

## Longley Farm meets LEZ on DAF 18-tonners

Yorkshire's Longley Farm transport engineer Mike Wilson reports that his firm has put a pair of DAF CF65 18-tonners into service to beat the London LEZ (low emission zone) problem.

The trucks feature the 6.7 litre Euro 5 compliant GR165 engine, rated at 250bhp, to give the CF65s an ample 13.89bhp/tonne of power to weight.

Wilson says that means they can also deal with the hilly terrain around Holmfirth, when leaving the dairy fully loaded, while also achieving good average speeds on long runs, without compromising fuel efficiency.

"With these new DAF trucks, we're not only able to meet the LEZ rules for the foreseeable future, but we are also satisfying our own high standards as a food producer to be more environmentally responsible in every aspect of our operation," comments Wilson.

Both trucks work to an intensive delivery schedule, making up to 14 drops a day – which will see them covering around 100,000km per year.



Since their runs involve nights away, both trucks were specified with the DAF sleeper cab, and Paneltex of Hull built and fitted the 53 cubic metre fridge bodies to each of the trucks' 6.9 metre wheelbase.

These are based on vacuum

bonded composite panels, with high impact-resistant skins to minimise damage from loading and unloading. Exterior aluminium capping also results in a high quality, durable body, and the trucks have a 16 pallet capacity, with barn type rear doors, as well as a side

door for safe nearside unloading.

As for the rest, food produce is kept chilled by a Carrier Supra 850 refrigeration unit, while a Dholandia DH-RM 1,500kg tuckaway tail-lift has been fitted, as well as a Brigade reversing camera aid.

## Greenest mobile access trialled at PJ Hire



PJ Hire Services has taken delivery of the first Euro 5 van in the UK to be mounted with a hybrid Versalift mobile access platform that can operate without the vehicle's engine running.

The 5.2 tonne Iveco Ecodaily 50C17 was supplied by Iveco dealer Hendy Van & Truck and joins a 180-strong fleet of commercial vehicles operated across seven depots in southern England.

Richard Buttling, fleet manager at PJ Hire Services, explains that the van was purpose-built for the street-lighting sector and will be used exclusively by PJ's largest customer, May Gurney Cartledge.

"We're continually looking for ways to make our truck fleet even greener and have worked closely with Versalift specifically to develop this new technology," says Buttling.

"By combining the environmental benefits of the Ecodaily with a hybrid mobile lifting platform, we are setting new standards for the market and delivering a significant carbon saving

for our customers," he continues.

Buttling also comments on the added value of reduced noise. "Cartledge is routinely required by councils to operate at night and the ability to service a street light in a residential area, without the engine constantly driving a PTO, is a huge benefit," he says.

In this case, the battery is sufficiently powerful to handle 60–80 lifts per day, with the proven 3.0 litre Fiat Powertrain Technologies (FPT) engine recharging the pack when travelling between jobs.

Like all similar vehicles on this fleet, the Ecodaily has been equipped with an emergency stop button in the cage and at the base, a manual emergency pump and twin stabilisers, operating within the vehicle's width. The van body has also been ply lined, and includes racking to enable tools and equipment to be carried, plus flashing roof beacons.

As for traction, power is delivered through the rear wheels – a feature



that Buttling says helps when starting from rest on steep slopes.

The 3.0 litre, 170hp, 400Nm engine itself is Iveco's EEV (enhanced environmentally friendly vehicle), with ultra low emissions, thanks to its two-stage turbo-charged engine, EGR (exhaust gas recirculation) and DPF (diesel particulate filter), which has filter regeneration controlled by the engine management system.

Says Buttling: "The Iveco Daily and Ecodaily range ticks the box for all of our mobile access platform applications between 3.51 and 6.5 tonnes." And he adds: "The robust steel chassis provides a solid base for mounting the boom, whilst our experience has found the driveline delivers excellent reliability."

## Earthline takes more Loadmaster tippers

Wiltshire-based Earthline has given the thumbs up to Thompsons' SkyLift automatic tailgate by placing an order for another 12 Loadmaster tipper bodies, all fitted with the system.

Earthline general manager Malachi Chambers explains that SkyLift uses an underbody cable to automatically open the tailgate as the tipper body rises.

Most important, he also says it is robust, inexpensive and very easy to maintain, even with harsh treatment.

"The system works really well, because it's so simple," insists Malachi. "We've run the first Thompsons SkyLift truck now for over a year, on both quarry and muckaway work, and haven't broken even a single cable."

And he adds: "As the driver no longer needs to get out of the cab, SkyLift also gives us an obvious health and safety benefit, and the whole tipping cycle is speeded up, too."

Malachi also makes the point that every aspect of his vehicles needs to be productive across all of the operations. And this fact means that



how vehicles and equipment stand up in everyday truck service is key.

"SkyLift just makes total operating sense, so it's now part of our standard tipper specification," he says – adding that the all-steel Loadmaster with

SkyLift tailgate is now Earthline's only choice of tipper body.

Interestingly, Malachi also specifies Hyva front end tipping gear, not just because of its lighter weight and faster tipping, but also "their back-up and

support is absolutely superb". The end result, he says, is a rugged, tough and supremely versatile overall tipper package.

"Lighter bodies aren't really for us. The qualities we really want are strength, durability and reliability," says Malachi. "The Loadmaster fits the bill perfectly. It's the most proven product of its type there is and we're still getting a great payload, irrespective of the make and model of chassis carrying it."



## NY Recovery gets biggest accident unit ever

The biggest accident unit ever built on a four-axle chassis by Roger Dyson has now taken to the road with Kent operator NY Recovery.

Neil Yates, managing director of the Snodland-based recovery company, explains that his new Hydraloader HR8000 SLA (super-low approach) has an 8,000kg capacity sliding steel bed that presents a loading angle of just five degrees.

Based on a DAF 8x2 rear-steer sleeper cab chassis, the truck has also been equipped with a 4,000kg second vehicle lift and a 50-tonne/metre PM50025 five-extension crane that can be extended out to 14.35 metres and works with a Dyson Hydra clamp



damage-free lifting frame. Other interesting points include a 14,000lb sliding platform winch and extra rear stabiliser jacks – all of which are under remote control, along with the second lift, crane and winch.

Yates concedes that his new truck is "completely over the top" for regular vehicle recovery, but says its versatility means that it will still be a highly

productive addition to his truck fleet.

"It's totally unnecessary and I'll be the first to admit it," he laughs. "But we have a strong image, and I like trucks that are a bit different and 'in your face'," he says.

And he explains: "The crane has a phenomenal reach and lifting capacity – so, from a recovery point of view, we'll never use it to anything like its full

potential. However, we also operate a plant transport division that does a lot of crane work, much of which involves moving big generators. Its all-round capability means we'll be able to utilise our new Dyson equipment on this side of the business as well."

This is the seventh Hydraloader SLA in less than a year for NY Recovery – so Yates clearly likes them.

"The SLA slideback's loading angle is certainly the major attraction, because it means we can recover the lowest of sports cars, without any risk of damaging them. I even sent an 18-tonne Mercedes up to Roger's factory in Droitwich at one stage, so he could remove a body with a loading angle of 17 degrees and replace it with a five-degree SLA," he comments.

"The finish and build quality is superb," he continues, "and so, too, is the service support. We had a couple of niggling faults early on, but I live in the real world and I understand that these things happen. What impressed me, though, was the fact that they were dealt with immediately."

