



A new safety standard

ANSWERING A SAFETY CHALLENGE SET BY HIGH CONSEQUENCE GOODS CARRIER **FBT TRANSWEST**, FIFTH WHEEL SPECIALIST **SAF-HOLLAND** HAS TEAMED UP WITH **CMV TRUCK & BUS** TO DEVELOP AN AUSTRALIAN FIRST INTEGRATED DASH INDICATOR – THE HOLLAND RECOSS.

In September last year, FBT Transwest was recognised as a leader in the Australian commercial road transport industry, taking home the Australian Freight Industry Award in the prestigious Best Practice Safety category. Receiving the award, Cameron Dunn, Managing Director of FBT Transwest, said he felt encouraged to continue what the company has started, stating “there’s always more that can be done on the safety journey”. The phrase has become something of a mantra at FBT Transwest, revolving around the high consequence goods carrier maintaining a ‘zero harm’ workplace. However, the safety journey, Cameron says, has also involved the help of several key suppliers, including truck OEM Volvo Group and heavy-duty equipment specialist, SAF-Holland. “We work in partnership with SAF-Holland and Volvo because their developments are underpinned by a drive for safety that mirrors our own,” Cameron says. “To Volvo and SAF-Holland, safety is not just a catchphrase, it is

an underlying philosophy that is proven time and time again with their innovative product developments.” The latest product development to be brought to life from the trio’s teamwork is the Holland Remote Controlled Safety System (RECOSS) integrated dash indicator. According to SAF-Holland Australia Managing Director, Nick Stavrakis, the RECOSS makes coupling faster and more comfortable, with the entire process able to be monitored from the cabin. He explains that the system uses three sensors to monitor the SAF-Holland G36 fifth wheel electronically and indicate its status visually and acoustically through Driver Information Displays (DIDs) in FBT Transwest’s Volvo FM 540 prime movers. The indicators in the DID clearly show the operator if the fifth wheel is in contact with the skid plate, and in a locked or unlocked position. By guaranteeing that the fifth wheel is correctly coupled, the risk of damage to the kingpin and landing legs is reduced, Nick

explains, as it ensures that the trailer won’t be dropped unexpectedly. With peace of mind that coupling will be correct every time, the RECOSS system adds to the safety and ease of use for FBT Transwest’s fifth wheel operations, which already uses a one hand operation with an extended handle to help reduce and minimise shoulder and arm injuries. “The Holland G36 already has the lightest pull to release handle in the industry, and with the RECOSS in-dash system, the G36 is the safest and most OH&S conscious fifth wheel on the Australian market,” Nick says. “It’s an Australian first, OEM integrated warning system which is available for all Volvo FM and FH models with DID, combined with the SAF-Holland G36/G36L fifth wheels.” During development of the RECOSS, Nick says the SAF-Holland team spent time with CMV staff at their Laverton based CMV Truck & Bus Technical Training Centre to provide a first-hand understanding of fifth wheel fundamentals. “Sharing fifth wheel expertise

from SAF-Holland with the team at CMV was a key to the success of the RECOSS development,” Nick says – adding that the experience of respected industry expert Charles Bunker Smith, Volvo Truck Sales Manager at CMV Truck & Bus Laverton, was also crucial to the project. “At CMV, our safety philosophy is an extension of values instilled throughout Volvo as a global corporation. We’re driven by customer needs, working closely with both suppliers and clients to understand exactly what they need, and develop a solution to suit,” says Charles. “We’ve also kept the installation time to a minimum, as the RECOSS takes only two hours to connect, with the system entirely contained within the prime mover.” As the RECOSS works completely independent of the trailer, Nick says FBT Transwest has the flexibility to couple its vehicles with any of the fuel tankers in its fleet, ensuring FBT will always be able to fulfil its delivery promises – even if the combination’s usual tanker is being serviced. “FBT Transwest has a responsibility to our clients, staff and the wider community to utilise the cutting edge in safety technology,



Charles Bunker Smith, Cameron Dunn and Nick Stavrakis

and once again, SAF-Holland and Volvo are leading the way. They are working together with fleets like us here at FBT Transwest to improve the safety of not just our vehicles, but making technology that improves the safety of the industry at large,” Cameron says. With the 2015 Australian Freight Industry Award for Best Safety Practice sitting proudly in Cameron’s Victorian office, SAF-Holland’s Nick says the FBT Transwest Managing Director is ahead of the curve when it comes

to seeking safety systems. “FBT Transwest set us the challenge to find a new way to improve the safety operations of its equipment. Together with CMV, SAF-Holland has answered that request and set a new safety standard with the RECOSS.”

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