



## Lifting Profits With Swing Thru



## Unique Double Sided Operation



The uniqueness of the Swing Thru system is its ability to handle containers from either side and to transship containers from one side of the host vehicle to the other in a single, continuous movement, enabling it to be utilized as a mobile container crane to efficiently load and unload other vehicles as well as having the ability to transport on or off highway.

The Swing Thru system is also operational wherever the host vehicle can travel and therefore does not require a paved surface.

Swing Thru can transfer containers to and from the ground, trucks, trailers or rail wagons.



When used in a truck/trailer configuration the double sided nature of Swing Thru enables the Swing Thru to easily load and unload its own trailer thereby transporting two containers in a pick-up-and-carry application.



Swing Thru can drop a full container off to one side and collect an empty container from the other without moving the vehicle.



Transship to Ground



Transship to Rail



Transship to Truck/Trailer

## Stability & Safety



### Stability

The Swing Thru system provides a very stable operating platform. Swing Thru incorporates four-corner stabilisation for maximum stability making it impossible to roll the machine during lifting operations.

Swing Thru has never been involved in a roll-over and no operators have ever been injured while using Swing Thru.



All Swing Thru Double-Sided Container Handling Systems incorporate four-corner stabilisation



This single-sided side loader overturned while lifting a container, spilling toxic chemicals.

### Safety

Swing Thru models with 27,000kg and 35,000kg lifting capacities have comprehensive safety systems built in that includes a minimum leg pressure setting; this is to ensure a safe footing prior to the boom being able to be activated to transfer the load. It also ensures that the ground where the leg is being deployed is firm enough to take the load. This minimises the risk of overturning the vehicle and causing injury to personnel. Likewise, the boom cannot travel past top-dead-centre unless the offside legs satisfy the mandatory pre-set conditions.

The machine is also set with an overload safety system giving the operator an audible and visual (amber light) warning at 90% of maximum lift capacity. At 100% a second audible warning along with an activated red light will be given and the machine will stop with the operator having to retract the load and reset the system.



Heavy-rated (27 Tonne and 35 Tonne) Swing Thru equipment is fitted with comprehensive safety security systems and a leg configuration incorporating overdeck legs to increase stability.

The overdeck leg also allows transshipment to other vehicles without the leg having to be placed on the second vehicle.

The Overdeck leg can be folded and placed on the deck of the second vehicle when operating in confined spaces.



## Rail Applications



### Rail Link Swing Thru (Lifting Capacity 35,000kg—77,000lbs)

Developed specifically for the Rail industry in consultation with TranzRail of New Zealand, the 35,000kg Rail Link Swing Thru is an alternative to large and heavy traditional container lifting methods in areas of seasonal or low container volumes.

The double-sided nature of the Swing Thru enables it to be positioned between a truck and rail wagon and used as a mobile crane. A full container can be delivered to one side of the Swing Thru and an empty container picked up from the other without having to reposition the vehicle. This cannot be achieved with a single-sided sideloader.

On a double shift one 35 Tonne Swing Thru unit recorded handling an amazing 78 containers in one day. The loading/unloading and delivery process is managed by the truck driver – no specialist operators are required.

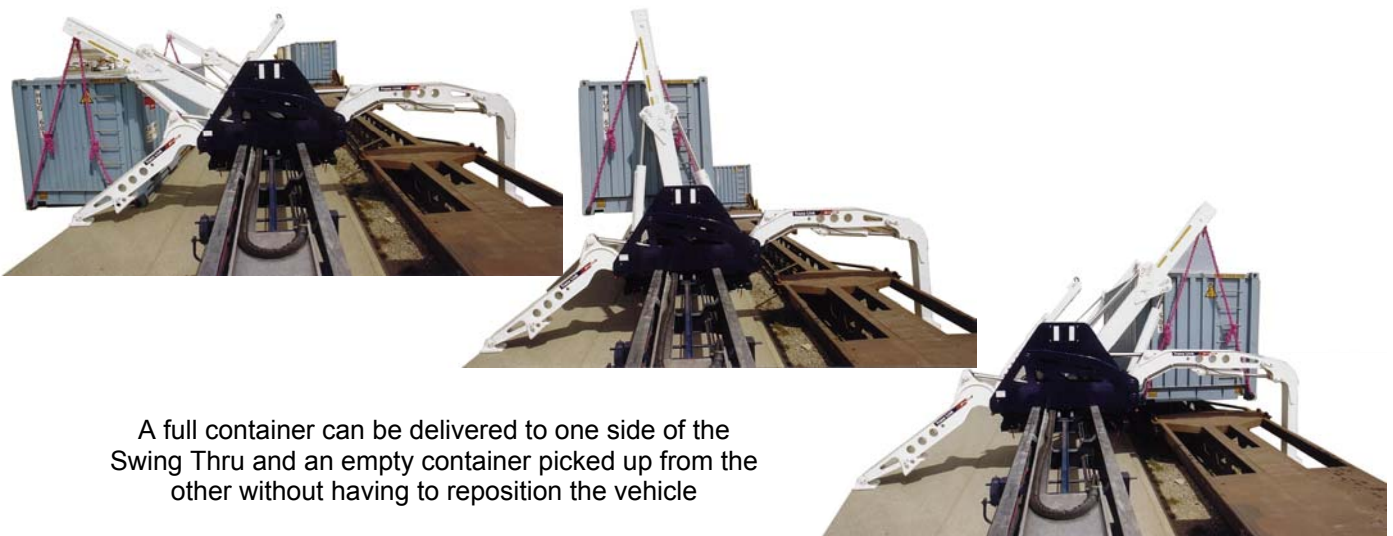
The Rail Link Swing Thru enables rail operators to secure new business in areas away from main rail hubs or to continue to provide services to areas where declining or seasonally fluctuating container numbers have reduced the economic viability of maintaining staffing numbers, expensive infrastructure and high-cost capital equipment.

