

150th is their best yet



WHAT A BEAUTY: Graystar Trailers' 150th trailer. INSET: David Gray from Graystar Trailers with the 150th trailer. PHOTOS: CONTRIBUTED

Graystar Trailers builds a special body just for Sargeant Transport

GRAYSTAR Trailers is proud to announce it has just produced its 150th trailer.

The 150 trailer is its latest model 22-pallet Full Freezer Double Loader Tag Trailer.

This milestone trailer is to be delivered to Sargeant Transport, based out of Ballarat, Victoria.

David Gray, who has been in the industry for more than 30 years, and his wife, Sam, established Graystar Trailers in 2009.

"We recognised a need in the marketplace for high-quality refrigerated semi-trailers, road trains and B-double combinations that were better than just average," he said.

Sargeant Transport was one of the first clients that came on board with Graystar Trailers.

Graystar Trailers have always been at the forefront of having the latest technology and best specified equipment.

Many hours have been spent on research and development to ensure not only the equipment is the best in regards to thermal efficiency but Graystar Trailers also leads the way in workplace safety.

In fact, a considerable amount of these advances are now included in all Graystar Trailers.

The Graystar 150 Trailer has been built specifically for Sargeant Transport and includes all features required for its operation.

These features include a recessed track vertical double-loader system with low-profile bars, stainless steel load control tracks, LED internal and external lighting and a knurled finish airflow floor for greater safety.

BPW Transpec has supplied the triaxle air suspension for the 150 trailer.

The BPW suspension is built to Graystar's specification.

The two main advantages of this specification are the fitment of rear mount shockers and the larger diameter air bags.

This combination has proved to be just about bullet proof when fitted in conjunction with a Graystar Trailer.

Disc brakes are fitted on all Sargeant Transport trailers and BPW's disc brake monitor system is also fitted as standard.

Narva LED lighting is used internally and externally.

Even the road train-rated wiring loom, which is used as standard on all Graystar Trailers, is supplied by Narva.

A plug and play system is used throughout. This system makes it incredibly easy to add or delete lights from the system.

On the rare occasion of an electrical problem, it also allows the area with the fault to be easily found and isolated.

Graystar Trailers carries an extensive range of spare part,

lighting and wiring components that can be used with this system.

The top-of-the-line double-loader system in the 150 trailer is supplied by Allsafe Jungfalk.

This German company provides load restraint systems that are second to none.

Aluminium tracks are recessed into the side wall panels when they

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– David Gray

are built to provide a vertical double-loader system.

The low-profile double-loader bars are mounted and locked in these tracks and can be lifted to roof height when not being used.

This system is very safe to use and "lost" bars become a thing of the past, as the bars stay in the trailer.

Thermo King's industry-leading Precedent S-700 refrigeration unit, supplied by Southern States Group, has been fitted to the 150 trailer.

This Precedent S-700's contemporary design, combined with the SR-4 technology, micro-channel

coils and new engine makes this the most powerful yet economical unit available.

The Precedent S-700 complements the superior thermal efficiency of the Graystar full freezer trailer.

The end result is a trailer that will deliver the ultimate in temperature control, is great for the environment with lower emissions and saves the customer money with the lowest running costs.

David Gray and Khan Silinzieds from Signmedia collaborated to come up with the distinctive signage on the 150 trailer.

The brief was to have something that celebrated the 150 trailer achievement, recognised the client and suppliers and stood out.

It was also necessary dark colours were kept to a minimum so as not to absorb heat.

The end result filled the brief and provides a cooling effect.

Graystar Trailers has high standards when it comes to the materials used in its build.

Components are made in-house where possible and local fabricators are used quite frequently.

Other items are sourced direct from Europe, the UK and US when required.

"This is not the cheapest way to build a trailer but we have found it is the only way to build one that is to

the standard that we require and are proud to put our name on," David said.

Graystar Trailers would like to thank everyone that has supported them since the business's inception. We have had fantastic support from most of our suppliers, some of them have backed us from the word go.

"We have very good relationships with them and appreciate what they have done for us.

"Our clients are our greatest asset and some of them were instrumental in us establishing the business in the first place.

"We strive to work with them to produce exactly what it is they want.

"This has been a great learning curve for us and has produced many ideas, which are now included in our standard build.

"Many improvements have been made over the last five years.

"These improvements now allow us to build trailers that are lighter, stronger and more thermally efficient."

The 150 trailer (22-pallet, full freezer, double loader) weighs in at 9420kg.

"And, yes, that does include the fridge unit and fuel tank, with fuel. All this on a full chassis that is road train rated," David said.

"Our product may not be the cheapest but it is undoubtedly the best value for money."



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