

FOR **VOLVO** DRIVERS, OPERATORS & ENTHUSIASTS

VOLVO TRUCK DRIVER MAGAZINE

VTD

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VOLVOTRUCKDRIVER.COM
ISSUE 2



**NEW FH
BREAKS
COVER!**



TOP TANKER MAN'S 1ST XXL

VTD AWARDS

YOU COULD BE A WINNER AT THIS YEAR'S TRUCKFEST

MUCKAWAY MONSTERS

DISHING THE DIRT. CCC'S LARGEST ORDER FOR FMX IN THE UK

ICE ROAD DRINKERS

WE VISIT A SCHOOL FOR TRUCK DRIVERS IN FINLAND

FANZINE

WE PAY HOMAGE TO THE UK'S DEDICATED DRIVERS

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COVER SHOT

Simon Gibson Transport has put the first FH in the UK to be fitted with a Globetrotter XXL cab into service hauling bulk tanker trailers on UK and European duties

volvotruckdriver.com

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WE'RE LISTENING!

We've had tremendous feedback from everyone about the first issue. All positive, all good. But, we did have quite a few comments that the layout was a bit 'old fashioned' as one Volvo trucker put it. Well, never let it be said that we don't listen to our readers. We've been busy since the craziness of the launch issue and have designed and implemented a completely new look for VTD. In fact, we've done exactly as you asked. Pictures are bigger and there's a centrefold 'hero'

photograph now. We've also cut the length of some of the stories and redesigned VTD to be more upmarket in feel and look. We like it and we hope you do too. But the best news is that VTD is still FREE from a huge range of locations, including major truckstops and selected Tesco superstores. But enough of my inconsequential waffling. If you love Volvo trucks, if you're a driver, an operator or an enthusiast; we want to hear from you. What's your story? How did you come to be driving one of these top

trucks? You can contact me direct, the details are on this page, to let me know what it is about Volvo that floats your boat. We particularly want to hear from you if you're taking your Volvo truck to Truckfest at Peterborough on May 6th and 7th. Because VTD will be presenting the VOSCARS, the first of our annual awards to some proud Volvo truckers. See you there. The details are on page 4.

Matt
Editor
mattthew@vovotruckdriver.com

"1,000,000 KM, THE SAME CLUTCH"

EBC BRAKES

CASE STUDY 01686

Volvo Total Solutions Category: Genuine Volvo Parts

Company: EBC Brakes

Dealer: Volvo Truck & Bus Centre East Anglia

Location: Northampton

Business: Automotive Distribution

"My Volvo truck has always been serviced at Volvo Kettering every six weeks and I've been driving it on the same clutch for 7½ years. Over 1 million km, it's a nice feeling," says Phil Moore, who drives a Volvo FM9. "It's proved to me that driving right and with a Genuine Volvo Part that really is made to last, makes the perfect combination. My first Volvo done me proud, this second one has done me even prouder." Thanks Phil!

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IT COULD BE YOU!

VTD AWARDS LAUNCH FOR TRUCKFEST

In a bid to bestow honours on the best of the best Volvo trucks on display there, The Editor of VTD, surrounded by his usual posse of fawning admirers no doubt, will be pounding the mean 'grass-top' streets of the East Anglia Showground, Peterborough on May 6th and 7th. We'll be seeking

out what we think are the best Volvo trucks on display at Truckfest and presenting four proud recipients with a sparkling trophy, including one sponsored by Volvo Trucks no less. This is your chance to pick up what have been dubbed (by me) as the Volvo Oscars or VOSCARS. Four categories will be up for

grabs. In no particular order, they are: Classic – for pre-1990 registered Volvo trucks. Next up is the award for post 1990 registered Volvos. Best Show Truck does what it says on the cab, i.e. it's clean, it's mean, it's covered in Mr Sheen. Finally, there's the Editor's Choice – Best Working Truck award. This is aimed very much at the truck

that's just come off shift and straight onto the Showground as opposed to one that has been specially pimped, prepped and polished. Our only advice to our fantastic, loyal readers, is get yourself and your Volvo down to Truckfest Peterborough coz you've got to be in it to win it. Be there, because, as the ad says, it could be yoo hoo!



