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Hi-Trans Express Combines Flexibility with Restraint

When you consider the vast range of shapes, sizes, weights and types of freight that can be transported across Australia, operators need to carefully consider their trailer requirements as quite often, choosing the right configuration will allow them to carry a variety of goods whilst servicing different customers at the same time.

With a need to expand its general bulk express freight services, Carl Hamilton, Director of Operations for South Australia's Hi-Trans Express, was given the task of sourcing two B-Double drop deck trailers that would be the right solution for the job.

With a fleet of over 50 trucks and over 150 trailers, all servicing a diverse range of clients from multi-national grocery chains to retail groups, the fresh produce and food industry and to a lesser extent, the mining sector, Hi-Trans has a "can-do" culture allowing its customers to take comfort in knowing that whatever freight they have, Hi-Trans has the right equipment to provide the logistics service.

And helping Hi-Trans maintain this ethos is their commitment to continually invest in new technology.

With over 70 Freighter trailers already in their fleet mix, Carl contacted Gary Lines, the local Freighter Maxi-CUBE Sales Manager based at CMV in Cavan, South Australia, and together they sat down and worked out the best drop-deck trailer specification that would fulfil Hi-Trans requirements.

Trailer productivity and flexibility to cart all manner of general freight was imperative for Hi-Trans and the key ingredient in meeting this need was the supply of 2 mezzanine decks on each lead (A) trailer and 3 mezzanine decks on each tag (B) trailer.

This will allow Hi-Trans to configure the decks and maximise trailer capacity so that they are able to transport particular goods on one route and then easily reconfigure the decks to carry different sized products on the return route.

Another unique feature on the four trailers is the use of Freighter's patented Load Hold curtains which eliminate the need for conventional gates for many common loads because the load restraint system has been built into the curtains.

The curtains have been rated to provide up to 2 tonne sideway load restraint per pallet space, however Carl has also had hanging gates included in the final specification which will provide an added advantage to cart a full range of their customers' diverse freight as well as offer important OH&S benefits.

"Whilst it was important to focus on maximising the productivity of the trailers, we obviously have a responsibility to make sure we make the delivery task as safe as possible for our drivers and customers," identified Carl.

"Having both Freighter Load Hold technology and easy to use hanging gates will reduce OH&S risks, with drivers and loaders no longer having to handle removable gates."

With the B-Doubles now in full operation, Gary from CMV believes the key to their enduring success with Hi-Trans over the last 15 years has been the ability to work closely together with Freighter engineers to customise the right load restraint and trailer solution for the client.

"The market knows that Freighter has the largest range of load restraint options and, after taking into consideration the types of load Hi-Trans would be carrying and the amount of drops per day it would fit in, it was a matter of Carl and I choosing the specification which would best fit the application," Gary explained.

And whilst the trailers are performing well and expected to provide many years service, Carl is not sitting idle and is already preparing a trial of Freighter's new buckle-less AutoHold trailer which will hopefully help to take Hi-Trans metropolitan service to a whole new level.

- ENDS -



Caption: The use of Freighter's patented Load Hold curtains, along with installing hanging gates, gave Hi-Trans Express maximum OH&S protection.

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