

Tridem's manoeuvrability convinces Wynnstay

Animal feeds manufacturer Wynnstay has added three new Volvo FM11-410 tridem eight-wheelers to its fleet of 80 LGVs – its first Volvos for 12 years.

"The 8x4 tridem, with its hydraulically-steered lifting rear axle, provides the benefits of double drive traction, together with the manoeuvrability of a six-wheeler and an 18.5 tonnes payload," comments Wynnstay logistics manager Zak Edwards.

He makes the point that they are able to access tight farm delivery points that would not be possible with an 8x2 single-drive, four-axle rigid or even a six-wheeler.

"The tridems replace six-wheelers, but provide eight-wheeler capacity, with no loss of access to farms," confirms Edwards. "The rear lift axle is a big advantage in tight places."

Edwards specified Volvo's D11C410 11-litre engine – which develops 410bhp and 1,950Nm of torque between 950 and 1,400rpm – matched to the I-Shift gearbox.

He also went for Globetrotter cabs, cornering lights and extra



spotlights, and says that, despite the additions, the tridems still come in at a surprisingly low unladen weight.

"Even though we are very conscious of weight, we make no compromise on quality," says Edwards. "Our vehicles have a pretty hard life and we keep them in service for a long time."

Wynnstay, which is headquartered in Llansanffraid-ym-Mechain in Powys, is also trialling Volvo's telematics system Dynafleet on the new tridems, using the I-Pad user interface. "It works well on the bigger screen. I like the fact that you can dip in and out of Dynafleet via the app," states Edwards.

"The 'snail trails' route tracking feature is useful. We deliver to many remote farms and it will be good to know exactly where the trucks are in the winter when the weather can be very bad," he adds.

All three tridems have been fitted with four-compartment bulk blower bodywork by Wisbech Bulk Systems and Priden Engineering, with the Globetrotter cab helping to smooth airflow over the top.

Randall Barber rates Continental

Steel haulage specialist Randall Barber Transport reckons it's saving eight pence per kilometre per tyre since using Continental – with each tyre travelling up to 10,000km further, compared with the fleet's previous tyre brand.

Director Steve Barber says the Altrincham-based firm is also getting good technical advice from Continental's technical services team, and adds that efficiency and reliability are also good.

"I was keen to find a more cost-effective tyre solution when the price of tyres rocketed just over three years ago," explains Barber.

"Continental tyres proved to be both competitively priced and achieved a greater mileage for less. Hence our decision to run Continentals across our fleet for the long term."

Randall Barber uses a 50/50 combination of new and retread tyres for its fleet of 12 trailers and eight tractor units. The company also sends used tyres to Continental for retreading and the firm reports no vehicle downtime for tyre issues.

"The wear rates on the Continentals are impressively even," continues Barber. "We haven't found any excessive shoulder wear or uneven wear patterns on the steer tyres."

"This has made a big difference, in terms of running efficiency, and certainly compares favourably with previous suppliers. On the one occasion that we required technical help, our Continental technical advisor sorted the problem within a week. I thought this was great service."

First Schmitz Cargobull for Brian Yeardley Continental

West Yorkshire-based logistics firm Brian Yeardley Continental has taken delivery of its first Schmitz Cargobull trailer – a Mega Euroliner – as part of a benchmarking exercise against its existing trailer fleet. Managing director Kevin Hopper placed the order, after Schmitz Cargobull agreed to match his specification.

"It's always better to have a choice of suppliers and on first impressions this new Schmitz Cargobull trailer is proving very impressive," comments Hopper. "I'm getting excellent feedback from my warehouse manager and our drivers. Plus its delivering some added benefits, too, such as fuel efficiency," he states.

The tri-axle semi-trailer was built primarily to transport chemicals to mainland Europe, returning to the UK with white goods and automotive components. The nature of this work requires 16 pairs of lashing positions on the trailer deck, together with anti-vandal reinforced curtains and a lifting front axle to minimise tyre wear. Michelin 445/45 R 19.5 XTA2+ Energy tyres were also specified.

The trailer meets DIN EN 12642 Code XL certification for load security and has also been fitted with Schmitz Cargobull's ROTOS running gear, in place of Brian Yeardley's usual BPW axles.

Joining 27 4x2 tractor units and 40 Mega trailers, the Schmitz Cargobull unit stands out for its ability to lower roof height from 3m to 2.75m – 10cm lower than its other trailers. "10cm might not sound like a lot, but when the trailer is covering up to 3,500km a week, it can equate to a 3% saving in fuel," says Hopper.

"Volume is another priority," he continues. "The inside front wall of the trailer features a neat chamfered edge set back into the bulkhead, which helps us to maximise payload. We estimate it has increased our load space by 12cm."