VTD will be flying the flag at Truckfest with four new awards

POWER UPGRADE

With power comes responsibility they say. Well, whoever the mysterious 'they' are, Gareth Edwards has been listening. The director of Cheshire based Cranage Haulage has put a new Euro 5 compliant FH16-600 double drive tractor unit on the road to meet the latest emissions requirements when delivering inside the London Low Emission Zone. "Although we deliver plant and construction machines all over the UK and Ireland, we're seeing an increase in the amount of work we get in London and the south east," says company director Gareth Edwards, who also drives the new FH16-600. The FH16 is on a five year Repair and Maintenance contract and Thomas Hardies at Middlewich carry out servicing to suit us, whether that's overnight or at weekends. They give us first class service."



Mint! Gareth Edwards shows off his new 80 tonne GCW FH16-600

THREE AXLES GOOD: FOUR AXLE TAG WITH REARSTEER BETTER



Tridem and buy dem for Cowindale

Carmarthen animal feeds specialist Cowindale has joined the growing ranks of operators, like GLW Feeds of Shepshed, who are turning to Volvo's FM Tridem configuration for farm deliveries. The Tridem features four axles but dispenses with the with the second steer and thus has three axles at the rear. While two axles supply the conventional double drive found on the majority of 8-wheelers, the fourth axle is a hydraulically operated rearsteer, lifting tag. Operators report that the Volvo FM Tridem can reach the parts where even a 6-wheeler struggles. Quite a claim, but, after having recently spent a day with one of the GLW Feeds Tridems, we can vouch for it. These trucks will firkle their way round farmyard gateposts and thread their way between gaps between outbuildings that, quite frankly would make a 6-wheeler driver hyperventilate and seek advice from the traffic office.



Volvo Trucks Driver Challenge 2012 is under way

Last year's Volvo Trucks Driver Challenge was such a success that they're running the event again this year. The twist is that they are using an all FM fleet fitted with the silky smooth 11 litre motor, at 450 hp, that is winning friends among hard pressed operators for its fuel efficiency. Around 120 drivers from the UK and Ireland are expected to take part in this year's competition. For the lucky top ten competitors, the final, which promises to be a real hoolie of an event, will be in Galway at the same time as the Volvo Ocean Race yachts cross the line to mark the end of their gruelling round the world race.

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DRIVING ON FINN ICE

WE HAD EXPECTED THAT THINGS MIGHT BE A LITTLE DIFFERENT WHEN WE VISITED THE DRIVING SCHOOL FOR TRUCK DRIVERS IN HUITTINEN, FINLAND RECENTLY.



But even we were surprised when, after having sat in on one of the lectures and finally been instructed to get behind the wheel of a Volvo FH drawbar outfit, we found that we could not start the truck. "You have to do more than just turn the key," remarked the senior instructor Unto Pentinmaki. "First you have to blow into the Alcolock to make sure that there are no traces of alcohol in your system."

Finland, like Sweden, attributes almost a third of its traffic accidents to alcohol-impaired drivers. Consequently road haulage companies and insurers are keen to ensure that truck drivers especially are aware of the dangers of drinking and driving. The SATAEDU School for truck drivers is just one of several similar educational facilities around the country providing novice would-be drivers with comprehensive training which includes classroom tuition, load-security,

ABOVE No blow, no go. Volvo's Alcolock stops over the limit drivers from starting the engine

INSET 'Oops' as they say in Finland

defensive driving and skid-pan experience. Conducted over a period of 26-weeks the schooling is paid for partly by the Finnish government and partly by either the student or by the haulage company by whom they are employed. The instruction on the day we attended was aimed primarily at demonstrating how badly things can go wrong on a slippery ice-covered road if an ABS fault develops and how an extra 10-km (six-mph) speed can almost double stopping distances. Having watched the students carry out a series of manoeuvres in vehicles that ranged from a rigid six-wheeler to a maximum capacity 25.25-metre truck-trailer combination we were then invited to try the

