



## Bringing the best to Brisbane

THE LINE-UP OF NEW **BPW TRANSPEC** PRODUCTS EXHIBITED AT THE BRISBANE TRUCK SHOW OFFERS A GLIMPSE INTO THE USER-FRIENDLY IMPROVEMENTS THE COMPANY IS MAKING AS IT LOOKS TO DELIVER CUSTOMERS GAINS IN EFFICIENCY, HIGHER PAYLOAD AND SAFETY WITHOUT COMPROMISING BPW'S **HIGH QUALITY PRODUCT STANDARDS**.

As BPW designers are always looking to increase the design life of the latest components using pre-existing componentry the **BPW TS2**, the next disc brake generation, has recently been greenlit for production in Europe. The single tappet operation using BPW's own callipers, simplifies the previous generation twin tappet operation using fewer parts with less surfaces moving together. Not only has simplified the production process, the BPW TS2 lowers the tare weight by four kilograms per axle, one of the main drivers behind its development.

Typically, heavy duty air operated disc brakes rely on a twin tappet mechanism according to Engineering Manager, Ian Thomson. "Moving to a single tappet design on the second-generation BPW TS2 has been achieved by offsetting the tappet on the pad much closer towards the direction of rotation to facilitate more even distribution of the clamping brake force given the friction pulling it down ensuring even pad wear," he says. "The pad also has reinforcing ribs to ensure

the initial force from that push point spreads evenly across the whole pad surface." The previous generation calliper, according to Ian, had an adjuster on the wheel side. Shifting it to the rear now makes it easier for mechanics in the pit to access when it's on the trailer. BPW has recently completed local ADR testing for it and is scheduled to be available to customers in Q4 2019 after field testing in Australia is successfully completed. The new BPW TS2 is available in two sizes (4309 and 3709) and will become the company's future standard. From September onwards BPW will have **lightweight aluminium hubs** available for its 10-stud 285 PCD axles (available for drum and disc). The weight saving around 20 kilograms per axle line is significant and will support the market for lightweight application, specifically for tippers and tankers, according to BPW. BPW will also move to using **QR code** tags on its locally assembled axles. The idea,

according to Ian, is that the barcodes can be scanned by a mechanic in a workshop. "It will give the service technician an exploded view item by item, part by part on what that axle is built from and with," he says. "From the bearing, wheel nuts, studs, hub and drum it will give a comprehensive spare parts interpretation & identification making the job a lot easier and more accurate." The **Cargo Floor Moving Floor system**, a Dutch product BPW has represented in Australia for over 15 years, had on display a remote control system that can be operated by an operator's phone. The app based system can operate the Cargo Floor system to stop/start and also change direction from loading and unloading. The traditional wireless control is also available, the new design has a rechargeable battery via USB cable. A new **Ringfeder coupling, the Ringfeder 303 AUS AM/RL** features an air operated mechanism that allows a protected air

supply from the brake circuit at the back of the vehicle to be used to release the coupling and comply with OH&S given that sometimes having a bit of load still on the coupling while drivers are trying to disengage makes it difficult to release the mechanism mechanically.

"It's not remote and it can't be done from the cab," Ian says. "The air provides 4kN of force much more power than you can provide on the lever and will pull up that coupling bolt. So essentially it's a manual backup for the operator."

In addition to this BPW offers an anti-jack-knifing device that works off an inductive sensor which allows the driver to decide on the degrees the coupling is moved and a light alerts the driver when the trailer approaches a jack-knife point. For rigids and dog trailers it helps reduce the chance of bending the drawbar frame and lessens damage to guards and lights on the prime mover.

Securing precious goods on long journeys and through congested traffic, repeatedly, is the hallmark of customer retention for the best transport operators.

Electronics is again providing a solution that caters to multiple applications in trailing equipment and it's a trend that informs the **iGurt**, the latest prototype product from equipment specialist, BPW Transpec.

Teased last month at the 2019 Brisbane Truck Show, the iGurt is essentially an indicator that




BPW Transpec is renowned for supplying high quality components with low tare benefits.

