

Abnormal Out-of-Gauge Project Cargo



FOREWORD

Concarga (Pty) Ltd Abnormal Loads Division specialises not only in transporting cargo, but offers a comprehensive and effective service throughout Africa by integrating the logistics chain - design, construction and assembly of vertical and horizontal loads.

Our team operates a total quality control system to ensure all loads are properly routed, escorted and supervised throughout, complete with documentation management. Every consignment is approached on an individual basis and according to its length, width, height, weight, shape, location and volume.

We are specialists in abnormal “out of gauge” Heavy Lift break bulk loads, containerised materials to large components and “discreet loads” throughout Southern Africa. **Concarga** is managed by a team of professionals, whose experience is not confined to transporting cargo but in providing advice on the design, construction and assembly of vertical and horizontal loads.

Additional services are engineering and rigging studies, jacking and sliding, factory to foundation, refinery and plant, crane and rigging contracts to meet transport requirements, to comprehensive route clearance surveys and liaison with relevant authorities. The experience gained allows us to offer clients throughout Africa a responsible and effective service by integrating the logistics value chain.

With the ever increasing demand in abnormal road transportation, hauliers have to address the requirements and adapt accordingly. The majority of loads currently transiting in and through South Africa are far larger than usual, therefore the conventional lowbed has become somewhat inefficient to handle the demand.

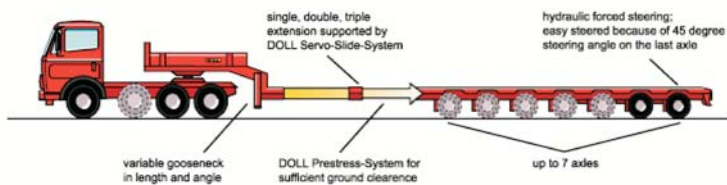
There are far more loads weighing in excess of 100 ton, than ever before. Local trailer manufacturers have started developing 150 ton capacity trailers which are based on the same design as the 100 ton lowbed with the incorporation of an extra axle line. These trailers are however still in the trial phase and have not been perfected yet.

Steerable dolly trailers have always been used in the past to convey loads in excess of 20m long yet these trailers have never provided a 100% safety guarantee that the load will not be damaged and also increase transit time dramatically as maximum transit speeds average 30 – 40 km/h.

Concarga with its strategic Abnormal Out-of-Gauge partner, have reverted to procuring trailers from European based trailer manufacturers, which are specially designed to increase efficiency and safety in transportation of these loads.

Extendable trailers which are capable of extending to 36m, which are supported by a triple servo-slide system, have been procured to replace the need for the steerable dolly trailers. These trailers are capable of conveying loads up to 90 ton at 36m long. All trailer axles are operated by a hydraulic system and can steer individually by remote control operated from the drivers cab. These trailers manoeuvre quite easily around corners due to the 45 degree steering angle of the last trailer axle.





Modular platform trailers which are capable of carrying up to 1000 ton, depending on the arrangement, have also been ordered and will arrive in March of 2008. These trailers are also manufactured by a European based trailer manufacturer. The combinations ordered are 3 x 6 axle line trailer units and 1 x 8 x 6 wheel drive, 650hp prime mover.

The trailers are manufactured in 3 axle line, 4 axle line, 6 axle line and 8 axle line combinations, and each combination can be coupled to either side of another combination to create a wider arrangement or alternatively the front or rear of another combination to increase the length of the arrangement.

The axles of these trailers are also designed with air suspension support and are hydraulically controlled to steer individually via remote control.



These trailers are coupled to 8 x 8 wheel drive or 8 x 6 wheel drive 650hp prime movers. On most occasions, more than one prime mover will be required to assist with pulling and pushing to move the enormous loads.

In the current South African road transport sector, there is a severe shortage of abnormal rigs to transport project cargo and heavy plant from Durban port to the Zambian Copperbelt and the Democratic Republic of Congo, DRC. Durban is the preferred gateway for abnormal cargo's inbound into and through South Africa.

As a result of this, **Concarga**, with its strategic Abnormal Out-of-Gauge partner, have been looking into purchasing more trailers in the region of 90 ton plus.



