

The invaluable coup-link

SUPPORTING AUSTRALIA'S LIVESTOCK INDUSTRY IS ONE OF THE MOST GRUELLING TASKS IN TODAY'S TRANSPORT MARKET, WHERE FAULTY EQUIPMENT CAN BE THE DIFFERENCE BETWEEN A SUCCESSFUL DELIVERY AND A DISASTER OUT IN THE DESERT. THAT'S WHY **ROAD TRAINS AUSTRALIA** RELIES ON **TCK AUSTRALIA'S** TOW COUPLING WEAR PARTS.

Even if there is no unforeseen issue, supporting a fleet of road trains that regularly travel on desolate, dusty and unsealed roads in the middle of nowhere can be a task fraught with danger. Just ask Mike Bailey, Road Trains Australia (RTA) Queensland Manager, who has been in the industry long enough to know the pitfalls of operating in the remote regions stretching from Queensland, to the Northern Territory and Western Australia.

"Anything can go wrong, from drivers getting bogged down on uneven roads to equipment failures, or in a worst-case scenario, the driver and load can be stuck out there for hours before they get support," Mike says. "It's crucial that every combination is specced with premium equipment that won't compromise the delivery schedules, which could potentially cost us and our customers millions." According to Mike, some of the most important components in recent times have been TCK Australia's tow coupling parts, which have become a standard feature



on all of RTA's road train combinations operating throughout Australia. RTA sources all TCK equipment from its dealership in Queensland, Murphy Trailer Repairs, which originally recommended the product to RTA. "The TCK coupling pins are one of the most durable products that we've ever come across," Mike says. "Their tow couplings can handle a great deal of punishment from the roads and the loads they have to pull.

What's most impressive when taking into account our road trains, is that the coupling on the first trailer can haul in excess of 100 tonnes and stays intact for more than 12 months, which is about the time it needs to be replaced.

"That's terrific value for a product that is historically expendable in this particular environment. It also helps that TCK's coupling pins are manufactured in Australia and built to Australian conditions."

RTA's livestock operation mainly covers the northern regions of Australia, delivering cattle to shipping ports for export and feedlots to more than 30 clients from depots in Mount Isa, Longreach and Quilpie in Queensland; as well as Broome and Bullsbrooke in Western Australia; and Noonamah and Katherine in the Northern Territory. RTA currently boasts a fleet of more 70 road train combinations. 



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