

The Randall Report

HEAD OFFICE REPORT

RANDALL'S DOING THEIR BIT FOR ENVIRONMENT

Well there's a bit more to it than that, but from early June, the older vehicles and the more thirstier ones are to be replaced with more efficient and economical Suzuki Swifts. They are sign-written and very easy to identify. This will help keep our costs down and save us from price increases at least in the interim whilst still providing the same Service



You Must be Management?

A man in a hot air balloon realized he was lost. He reduced altitude and spotted a woman below. He descended a bit more and shouted, "Excuse me, can you help me? I promised a friend I would meet him an hour ago, but I don't know where I am."

The woman below replied, "you're in a balloon hovering approx 30ft above the ground. You're between 40 & 41 degrees north latitude and between 59 & 60 degrees longitude."

"You must be an engineer" said the balloonist. "I am" replied the woman, "How did you know?"

"Well" answered the balloonist, "everything you told me is, technically correct, but I've no idea what to make of your information, & the fact is I'm still lost. Frankly, you've not been much help at all. If anything you've delayed my trip"

The woman below responded, "You must be in management." "I am" replied the balloonist, "but how did you know?"

"Well" said the woman, "you don't know where you are or where you're going, you have risen to where you are due to a lot of hot air. You made a promise which you've no idea how to keep, and you expect people beneath you to solve your problems. The fact is you are in the exactly the same position as when we met, but now, somehow, it's my fault."

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WE HAVE MOVED.

On the 23 June 2008, Randalls moved into their own premises situated at 597 Main Street; Palmerston North. The building is situated on the northern side of Main St between Para Rubber and Rangitikei Floorings and will make us both more visible and also accessible to our customers.

We may experience a few minor delays/hiccups in the shift which we ask our customers to please bear with us we will endeavour to keep any disruptions to the minimum.



Wanganui Office:

By the time you read this our office in Wanganui will be up and running. It will be manned on a part time basis initially, increasing as the demand requires. This office can be contacted via our 0800 number at all times during working hours.

READ THIS

READ THIS

READ THIS

The Heavy Vehicle Brake Rule – Some Thoughts

So, this is upon us. I suggest that we need a bit of a mind-set change - there are a few concepts that we need to get our collective heads around.

Effective braking depends entirely upon keeping directional stability. Once a wheel starts skidding, it has lost any control over the direction in which it is traveling.

The big problem for heavy vehicles is that they carry a payload that is very heavy compared to the empty vehicle – for example, a typical stock trailer weighs 6 tonne empty, but is easily up to 22 tonne laden.

If the brakes are good enough to stop that trailer when laden, you are surely going to lock wheels when empty. Conversely, if the brakes are set to avoid lock-up when empty, you won't have enough when laden.

We need to think about weight transfer under braking. A short wheelbase truck or trailer will see much more weight go onto the front axles under braking than a long wheelbase unit and, correspondingly, more weight comes off the rear. This means that the rear wheels will be more prone to lock-up, and the fronts will need to do more work.

Add this to the comparison between laden and unladen, and you will get the picture.

Anti-skid Braking Systems, which detect wheel lock-up and modulate the braking force accordingly, have been normal for cars for some time, and for many of the larger trucks.

What must be kept in mind, though, is that ABS only works under heavy braking. The vast majority of braking applications are very light - as they should be, of course, as we are all good drivers who don't make a habit of getting into panic situations. The ABS function, then, is seldom used, so doesn't contribute to simple brake balance front to rear, or truck to trailer.

Electronic Brake Stability systems are also being seen more often, but only on the larger vehicles.

Correct brake balance at the basic or foundation level is what is needed. We shouldn't rely on electronic wizardry for such an elementary function.

Then, there is the issue of modification - add an axle, shorten a wheelbase or change a truck's operation from tractor unit to tipper.

For example, consider a truck – perhaps a 4x4 fertilizer spreader of short wheelbase, which is already high off the ground – whose wheelbase we want to reduce. What will this do to the performance of its brakes? The 4x4 with high centre of gravity will already be prone to wheel lock-up under braking. Again, if the truck has enough brakes to stop it when laden, then you can surely expect lock-up when empty. So then we want to shorten it some more...

We need to get away from the notion that we can modify a vehicle without much more thought to its braking than just hooking up pipes and sending it on its way.

We have been accustomed to making major changes to trucks and trailers without thinking too hard about the changes. Would you do such a modification to your car and expect no questions to be asked?

I'm not saying it can't be done, but rather that there will be a whole heap more work involved than what we have been accustomed to so far.

No doubt we will talk about this some more.

Confucious says:

***If we all put our two cent's worth in, but only get a penny for our thoughts.
WHO GETS THE EXTRA PENNY??***

RANDALL AND ASSOCIATES LTD