



It's all in the figures...
Great Looks, Great Payload!



42CM aluminium cement tanker

The best of both worlds

MANUFACTURING A MODERN ALUMINIUM TANKER IS A COMPLEX UNDERTAKING, AND ONLY FEW HAVE FOUND THE IDEAL BALANCE OF STRUCTURAL INTEGRITY AND TARE WEIGHT. BUT WHEN DESIGNED AND MANUFACTURED CORRECTLY, THE LIGHTWEIGHT ALTERNATIVE CAN BE JUST AS STRONG AS STEEL, AS TIEMAN'S DRY BULK RANGE HAS PROVEN.

Having modern aluminium tankers operating all around Australia has given Melbourne family business Tieman a unique insight into the requirements a modern dry bulk tanker has to satisfy out in the field. In co-operation with Italian aluminium specialist O.ME.P.S, the 60-year-old company used that knowledge to create a successful aluminium tanker series for the Australian dry bulk market – combining European craftsmanship and Australian know-how in one reliable vehicle.

Most recently, the company custom-designed a 55m³ four-compartment stock feed model for a client in the agricultural sector. "Achieving a very low tare weight was the main challenge," says Vince Niceforo, Tieman's National Sales Manager for dry bulk tankers. "The brief was to maximize payload where possible and improve the compartment layout for the job



Pivotal Edge Automatic Hatches

at hand to help our client service remote farms with small silo capacity in just one trip. With a steel tanker, that's not realistic." To achieve maximum payload without compromising on durability, O.ME.P.S has

designed extrusions to eliminate flexing and allow steel suspension hangers to be directly bolted to the aluminium chassis rail. BPW's ALLI airbag and disc brake system, alloy wheels, LED lighting and polished stainless

MODERN ROAD TANKERS



55CM aluminium dry bulk grain tanker



Automatic hatch controls



Stainless steel food grade discharge lines

steel airlines complete the lightweight, high profile spec.

"We also fitted a stainless steel discharge pipe," says Vince. "This option is used for food grade applications as well as stock feed products as it is a cleaner solution."

The stock feed tanker is also equipped with five automatic Pivotal Edge hatches – a safety feature to prevent the operator from working on top of the vehicle, which is an on-going safety issue in the industry. All hatches can also boast an 'airknife' system to clean the tops of the hatch rings before the auto lid closes in position. "More and more customer are starting to see the benefits of using auto hatches – especially when five hatches have to be opened at the one time," says Vince. "Plus, all the hatch controls operate from ground level, so it's a huge OH&S advantage."

Despite being fabricated in Italy, the tanker design is built to Australian design standards and specified to suit the local application.

"O.M.E.P.S.' extensive use of robotic profiling and robotic welding machines guarantees the perfect fit up and weld quality," Vince explains, pointing out that many major fleets are readily embracing the payload advantages aluminium designs can offer over heavy conventional steel tankers.

"From an 'off highway' aluminium AB-triple road train combination getting an extra seven tonne payload every trip compared to steel combinations, to single tankers getting an extra 1.2 to 1.5 tonnes every trip, the extra revenue over the operating life of the tanker is significant enough to justify the initial investment into an aluminium design," he says. "Not to mention the modern, strong and reliable barrel we developed together



Bolted steel hangers

with O.M.E.P.S. It really does combine the best of both worlds." 

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