Day Aggregates adds more DAF trucks

Nine DAF CF85 four-axle tippers have joined the 120-strong fleet of aggregates and recycling company Day Aggregates.

Power comes from the 12.9-litre Paccar MX Euro 5 engine, rated at 360bhp at 1,900rpm, and providing a power-to-weight ratio of 11.25bhp/tonne. This, combined with the engine's flexible torque output of 1,775Nm at between 1,000 and 1,410rpm, and a mechanical diff lock, means the DAFs are capable of coping with all surface and load conditions likely to be encountered.

Group transport manager Chris Cooling says that his 32-tonne tippers provide a payload advantage of around 250kg over some other tippers. And he adds that, by selecting Edbro tipping gear, further weight savings have been achieved.

As for the bodies, Cooling went with PPG aluminium bodies and Edbro CX15 gear for trucks involved only in delivering either primary or recycled aggregates, resulting in trucks light enough to achieve a 20,300 kg payload. Meanwhile, those for use on site clearance work have Charlton Superlight steel bodies, better able to withstand the knocks. These have Edbro CX14 tipping gear and deliver a payload of 19,700 kg.

An important part of their work is in support of Crossrail, Europe's biggest engineering project, planned for completion in 2018. Safety



features required by Crossrail include a side scan system and side guards to protect cyclists and other road users. A reversing camera and white noise bleeper, twin hazard beacons, front and rear strobe lights, and wheelnut indicators were also specified for these tippers.

"The safety and comfort of our drivers are also key considerations," comments Cooling. And he adds: "These new DAFs have hydraulic tailgates with an air-operated locking bar and a Covermaster sheeting system, both operated from the cab."

BP McKeefry tanker combination helping to clean up London

Tanker operator BP McKeefry has introduced an interesting purpose-built tanker combination to its Basingstoke fleet. The Volvo FH-540 8x2 rear-steer rigid, which has been equipped with a tanker body by Crossland Tankers, is known within the company as 'The Recycler', and has ADR certification for hazardous chemical use.

"Dennison Commercials really came to the party when specifying and designing this vehicle," comments Peter Esler, managing director of BP McKeefry. "We initially went out to the market with our concept, but Volvo came back with the most technical detail, which aided us in making decisions and gave us confidence."

The 540bhp FH was selected, matched to Volvo's I-shift automated transmission, because the power unit is required to drive not only the truck, but also an auxiliary high pressure jetting pump and liquid ring vacuum pump. The jet system can pump 500 litres per minute at 200 bar, while the vacuum unit operates at 1,820 cubic feet per minute suction rate.

Importantly, the truck also recycles pumped water, filtering and recirculating it for jetting. Total tank capacity is 15,000 litres, with 13,500 litres for recycled water and 1,500 for clear water. Esler makes the point that this means the truck does not need to be moved to and fro for refilling – delivering significant efficiency and benefits.

Meanwhile, a Volvo FH was specified – with several ECU modifications – instead of the company's normal FM420 6x2, because the unit is operated by a two-man



crew who may be required to sleep in the truck overnight.

The XL cab includes two beds and was specified with Volvo's Driving+ package, which includes extra features for operator safety and comfort.

The new tanker will be used for sewer and culvert cleaning, wet-well cleaning, gully and soakaway emptying, interceptor waste removal, blockages clearance, spillage clear-ups, root cutting and beany block cleaning.

It joins a total BP McKeefry fleet of 100 trucks and 200 tankers.

Pilgrim chooses Gray & Adams

Temperature-controlled truck bodies by Gray & Adams have been fitted to Pilgrim Foodservice's latest fleet additions. But that's only part of the story. The company previously ran Mercedes-Benz Atego 16-tonners, but the new arrivals are 7.5-tonne Fuso Canter 7C15s, also from Mercedes-Benz.

Pilgrim Foodservice managing director Peter Bateman says the firm trialled a Canter last year and, after that vehicle proved its high payload and fuel efficiency credentials, he ordered more.

Back on the bodies, though, this operator runs its trucks for seven or eight years, at which point the insulated boxes are removed and fitted to new replacement chassis. "We've tried other suppliers' bodies in the past, but they didn't stand the test of time," states Bateman. "Gray & Adams' equipment is manufactured to such a high standard that we know we can rely on it to give us a double life."

And he reckons that the dual compartment box construction also contributes to higher payloads. "The lightweight chassis complements Gray & Adams' body and allows us to carry a good half a tonne more than we could on a conventional 7.5-tonner," confirms Bateman, adding that fuel economy is also impressive.

Pilgrim's new Canters will all feature the OEM's dual-clutch automatic transmissions, which, according to Bateman, have proved very popular with the drivers.

Fitted at the manufacturer's Doncaster production facility, and equipped with Carrier Xarios 600 multi-temperature refrigeration units, these units include fixed bulkheads with wing doors.