

The TCK way



MANUFACTURING TRAILER COUPLING REPAIR PARTS IS A COMPLEX PROCESS THAT'S GEARED TOWARDS DEVELOPING THE SAFEST, MOST EFFECTIVE SOLUTION FOR KEEPING HEAVY-DUTY TRAILERS CONNECTED WHILE IN TRANSIT. COUPLING EXPERT **TCK AUSTRALIA** GIVES A BEHIND-THE-SCENES LOOK AT HOW ITS PREMIER PRODUCT COMES TOGETHER.

Designed and developed at Adelaide University, TCK Australia manufactures its steel coupling pins and associated parts using a stringent certification process. "Quality is what's most important to our customers and because we have first-hand exposure to Australia's punishing road conditions it means we can build a product that's well-suited to our local operators," says TCK Australia Director, Graeme Rowlands.

According to Graeme, multiple quality checks during each production phase are conducted to ensure the products are 100 per cent up to the task. "After all, the end users are generally heavy-duty operators driving either B-doubles or road trains in regional Australia, which also means there's plenty of off-road conditions to negotiate," he says. "So, it's imperative that TCK complies with

all Australian Standards, Australian Design Rules (ADR) and associated regulations. This ensures that tow coupling assemblies using TCK coupling pins retain the tow coupling's load rating integrity."

“Quality is what’s most important to our customers and because we have first-hand exposure to Australia’s punishing road conditions it means we can build a product that’s well-suited to our local operators.”

During the development process, TCK uses only steel manufactured here in Australia in Newcastle and sourced through Global Metal suppliers, which the company has been using ever since Graeme designed his first trailer coupling repair kits. "Raw material acquisition is critical and we've been using BHP/OneSteel supplied

steel since day one. It enables us to supply the most durable product out there for repairing tow couplings. The steel specification is uncompromising and all supplies are delivered in three metre

lengths, which are also accompanied by certificates of compliance. "All TCK steel wear parts are manufactured using Okuma 5 axis Computer Numerical Controlled (CNC) lathe technology, which is capable of turning out piece after piece at identical specifications," Graeme says. Heat treating requirements vary between



different parts and their application, yet verification of compliance with specification is sought with each batch. Random checks are then carried out

during production and after heat-treating. "Manufacturing here in Adelaide allows us to keep right on top of the quality control process," Graeme says. "We do

not endure a three-month supply line from an overseas source." In addition, TCK Australia now uses its own injection mould tooling for the manufacturing of high-density nylon based wear pads that are suitable for most common tow couplings, according to Graeme. "With the exception of two screws and nuts, we also manufacture all other parts. Not only can we supply Australian-made trailer coupling pins and wear parts using high quality steel, but we provide it to exacting standards that comply with Australian Standard AS2213 and ADR 62/01."

Contact
TCK Australia
10 Bindarra Road
Brighton SA 5048
Web: www.tck.com.au

KITS & PARTS TO SUIT:

- Ringfeder
- VBG



AVAILABLE FROM:



Truckline
MaxiPARTS
Iveco
Multispartes



"The service life of TCK parts in comparable operating conditions regularly doubles the life of original equipment parts."

ADR compliant where necessary

TRAILER

COUPLING

KITS

AUSTRALIA

Email: admin@tck.com.au
Phone: 0407 176 551
Web: www.tck.com.au

Visit our website to find "where to buy" or email/phone us direct

Australian Engineered and Manufactured