

### **Air Brake Systems Successfully Trails WABCO EBS Systems on Road Trains in the Territory:**

It was only few years ago many in the industry said that using trailer EBS systems in the Territory on triple and quad road trains would never work.

Due to the need for operators to comply with mining and oil company standards for OH&S the implementation of roll over safety solutions has commenced on road train trailers. We were approached by both Chemtrans and Linfox to help find solutions for them to maximise productivity and meet the safety compliance requests of the end clients. This was only going to be possible by setting up Road Trains with EBS systems on all trailer units including the dollies.

Working with Bob Rose –National Fleet Manager from Chemtrans we initially set up some triple road trains in Townsville on new Barker Trailers and Dollies. After some extensive testing and gathering of trip data reports the trials proved to be very successful and we have since upgraded the existing tanker equipment in the fleet with the WABCO EBS Multivolt systems on over 30 trailers all operating in road train combinations from Townsville to the lady Annie and Cannington Mine sites

We then embarked on a very ambitious project of setting up the world's first ever BAB Quad Road Train fitted with EBS. Working alongside Tieman Industries, the manufacture of the tankers, we installed the WABCO E Series EBS Multivolt systems on four tankers and one Barker dolly Road testing was carried out in Darwin on route to the Jabiru mine site inside the Kakadu National Park and after extensive loaded road tests, trip data reports showed the systems to be working very well. We were even able to simulate an RSS2 event which validated the technology and satisfied the client that the units were able to operate in the safest possible manner. What surprised us all was the recorded RSS2 event was not in the last trailer as first thought but came from the leading dolly unit. The driver's feedback on how the trailers tracked was very positive.

The next project we embarked on was with Linfox working with Alex Brincat and once again with Tieman Industries we commissioned another BAB Triple road train set carrying fuel to the mine sites in the NT.

One area of concern we had was getting sufficient voltage down the combination from the prime mover to ensure EBS and RSS functionality on all trailer units. To overcome voltage drop concerns we installed heavy duty 24V power supply inverters as well as a WABCO Trailer CAN Generator on the Chemtrans Kenworths.

The Linfox set is towed by a Volvo FH16 that was set up on 24V from factory.

Each trailer has a WABCO CAN Router installed to enable high speed CAN data transmission throughout the combination.

Despite the early negative thoughts from certain sectors of the industry these systems perform very well on Road Trains as long as they have been correctly specified and installed