The distinctive purple coloured tankers of Arclid Transport are a familiar sight on the roads of this country and WG Tankers are delighted that they have been able to support Arclid Transport for many years.

The association initially began with the hire of some tankers, but before long Peter Conway, Arclid’s Transport Manager, had ideas about how the equipment could be modified to better suit their application, and we were happy to provide the technical expertise so that these ideas could be put into practice.
Over the years, we have jointly incorporated many innovations into the Arclid Tanker fleet, which now number nearly 30 tankers. Initially, the tankers were mainly used for carrying the silica sand produced by Arclid’s parent company, Bathgate Silica Sand, but, under the present management, outside work has increased to such an extent that it now accounts for about half of their business.

All the new 59 m/3 tankers are FFB manufactured but are supplied by WG Tankers, who fit the power pack and then paint the complete unit. The current batch of trucks now entering service have a very comprehensive specification with a second handrail fitted as standard and including some very advanced safety equipment. As a result of a blind-side incident caused by an undertaking car driver, Peter Conway and Heler Electricals devised a blind spot eliminator which works like this: When the driver indicates a left turn, any object on the left side of the vehicle, is picked up by a sensor in the nearside bumper bar, which activates a camera on the nearside mirror, which sends an image to the in-cab monitor. At the same time an audible alarm sounds to warn the driver to look at the monitor, prior to making the left turn.

New regulations now being introduced by Transport for London, aimed at protecting cyclists and pedestrians, in addition to compulsory side-guards and specific wing mirrors, also recommend systems such as the ones installed by Arclid Transport.

In addition to these features, WG Tankers have worked with Arclid Transport to develop a novel system to eliminate the problems involved when the engine of the power pack will not start, because of dampness, lack of battery power or other related issues. With this new system, the engine in the power pack is started by the tractor unit battery via an Anderson lead. This virtually eliminates the starting problems, as the power now comes from a warm, fully charged 24V battery. Of course, to achieve this, the engine on the trailer has to be wired for 24V but it completely eliminates the need for a 12V battery thus saving weight, cost and maintenance.

The picture above shows the very compact 24V electro-hydraulic package incorporating the raise/hold/lower valve and an emergency non-spill coupling, should there ever be a need to tip the tank without a tractor being connected.

WG are using this very advanced tanker as the ideal opportunity to introduce a number of significant changes to the way we manufacture our acoustic enclosure, to give even further reductions in noise levels beyond those already achieved. By re-positioning components and by using higher specification equipment, we are confident that we will now be achieving even lower noise levels then even we were previously able to obtain.

We continue to incorporate another system which we have previously developed to suit Arclid’s requirements. After the engine is started, air is blown to atmosphere, via a silencer mounted beneath the tank, for several minutes to allow the 1000m/3 per hour GHH CS 85 compressor to reach optimum running condition. An actuator then automatically diverts the air to the tank for the discharge to commence. After completion, the system then works in reverse, so that the compressor blows to atmosphere for a few moments before shutting down completely.

Peter Conway is very enthusiastic about the support and service he has always received from WG Tankers, as well as the willingness to work with him to develop new ideas.
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