



# Multihog

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## Newsletter

Issue 2

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### Multihog Provide Barrier Cutting Solution for McCreath Taylor



In motorway construction, the crash barrier has become a commonplace sight due to its efficiency in diffusing the energy of collisions and restricting accidents to the incident lane.

To preserve the effectiveness of the barriers, they must be kept free from obstructions and the vegetation kept at a minimum. This is the problem met by McCreath Taylor, a Northern Irish firm who have decades of experience hiring vehicles to the environmental and maintenance sectors. Recently, they accepted a contract to not only provide the vehicles, but manpower and management to maintain several new sections of motorway. David Johnston, the Director of McCreath Taylor, displayed the passion that has got him to the top of his sector by committing to find efficiency savings for the task in hand.

Previously, in what is a dangerous environment, tractor mounted grass cutters accompanied men strimming around the barrier uprights. With long stretches of dual carriageway under contract, it was a full time operation as the strimming averaged only 3km in a 9 hour shift. One tractor, 3 strimmers and 3 preceding warning vehicles were labour intensive and costly. David had scoured the trade shows and Internet looking for equipment that would meet his requirements. Only one day before he was to fly out with his purchase team to Italy to test a possible solution, he heard of Multihog's new MH90 implement carrier and thought it was worth a look.

"I had seen a video on YouTube, I was impressed by the versatility of their machine but wasn't convinced it was for me. The factory was only an hour away so we had little to lose. I rang for directions at 11am and was on site by 12!"

David and his team were met by Ruth McAdam and Tony Duff who showed them around the factory.

"They took me to see the tubular steel chassis being welded, in the next building the hydraulics were being assembled, I recognized the quality pumps and I thought to myself, this is impressive". It was only after an hour that the McCreath Taylor team actually tested a finished machine and were sold. "I liked the easy operation and the fact that the lads can swap the tools on the front and rear of the Multihog in minutes if we have another job requiring different attachments". It was on subsequent visits when they met with the design team to define the finished specifications of their purchase- that the relationship between the two companies took off. "Jim McAdam (the creator of Multihog), rarely speaks of the MH90, more of the applications it can do!" remarked David. On examining the role that the MH90 was needed for, Multihog's product development team observed an opportunity to create yet another application solution, and subsequently came back with the 'Barrier Cutter'.

Their cutter mounted on the front of the MH90 and had two rotating discs; spring loaded to automatically and safely cut around the barrier uprights. Within five weeks the team had a third design done, conquering the initial problems of weight balance and stiffness. The latest model now provided unimpeded visibility for the single operator and also involved a swivel mount, to allow both the side and central reservations to be cut with the flow of traffic. Importantly to David, the cutting operation had advanced from 3km per shift to 6km **per hour**, permitting his firm to meet the budget and efficiencies he had promised. With the addition of a warning arrow fixed to the rear of the vehicle, the requirement for ancillary warning vehicles was reduced by one—saving more diesel and personnel.

The McCreath Taylor MH90 is now in its fourth week of operation with faultless service, David is delighted that the previous round the clock operation can now be done safely, in 10 shifts. "Ruth's first statement to me was 'We want to sell you this machine', that's how they operate at Multihog, they listened to my problem and invested in a solution."



**One Machine — One Driver — Endless Applications**



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