

# Suckling signs Michelin to cut downtime



Suckling Transport has renewed a contract to fit Michelin tyres across its fleet, following an 11% reduction in tyre-related breakdowns since fitting Michelin tyres in 2008.

The independent petroleum haulage contractor, which runs a fleet of 62 tractor units and 74 trailers from its base in West Thurrock, Essex, says it has also seen its regroove rate

rise from 0% to 53% since switching from Goodyear.

Suckling Transport fleet engineer Dan Bauckham predicts an annual saving of £20,000 on its nationwide deliveries to customers, including Jet, Shell, ConocoPhillips, Total, Petroplus Marketing and Scottish Fuels.

He says that the three-year PPK (price per kilometre) deal will see

Suckling's tractor units, most of which are MAN and DAF models, fitted with XZE2+ steer axle and XDN2 Grip drive axle tyres.

The haulier's trailers, which are predominantly tri-axle Lakeland tankers, will run on the XTE3 range. Tyres will continue to be fitted and serviced by ATS Euromaster.

"The switch from Goodyear to

Michelin has had an extremely positive impact on our fleet," comments Bauckham.

"As well as considerable savings on tyres and fuel, there has been a notable reduction in downtime, because of the quality of the Michelin product. This, in turn, has a positive impact on fleet performance and customer satisfaction, which are hugely beneficial."

Michelin says the XZE2+, XDN2 Grip and XTE3 ranges all feature a specially designed rubber compound that reduces wear and increases mileage potential.

The XZE2+ steer axle tyre range's tread pattern has also been designed to reduce abnormal wear on long journeys, and minimise stone trapping and crown damage.

Meanwhile, Michelin's XDN2 Grip drive axle tyres are big on traction in difficult conditions, with sipes to improve performance when tyres are two-thirds worn.

As for the XTE3 trailer tyres, the point to note is their resistance to damage and scrub.

# Carnegie Fuels fills up with DAF tanker

It was not the easiest of starts for a new DAF LF55 that recently joined Carnegie Fuels' fleet – facing the worst

early winter conditions that Scotland had experienced for years.

Based in Brechin in Angus and

charged with transporting a range of heating oils in the peak season, the vehicle has been successfully completing its deliveries, helped by its common sense specification.

The LF55's 6.7-litre GR engine is rated at 250bhp, resulting in a good power-to-weight ratio of 13.88bhp per tonne at 18 tonnes gvw. It also delivers 950Nm of torque between 1,200 and 1,700rpm, and the vehicle was specified with a diff lock, which, the firm says, has proved its worth in the slippery conditions.

Carnegie managing director Kevin Carnegie explains that the firm supplies everything from domestic heating oil to agricultural diesel, so he went for a 13,000-litre, four-compartment Tasca tank, built to ADR 2009 standards.

The aluminium tank uses an Alpecco bottom-loading vapour recovery system, with product return capability and a two inch flowmeter with electronic head.

Deliveries can be made at a distance of up to 180 feet via a Collins Youldon powered rewind hose reel, which has a high capacity trigger nozzle with locking handle. A propshaft-driven Mouvex cargo pump, with gas separator, has also been fitted – activated through an air-operated clutch type PTO incorporating a failsafe handbrake interlock.

Yet all of that comes on a compact wheelbase of 4,150mm, with a tight turning circle, making it easy to deliver into locations with restricted access.

"We're very pleased with its performance so far, in what have been some of the most atrocious weather conditions that we've seen for some time," comments Carnegie.

"The truck came well specified for the job, at a competitive price and with the promise of good back-up from Norscot. We're looking forward to it giving us a long and productive service life."

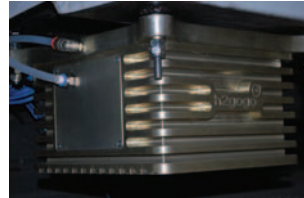


# Hydrogen generator cuts truck emissions

An on-board hydrogen generator, launched by h2gogo for retrofitting to petrol or diesel engine transit vans, trucks and buses, is being trialled by Grundon Waste Management.

