

Combine harvester deliveries no problem for TH White trailer

TH White, which hauls machinery all over the UK, has taken delivery of a new tri-axle step frame trailer from Andover Trailers in a bid to make deliveries easier.

Agricultural sales administrator Mike Packham says the firm needed a trailer strong and wide enough to transport larger machinery, such as combine harvesters, but compact enough to go down narrow tracks.

"We were having some real problems with our last trailer. It was too big and clumsy to get around on some of our customers' farms, so we decided to go for a bespoke design," explains Packham.

"We looked around to see



what other people in the industry had and everyone who used Andover Trailers seemed to have come away with a product that

scored high in both of those areas – so basically we followed suit," he adds.

The bespoke SFCL40 tri-axle

step frame has a short fixed deck behind the neck, from which both sides of the trailer extend hydraulically on fabricated arms from a width of 2.53m to 3.6m.

The specification also includes wheel wells on the deck to accommodate a combine's front tyres, with covers to allow the trailer to be used with conventional loads.

To ensure safe loading, the power toe and hydraulic fold-forward ramps are mounted on platforms, so they can be extended to the same width as the deck. It also has toolboxes under the fixed platforms, a lifting rear axle and a BH 550 hydraulic winch, with radio and remote control.

The trailer joins a fleet of two articulated trucks, 170 service vans and 28 trailers at TH White. It will cover an average of 50,000 miles a year, performing up to five drops a day, six days a week.

Emons recommends Shell's FuelSave Partner programme

Netherlands-based Emons, which operates 450 trucks across four divisions (Emons Cargo, Van Huet Glass Logistics, TWO Chemical Warehousing and Logistics, and Emons Recycling Logistics), is recommending Shell's FuelSave Partner scheme for achieving significant fuel economies.

The system involves monitoring driver behaviour and vehicle performance concurrently to bear down on consumption, using technology from Shell.

"This system finally helped us to understand how our vehicles' fuel consumption is impacted by different driving behaviours," recalls Emons fleet manager Roger Reiniers. "Previously, we were able to register the overall fuel consumption, but there was insufficient data on specific driver-related factors. FuelSave Partner has enabled training to be tailored to individual drivers

and then to focus on the areas for improvement."

Reiniers says the reports and analysis are very detailed, comprehensive and user-friendly, and have allowed his company to take action wherever necessary – to the point that

results have exceeded all of its expectations.

"Within our pilot fleet of 17 vehicles in Emons Recycling Logistics, we have seen an average reduction in fuel consumption of 5.3% over a six-month period. For some

individual drivers, we have seen up to 10% in fuel savings," he states.

"This would also translate into a CO₂ saving of almost 90 tonnes for a typical year of operations."

As for how it works, Reiniers explains that an on-board unit on the truck windscreen communicates with the vehicle's digital tachograph and CANbus, via the FMS gateway.

Data is reconciled with fuel consumption from the fuel card, which leads to an overview of driver behaviour and vehicle performance. It also ensures that what was paid for at the pump goes through the vehicle.

Data is accessed via an online tool, and Shell reckons a monthly subscription equates to a small and achievable percentage of the savings potential – and with no up-front investment.

The on-board equipment, its installation, links to the digital tachograph and CANbus, over-the-air communications, vehicle track-and-trace function, and the software and access to online reporting tools are all provided.



Travis Perkins builds green credentials

Builders' merchant Travis Perkins is one of the first in Britain to buy the low-emission EEV Fuso Canter light truck.

The firm has now taken delivery of seven 3.5-tonne

Canter 3C13s and has a further seven on order. All have alloy dropside bodies fabricated by Newland Coachworks of Northampton and 500kg DEL Slimjim column tail-lifts.

Power comes from a 130bhp 3.0-litre diesel, delivering 300Nm and matched to a new six-speed manual gearbox.

Group transport operations manager Liam Holland says Travis went for the Canters after running a demonstration unit supplied by Intercounty. "We've been using that vehicle in Scotland for the last two years and it hasn't missed a beat.

"The Canter has a strong, robust chassis and we know from our experience that it's very reliable. With the body and tail-lift fitted, the truck still has a very

competitive payload of just under one tonne – and it also offers a 3.5-tonne towing capability," he adds.

Holland also says that the Canters' three-year, unlimited mileage warranty was "very reassuring".

Meanwhile, he explains that the 32 Mercedes-Benz Sprinter 313CDI vans he purchased earlier this year were bought for their "great all-round package". They are in service with Travis Perkins' City Plumbing Supplies and Benchmarx Kitchens & Joinery divisions.



Double lifting axle trailers make worthwhile cost efficiencies

S&J European Haulage says it has added new double-deck SKO Express dry freight box trailers from Schmitz Cargobull

to its fleet, because their lower rolling resistance saves money.

The tri-axle units are being used to transport adhesives

between the UK and Belgium, and S&J transport manager Mark Turner explains that they were specified with front and rear lifting axles that remain raised when the trailers are not fully laden.

That, he says, reduces rolling resistance when lighter loads are in transit – helped by fitment of Michelin X One MaxiTrailer tyres. "Because we seldom have all three axles down, rolling resistance has been minimised and we are achieving fuel efficiency of around 2mpg.

"That may not sound hugely significant, but in monetary terms it means cost efficiencies of £65 per trip, per vehicle. The trailers are working seven days a week, so that's a noteworthy saving," adds Turner.

In operation, these trailers run on the single axle, but sensors prompt the front and/or rear axles to drop down as weight is added. This feature ensures that any load is evenly distributed over the optimum number of axles, and that the trailers are compliant with UK and European regulations.

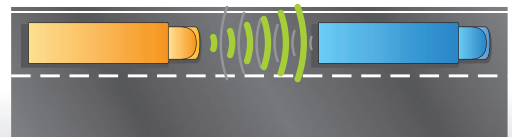
Turner also says that the double-deck design allows more than 60 pallets to be stored. Moreover, that enables fragile loads, unsuitable for block stacking, to be carried two-high.



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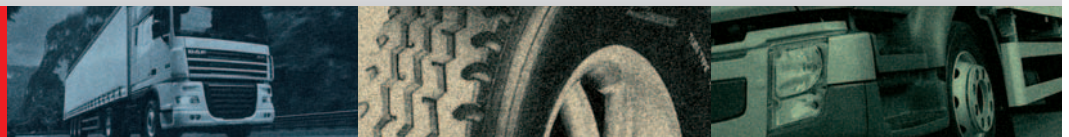
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