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SAFETY

test track ourselves. The Alcolock in the Volvo gave us the all-clear and having finally started the truck we were instructed to drive around the test track at 40-kph (25mph) and enter a series of gentle curves while bringing the vehicle to a safe stop. This proved almost too easy with the ABS system working, but once disabled we quickly discovered that the trailer had an alarming, if predictable tendency to weave around uncontrollably behind us. At this point we were told to continue braking gently and not to try and accelerate in an attempt to straighten the combination out. "You would need several hundred more horses under your right foot for that approach to work," said our instructor. Unlike vehicles in the UK, Finnish trucks are equipped with a trailer

control valve which allows drivers to apply the trailer brakes independently. This works well and we later discovered that it is possible to bring a maximum length truck-trailer combination to a completely safe halt just by using the trailer brakes. As is the case in Britain, Finland's haulage companies are facing a serious driver shortage during the next few years. But, unlike Britain, the Finnish Government is doing something to combat the situation by providing State-sponsored driver schools. Young, inexperienced drivers qualifying for the coveted truck drivers' licence at the end of the course also receive support in finding employment and many are offered placements with companies while still studying. This approach shows willingness from all parties to both acknowledge the driver-shortage and to work at improving the situation. ■

BOTTOM

Weaving up a (snow) storm

BELOW

Senior Instructor Unto Pentinmaki



I turned around to pick her up. She was gone.

She loves coming to the supermarket with me. I don't usually put her in the trolley. She likes to be a big girl and help me with the shopping.

She never goes far from my side so I don't have to worry. She's always close by. Always. But I turned round and she was gone.

I ran up and down the aisles shouting for her. Every time I saw a pink jacket I thought it was her. I started to panic, I've never felt so scared.

She wasn't there.

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THE TIMES THEY ARE A CHANGIN'

THE FH HAS BEEN THE TALL CAB, LONG-HAUL MAINSTAY OF THE VOLVO RANGE IN THE UK AND IRELAND SINCE ITS INTRODUCTION IN 1993. CONJECTURE HAS BEEN RIFE FOR A COUPLE OF YEARS ABOUT WHAT WILL EVENTUALLY REPLACE IT. NOW, A HEAVILY DISGUISED TEST TRUCK HAS BEEN SEEN DAILY ON THE MOTORWAYS OF THE MIDLANDS. IS THIS THE NEW FH?



ABOVE LEFT
Legendary F12 – what the FH replaced in 1993

ABOVE RIGHT
FH grabbed lots of attention post launch in 1993 for its modern looks

Eagle eyed lorry spotter Mike Cale, kindly supplied these super and exclusive images to VTD of the 'new FH' under taking field trails. These up close and personal shots of what we have to assume is the new generation Volvo were taken in a secret location in the south west. The truck had been spotted on a very regular basis running from Leicestershire

into Newent in Gloucestershire and is believed to be working on a poultry contract. The truck disappeared from public gaze for a few weeks for what we assume was for the Volvo engineers to review the results of the shake down tests. These detailed pictures really show the Volvo group styling and even a degree of carryover from the current range of the FH. The exhaust shield with the square embossed pattern covering the silencer and DPF

assembly with the Volvo name obscured by 'gaffer' tape and also DX11 number plate could signify the test vehicle's engine tag. The wealth of instruments that are apparently mounted on top of the dash, also go a long way to prove the vehicles performance is being closely monitored by both the driver and the Swedish engineers. Further examination of the roof shows the heavily masked roof profile designed to hide the true shape of the roofline and ultimately the interior standing height of the Globetrotter cab. The reduced rake on the screen will also come as a welcome improvement, vastly enhancing the much criticised restricted shoulder space whilst standing in the cab and possibly the 'blind



spot' caused by the current model's large A post. Although heavily disguised the headlamp and grille design that form part of the iconic look will no doubt continue forming part of the new vehicles signature styling. Although not viewed, Volvo will undoubtedly aim to bring to the market class leading interior design aimed very much at making the cab the place to be seen for the driver. The question that does remain unanswered is the power train. Volvo has remained tight lipped about their Euro 6 offerings and in particular the engine power ratings of the 13 litre and 16 litre derivatives, but we must assume that the available spread of power ratings and engine

ABOVE
Opinion is that this is the replacement for Volvo's FH

torques may lift. Looking at the packaging of the exhaust/DPF Volvo will be utilising both SCR and EGR technologies to achieve the new emission standards. The large Adblue tank also reaffirms that the urea dosage could well be significantly higher than that of the current Euro 5 models. As the vehicle looks to be so far on in development, we could expect to see it launched as soon as late 2012 and readily available for the 2013 Euro 6

arrival. An interesting point could come in the form of launching the vehicle with limited Euro 5 engine power availability to capture any Euro 5 pre buy sales opportunity, but this is unlikely. We'd be interested to hear your views on what you think Volvo should do to improve the FH for drivers.

