

## Lightweight Thompsons tippers enter service



The first few of 34 Thompsons Roadmaster 7.5 tonnes gvw tippers ordered for Daniel Land & Marine have entered service in Wales.

Designed for a wide range of general purpose and highways repair tasks, the high-spec Roadmasters were specified to provide one of the most versatile and practical light truck tippers possible.

Carried on lightweight Fuso Canter chassis, the all-steel double dropside bodies are said to take lower gvw 4x2 tippers to a new level of sophistication.

Inside the body, for example, mounted behind the headboard, is a lockable steel tool chest. Down the centre of the body is a removable partition, enabling payloads such as sand and tarmac to be transported separately.

Then, at the back of the body, integral with the top hung tailgate design, are three tarmac chutes, each with a simple 'lock open' catch, making shovelling out the payload quick and easy.

From the operator's perspective, investing in such versatile bodywork may also pay long-term dividends.

"As a leading company in our field, Daniel Contractors is always looking to increase the operating potential of the products it buys," says Daniel's head of transport and fleet Paul Boulds.

"In this case, we have worked very closely with Thompsons to develop a higher specification and more complete light tipper truck than has been possible before – one that specifically delivers benefits for both the company and the truck crew alike," he adds.

## Steel-bodied crane truck delivers weight edge

Civil engineering firm Taylor-Webb Communications has purchased its first crane truck, a Mercedes-Benz 8x4 Axor 3243 supplied by Orwell Truck & Van. The truck has a Charlton SuperLite muckaway tipping body by Charlton Bodies of Dover, which also fitted its 10-tonne/metre Epsilon 125L crane.

Norfolk-based Taylor-Webb had previously relied on hired vehicles to undertake highway excavations and reinstatements.

"Orwell suggested we could make savings by acquiring our own vehicle and so it has proved," says director Michael Webb.

"Mercedes-Benz trucks have a reputation for being the toughest on the market, while the relatively light weight of the 32-tonne Axor chassis translates into an excellent payload potential.

"Despite its steel body and crane, our new truck offers a competitive carrying capacity of 16,500kg," adds Webb.



Taylor-Webb has also just taken delivery of its first two 7.5-tonne Fuso Canter trucks, they came with Duonic transmissions – said to be the world's first dual-clutch automatic transmission for light trucks.

Their arrivals bring to eight the number of Canter trucks operated by Taylor-Webb. With bespoke tool boxes behind the cabs and alloy dropside tipping bodies by Priden Engineering of Wisbech, these vehicles also offer impressive payloads comfortably in excess of 3.5 tonnes.

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