Every project is approached on an individual basis with comprehensive attention to detail as follows:

- **LENGTH** However long the load, we will find a way to move your cargo to it's destination, subject to legislation
- **WIDTH** We can develop an appropriate route or arrange for street furniture to be removed subject to permission
- **HEIGHT** We can provide a best - fit solution or advise you on alternative movement methods
- **WEIGHT** We can handle any weight subject to route
- **SHAPE** We can handle your load and arrange packing to secure the cargo
- **LOCATION** Wherever your destination is located, we will reach it
- **VOLUME** One or 1000 items, we will develop a logistic solution to suit your needs

SERVICES

- Engineering & Rigging Studies
- Jacking & Sliding
- Factory to Foundation
- Refinery & Plant
- Comprehensive Route & Clearance Surveys
- Liaison (relevant authorities)
- Air Freight & Air Charter
- Security & Warehousing
- Major / Special Projects
- Cross Border Transport
- Permits – Police escorts
- Mega Lifts / Ancillary Equipment
- Intermodal Transport Solutions
- Insurance – All levels arranged
- Packing Services
- Specialist Installation Services
- Route Surveys
- Permits Department
- Marine Transit Insurance
- Customs Procedures
- Contract Services Team
- Discreet Loads / Inland Haulage
- Project Management
- Machine Moving & Rigging
- Authority Notification
- Mobile & All Terrain



SPECIALISED EQUIPMENT

- **SHORT & LONG DISTANCE TRUCKS**

- 1 - 15 Ton open & closed trucks
 - Tri-axle truck tractor trailers
 - Superlink, 6 & 12m articulated
 - Pantechnicon, single & multi trailer
 - Taut-liner, superlink curtain trucks

- **MOBILE CRANES (ALL TERRAIN, ROUGH TERRAIN, TRUCK MOUNTS AND CRAWLER)**

- 8 TON – 550 TON Rough terrain, all terrain
 - 50 TON – 400 TON Truck mount crawler and lattice boom crane

- **RIGGING & EQUIPMENT**

- Specialised rigging and rigging surveys
 - Complete range of rigging equipment from steel slings and nylon for basic rigging to specialised jacking and sliding systems for large and sensitive loads.

- **CRANE TRUCKS**

- Complete range from 5 – 17.5 TON crane trucks for all pickup and drop loads, crane trucks are complimented with an efficient rigging crew to suite your needs.

- **TRANSPORT**

- Well decks for tank and high loads
 - Step deck low-bed for all those high loads
 - Air Suspension trailers for sensitive loads
 - Low beds from 11 TON to 110 TON (Folding Goose neck)-
 - Multi axle trailers – 90 TON to 350 TON for Mega heavy loads

- **PERMITS & ESCORTS**

- Police Escorts
 - Own escorts
 - Telkom & Eskom clearance
 - Liaison with all government officials

- **CHERRY PICKERS**

- Scissor Lift
 - Personnel Lift
 - Trailer Mounted Boom
 - Articulated Boom Lifts
 - Telescopic Boom Lifts



ASSET REGISTER

EXTENDABLE/STEERABLE TRAILERS

1	M/Benz 1735	Henred 12 to 18 m extendable trailer	18 Ton
2	MAN 33464	Doll 3 axle lowbed extendable from 8 to 24 m remote-steering	36 Ton
3	M/Benz 3550	Doll 4 axle lowbed extendable from 8 to 18 m remote-steering	45 Ton
4	M/Benz 3550	Doll 4 axle lowbed extendable from 8 to 26 m remote-steering	46 Ton
5	M/Benz 3550	Doll 6 axle lowbed extendable from 12 to 36 m remote-steering	60 Ton

LOWBEDS

	MAKE/MODEL	DECK SPACE	CAPACITY
1	MAN 33464 with Ilcor 3 axle lowbed	10 + 4 m	43 Ton
2	M/Benz 3550 with Ilcor 3 axle lowbed	10 + 4 m	45 Ton
3	MAN 33464 with Ilcor 3 axle lowbed	10 + 4 m	46 Ton
4	MAN 33464 with Ilcor 3 axle lowbed	10 + 4 m	48 Ton
5	M/Benz 3550 with Ilcor 4 axle lowbed	11 + 3 m	55 Ton
6	M/Benz 3550 with 3 axle + dolly	10 m	58 Ton
7	M/Benz 3550 with 3 axle + dolly	10 m	58 Ton
8	MAN 552 with 4 axle Martin lowbed + dolly	12 m	65 Ton
9	Volvo 610 with 4 axle Ilcor lowbed + dolly	12 m	69 Ton
10	Volvo 610 with 4 axle Martin lowbed + dolly	12 m	75 Ton
11	Volvo 610 with 4 axle Martin lowbed + dolly	12 m	75 Ton
12	Volvo 610 with 8 in-line Ilor lowbed + dolly	14 m	96 Ton
13	Volvo 610 with 8 in-line Ilor lowbed + dolly	14 m	96 Ton

MULTI-AXLES

	MAKE/MODEL	WIDTH	LENGTH	CAPACITY
1	Volvo 610 Horse + ballast box and Goldhoffer 12 axle trailer	3 m	20 m	140 Ton
2	M/Benz 4860 Prime Mover - 8 x 6 12 axle Nicolas	4.1 m	26 m	195 Ton
3	Goldhoffer Modular Platform Trailers up to 60 axle lines 700 - 1000 ton			
4	Optional equipment 250 Ton turn tables for extra long loads			