The company, which has fitted

the hydrogen generators to three of its waste and recycling trucks, says it is looking to the technology to reduce emissions, increase engine efficiency and power output, and improve on fuel economy.



h2gogo's HRN3 unit runs on distilled water, which produces hydrogen on throttle/engine demand, eliminating the need for additional fuel storage tanks, other than a small distilled water tank.

The company explains that it works by injecting hydrogen into the engine's air induction tract, at the air filter end, which then follows the standard route to the engine, via intercooler and turbo.

This cycle results in the engine

burning all fuel in the cylinder and cylinder head combustion chamber.

Tests at the Millbrook Vehicle Emissions Laboratory suggests that the hydrogen generator cuts CO, HC, PM (particulate matter), NOx and CO2 emissions by up to a 40%.

"We have been offered many new technologies, but this one caught our eye, because h2gogo has invested in the product with extensive trials, proving their concept at Millbrook, with positive results," comments Stephen Townsend, Grundon's group fleet engineer.

Additional trials are also due to commence shortly at: Heathrow Airport with BAA; bus and coach manufacturer Alexander Dennis; and the Metropolitan Police Service in London.



# Mobile Media gets the (Daily) message

Vehicle-based advertising contractor Mobile Media has taken delivery of two more Iveco Daily 35C13 chassis cabs, both with ultra-visible, back-illuminated bodywork.

Supplied by Grays Truck & Van, they have been extended to a 5m wheelbase for large advertising messages and Karen Olsen, managing director of Mobile Media, says the Dailys were chosen for their good looks.

"Image is critically important to our business and, with Daily, we have what is arguably one of the most stylish light commercial vehicles on the market,"

she comments. "These new back-illuminated Dailys have joined the fleet at a critical time," adds Olsen.

"During the long dark nights and bad weather, [these Iveco trucks] ensure we can deliver the most prominent mobile outdoor advertising solution for our clients."

Both Daily 35C13s are powered by a Fiat Powertrain 2.3 litre engine, capable of 136hp between 3,000 and 3,900rpm, and 320Nm all the way from 1,700 to 3,000rpm. That constant maximum torque, even at low engine speeds, means comfortable, responsive

driving, but also less engine strain and better fuel consumption.

The engines are also designed to operate with 100% synthetic oil and service intervals are now at 40,000km, resulting in a significant reduction in downtime and operating costs.

As for logistics, every Daily on the Mobile Media fleet is specifically fitted with a satellite navigation system to plot the most efficient route to any campaign delivery area – with mosaic mapping to match the geographic audience to clients' advertising messages.

The vehicles have also been fitted with TomTom Work telematics to allow head office to monitor each driver's campaign delivery.

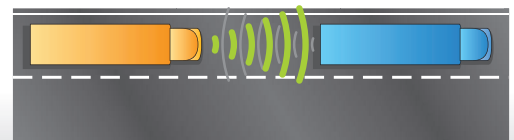
The Christchurch-based firm runs an all-Iveco commercial vehicle fleet, with 75 3.5 tonners across its five regional depots.

"Streamlining the fleet with a single manufacturer ensures we benefit from all sorts of operational efficiencies," comments Olsen. "Plus the Iveco dealer network provides excellent support nationwide and vehicle reliability is first class."

# ADAPTIVE CRUISE CONTROL RADAR ALIGNMENT

Steertrak, the nations leading laser wheel alignment specialist is now able to offer **Adaptive Cruise Control (ACC) radar alignment** as part of its nationwide service. Using the latest equipment designed specifically for commercial vehicles, Steertrak is able to ensure that the radar sensor is aligned both horizontally and vertically in relation to the thrust angle of the vehicle, maintaining safe and reliable operation. Call **01684 276900** or email [sales@steertrak.co.uk](mailto:sales@steertrak.co.uk) to find out more.

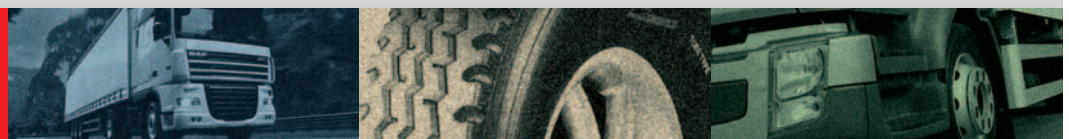
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