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DTM FOAMS THE COMPETITION WITH FREIGHTER T-LINER

With growing economic uncertainty and consumer wariness surrounding the housing market, leading supplier of polystyrene building products Unipod, has partnered with freight logistics specialists DTM, to seek new ways to improve its bottom line.

Aiming to increase load capacity and operational flexibility in its fleet, DTM Business Logistics approached Freighter to design a new trailer combination to better service Unipod's requirements, without resorting to a traditional semi configuration.

A key criteria in the development of the new Freighter T-Liner was the need to deliver building materials to construction sites in tight residential side streets and new housing developments where large traditional trailers were hampered by the tight confines.

Unipod's needs were unlike the more common demands placed upon logistics companies in that the ability to carry heavy loads was not a concern because the bulk of the company's loads consist of light weight polystyrene waffle pods used as formwork for floor slabs.

Given these circumstances, Freighter concentrated on providing a set up that would maximise the ability to handle these volumetric loads.

The Freighter T-Liner rigid body features a low deck and internal height of 3.1 metres allowing materials to be stacked to a generous height.

Applying the same principle to the pig trailer, the combination provides DTM with sufficient payload to carry materials to complete two houses, while the lower deck height also makes for easier loading and unloading.

The versatile combination also allows DTM to use the trucks as a combination or as rigids only when a full payload is not required.

"Flexibility of vehicles was very important for us given the nature of where we deliver in terms of access and government restrictions," Unipod Director, Jason Wylie said.

"That's why we went with DTM based upon previous experience with the company and my confidence in them understanding our needs."

In developing the T-Liner, DTM Victorian State Manager, Peter Gill and Mr Wylie worked closely with Freighter Major Accounts Manager, Peter Corcoran and the Freighter team to provide the best solution.

"I think one of the main reasons Freighter was asked to build these bodies and trailers for DTM is our attitude to solving customer challenges," Mr Corcoran said.

"We promote a strong and collaborative relationship and work closely with our clients to achieve their goals.

"Unipod and DTM are innovative companies with high expectations and our approach had to be just as innovative in providing a product that could satisfy their unique needs.

"In this I believe we've succeeded by providing a combination that enables extra flexibility. DTM is able to carry maximum loads and also unhitch the trailer outside the housing estate taking only the rigid onto the worksite, and then re hitch the pig trailer and continue to a second drop if required," Mr Corcoran added.

In commenting on DTM's fleet of T-Liners, Mr Gill said the combination provided several key benefits.

"The T-Liner rigid body and pig trailer combination is delivering efficiency without the higher costs of running semis, and of course, access to building sites is also much easier using this more compact set-up," he said.

"Furthermore, the low decks on the trailers please the drivers and operators, as it makes it easier for them to access and reduces a lot of OH&S issues."

DTM currently operates two Freighter T-Liner rigid body and pig trailer combinations for its work with Unipod.



DTM Business Logistics delivering operational efficiency for Unipod.

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