The Swing Thru operates wherever the host vehicle can travel and does not require sealed yards. As it is truck mounted and road legal it can easily be repositioned between multiple sites making it ideal for handling seasonal or peak container volumes such as agricultural harvests or factory outputs. Additionally the same Swing Thru unit that can load or unload rail wagons can also deliver containers door to door.

When used in the rail industry the 35 Tonne Swing Thru can deliver up to a 50% reduction in capital outlay when compared to top lift forklift systems



Swing Thru can be positioned between a truck and rail wagon and used as a mobile crane



A full container can be delivered to one side of the Swing Thru and an empty container picked up from the other without having to reposition the vehicle

### 27 Tonne Swing Thru (Lifting Capacity 27,000kg—59,500lbs)

The new 27 Tonne double-sided Swing Thru has been designed to offer maximum operational flexibility and provide the most efficient and stable platform for both pick-up-and-carry and transfer applications. This model is fitted with two Swing Thru slam-down legs on one side of the machine and two overdeck legs on the opposing side.

The slam-down side is for pick-up-and-carry applications, whilst the overdeck side is for transferring containers to and from other trucks, trailers and railway wagons as overdeck legs have by far the best stability and also allow transhipment to other vehicles without the legs having to be placed on the second vehicle.



Rapid deploying Swing Thru slam-down legs for fast execution of pick-up-and-carry operations



Overdeck legs provide maximum stability in transfer operations and can be deployed over the deck of the second vehicle to reduce the risk of damage to the second vehicle

### 10 Tonne Swing Thru (Lifting Capacity 10,000kg—22,000lbs)

This machine was designed for both the road transport and military markets for handling empty containers and full containers weighing up to 10,000kg. In the southern hemisphere where self-loading trailers are abundant (New Zealand, population 4 million—600 self-loading trailers; Australia population 20 million—1,000 self-loading trailers) road transport operators would normally enter the self-loading trailer industry with a machine with a similar lifting capacity to the 27 Tonne Swing Thru. When the business grows to the extent that their first machine runs out of capacity they then add a 10 Tonne Swing Thru to the fleet as many containers—15-20%—weigh under 10,000kg when full and generally containers travel one way empty. Therefore 65-70% of total container movements can be handled with the economical 10 Tonne Swing Thru.



Robust and simple to operate, the reliability of the 10 Tonne Swing Thru has been proven in military operations.



The popular demountable model 10 Tonne Swing Thru can be easily attached or detached from a truck or trailer in under 10 minutes. Operators can utilise their existing vehicle fleet and continue to use their trucks or trailers for duties other than container handling

## Road Transport Profit Opportunities



The market for self-loading trailers is continually increasing world-wide.

With more customers discovering the convenience of having containers delivered to the ground to load and unload, and the increasing focus on workplace safety, along with container numbers world-wide growing at a compound annual rate of 6-8%, the decision of fleet operators to enter the self-loading trailer market should be an easy one to make.

Swing Thru have developed the new 27 Tonne model for this very market. Designed as a pick-up-and-carry machine and incorporating two overdeck legs for transfer to other vehicles, the 27 Tonne Swing Thru is the most versatile self-loading trailer in the world.

During the design process every consideration was given to achieving an economically priced machine to ensure good return on investments for operators.

