

## Tesco orders Ivecos for urban store fleet

Tesco has added its first Iveco trucks to the fleet – purchasing 20 Eurocargo 18-tonners. The move follows success with some 1,500 Iveco Daily light commercial vans operating with the company's home delivery arm, Tesco.com.

The new Eurocargo 180E25/P trucks increase the size of Tesco's rigid truck fleet to 280 vehicles, with the rigids being used almost exclusively for urban store deliveries.

Iveco's order comprises five Eurocargos for dry freight operation, each with Lawrence David curtainside bodies, as well as a further 15 identical chassis mounted with Solomon twin-compartment reefer bodies and Carrier Transicold Supra 850 MT (multi-temperature) refrigeration equipment. All 20 trucks have D Hollandia low-noise tail-lifts to support quieter store deliveries.

"We selected the Eurocargo on the back of Iveco's excellent performance within our Tesco.com operation," explains Cliff Smith, Tesco's fleet engineering manager.

"The Eurocargo ticks all of the boxes for what we require from an 18 tonner, but we'll be gathering driver feedback and monitoring performance closely over the coming months," he adds.

For extra safety, Tesco has specified all 20 vehicles with Sentinel radar reversing aids, which automatically apply the brakes for three



seconds, if the truck reverses too close to a potential hazard. If the obstacle moves away from the truck and no longer poses a danger, the system automatically resets itself.

Tesco has also added a nearside corner proximity sensor system, which notifies drivers when they approach blind-spot hazards, such as pedestrians along the front nearside of the vehicle.

## Enza shapes up for Cheshire Mouldings

Mercedes-Benz dealer Enza has supplied St Helens-based Cheshire Mouldings with two very different trucks. One is an 18-tonne Mercedes-Benz Axor 1824; the other a 3.5-tonne Fuso Canter 3C13.

Truck Craft, of Stalybridge, fitted the Axor with a curtainside body, with flush-fitting rear doors, and the Canter with a 14ft aluminium dropside body with A-frame cover.

Deliveries, most of which are made to builders' merchants and DIY stores, had previously been entrusted solely to the company's six Axor rigids – a combination of 18- and 26-tonners. However, the firm's first Canter has now added extra flexibility to Cheshire Mouldings' transport operations, according to office manager Jacquie Capper.

"We wanted something smaller, for panic deliveries and visits to sites, and also for delivering point-of-sale marketing materials to some of the retail outlets we supply," explains Capper.

"The Canter was competitively priced, as well as being easy to drive and very practical. Had we chosen a box van, we would have been severely restricted in the length of items we could carry, whereas the Canter chassis is able to take a much longer body. It also has a reputation for being economical to run and extremely reliable," she adds.

"Our Axors, meanwhile, have served us very well over the years," continues Capper. "They're well liked by our drivers, cost effective to operate and project a smart, professional image when out on the road or delivering to our customers."



## Wickes builds efficiency with Bevan-bodied Fusos

Wickes' customers are now receiving home deliveries from six new 7.5-tonne trucks that combine what the firm believes are market-leading payloads with minimal footprints – making them ideal for residential areas operations.

These are Wickes' first Fuso Canter rigids and have been fitted with lightweight, fast-access curtainslide bodies by West Midlands dry freight specialist Bevan Group.

Constructed around aluminium frames at Bevan's factory in Halesowen, the 20ft bodies were designed for multi-drop applications, with curtains tensioned from front to back by sliding door panels and locks at both ends.

The result: drivers have no time-consuming straps and buckles to contend with. To gain access, they simply slide back the curtains, concertina-fashion.

Bevan also fitted each vehicle with a 1,000kg Anteo tuckaway tail-lift, yet each truck still achieves a 3,300kg payload.

"We introduced our delivery service a couple of years ago and it's gone from strength to strength," explains Wickes Group fleet manager Sean Cooper.

"Much of this work is assigned to 3.5-tonne Mercedes-Benz Sprinters, but the 7.5-tonne Canter allows us to increase efficiency and save fuel by making more drops per run," he continues.

"It's also more compact than a traditional 7.5-tonner, with a narrower cab and a reduced visual impact, which makes it more appropriate for home deliveries."

As for the choice of Bevan bodies, he says: "Bevan was recommended to me by a colleague from our Benchmark and City Plumbing operations. "Its bodies are clearly built to a high standard and look well able to stand up to the eight-year working lives we anticipate for these vehicles."

The range-topping Canter 7C18 chassis were supplied by Mercedes-Benz dealer Intercounty Truck & Van.