You can email us at:
editor@volvotruckdriver.com
or call Matt on 01257 231521 ■



FANZINE

ALL IMAGES COURTESY OF ADE PORTLOCK.

This is where we pay homage to the dedicated professional drivers who have contributed so much to the success of Volvo in the UK and Ireland. In this issue, we feature those Kings of the Road – the Heavy Haulage FHs and FH16 artics up to 150 tonnes GCW.

From enormous concrete over bridge sections to giant quarry dump trucks.

From earthmovers and power station turbines to priceless steam locomotives and even aeroplane wings, drivers of these giant load shifters of the haulage industry have their work cut out to deliver their indivisible cargo. It's a job that requires the patience of a saint, ingenuity and dedication to finding safe, efficient ways to reach the destination without destroying road signs and street lamps. We hope you enjoy these 'special types' pictures which have been brought to you exclusively by ace truck snapper Ade Portlock. Enjoy!

STORY AND IMAGES COURTESY OF VOLVO TRUCKS

SIMON GIBSON TRANSPORT LIMITED
 Profile: Family firm
 Base: Goole, Yorkshire
 Volvo fleet: 33
 Volvo FHs
 Main business: Tanker transport of bulk and granular materials



SIMON GIBSON: "VOLVO IS ONE OF THE BEST MANUFACTURERS."

XTRA, XTRA LARGE FH

Simon Gibson Transport's new Volvo is the first in the UK with the XXL cab. In essence it is 200mm longer than the standard Globetrotter and the bunk is correspondingly wider. "It's the fiftieth truck we've bought since the company was started," says Gibson. "We wanted a flagship, something a bit special. Steve Hatfield just happened to be the next driver in line for a new truck." The extra room in the cab is complemented by larger capacity exterior

lockers. Just the job, says Steve, for storing his full set of PPE gear that is needed while loading and unloading the smartly liveried tanker trailers that characterise the Simon Gibson Transport fleet. Simon is impressed with the quality of service they receive from Volvo dealer Crossroads. He recalls an incident when a clutch needed replacing: "They picked the truck up at 8pm and delivered it back at 3am with a new clutch. We don't carry a spare truck and Crossroads made sure we didn't drop a load and let a customer down. They're really good like that and

THEY PICKED THE TRUCK UP AT 8PM AND DELIVERED IT BACK AT 3AM

bend over backwards to help." The fleet nowadays consists 36 vehicles of which 33 are Volvo FHs. "Volvo is one of the best manufacturers," says Simon. "But, good as the product is, we keep buying Volvo because of Crossroads. Their parts service is brilliant. They deliver more or less on demand. It also helps that we are pretty much surrounded by Crossroads dealerships too." Simon decided to buy the FH-540 XXL following discussions with Crossroads when replacing the fleet's previous flagship truck, a 2005 registered FH16-610. "The FH16 was a special truck. I wanted something a bit different to replace it. We talked to Crossroads and Volvo also became involved. A local company in Grimsby bought the FH16 and we decided to go for the XXL. The Volvo product is right for us." He explains. "As long as the dealer keeps looking after us, I see no reason why we won't keep going back."



LEFT (left to right) Owners Stewart and Samantha Tanton with Volvo FH XXL driver Steve Hatfield of Simon Gibson Transport



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If you're looking for a nice clean and tidy stop over for your break in the Goole area, we recommend the Docklands Diner & Truckstop. Plug DN14 6UD into the trusty Sat Nav and swing into their capacious yard on Andersen Road, close to Simon

THE AMAZING HOME COOKED PASTRIES ARE ALL TOP SELLERS

Gibson Transport's depot in Nielson Road, Goole. VTD dropped in there with our snapper Craig after shooting the pics for the XXL article. We were warmly welcomed by owners Stewart and Samantha Tanton who were busy speedily serving hungry truckers with mouth watering home cooked grub (pie dinners £6.50), Big Breakfasts (£5.40) and lashings of tea and coffee. Stewart explained that, as an ex driver of 20 years standing, he wanted to open a diner and truckstop that would be a real home from home with well lit, clean facilities, friendly service and good value grub. In 2008, the Dockland Diner & Truckstop was voted by Truck and Driver magazine one of the safest places in the

UK to park up at night. They're open between 6 am and 10pm in the summer and until 9pm in the winter. Lasagne, roast dinners, suet puds and Samantha's amazing home cooked pastries are all top sellers. They also do homemade sandwiches, ham salad and egg mayo for example. Just remember, there's always an award winning pie (meat supplied by a local butcher) on the menu! To quote Samantha. "No one ever leaves hungry!"



