

# What the country wants

NOT ONE TO REST ON ITS LAURELS, **V.ORLANDI** IS CONSTANTLY DEVELOPING ITS CATALOGUE OF AUSTRALIAN COMPONENTS, BOTH ADDING NEW MODELS AND INCREASING THE SAFETY AND LONGEVITY OF ITS EQUIPMENT, ALL TO DELIVER WHAT THE COUNTRY WANTS.

Italian tow coupling specialist V.Orlandi has more than 150 years of transport equipment history, starting out in the Orlandi brothers' small farmhouse workshop in Quinzano, northern Italy. Yet, while the business was born in the European country, it would be wrong to assume that V.Orlandi lacks an intimate understanding of the Australian tow coupling market, says V.Orlandi Australia General Manager, Simon Tortorici. "V.Orlandi benefits from a century and a half of engineering prowess from Italy, but at the same time we recognise that there are different expectations in Australia than there are in Europe, especially in terms of payload, composition and environment," Simon begins. "Australia is a completely unique market, which is why we have Pacific-specific equipment that we have been developing and testing right here for more than 20 years."

One such piece of equipment is the company's popular E550 Pacific coupling with a D-value rating of 330kN and Vertical Load set at S-Load 2,500Kg, which is the highest available in the country. As universal products developed for use in truck and dog as well as Roadtrain applications, Simon proudly describes the coupling as 'bulletproof in terms of longevity and performance', adding that even the proven E550 Pacific is under constant scrutiny to find areas of improvement – like all equipment in the V.Orlandi range.

"We believe it is important to never become complacent with equipment designs, so new features have been added over the last year as we respond to an increasingly safety conscious industry," Simon says – explaining that a recent upgrade has been applied to the coupling's pneumatic opening system.

"As of the start of May this year, all



#### Fast Fact

According to V.Orlandi Australia General Manager, Simon Tortorici, truck OEMs Volvo and PACCAR are among those on board with the V.Orlandi safety warning system. European vehicles can be connected directly into the truck's dash, while V.Orlandi provides a LED lighting outfit for American vehicles.

pneumatic drawbar couplings have been improved with a new valve box kit that forces the operator to close the main air supply before the box itself can be closed," Simon explains. "This upgrade, which is now standard on all pneumatic remote opening kits as well as on all air pneumatic couplings, will guarantee better protection of the valve."

According to Simon, the valve box upgrade is complemented by the new remote indicator and alarm systems, providing an option of LED in-cabin lights and buzzers


to inform the operator of the coupling's status. "The system can show through a dashboard alarm if the coupling is open, closed or in a jack knife position, providing a clear warning to the operator. The safety warning kits are suitable with all our opening systems and can be retrofitted to standard couplings as well as to previous generations. We wouldn't release a safety improvement like this just for users of the newest equipment," says Simon. "V.Orlandi couplings have an unmatched service life, so we made sure the upgrade is backwards compatible with existing units."

The new development for the 50mm couplings will be followed by other projects that are currently

in development for road train applications, Simon says. "The V.Orlandi couplings for larger combinations, such as road trains and Performance-Based Standards (PBS) combinations, have no comparable alternatives on the market," explains Simon. "The Hercules, our 500-tonne off-road coupling, is also unique in the Australian market."

Currently working with a mining fleet in Western Australia to test an upgraded version of the Hercules, Simon says V.Orlandi is applying the feedback from those using the equipment at the coalface to make improvements. "We have made improvements to the off-road configuration, replacing the current horizontal pin with an O-ring articulation kit, as well as introducing additional wear parts to increase the service life for the whole hitch assembly," Simon explains – adding that feedback and customer requests over the years have also led to the development of a tip over axle coupling – the EH524 Pacific.

Added to the Australian catalogue to meet the increasing number of tip over axle trailers (TOAT) hitting Australian roads, Simon reveals that the EH524 can articulate up to 47° upwards, meaning that an operator doesn't need to disconnect the trailer when tipping. "The design of the TOAT axle has been developed with the Australian operator in mind to reduce manual operations and therefore increase productivity."

With improvements being constantly made across the company's Australia-specific range to meet the country's ever increasing safety requirements, Simon says that there is no doubting that V.Orlandi, while Italian in heritage, has Australia in its heart. 

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