Flexibility key to Marshalls' drawbar outfits

Operational flexibility, optimisation of payload and improved driver safety were key factors in the specification of 16 DAF drawbar outfits, now in service with Marshalls.

The hard landscaping products specialist went for DAF's 6x2 FAN CF85 model as the drawing unit, in a bid to improve the efficiency of its national delivery service.

The DAF trucks and their trailers operate to the full 44 tonne gvw, but, where site restrictions make it difficult for the full unit to gain access, the trailer is left in a nearby secure place.

Marshalls' regional logistics manager Guy Ripley explains that the drawing unit then drops its load and returns to the parked trailer to tranship the remainder of the load, using the on-board crane.

Ripley says site access is also made easier by the greater manoeuvrability that comes from the self-tracking, rear-steer capability of the DAF FAN model. And he adds that, by raising the rearmost axle, traction can be increased on the drive axle to assist move-offs in the slippery conditions that are often encountered on building sites.

The DAFs are running with SDC and Wheelbase tri-axle trailers and both trucks and trailers have dropside bodies by Micra of Wakefield. A particular feature of the body is the move from metal side panels to lighter weight units, with a reinforced

curtain. This cuts weight, means less effort for the driver in lowering and raising the dropsides, and improves the aesthetics of the truck.

Ripley indicates that further weight has been taken out by using Alcoa Frontrunner polished alloy wheels, which also add to the smart appearance of the outfits.

Incidentally, as a result of comments from driver representatives, Marshalls also decided to increase capacity on the cranes. Two types are now being used: one, a Palfinger PK14001, and the other a Hiab XS 122BS-2 Hi-Duo.

Both can be remotely controlled from the ground, but the drivers prefer to do this from a position of height, so they can see what's around them. As a result, an additional feature is easier access onto the body, with a working platform for safe crane control.

Ripley says Marshalls now has "a blueprint specification for our vehicles for the future". He adds that all aspects of the specification were addressed, from the base vehicle and trailer to the body specification and the choice of crane.

"I am delighted with the outcome of what has been a lengthy exercise to develop the specification and deliver trucks that meet all the criteria," he states.

"All parties involved have done a great job, and both the company and our drivers are very pleased that we have got vehicles that will be efficient, productive and safe – and have the added benefit of presenting the professional image of the company."

Marshalls' contract with CVL includes repair and maintenance, using DAF dealers local to the trucks' locations. Each of the trucks is expected to clock up around 700,000km during its planned service life with the company.

The trucks were supplied through Preston-based DAF dealer Lancashire DAF.

Two LCVs go into one multi-function tipper for Jarrett

Jarrett Plumbing & Heating, of Hevingham, near Norwich, reports that it has been able to replace two smaller vehicles with a 7.5-tonne Fuso Canter.

Its new Canter, which is now being used to deliver heating oil tanks

to Jarrett's commercial and domestic clients, has a custom aluminium tipping body by Priden Engineering.

It also includes a lockable toolbox, full LED working lights, a reversing camera and an on-board weighing system, as well as a Fassi F50 truck-mounted crane for loading and unloading.

"Moving up to a 7.5-tonne truck has allowed us to work much more efficiently, as it can effectively fulfil a role that previously required two vehicles," states company director Steven Jarrett.

"Even with all of the equipment we've had fitted, it still retains a payload of around 3.75 tonnes, which means it can carry a plastic or stainless steel tank of up to 10,000 litres capacity, as well as a two-man installation crew and all their tools," he continues.

Jarrett says he specified the tipping body to carry building materials that the company uses when constructing the base area for a tank installation, adding to the overall versatility of the Canter.

"At the same time, though, it is also more compact than a traditional 7.5-tonner, which is a big advantage, as access to some of the sites we visit can be very tight," he adds. "It's an excellent small truck, with large capabilities."

West Lothian rates new Gully Whale tankers

West Lothian Council says it's pleased with three new Gully Whale tankers – two MCV (medium volume combination) and the other being a HVC (high volume combination).

