders, light industrial / commercial, multiple dwelling projects, local government contract works, major commercial and government works. Aside the new dry bulk tanker, Supermix's fleet currently consists of rigid and dog trailer combinations, tippers, concrete trucks and agitators. ■

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