



**MULTIHAULAGE
SYSTEMS
AUSTRALIA**

Multi Haulage Systems Australia is a break through in the way we approach freight haulage in Australia.

Invented and constructed by one of the directors of Multi Haulage System Australia & manufactured by Twomeys Mining and Engineering, this system will revolutionize your haulage operations.



Road train trailer lined with a flexi tank enable the trailer to cart both solids and liquids.

Flexi tanks are manufactured from heavy duty rubber which is rated to carry liquids including oils and petroleum products.

Multi Haulage Systems increase chargeable freight and decrease freight costs to the customer. This is achieved by the truck being fully loaded both to and from any destination. Any truck can transport a load of fuel and then back load with nickel for example.

Our system is widely used throughout Western Australia and Queensland.

Specifications of an 11 Metre, Tri Axle, Side Tipping Trailer

Dimensions

11,700 mm long x 2,490 mm wide (Overall)

Capacity

Approximately 36m³

Body

Fully fabricated body using Hardox 500

5 mm Hardox 500 side walls – Radius style

5 mm Hardox 500 floor and side discharge door

Main Runners – RHS, top rail steel RHS on edge.

Cross members “ Tophat ” section.

Load deflectors to each end of body.

Door deflectors incorp door cylinder mounts to each end of door.

Door / pivot made from heavy wall bar (41/40) and bushes for hinging of door and body. Grease nipples fitted for easy maintenance.

Steps / Ladder to front of body.

Tie rails located along top bottom of body.

Chassis

Fabricated from high tensile steel with one piece web, top and bottom flange.

Three pivot bolsters mounted to chassis (for body tip)



Kingpin

Holland bolt in removeable type, 89 mm

Skidplate

Height set at 1,300 mm with 12 mm plate.

Discharge Side

To client side, road or kerb side.



Hydraulics

Powered from prime mover with air operated diverter valves located on trailer for triple trailer operations.

Air switches located on the prime mover for trailer operation.

Trailer has manual valve also in case of truck hydraulics failure, another prime mover can power hydraulics and be manually operated for discharge without necessary controls inside of cab.

All hydraulic fittings are quick release to front and rear.

Main Tip Rams

Two (2) EPG single stage 25 Tonne, double acting hydraulic cylinders externally mounted to each end of body. Cylinders fully chromed.

Door Opening

Two (2) only EPG 10 Tonne double acting, single stage 4" x 36" cylinders fitted to each end of chassis to suit body length.

Cylinders fully chromed.

Tipping Angle

45° Tipping angle.



Suspension – These are optional only

Freighter VE50/3 2.4m spread with 10 leaf 90mm wide springs.

Most stable spring suspension available on the market today.

Axles - These are optional only

Freighter 20" with spider hubs, grease lubricated with dust covers.

Tare weight per axle: 299 Kg
Capacity per axle: 11,340 Kg

Tyre Carrier

Dual swinging type – 11R22.5 capacity

Shovel Rack

One to underside of body, passenger side.



Mud Flaps

Sprayguard flaps to front and rear of trailer with all rubber tensioned guards over each wheel group.

Finish

Abrasive blast and primed in two pack primer. Colour to client specification in two pack.

Brakes

Air Brake Corporation (ABC), to current ADR 38/02 in road train specification with yard release.

Electrical

To current ADR 13 requirements and Western Australian regulation. All joints soldered with wiring in protective PVC conduit. All lights Hella Dura Led lights.

Tyre and Rims

Tubeless 11R22.5 tyres with 8.25 x 22.5 tubeless rims to suit. Thirteen (13) per trailer supplied.

Tow Bracket

Fabricated bracket to rear with air, electric and hydraulics to rear including all fittings. 50mm Ringfeeder.

Landing Legs

Holland Mark V, 50T static capacity with heavy duty bracing and high tensile bolts.

Lifting Lugs

Lifting lugs front and rear fitted with push plates to rear.

Signs

All statutory signs, including rear marker signs and “ Road Train “ signage.

Registration and Delivery

Delivery ex our premises, Bayswater.

Registration and stamp duty not included.



Specifications of a 6 Metre, Bogie Axle End Tipping Trailers, Set up as B Double Configuration.

Dimensions

6000mm Long , 2,490 mm wide (Overall)

Capacity

Approximately 49m³

Body

Fully fabricated body using Hardox 500

3 mm Hardox 500 side walls – Radius style

3 mm Hardox 500 floor and side discharge door

Main Runners – RHS, top rail steel RHS on edge.

Cross members “ Tophat” section.

Half Height tail gate with chute for auger transfer.

Steps / Ladder to front of body.

Tie rails located along top bottom of body.

Chassis

Fabricated from high tensile steel with one piece web, top and bottom flange.

Two pivot bolsters mounted to chassis (for body end tipping).



Kingpin

Holland bolt in removable type, 89 mm

Skidplate

Height set at 1,300 mm with 12 mm plate.

Hydraulics

Powered from prime mover with air operated diverter valves located on trailer for triple trailer operations.

Air switches located on the prime mover for trailer operation.

Trailer has manual valve also in case of truck hydraulics failure, another prime mover can power hydraulics and be manually operated for discharge without necessary controls inside of cab.

All hydraulic fittings are quick release to front and rear.



Main Tip Hoist

EDBRO 77BT

Door Opening

Pneumatic over centre lock manually operated

8" Hoist

Tipping Angle

43 Degrees

Suspension

BPW SL AIR D36 Air Bag

Axles

BPW 4 ¾ Square Disc Brakes

Wheel Style

10 Stud 285 PCD

Tyre Carrier

Dual swinging type – 11R22.5 capacity

Shovel Rack

One to underside of body, passenger side.



Mud Flaps

Sprayguard flaps to front and rear of trailer with plastic guard over each wheel.

Finish

Abrasive blast and primed in two pack primer.
Colour to client specification in two pack.

Brakes

Air Brake Corporation (ABC), to current ADR 38/02 in road train specification with yard release.

Electrical

To current ADR 13 requirements and Western Australian regulation and AS2809.

All joints soldered with wiring in protective PVC conduit.
All lights Hella Dura Led lights.

Tyre and Rims

Tubeless G114 11R22.5 tyres with 8.25 x 22.5 tubeless rims to suit.
Thirteen (13) per trailer supplied.

Tow Bracket

Fabricated bracket to rear with air, electric and hydraulics to rear including all fittings. 50mm Ringfeeder.

Landing Legs

Holland Mark V, 50T static capacity with heavy duty bracing and high tensile bolts.

Lifting Lugs

Lifting lugs front and rear fitted with push plates to rear.

Signs

All statutory signs, including rear marker signs and “ Road Train “ signage.

Registration and Delivery

Delivery ex our premises, Bayswater.

Registration and stamp duty not included.



FOR FURTHER INFORMATION CONTACT:

MULTI HAULAGE SYSTEMS AUSTRALIA

86 FLORES ROAD

GERALDTON WA 6530

PH: (08) 993509511

PAUL ARITI

OPERATIONS MANAGER

MOB: 0429 655 559