

A-Plant ups ante for drivers working at height



Plant rental firm A-Plant has launched a DAF 26-tonner that offers drivers maximum protection when loading and unloading equipment.

A-Plant's director of transport services Shaun Winstanley explains that the new truck has been designed to prevent falls from height and to mitigate other common hazards.

"This new vehicle is revolutionary to our industry, as it incorporates a hydraulically operated walkway down one side of the

vehicle, allowing drivers to safely enter and exit the items of plant when loading and unloading," states Winstanley.

"This is a major safety benefit, particularly when drivers are transporting items that are the same width as the vehicle body. Several of our major customers have already requested a demonstration of the new vehicle and it is currently on trial in our business," he adds.

A-Plant's transport, training and environmental, health and safety (EHS)

departments developed the new vehicle with Lancashire DAF and vehicle bodybuilder PPS Commercials.

The original concept was derived from a 'Bright Idea' submitted by an A-Plant HGV driver. Two early versions of the vehicle have been developed and, on the second version, the walkway was self-assembled by the driver.

This third-generation vehicle offers distinct advantages, as the walkway simply extends out at the touch of a button, so is operational within seconds.

Other safety features, developed with Brigade, include a CCTV system with four cameras that provide footage in the event of an incident. The vehicle also incorporates: Brigade's Sidescan ultrasonic sensor system, which detects objects in the vehicle's path, providing audible warnings to the driver; a BBS white sound reversing alarm; and an LCD monitor with three camera inputs and three auto triggers, such as reverse gear selection.

Winstanley says that the on-screen distance markers assist drivers when manoeuvring, and adds that there is the option to switch between mirror and normal views.

And he adds that electronic on-board weighing ensures that all loads are legally compliant, while an anti-theft Runlock device enables drivers to leave the vehicle running, while removing the keys to operate the beavertail.

Renault tipper adds real flexibility to DW Lusted fleet

Construction firm DW Lusted has taken delivery of a multi-purpose Renault Lander 430.32 8x4 tipper, equipped with both a Palift hook loader and Palfinger crane.

This truck, supplied by Renault Trucks South, joins DW Lusted's 14-strong fleet of commercial vehicles and the company maintains that it provides a wealth of flexibility for its operations.

The Lander is this specialist building trade contractor's first dual-equipped truck. The Palift hook loader and 21.9m Palfinger crane were fitted by TH White in Devizes, Wiltshire.

Commenting on the unusual decision to equip the Renault Lander with both hook and crane, DW Lusted managing director Andy Lusted says: "Fitting the vehicle with both pieces of equipment gives us enormous operational flexibility.

"We have two functions in one truck –

tipper or crane – and, if we put a bucket on the crane, we can use it as a muck lorry as well. From transporting green waste or clearing away fly-tipping, to moving



motorway blocks – the Lander does just about everything."

No surprise then that key to DW Lusted's purchasing decision were product suitability and performance, he says, as well as the relationship the company enjoys with local dealer Renault Trucks South, which will undertake vehicle servicing.

"We already have a Premium, so this is the second Renault truck on our fleet and the relationship we have with Renault Trucks South was an important factor in our decision to buy the Lander," confirms Lusted. "Driver acceptance of the Lander has also been positive – they find it a great truck to drive."

DW Lusted runs a mixed fleet of HGVs, transit van tippers and panel vans, which work on a variety of operations for leading commercial property management companies and developers.

Musgrave names Paneltex bodywork partner

Musgrave Retail Partners GB has upgraded part of its 400-strong distribution fleet for the Londis and Budgens retail outlets, using Paneltex for the first time.

The Hull-based manufacturer won the deal to supply all the multi-temperature rigid bodywork, as well as all the 8.2m and 9m refrigerated rear steer single axle multi-temperature trailers.

"Prior to finalising our decision, we did extensive research on the company and its product range, talking with existing operators and analysing the strength of their manufacturing skills," comments Graham Thomas, LGV fleet manager at Musgrave.

"We decided that Paneltex would be an ideal potential business partner for us and what's impressed us was not only their competitive proposal, but the fact that they gave us an extremely realistic promise on the delivery dates," he adds.

So far, Paneltex has supplied Musgrave with 12 refrigerated bodies, fitted on Mercedes-Benz Axor 18-tonne rigid chassis cabs, supplied by S&B Commercials, 19 refrigerated 8.2m-long trailers and eight 9.2m-long refrigerated trailers.

All the refrigerated rigids and the single axle trailers have been specified for multi-temperature operation and, once the new



fleet acquisitions are in service, the Musgrave distribution fleet will be 100% refrigerated.

"We feel that the use of compact single axle trailers offers greater functionality for us, in terms of meeting intensive delivery schedules, while allowing more efficient preloading of trailers," explains Thomas.

"The shorter semi-trailers allow us better access to many of our retail locations," he adds.

The 8.2 m rigid multi-temperature bodywork supplied by Paneltex on the Mercedes rigid chassis features longitudinal modular lanes to create a one-third, two-third split in the body.

Refrigeration is provided by Carrier Transicold Supra 850MT refrigeration systems, with DataCOLD 250R temperature

recorders. All the rigid vehicles also feature D Hollandia column tail lifts to Musgrave's own specification.

Looking at the multi-temperature refrigerated trailers, Paneltex manufactured both the rear-steer trailer chassis and the temperature-controlled trailer bodywork. The 8.2 m versions are similar to the refrigerated rigid bodywork, featuring modular longitudinal lane systems.

The remaining eight trailers are all 9.2 m multi-temperature refrigerated trailers, with refrigeration by Carrier Transicold's Vector 1850MT System 3 trailer refrigeration systems. All the trailers have also been fitted with Carrier Transicold DataCOLD 250T temperature recorders, as well as D Hollandia rear column tail lifts.

Trio of Dyson recovery trucks joins Burrows fleet

East Midlands-based Burrows Recovery has bought another Roger Dyson NRC sliding rotator, bringing its fleet up to three recovery trucks.

The new NRC has been fitted at the bodybuilder's production facility in Droitwich, Worcestershire, to a new DAF CF85 8x4 chassis, also supplied by Dyson.

The unit boasts a sliding and rotating

boom, capable of lifting up to 50,000kg, and a 16,000kg-capacity underlift. Other features include four hydraulic winches, two with 45,000lb capacities, and an ancillary 20,000lb pair, full storage lockers, a working area lighting system and radio remote control.

Roger Dyson also fitted the chassis with a removable tag axle to provide the optimum

axle loading specification for Burrows' police recovery work.

The NRC sliding rotator is the only system in the world that allows the crane boom to slide and rotate under full capacity. This ensures more flexibility in positioning the equipment at a recovery scene.

Burrows Recovery managing director Chris Burrows says that, in many instances, it can effectively double the crane capacity by allowing the boom to be slid over the vehicle's rear support jacks and used in a retracted position.

"We had no hesitation in replacing the previous truck with another Dyson," confirms Burrows. "The new unit is already working hard on our contracts with local police forces, truck operators and dealers."

And he continues: "The sliding and rotating system makes it extremely versatile and perfect for heavy recovery jobs, particularly in situations where extra reach is needed, when the ability to move the crane is a huge benefit. In fact, the NRC sliding rotator does everything we require."

