

Ryder chips in with five wood pellet tankers

Five self-discharging wood biomass silo tankers are to be delivered by Ryder to solid fuels wholesaler Woodpellets2U, a division of CPL Distribution. They will be supplied under a contract hire deal that will see the custom-built Feldbinder bodies getting a double life when they are retrofitted to new chassis after six years.

Two 32-tonne DAF CF85-410s, carrying 38,000 litres, and two 26-tonne Mercedes-Benz Axor 2533s, with 30,000 litre capacity, will follow the 26-tonne DAF CF75-310 that served as the trial vehicle for these silo tankers, believed to be the first of their kind in the UK.

"We are already delivering thousands of tonnes of wood biomass and solid fuels around the country and across Europe, but we wanted to streamline the operation," explains Tim Minett, CPL Distribution's CEO. "We had been approached by a variety of outsourced vehicle providers, ranging from truck manufacturers to finance houses, but none could offer a complete package," he continues.

"With such specialised and expensive vehicles, we needed a competent supplier, used to operating complicated vehicles, and one that could put together a complete finance, maintenance and aftercare package." Minett was formerly chief executive of a truck rental and contract hire specialist firm, and says Ryder was the only company he knew with the expertise and flexibility.

As for why Feldbinder, Minett says CPL knew it needed something special, and so went to Austria, where 40% of energy is produced from wood biomass. "We made contact with Feldbinder, which had set up in the UK," he recalls. "We were impressed by their expertise



and so ordered [the first] 26-tonne truck to our specification."

As for Ryder, he comments: "Overall, Ryder has exceeded our expectations, in terms of service delivery, to the extent that I've been virtually able to forget about the delivery, of these new trucks."

And he adds: "Such is their flexibility that the company was even able to take over ownership of the initial truck, which we had ordered ourselves, and contract hire that back to us."

Rapid Response Solutions gets a lift from new Mercedes-Benz trucks



Hampshire contract lifting specialist Rapid Response Solutions is running its first Mercedes-Benz trucks – a 26-tonne rigid, with on-board crane and a pair of 44-tonne tractor units.

The premium specification Actros 2536L and two Actros 2544 MegaSpace models are the subject of Mercedes-Benz Financial Services contract hire deals and are being operated by Rapid Response Solutions' general haulage and freight forwarding division.

However, specialist lifting services are the Havant-based company's forte and its first order

was for the 6x2 twin-sleeper cab crane vehicle.

Its 360bhp engine is mated to the 12-speed Mercedes PowerShift automated transmission, which is a standard Actros feature. It also has a rear-steer axle and rear-mounted 45 tonne/metre Fassi crane.

Key to the purchase decision was a demonstration by experienced sales executive Jon Sunderland, a recent recruit to the Pentagon team, of the PowerShift transmission's functionality and particularly its manoeuvring mode. This reduces the rev range to 1,000rpm and thus allows the driver more precise throttle control.

"We've tried auto 'boxes by other manufacturers in the past and they've not proved very successful at low speeds," reveals Paul Barber, managing director, Rapid Response.

"Our rigid crane vehicles spend a lot of their time on sites, so we were worried that the automatic transmission might not be the way to go," he continues.

"But we were assured that Mercedes PowerShift was unlike any automatic gearbox we'd had before and, as soon as we raised our concern, Jon was here with a truck to prove the point," he says. "We were very impressed. It was, indeed, a huge improvement on anything we'd seen previously."

Landoll gamble pays off for Auto Services

Auto Services Perth director Steve Crozier concedes that he took a chance when he purchased a Roger Dyson Landoll travelling axle trailer.

"It was our first venture into the heavy recovery business and we weren't completely sure we would have enough work to keep it occupied," he recalls.