SIMON GIBSON TRANSPORT

FH-540 GLOBETROTTER XXL

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MUCKAWAY MONSTERS

DISHING THE DIRT. CCC'S LARGEST ORDER FOR FMX IN UK



Liverpool-based construction industry waste disposal and recycling experts City Centre Commercials (CCC) have taken delivery of the largest single order for Volvo FMX tippers since the truck's launch in 2010. The company, which was founded in 1986, celebrated 25 years in business last year. The 15 FMX-410 8x4 tippers were supplied by Volvo dealer Thomas Hardie Commercials in Knowsley, Liverpool. All the FMXs are being maintained on four year, full R&M contracts by the dealer at their Knowsley workshops. These are the first Volvos to be operated by CCC and will be used on muckaway duties and for hauling of all types of construction waste to their recycling facilities which handle over 10,000 tonnes a week. All the Volvo FMX tippers are equipped with I-Shift transmissions and B-ride bogie suspension. CCC is also trialling Volvo's telematics system, Dynafleet. The ABBA bodywork is manufactured from high strength Hardox steel. Auto sheeting systems and reversing cameras are also fitted.



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lost, there is always a back-up available while a new printed handbook is ordered and delivered. If the owner wants the driver's handbook in printed or digital form in another language than the original version, that too is not a problem. "The downloadable driver's handbook is ordered free of charge via the Volvo Trucks website by filling in the chassis number, model designation, contact details and required language. After that we will send an e-mail with a link and it is from there that the driver's handbook is downloaded in .PDF format. It's as simple as that," says Stefan Börjesson.

RIGHT Stefan Börjesson.



BELOW RIGHT Driver's handbooks are now available on-line too

BOTTOM You can recycle all those paper based Driver's Handbooks now that Volvo have introduced a digital version - and it's FREE!



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BIO-DME: FUTURE FUEL?

VOLVO'S BIO-DME PROJECT AIMS TO ASSESS WHETHER THERE IS A MARKET FOR BIO-DME (DI-METHYL-ETHER) FOR COMMERCIAL VEHICLES.

Now, halfway through its two-years, the preliminary results show that Bio-DME already functions in daily commercial operations. If diesel fuel were to be replaced by Bio-DME, CO2 emissions would be able to be reduced by a massive 95 per cent. Ten Volvo Bio-DME trucks have now been in regular operation since last autumn and halfway through the project, the results surpass expectations. A short while ago the first of the ten trucks broke through the 100,000 kilometre barrier and today all

the trucks have together covered in excess of 400,000 kilometres. "This is the first time Bio-DME is being used as a vehicle fuel on a large scale and, following the first evaluation of the field test, we can see that the Bio-DME trucks function very well on the road, way exceeding our expectations. The technology is reliable and the entire process is characterised by energy-efficiency, from production and distribution all the way to the vehicles themselves. We feel this is a vehicle fuel with a great future. We've developed technology that makes it possible to use the fuel in commercial operations," says Per Salomonsson, Project



PER SALOMONSSON

WE FEEL THIS IS A VEHICLE FUEL WITH A GREAT FUTURE

Manager Alternative Fuels at Volvo. PostNord and DHL are two of the haulage firms that are participating in the project. Both aim to drastically cut their CO2 emissions by 2020 and for both these companies their participation in the field test was a natural move. "Our drivers are very pleased. They report that it is at least as easy to run on Bio-DME as it is on conventional diesel fuel. This is an entirely new technology, but we have nevertheless experienced very few technical problems and, what is more, the trucks run much more quietly with Bio-DME in the tank," says Henrik Boding, environmental affairs manager for the Logistics business area at PostNord. "Since 98 per cent of our carbon dioxide emissions come from truck transportation, we see considerable potential in the excellent carbon dioxide efficiency of Bio-DME," says Ulf Hammarberg, Manager Environmental Affairs, DHL.

