



# FORD'S NEW FACE

Although known particularly for its Transit van in the UK, and of course for its passenger car range, a Ford joint venture launched the F-Max 4x2 tractor at last year's IAA show in Hanover, Germany. Now TIP Trailer Services has signed up to offer maintenance to operators who run into trouble in Europe - including the UK. By Will Dalrymple

The F-Max truck, which is intended to be sold mainly in the Middle East, Africa and Russia, is made by Ford Otosan, a joint venture between the vehicle OEM and Turkish conglomerate Koc Holding. It appears to be the company's heaviest vehicle, although it has manufactured the Ford Cargo LCV (predecessor to the IVECO Eurocargo) for decades. A construction rigid range was launched in 2016. No right-hand drive models are available.

Ford Trucks vice president Serhan Turfan says: "In parallel with our growth target in Western European markets, the cooperation with TIP Trailer Services will contribute significantly to our goal of continuous customer support."

TIP Trailer Services, which operates 11 locations around the UK and another in Dublin, provides warranty services as well as general maintenance, tyre replacement, truck washing and breakdown recovery. TIP has been operating Ford's European breakdown service for a few years.

Service, of course, requires parts. As part of the arrangement, TIP and Ford

have arranged a minimum spare parts stock level; parts are replenished from Poland within 48 hours.

Technician training included a detailed training session in Istanbul, as well as on-site training. TIP can also draw on online and phone support services.

TIP Trailer Services' chief operating officer Paul Beadle says: "We look forward to supporting Ford Trucks on its strategic growth journey in Western Europe." **TE**



## F-MAX TECH SPECS

- Power for the 6m-long tractor comes from a new Ecotorq E6 12.7-litre diesel engine, also made in Turkey. The 17:1 compression ratio diesel produces 493bhp at 1,800rpm, and 2,500Nm at 1,000-1,400rpm. The engine, which also features a variable-geometry turbocharger, drives through a ZF 12-speed automated transmission (ZF12TX2620) and differential lock. Compliance to Euro VI D emission standards is achieved through SCR and EGR.
- The tractor body includes a 2.5m-wide sleeper cab, 600-litre main fuel tank and 78-litre AdBlue tank. Its default fifth wheel height stands either 1,100mm or 1,200mm above the ground.
- Technology systems offered as standard include advanced emergency automated braking systems, lane departure warning system, electronic stability program, axle load indicator and FMS integration via Ford's ConnectTruck system. Optional systems include the MaxCruise predictive cruise control system, intarder and TPMS.