"Roger Dyson understood our hesitancy and offered an excellent deal, with a guaranteed buy-back, if things didn't work out," continues Crozier. "There's no chance of that, though – it's only been on the road a couple of



Mercedes-Benz and Icon vans set standard

A fleet of ten 3.5-tonne Mercedes-Benz Sprinter Luton vans, equipped with streamlined Bevan Icon bodies, is helping retirement homes builder McCarthy & Stone with its dedicated removals service. The Bournemouth-based company uses removals specialist House to Home UK, which chose the vehicles for their “high levels of productivity, user-friendly practicality and safety, with excellent environmental credentials”.

House to Home UK parent company Vogue Group’s managing director James Sandbrook also states that Mercedes-Benz Sprinter 313CDIs are fuel efficient. And he points to their active and passive safety features, which include the Adaptive ESP anti-skid program, which monitors the vehicle’s changing load status and intervenes in critical situations.

“To contain costs, we’re naturally keen to make maximum use of the available loadspace,” comments Sandbrook. “The Icon offers impressive volume and payload capacities, while its aerodynamic design contributes to fuel economy. It also has a fantastic on-road presence, allowing our vans to double as highly visible mobile advertising spaces,” he adds.

The Euro 5 Sprinter vans, which were supplied by Birmingham dealer Midlands Truck & Van, are 15% more efficient than their Euro 4 equivalent – equating to an extra 4.5mpg, while CO₂ emissions are down by 13%.

As for the Icon body, which was launched by Bevan Group at the 2011 Commercial Vehicle Show, this was developed in partnership



with aerodynamics experts from Cranfield University, along with Hatcher Components.

Its modular panels – moulded cab deflector and collar, side walls and roof – were created using three-dimensional CFD (computational fluid dynamics) software. Panels were also subject to wind tunnel testing, and are manufactured in a lightweight and recyclable composite GRP material.

months, but we couldn’t possibly manage without the Landoll now.”

The Landoll 410.48 has a fully hydraulic, 48ft platform, with an ultra-low loading angle of sub-six degrees. Other features include side outriggers and a 20,000lb remote-controlled winch, which is recessed into the floor.

Fitted with three Haldex EBS electronically braked 11,000kg SAF low-loader axles, it is designed to a gvw of 53,000kg. This gives a carrying capacity of 44,000kg, sufficient to recover a 6x2 tractor unit with fully laden tri-axle trailer.

Auto Services Perth is an approved Iveco truck servicing agent and uses the vehicle for 24-hour emergency cover under its Assistance Non-Stop scheme.



Stralis truck fleet ensures full LEZ compliance for Hendricks Lovell

Hayes-based builders merchant Hendricks Lovell has taken delivery of four new Iveco Stralis Active Day rigid. The 26-tonners replace older vehicles and ensure the firm can continue to enter the London Low Emission Zone without penalties.

The vehicles comprise three Stralis AD260S31Y/PS 6x4 rigid and one Stralis AD260S45Y/PS 6x4 rigid, which will operate with a drawbar trailer. All four have been mounted with remote control Palfinger PK14001EH cranes, with a JSC grab, and feature steering rear axles to aid manoeuvrability when operating on construction sites and restricted urban areas.

The delivery is the first of the year to a division of Grafton Merchanting GB, the fourth largest builders merchant in the UK, and follows total orders for Iveco in 2011 that included 96 Dailys, 42 Eurocargos and 81 Stralis trucks.

“The Stralis forms the backbone of our heavy truck fleet,” comments Phil Alexander, head of transport at Grafton Merchanting GB. “It’s the perfect 26-tonne rigid for delivering loads that can range from bricks and blocks to timber and jumbo bags of aggregate. The rear-steering axle makes these particular models ideally suited to work within the M25,” he adds.

Both of the models supplied feature Euro-5 beating FPT Industrial engines, each certified to

meet the EEV (enhanced environmentally friendly vehicle) voluntary emissions standard, which serves as a stepping stone between Euro 5 and Euro 6 – with diesel particulates cut from 0.03 to 0.02g/kWh.

The trucks will be in operation six days a week, making deliveries to building sites and private residences throughout London and the Home Counties. They each operate with a single driver and are expected to make up to 15 drops per day.

