Mitchell Shire Council has taken delivery of three Broons Combination Rollers with brakes because they are the only ones to have the safety features which meet the Shire’s requirements.

The Shire is the first municipality north of metropolitan Melbourne and the southern part of the shire is a rapidly growing area, and is predicted to continue growing at a considerable rate until 2021. However, there is still approximately 780 kilometres of unsealed roads within the shire boundaries, and the three Combination Rollers are used on these roads.

Mitchell’s Manager Operations, Shane Power, said that the rollers are mainly used for maintenance grading activities, but are also called on for road construction work as needed.

“We chose the Broons rollers because of their braking feature, as they are the only machines to have this safety feature.”

“The rollers are performing really well, and we are very happy with them,” Shane said.

Crushing and compaction specialists, Broons, recognised that OH&S requirements are becoming increasingly more stringent with the likelihood that state road regulations will require increased safety provisions in future for towed equipment, hence the reason for the development of braked Combination Rollers.

The first braked Combination Roller was delivered to Narrandera Shire in NSW followed by a further two units to Loddon Shire in Central Victoria and then the three units to Mitchell Shire.

Engineered with the same care and attention to detail as all of Broons’ machines, the integrated braked Combination Roller has a disc brake on each of the centre four wheels on the six wheel rear bogie.

Disc brakes were chosen over drum brakes for the Broons rollers because of their durability and ease of maintenance. A lot of time was spent in the field to be sure the wheels doing the braking actually had the
maximum contact patch with the surface of the road, hence the reason Broons chose the inner four wheels. To ensure maximum performance in all conditions, these four wheels have been solid filled to eliminate the risk of punctures which would otherwise significantly reduce brake performance.

The Broons electric over hydraulic integrated brake system applies the brakes within milliseconds of sensing the retardation of the tow vehicle via an electric signal from the brake lights on the roller. In addition, a breakaway coupling connected to the towing unit on the front of the roller provides emergency braking should the unit become uncoupled. The complete system is contained on the roller.

Councils who already own a Broons BH-1830 Combination Roller can have brakes retrofitted to their existing unit by Broons if they wish.

"We’re looking to provide a change-over service for the rear wheel bogie to upgrade to a braked assembly and the brake actuation system can be installed in the rear tool box compartment. All up we believe we should be able to turn around a Council’s roller in our factory in under two weeks, minimising the time it’s spent off the road,” said Broons Director, Stuart Bowes.

Knowing that approximately 97% of all their Combination Rollers are still in service Broons believe this is a way of upgrading an existing machine to meet today’s safety requirements without the need to replace the entire machine which could have many years of service left in it.

"Our rollers are built so strongly in the first place that they never seem to wear out. It’s a fabulous achievement and stands testament to the build quality of our machines, designed and fabricated right here in Australia to suit local conditions," Stuart concluded.