

# First Don-Bur long trailer runs for Wincanton



Following the DfT's high volume trailer trials announcement (News, page 6), Wincanton and Don-Bur have revealed that a 15.65m-long teardrop, pillarless tri-axle is in readiness for VSO (vehicle special orders).

The new trailer, which is 2.05m longer than the normal legal limit, allows an average 15% additional load, or four extra pallets.

Dave Rowlands, technical director at Wincanton, says it will significantly increase efficiency, and reduce fuel consumption and CO<sub>2</sub> emissions, through fewer deliveries. Indeed, the DfT's research suggests that,

by 2015, the trial will "reduce lorry miles by 100 to 180 million a year", cutting carbon emissions by 100,000 tonnes per year.

Interestingly, Don-Bur's aerodynamically designed trailer has a similar wheelbase to that of a standard 13.7m-long vehicle, offering familiar manoeuvrability.

To cater for the extended load, however, the axles have been configured with a greater spread, while the rear steer self-tracking axle is claimed to all but eliminate wheel scrub.

In addition, the introduction of Knorr-

Bremse's iCorner system means that the front axle lifts at lower speeds, which, in turn, reduces the effective wheelbase and enables tighter cornering.

David Burton, managing director of Don-Bur, says that a key part of the bespoke design was to limit the increase in unladen trailer weight, as the current maximum 44 tonne gvwt is not being increased and payload must not be compromised.

In fact, the weight increase caused by an extension in length and the addition of a steer axle has been heavily offset by using stronger yield steel and lightweight components, he explains.

"Longer semi-trailers will be integrated into Wincanton's fleet almost immediately, as a key element of our sustainable transport strategy and our commitment to reduce our impact on the environment," comments Wincanton's Rowlands.

"We were always keen to be at the forefront when the trials were announced and our partnership with Wincanton offered us an excellent opportunity to showcase our abilities," states Burton.

## Custom-built Eurocargos on course for Europe

Plymouth-based South West Boat Transport has taken delivery of a custom-built, hi-spec Iveco Eurocargo 230E25T/P artic for transporting boats, up to 39ft long and weighing as much as 15 tonnes, across the UK and mainland Europe.

This truck delivery marks the first Eurocargo artic to be used for long-distance transport. It was converted by North East Truck & Van's Billingham-based engineering division, which pioneered Eurocargo artic conversions with Iveco in 2003. The truck has since proven popular with breweries using ultra-low deck trailers for urban deliveries.

This example features a high roof sleeper cab, with twin bunks, air-conditioning, night heater, electric roof hatch, sun visor, remote central locking, heated/electrically adjustable mirrors, and air-suspended and heated driver and passenger seats.

"Boat transportation is a specialist business and a lot of planning went into getting the specification right," says Michael Whelan, owner of South West Boat.

"We considered a number of vehicles, but the Eurocargo ticked all of the boxes and its chassis offers the best flexibility for tractor unit conversion," he says.

Power is provided by a 5.9-litre Tector engine, capable of 251bhp at 2,700rpm and 850Nm from 1,250–2,100rpm.



## Viridor rates tridem for stability and payload

Three Volvo 8x4 rear-end-loaders featuring tridem rear axles are proving so successful that west country waste recycling firm Viridor has already placed orders for additional vehicles.

The tridem features a conventional double-drive rear bogie, ahead of which sits a steering axle, fitted with single-tyres – and is offered on twin-steer eight wheelers, with rear-end-loaders.

Truck and Bus Wales and West salesman Andy Button was convinced of the tridem's benefits and so worked with Volvo sales engineers, body-builder Heil UK and Viridor South West regional fleet and plant engineer Gary Elms on this specification.

"This vehicle is almost perfect for our operation," reports Elms. "Not only is the weight distribution much better than that of a traditional eight-wheeler, but the tridem scales in at a whole tonne lighter. On our type of work, these factors are hugely important," he adds.

Specified with the 13-litre Volvo engine, rated at 420bhp, matched to the I-Shift automated gearbox, the FM tridem has been fitted with a 27-cubic metre Heil Big Bite compactor body.



## Heavy trailer for Todds Highway Maintenance

Darlington-based Todds Highway Maintenance has added another four-axle Andover step frame trailer to its fleet, designed for STGO Category 2 regulations.

The bespoke trailer will be used to transport the company's largest Wirtgen W2100 cold milling machine, weighing 41.2 tonnes. Malcolm Todd, managing director of

Todds, says: "The Wirtgen W2100 is our largest planer ... but requires a very specialist vehicle and trailer to move it between jobs."

This SFCL 67 step frame is the fourth Andover Trailers vehicle to enter service with Todds – previous deliveries have included a similar four-axle step frame, a three-axle step frame and a centre-balance drawbar for carrying smaller planers behind rigid tippers.

At 12m long (king pin to rear) and 2.53m wide, the new trailer features a low profile neck with slide-out extensions to the deck, bridge and beavertail. It has been manufactured with two fixed- and two self-steering BPW axles, plus air suspension with raise/lower controls.



## Top power DAF is Barry Proctor's new flagship truck

A 510bhp mid-lift DAF XF105 is the new flagship for Stoke-on-Trent haulier Barry Proctor Services, which boasts a 24-strong fleet. The truck is equipped with the 12.9-litre MX engine, delivering full power at 1,500–1,900rpm. And with 2,500Nm of torque, this is a mighty tractor unit.

As for the rest of the powertrain, the MX has been matched to an AS-tronic 12-speed automated transmission, with an engine and exhaust brake adding to safety and reducing wear on the service brakes.

Beyond all that, managing director Barry Proctor points to the DAF Super Space cab, with its air conditioning, automatic temperature control, a fridge, microwave, six-speaker radio/CD player and a flat screen TV.

Externally, the DAF has an array of lights and an illuminated name panel by Kelsa. With side lights, it sports 84 LEDs, and the glitter includes Alcoa Dura-bright alloy wheels on both the tractor and its tri-axle Montracon dropside trailer.

Other contributors include WEP of Wisbech, which fitted the full-width catwalk and sideskirts, and painted them to match the factory paint finish, and Andy Scott of Sheffield, responsible for the airbrush work.

"We run a number of DAFs and have always enjoyed excellent service, both from the manufacturer and the dealer, Imperial Commercials," states Proctor.



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