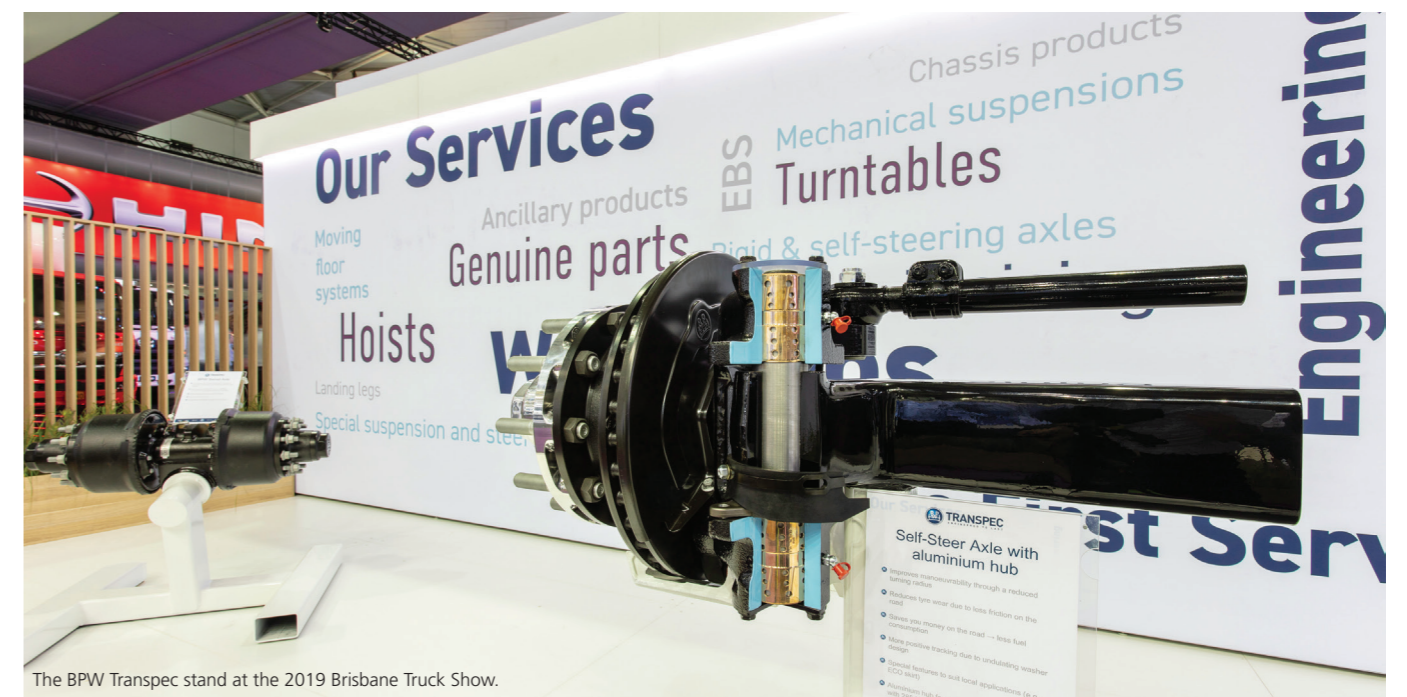
helps maintain tension in the load restraint strap. The device clicks onto a load restraint strap and via Bluetooth sends a message to the operator's mobile phone to allow for constant monitoring of load tension and indicate when straps are loosened, for instance, to alert the driver that a load has potential to move around, providing crucial time in which to take requisite action.

In the app the user can access multiple straps depending on the trailer load. Devices can be scanned from mobile phone to identify individual devices.

The iGurt also helps secure loads when a driver is parked up, as tension is released

in such a scenario in which someone might attempt to steal something from the trailer. Battery powered, the device has a sleep mode to save power and is currently undergoing a validation process. Although no date has been set for its release in the market, BPW expects larger batches of prototypes of the iGurt will be made available for further field tests closer to the end of the year. 

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The BPW Transpec stand at the 2019 Brisbane Truck Show.