



Dog design collars a market niche

By **MARK SAUNDERS**

A NEW truck and trailer design could dramatically increase the efficiency of the popular "truck and dog" combination used by many transport companies around Australia.

The new truck-and-dog trailer is the result of collaboration between Gorski Engineering, of Somerton, CMV Volvo, of Laverton, and Cartage Australia, of Sunshine.

The three parties have been working together for about 12 months to improve the efficiency of the truck-and-dog combination and were recently granted Performance Based Standards approval for a truck and four-axle trailer, also known as a quad dog.

The new quad-dog design has an approved VicRoads mass limit of 54 tonnes, which is up four tonnes on a standard truck-and-dog design.

The new weight limit also matches the capability of the standard 19m B-Double truck and trailer.

Gorski Engineering says there are many benefits of the new design, including a reduced initial outlay compared to a B-Double, low tare weight, no need for special driver training and a superior swept path of a B-Double.

The PBS permit obtained for the truck and quad-dog set-up was part of an application by CMV Volvo to VicRoads on behalf of Cartage Australia.

The PBS system is a fully accredited approach to alternative methods of heavy vehicle regulation.

Through PBS, the transport indus-

try can bring forward ideas that may achieve higher productivity and better safety through innovative vehicle design.

Applications made to PBS do not necessarily have to fit the conventional heavy-vehicle regulations that are dominated by vehicle mass and dimension.

The applications are, however, subject to stringent quality controls and inspections and must be approved and certified by VicRoads and the National Transport Commission.

Obtaining the PBS permit is a big step forward for transport, according Ray Cauchi, managing director of Cartage Australia.

"We run 11 quad-dog set-ups now with Volvo FM480 prime movers and Gorski trailers and the increased weight means we can be more efficient and keep costs down for our customers," Ray said.

"And, better still, it's the safest system on the market.

"There are no short cuts, from ABS braking to anti-roll mechanisms. It's the best undercarriage available to keep the truck and trailer as safe as possible.

"It's all very well to have the extra weight but we are responsible to make sure the vehicle can handle properly, whether it's on the highway or in an emergency situation."

Ken Gorski, founder of Gorski Engineering, said only premium equipment was used on the new

quad-dog design.

"We utilise the latest and safest components, including SAF Holland intra-disc air suspension, ABC electronic braking systems, Jost ballrace turntables and hoists, Alcoa Durabrite rims, Camilleri and Razor tarping equipment and Hella LED lighting," Ken said.

Other requirements of the PBS permit include the trucks must be a Volvo 480 with a Euro Four category engine or a motor that complies with the ADR80/01 standard.

The truck and trailer must also comply with the higher mass limits routes network.

For more details, contact Gorski Engineering on (03) 9308 5433.



Fetching: a trucking industry collaboration has set a new benchmark for the truck and dog trailer combination and design safety.