BELOW
FH Bio-DME test truck



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THE MENDIP HILLS IN SOMERSET HAVE, LIKE MOST OTHER REGIONS OF GREAT BRITAIN IN THESE TIMES OF ECONOMIC UNCERTAINTY, SEEN THEIR FAIR SHARE OF BUSINESS FAILURES...

So whether old or new, big or small it would appear that few companies are completely recession-proof. Consequently it's always encouraging to see a family-run business making a considerable financial investment in new equipment. And when we say new equipment, in this instance we are talking about trucks, trailers and cranes or self-loaders. Fortunately brick and block hauliers J F Pearce and Sons are bucking the trend and looking confidently into the future.

The original business was started by John Pearce in 1959 and at that time boasted a second-hand Dodge Kew tractor unit and single-axle semi-trailer. Three sons, James,

John and Joe were introduced to the business at an early age and when their father died unexpectedly in 2000 decided to continue with the family enterprise. At this time the fleet was made up of 13 or 14 vehicles, mostly rigid six-wheelers with drawbar trailers with Foden featuring as the preferred prime mover.

TRAMPING TRUCKERS

"It seems like only yesterday, but less than a decade ago things were very different," explained director Joe Pearce. "For one thing it was mainly all day work and although drivers always started very early they were generally home at night. Most of the time we ran to London and Kent and this was possible in

a normal working day. "These days the work demands that we tramp around the country. For example we cover the whole of the West Country down as far as Land's End and can travel as far over as East Anglia. We sometimes go up to Manchester or Liverpool. Drivers can be away all week and that means they require decent sleeper cabs," he added. "It's interesting how things work out," continued James who runs the busy company workshop. "For some years we had been buying used Volvos but we had never purchased any of the new models. Then we discovered that in fact the used Volvo artics were proving to be more reliable than the new trucks we were buying. "So when the time

came to invest in some brand new rigids and drawbars we decided it was time to give Volvo a chance."

LUCKY THIRTEEN

So far two of the ten new Volvo FH six-wheelers ordered have entered service and these have been enthusiastically received by their drivers. This is hardly surprising when it is remembered that the Volvos are powered by the popular and fuel-efficient D13-500 engine which is backed up by the automated two-pedal I-shift gearbox. The vehicles are configured as a 6x2 tag since this offers the best combination of low tare weight and manoeuvrability. Traction is not compromised because the drive axle is equipped with a





differential lock and the tag axle has a temporary air dump facility. Twin wheels and tyres on the tag axle assure good stability, an important consideration with a rear-mounted crane. "At an all-up weight of 44-tonnes, this engine and gearbox set-up works perfectly," commented driver Steve Elliott. "I had some reservations about the single drive and the automatic box when I first got the truck. But so far it has coped with any conditions I have encountered and as you know we are obliged to go off-road at some sites," he added.

GLOBETROTTER GRABS

A Globetrotter cab with a full-leather interior trim was specified because it wears better than cloth trim and provides drivers with a more luxurious work place and the additional space afforded by the tall cab is welcomed by drivers. The tri-axle trailers were built by Truck and trailer Conversions of Bristol and the 6.25-metre long alloy bodies are built in-house by Pearce themselves. The

company has a long tradition of fabricating its own bodies and this work is undertaken because they can be tailored exactly to the tasks to be undertaken. A Pearce-built 6.25-metre body is also installed on the Volvo and at the rear of the chassis sits an Atlas 125.2 crane with a Kinshofer brick and block grab. An A V Orlandi hitch mounted at the extreme rear of the Volvo chassis is used to hook the truck and the trailer together. The identical body lengths can accommodate just about any mix of product the driver is likely to encounter and long experience in the business has shown this to be the ideal size. Any shorter and load space can be compromised. But a longer body on the truck would mean increasing the wheelbase and that in turn limits manoeuvrability. Today the J F Pearce fleet comprises 59 vehicles in total and is made up of almost equal numbers of artics and drawbar combinations. Eight new Volvos have yet to be delivered and so by the end

of 2012 the fleet size will have increased to a total of 67. "I must say that we have high expectations of the new Volvos," said Joe, a sentiment echoed by co-directors John and James. "We are hoping for an increase in fuel efficiency, lower maintenance costs and of course 100% reliability! The good news is that so far we have not been disappointed in any of these areas. We can only hope that in the long term our decision to invest in brand new Volvos for the first time in the company's history will prove to be a wise one!" ■