"Not only are the Gully Whale MVCs performing well, but the HVC has given us the capacity to handle a wider range of applications," states Joe Drew from the council's fleet and cleansing services division.

"It has significantly improved our gully cleaning service, as it is proving particularly effective at dealing with areas such as underpasses," he continues.

Specified on DAF's 18-tonne FA LF 55.220, 4x2 left hand drive 18-tonne chassis, with sleeper cab, both 1,800 gallon capacity MVC tankers are equipped with Whale's upgraded anti-vibration gully boom control unit.

The control was developed in-house as a means of reducing health and safety concerns surrounding hand-arm vibration. Integral within the control is the vacuum pump PTO and boom valve switches.

Meanwhile, high pressure jetting comes from an Orca 240 high pressure pump, capable of delivering 120 l/min, whereas vacuum power comes from a Mistral 402 series exhauster compressor, specified by many local authorities for its performance and reliability.

Associated with the onboard jetting facility are both main and secondary hose reels, the latter being hydraulically operated on the tanker's nearside and fitted with a 30m x half inch high-pressure hose. The main hose is 100 metres long and both MVCs have also been supplied to meet the requirements of Chapter 8, which involves the provision of highway signs and Hi Viz signage, reflective tapes, reversing camera, amber light bar and overhead loading boom work light.

At the same time, the 1,700 gallon HVC is also based on a DAF 18-tonne 4x2, although in this case the FA LF 55.250. Drew explains that it has been equipped with a 5-inch, full-bore hydraulic loading boom, operated from hand-held controls that include suck/blow and boom valve open/close.

On West Lothian's model, jetting power comes from a Pratissoli MW series high-pressure pump that delivers up to 59gpm at 2,000psi. The system also features both main and secondary hose reels, the former being hydraulically self-aligning, the latter hydraulically operated.

Vacuum power on the HVC is delivered by a much bigger and more powerful water-cooled rotary vane pump: the proven and reliable PR250 produces 910cfm - free air.

Drew states that Whale enjoys an excellent reputation in Scotland for the build quality of its tankers and that the same is equally true of its support infrastructure.

"Overall, we are confident that our current front line fleet of gully cleaners will continue to deliver even greater operational efficiencies moving forward," he says.

G&P Batteries makes positive choice with Iveco Stralis

Waste battery collection and recycling specialist G&P Batteries has placed an order for six Iveco Stralis 26-tonne rigids, following a competitive tender involving a total of six truck manufacturers.

John Kerr, business unit manager at Darlaston-based G&P Batteries, says: "The deal clincher was Iveco's whole life costs and proven fuel economy. Miles per gallon has always been a priority, but, with the cost of diesel spiralling, it's arguably more important now than ever before."

And he adds: "The Stralis wasn't the cheapest truck, but, when you factor in repair and maintenance costs over five years, plus the impressive fuel economy we know we can achieve from the Cursor 8 engine, the Stralis topped our shopping list."

Power is provided by a six-cylinder, 7.8-litre Cursor 8 engine, which is capable of producing up to 310bhp between 1,675 and 2,400rpm, and up to 1,300Nm of torque between 1,200 and 1,675rpm. The driveline package also includes a EuroTronic gearbox, offering drivers a choice of automatic and semi-automatic shifting.

G&P also specified a MIX Telematics system, which connects through Iveco's on-board Fleet Management System (FMS) interface. FMS now features on all new Stralis trucks, allowing connectivity with aftermarket telematics equipment and eliminating the need to specify factory-fitted options at extra cost.

Each of the Stralis Active Time 6x2 rear-steer rigids (AT260S31YP/S) will be supplied by local Iveco dealer Guest Trucks. They are being mounted with curtainside bodywork by Saunders of Stapleton, and Palfinger Crayler rear-mounted forklifts, to enable hassle-free loading at customer sites nationwide.

The vehicles will be in operation five days a week and are each expected to cover up to 60,000 miles a year. They will carry out collections from sites, ranging from car dealers and supermarkets to military bases and local authorities.