

French co

The recent Solutrans Show in Lyons had plenty to interest for truck and trailer



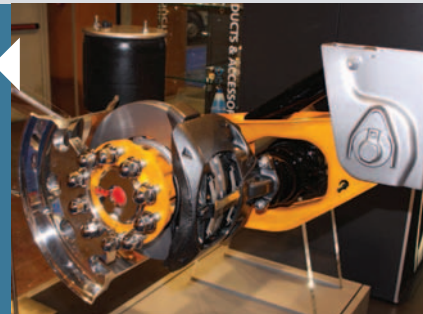
The new **Mitsubishi Fuso Canter** arrives in the UK in early 2012, with 3.5 and 7.5-tonnes options, and a 4x4 to follow. All are powered by the latest 3-litre engine, rated between 130 and 175bhp, along with optional Duonic dual-clutch automatic transmission, in place of a five-speed manual.

At Solutrans, the Canter Wide-cab show truck featured a very high-tensile steel (VHTS) Cabreta electro-hydraulic Tipper Top body, weighing 480kg, including ram and sub-frame. VHTS construction gives up to 160kg more payload, compared with the average steel tipper body.

More tipper technology could be found on a prototype Fiat Doblo Cargo. The electro-hydraulic tipper is provided by French LCV bodybuilder Gruau, with the tipper body having a galvanised steel floor and alloy drop sides. In other Doblo news, UK buyers can now get a fixed 4m² drop-side, platform-bodied variant, called Work Up.

Is this the 9-tonne trailer axle of the future? Available from September 2012, the **SAF 80 ONE** features a smaller axle-hub and revised calliper, which saves between 32 and 67kg per axle, depending on whether you fit steel or alloy wheels.

Available with discs or drums, the 80 One tag refers to its use with 80mm offset wheels. Note the smaller, 225mm stud ring diameter (as opposed to a typical 335mm pitch circle). Conveniently placed opposite SAF's stand was a new 22.5 x 11.5 Alcoa 80mm offset alloy, specifically designed for the trailer.



Light vehicle load restraint is steadily creeping up the enforcement agenda in France, which means the UK could soon follow. Swedish outfit **Forankra** showcased webbing-based cargo nets specifically for car-derived, compact and large panel vans. Attached to existing load restraint points in the body floor, the nets can be tightened down around the base, using an integrated ratchet strap. The largest net for 3.5-tonners measures 1.3 x 2.2m.



What is it about forged fifth wheels that UK operators don't like? Whatever the reason, SAF Holland hopes its forged aluminium fifth-wheel, with grease-free top-skid inserts, could help break down that resistance. Offering savings of 35 to 70kg, it's clearly aimed at bulk operators looking for every last kilo of payload.

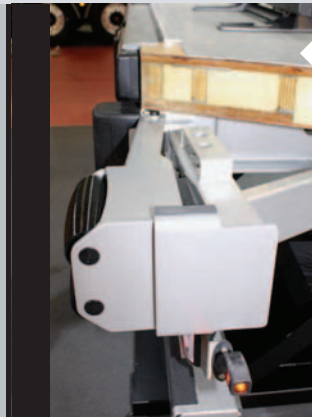


Connections

operators alike. Brian Weatherley picks out the main engineering breakthroughs



This U500 Unimog, with Arvel Snow-Tec plough and demountable gritter pack, features all-wheel-drive steering, which is now available as a factory option. Command electronics and hydrostatic steering components have been developed and provided by UK Unimog specialist South Cave Tractors. Steering rear-axle has hydro-mechanical locking mechanism and is derived from existing driven front-axle. The system uses electronic potentiometers to ensure correct steering angles, front and rear.

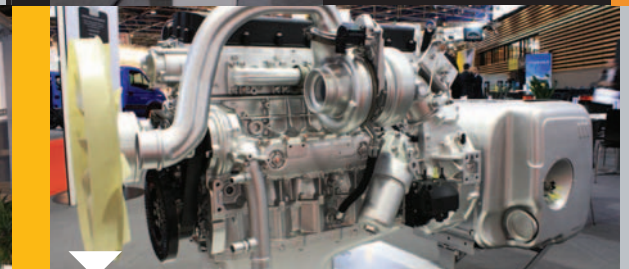


While some reefer manufacturers offer stainless-steel buffers on the back of their trailers, Chereau showed this innovative solution, based around conventional rubber. Close attention has been paid to the rear LEDs, which have hardened covers for extra durability.

Astra is Iveco's wholly-owned specialist heavy-duty division, which builds heavy-duty trucks and construction vehicles, including dumpers and artic tippers. The Gamma HD8 range stretches from 4x2 to 8x8 rigids. All are driven by Fiat Powertrain (Cursor) engines up to 560bhp, sitting beneath Astra's own four-point, coil-sprung, compact cab. In addition to severe duty rigid chassis, for logging, mining and quarrying operations, the Italian niche manufacturer builds heavy haulage and oilfield tractors.



This maximum volume Libner 'Eurolib' concept is based around a New Actros 2542 6x2 wagon and Frejat tandem-axle drawbar trailer. It features a telescopic hydraulic drawbar coupling that facilitates rapid through-cargo loading, via a hinged front bulkhead on the trailer.



Iveco isn't rushing to offer its 480bhp/2,250Nm Euro 6 Cursor 11 engine just yet – though that could change, if German authorities offer incentives. The in-line six's common-rail fuel injection system is pressurised to a maximum 2,200 bar and (unlike rivals) achieves Euro 6 with SCR (selective catalytic reduction) and oxy-cat alone. The latest electrically controlled variable geometry turbocharger comes with Iveco turbo brake, and similar common-rail features, as seen here, will appear on Cursor 9 and Cursor 13.

This 26m³ Tecnokar tri-axle tipper, with steel chassis and body, and alloy wheels, tips the scales at 4,650kg, and comes complete with steering front and rear axles on the Mercedes bogie. Options include a radio-controlled sliding top cover and hydraulically operated tailgate.



Coming to the UK next year, via selected DAF dealers, the TATRA Phoenix all-wheel-drive range of two-, three- and four-axle, heavy-duty, on/off-road rigids features DAF CF85 cabs and Euro-5 MX engines, atop the Czech-truck maker's trademark tubular chassis, in place of a conventional ladder frame. Driven-axles, equipped with either air or mechanical suspension (or both), hang off a centre spine, while split differentials, with separate crown wheels and shafts, provide direct-drive to all wheels.