



## Welcome to the future

While car transporter designs may not have changed all that much in recent years, Adelaide based trailer builder, **Transmech**, has set themselves the challenge of bringing car carrying into the future.

The result? A unique solution, featuring self lifting and hydraulically powered decks, eliminating the need for vertical cylinders, whilst improving efficiency for a wider variety of loads.

Transmech has made a name for itself through building specialised custom designs to suit any vehicle. But it was addressing the OH&S concerns of customer, Patrick's, that led them to their latest designs.

Featuring self-lifting decks, with all hydraulics contained in the deck itself, Transmech have made sure that no cylinders are in the way with this design. The deck also adds an important safety aspect, with drivers operating well and truly under the safe working height maximum of 1.5 metres.

"This system is very user friendly and

safer than previous designs," says Transmech Owner, Theo Heuft.

The whole deck lowers to provide a level-loading platform. Having this feature makes the task of securing the car not only safer, but faster. Once loaded the whole deck can be positioned in any way to suit the load.

"Previously, drivers had to climb on top of the decks while they tried to put the wheel straps on, so they really had to lean out - hence the need for safety railings. The rails make it very hard to get in and out of the car, and quite difficult to actually drive the vehicle on property."

Theo adds that when the deck is at its lowest position the trailer can function as a three car/truck flat top.

The design, with the capacity to carry three light trucks or five commercial vehicles and even buses, has been on the road for over a year now and Theo says that they are definitely the future of car transport.

"The design of car carriers hasn't really changed over the years, but that just isn't good enough for us. This design is a radical change and one that we think will bring car carriers into this century."

"We have also applied this design to build a seven car trailer, which has the same unique features as the five car, but with greater loading capacity. This too has been on the road for nearly a year and is proving to be a very popular design."

The innovations don't end there for Transmech, with their latest concept, the Gen X, a long vehicle semi trailer that allows the operator to carry seven cars on the trailer and a further three over the prime movers.

Whilst it is only early days for the design, Theo says that it is so far so good. "Because the Gen X is a B-Double alternative, operators can save on the costs of



The team from Transmech.



The whole deck on this unique Transmech car carrier lowers to provide a level-loading platform. Having this feature makes the task of securing the car not only safer, but faster. Once loaded the whole deck can be positioned in any way to suit the load.

having that extra trailer on the road, such as the cost of the extra trailers registration, extra wheels on the road and the extra fuel that is consumed.

Built to ADR standards, the Gen X car carrier features SAF axles and disc

brakes throughout, Bridgestone tyres and all hydraulics from Freckleton Hydraulics. Having just finished the design stage, the Gen X will now be tested extensively by Jose Car Carriers for 2 to 3 months to evaluate the performance of the trailer and decide if any modifications need to be made.

this," said Theo.

"Although the car carrier is in the very early stages of testing, we believe it is a good design and one that will offer operators an alternative to B-Double combinations."

Transmech are also able to modify and build specialised or general trailers in various combinations, be it single trailer, B-Double, road train, local delivery trailers and converter dollies. **TBB**

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"Just about all of our car carriers go out with SAF axles and suspensions because they are the best thing for our higher centre of gravity design as they are an extremely stable product," explains Theo.

According to Theo, the design of the Gen X is unique and is the only one of its kind in Australia. "The length of the single trailer is actually the same length as a B-Double, so it is 22 metres long unloaded or 24.4 metres long when fully loaded."

"At Transmech we like to find ways to do things quicker and more efficiently for our customers and the Gen X epitomises

**Contact**

Transmech  
31 Ninth St, Wingfield  
SA 5013  
Phone: (08) 8445 9207  
Fax: (08) 8445 9210  
Web: www.transmech.com.au

## SEARCHING FOR A UNIQUE CAR CARRYING SOLUTION?

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- OH&S Benefits
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