

Going the extra mile

THE NAME **L.ARTHUR** HAS LONG BEEN KNOWN THROUGHOUT MELBOURNE'S WHARVES, WITH THE HISTORIC COMPANY BUILDING A REPUTATION BASED ON RELIABILITY AND INNOVATION. WHEN IT CAME TIME TO ADD A NEW PBS-APPROVED A-DOUBLE SKEL TO ITS MODERN FLEET, THE BUSINESS SOUGHT A MANUFACTURER THAT OFFERED A GREAT BUILD QUALITY, WITH THE SERVICE TO MATCH – AND **PANUS OCEANIA** ANSWERED THE CALL.

One of Melbourne's oldest privately owned transport companies, this year marks L. Arthur Transport Services' 120th anniversary. Now in its fourth generation, Louis Dennis Arthur started L. Arthur in 1898, transporting goods from Melbourne's docks via horse and cart.

"When we started, there was no mechanised transport. We had stables and we didn't have to worry about diesel. We were one of the first companies to introduce a lot of new technology over the years. When skels started being used in the 1960s, we were one of the first to use that technology. Nearly 15 years ago, we were also one of first to use an A-double; and we used PBS to get that on the road. PBS is really about using existing technology in a more innovative way and doing the detailed engineering, to demonstrate we can operate the vehicle safely," says Vincent Arthur, Managing Director and great grandson to Louis. Operating throughout Victoria, L.Arthur runs a fleet of over 100 trailers. The latest purchase from Panus Oceania brings the company's A-double fleet up to seven. It was received earlier this year and put straight to work, operating under PBS. Engineered with versatility in mind, Panus Oceania came up with a solution that enables the trailers to be used throughout the fleet if the need arises. Panus Oceania is the Australian division of Panus Assembly, Thailand's largest trailer OEM. Its trailers are manufactured at Panus Assembly's state-of-the-art production facility in Chonburi – designed and developed specifically to meet the needs of its Australian customers.

Taking advantage of its extensive international experience, which extends for almost 50



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years, and combining that with a targeted Australian Research and Development program, and significant testing and trials, Panus Oceania was launched in Australia in 2014.

Vincent says L.Arthur's new Panus-built A-double is providing the business with some very significant benefits. "It's the biggest trailer type to transport containers and allows up to transport two 40ft containers at the one time, an increase from the B-double, where we could transport one 40ft and one 20ft container. It offers benefits in terms of reduced traffic congestion, reduced emissions and labour savings, because less trips are required," explains Vincent.

The newest A-double has been operating up to seven days a week, working 12-15 hour days. "It has truly been run in and is operating well. We haven't had any issues with cracking or anything like that and have found the build quality to be really good," adds Vincent.

He says the business chose Panus Oceania for its latest order based not only on the quality of the product, but also due to the fact that the manufacturer was willing to go the extra

mile in terms of service. "We went through a process of pricing up different providers – part of that is the price of the equipment, but we also look at the engineering and the service. Panus was able to work with us to ensure we got the PBS approvals we needed. When we picked the A-double up, it was ready to go straight on the road. The engineering and permitting service was part of the offering Panus was able to provide." Though much has changed for L.Arthur during its 120-year history, Vincent asserts that there are some things that have remained the same. "It is still based on family values and the way we run the business hasn't changed. L'Arthur is about honesty, integrity and care for our employees. We are constantly ordering new equipment and want to keep on growing and continue to provide our full diversified range of transport services." 

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WEIGHS LESS, WAY LESS.

The Vector 1550 unit from Carrier is one of the lightest trailer refrigeration units on the market (712 kg) and operates with low noise emissions (71 dB). And while Vector 1550 units weigh less, they also offer way more.

Designed using the patented combination of a hermetic compressor with an economizer, it delivers a 40 percent increase in refrigeration capacity during pull down. As a result, Vector 1550 units deliver faster temperature pull down, reaching the desired set point up to 25 percent faster compared to conventional technology and with extremely precise temperature control (+/- 0.8°C).

As if that's not enough, the Vector 1550 unit's low fuel consumption reduces its overall carbon impact by up to 19 percent compared to conventional systems, the equivalent of removing 2.8 tons of CO2 per unit per year.



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