



NON TIPPING TRAILERS

EFFICIENT AND SAFER BULK DELIVERY



BIG LOADS, FLEXIBLE DELIVERY AND SAFER OFFLOADING

A moving-floor is an ingenious mechanical slatted floor that is capable of moving heavy loads inside the body of a vehicle towards the front or the rear. Non tipping trailers take away that sinking feeling. The one you get when the material has arrived but you can't offload safely because of overhead cables, tree canopy or uneven surface.

An innovative addition to our bulk haulage fleet the non tipping trailer offers our customers improved safety and offload assurance.

BENEFITS

- No need for actual tipping
- Carrying capacity of c. 28te
- Offload flexibility - non tipping trailers operate where artic tippers cannot
- Eradicates the possibility of artic overturn
- Improved safety
- Greater reliability



HOW IT WORKS

SIMPLE AND EFFECTIVE

The trailer is made up of multiple mobile panels. When the load is ready to be deposited the floor panels of the trailer move either in unison or alternatively to 'walk' the material out of the back. The sweep then picks up any remaining load left behind.

NON TIPPING TRAILERS

We are proud to have introduced this capability into our fleet. Collaborating with our customers we can now deliver materials more safely and reliably.

The moving floor facilitates improvements in customer satisfaction, offloading reliability and safety. Health and safety is paramount within the industry and should always be prioritised, thus making the non tipping trailer an invaluable addition to the fleet to reach the Tarmac goal of zero harm.

WHAT NON TIPPING TRAILERS OFFER OUR CUSTOMERS

INCREASED SAFETY

Health and safety rules and regulations are constantly being revised, therefore, the chances of regular tipping vehicles getting held on site waiting to tip is likely to increase. For example last year N&S implemented a 3 degree crossfall limit for artic tipping points, reducing the risk of artic overturn however increasing the amount of artic sites which can no longer be tipped on. This is a prime example of where a non tipping trailer would excel and be able to tip on ground that is not within that limit, satisfying the customer and the haulier, without jeopardizing safety.

REDUCED RISK OF OVERTURN

Non tipping trailers do not rely on tipping trailer technology.

REASSURANCE

Deliveries will not be affected by overhead cables, tree canopies and gradient surfaces. Loads can be deposited safely at their site.

REDUCED TRAFFIC MOVEMENTS

As the trailers allow an increased payload compared to 8 wheeled tippers, there will be less traffic movements. This supports more sustainable logistics and safer working with less traffic on the project.

UNALIGNMENT

Unlike artics, loads can be deposited when the cab and trailer are not aligned.

FLEXIBILITY

Non tipping trailers provide flexibility to customers needing an articulated vehicle in an area with tight overhead constraints.

HEIGHT RESTRAINTS

Sites with overhead obstructions such as power cables or low bridges can receive material without having to tip elsewhere and subsequently double handle it.



DOUBLE HANDLING

Non tipping trailers remove the need for double handling and the subsequent compromise in material quality.

TIPPING POINTS

Regular Tarmac artic tippers are only permitted to tip on ground within the 3 degree limit, non tipping trailers can unload on a much more uneven surface.

INCREASED CONTROL

The rate of tipping can be controlled and unloading can be stopped mid process.

WEATHER CONDITIONS

Tipping points can often be located in exposed areas often leading to delays, non tipping trailers can unload in more extreme weather conditions.

CLEANER HAULAGE

Reduced CO₂ due to increased tonnage capability.

MANOEUVRABILITY

Non tipping trailers have a rear steering axle fitted to enable greater manoeuvrability than artic tippers.

UNLOADING SPEED

A common misconception of the non tipping trailer is that the time it takes to unload is far greater than a regular tipper, yes the floor takes longer to unload but the time difference is insignificant when looking at a full day's work. The non tipping trailer unloading time is around 30 seconds slower than a tipper, this encompasses the whole process from ready to tip to ready to drive off.

NON TIPPING TRAILERS IN ACTION

Don't just take our word for it... Successful implementation of non tipping trailers

LJS HAULAGE

COXHOE QUARRY

High wind conditions on the day meant that artics tippers and T8's could not tip.

This resulted in the trucks being held for 6 hours. A non tipping trailer had also been deployed, taking just 15 minutes to offload.

BENEFITS:

The haulier was able to carry on with the day's work and the customer received their material.

WOODSIDE LINK PROJECT

SOUTH

The programme required surfacing directly beneath a set of low hanging high voltage overhead cables. Any connection could have had major safety implications with the risk of fatal injuries. A normal tipper could not offload because of the upright height restrictions and a 6m distance restriction to prevent electrical arcing.

BENEFITS:

The hydraulic panels facilitated safe and quick unload in the area without risk of cable strike exactly where the material was required. Double handing was also eliminated.



BLACKHALL COLLIERY MILES MACADAM SITE

A road needed laying which required material to be deposited within a built up residential area with low hanging overhead power cables. Traditional methods requiring increased manpower to move the load from a safe offload site away from the cables.

BENEFITS:

Non tipping trailers were deployed to the site to undertake the job and unlike a regular tipper could unload the material directly into the barber greene underneath the cables, making for a time efficient and effective job with no double handling.

A63 SOUTH CAVE TO WELTON PAVEMENT SCHEME

AONE+

By utilising non tipping trailers, instead of traditional rigid tipper trucks, we designed in improved environmental performance through reduced total lorry movements; improved safety around overhead obstructions through no requirement to tip the body of the truck; and increased productivity due to a larger carrying capacity and continuous laying.

The non tipping trailers allowed us to reduce truck journeys by around 7,900 miles over the weekend. That's nearly the same distance as driving from London to Johannesburg, the largest city in South Africa.



BRYNGLAS TUNNELS

M4

The Brynglas Tunnels carry the M4 under Brynglas Hill in Newport. Tarmac delivered over 4200t of asphalt to the Brynglas Tunnels on non tipping trailers. Over the duration of 6 weekends, 7 non tipping trailers delivered asphalt from our Llanwern depot to the tunnels.

Roy North, Contracts Supervisor for Toppesfield for the Brynglas Tunnels stated;

“The non tipping trailers worked perfectly for the job, this sort of work is what they were designed for, we were able to lay 500-600t over night plane and lay and cannot fault the trucks or the service provided.”



Our safer no-tipping,
walking floor trailers
offer our customers:



Increased load size



Lower risk of injury



Reduced CO2 emissions



Reduced vehicle movements



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