I HAD SOME RESERVATIONS ABOUT THE SINGLE DRIVE AND THE AUTOMATIC BOX WHEN I FIRST GOT THE TRUCK

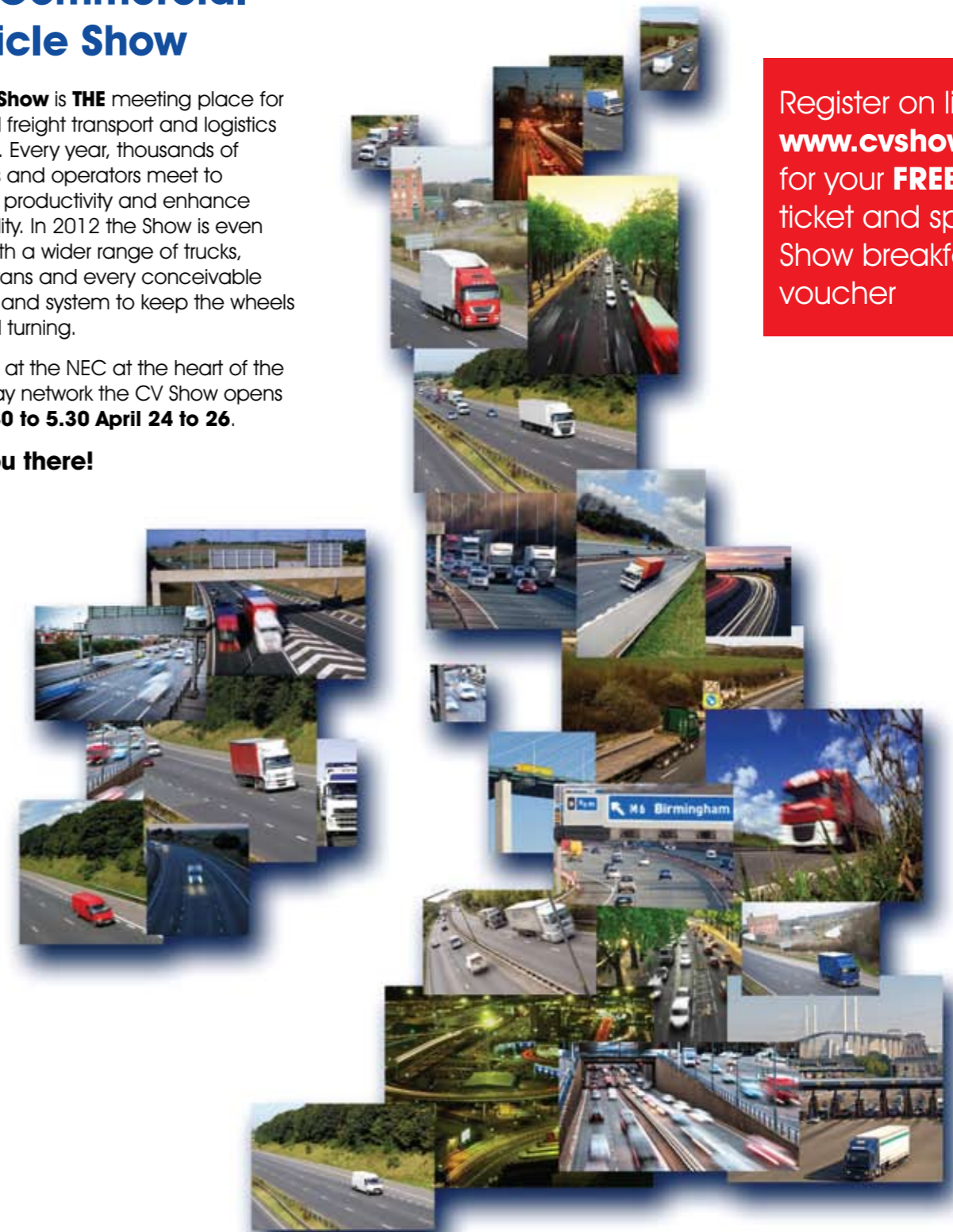


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Issue 1 Winner: Steve Banks from Wiltshire

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Winners details displayed in issue 3 of VTD



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