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VOLVO TRUCK DRIVER MAGAZINE

VOLVOTRUCKDRIVER.COM ISSUE 9 SPRING 2014

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May	12th	Bardon Depot
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June	15th	Ipswich Depot
	16th	Ely Depot
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July	19th	Cardiff Depot
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October	5th	Croydon Depot
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	17th	Exeter Depot

*The Volvo FH16 750 will be joining the tour in Spring 2014.

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FIRST VOLVOS FOR DAVID G DAVIES & SONS



We liked the look of this new FH16-750 so much that we've featured it not once, not even twice, but a page busting three times in this issue. Read on to find out more then turn to pages 16 and 17 to see Chris Davies's new FH16-750 in all its glory. Two new Volvos, including a flagship FH16-750, have joined the fleet of Glossop, North-West England based haulier David G. Davies & Sons Ltd. These are the first ever Volvo trucks to enter

service with the family business. David G. Davies & Sons Ltd. Managing Director Chris Davies praises Thomas Hardie Commercials' who put the deal together. "Thomas Hardie Commercials have been great," he says, adding, "We're looking forward to seeing how the new Volvos perform." While the other trucks are replacements, the FH16-750 is an additional vehicle on the David G. Davies fleet. Chris Davies reports that the

new Volvos are performing well on fuel: "Although we run with a variety of trailers, including some 4.6 metre high box vans, we're achieving 8.9 mpg with the FH16-750. The FH-460 is returning between 9 and 9.3 mpg." The David G. Davies & Sons Ltd fleet of around 15 trucks contains both 4x2 and 6x2 tractor units. Resale value is an important consideration. We keep our top spec 'Show Trucks' like the FH16-750, for three years. Other vehicles are sold when they are four years old." Each truck's annual mileage is around 110,000 kms, reports Chris. The trucks are equipped with Volvo's fuel saving I-Shift automated transmission, which Chris describes as 'amazing'. He is also impressed with the manoeuvrability of the new trucks, reporting that they have an 'unbelievably good' turning circle. Chris concludes that the new trucks provide a top class working and living environment for the driver: "Volvo have really thought about the driver," he says. "It's a good package from the point of view of both operators and drivers."



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OWEN JUST KEEPS GOING



To meet Owen John Jones, owner and founder of tipper operator, Porthmadog based O. J. Jones & Son, is both an honour and a privilege. For over fifty years, he has worked as hard as any and harder than most in the tough world of construction transport. Although his looks belie his age, the proud Welshman admits that he recently celebrated his eightieth birthday. Astonishingly, Owen still rises at five-thirty am and drives an FM tipper every working day. He continues to take a keen interest in the running of the family tipper business which is now overseen by his son Dewi, who also drives one of the thirteen Volvos in the fourteen strong fleet. The addition of a new high specification FM-460 8x4 tipper provided the perfect opportunity to visit the busy company and meet both Dewi and its lively founder Owen. With his twinkling eyes and softly spoken voice, Owen is truly a

master storyteller. He recounts story after story of the hard life in rural Wales in the years right up until after the Second World War. His family home didn't have mains electricity until 1951. He recalls walking a mile to fetch water from the well and going to school barefoot. This was in winter, with the roads so flooded as to be impassable in a vehicle. Long hours were the norm for drivers if you wanted to make a living in those days and Owen tells of working seventeen hours a day on the building of the Trawsfynydd power station. "All for £11 a week," he says, laughing. He has never taken a holiday and even comes to the yard on Christmas Day. For his 80th birthday, a surprise party was held at the Rhiw Goch Inn, Trawsfynydd. Over 200 family, friends and old acquaintances came to give Owen their best wishes. A raffle of goods presented by suppliers and colleagues raised over £4,000

Owen Jones

on the night for cancer charities. It was, says Dewi Jones, a fitting celebration of his father's immensely long and successful career as a businessman and haulier.



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RGF LOGISTICS PUT FH ON TRIAL

Birmingham-based RGF Logistics Limited, are conducting fuel trials on two Euro-6 compliant tractor units against other vehicles in their eighty-strong fleet. With annual mileage of 153,000 kilometres (95,000 miles) per year, fuel efficiency and Dealer support is critical. The trucks were supplied by Hartshorne Motor Group and will also be maintained overnight at the dealership on a two-year Volvo Gold Repair and Maintenance contract. "The Volvo FH's driver appeal and our good experience with resale value in the past was a key reason for continuing to choose Volvo", commented RGF Logistics Limited Operations Manager Terry Harris. The new series FH trucks are powered by Volvo's D13K-460, Euro-6 compliant engine rated at 460hp. The 6x2 tractor units with Globetrotter XL cab will be coupled to Lawrence David curtainside trailers, some of which are fitted with Moffett truck-mounted forklifts.



FMX BEARS FRUIT FOR J G PEARS

Sheffield-based J G Pears Ltd has taken delivery of one of the first new series FMX rigid in the UK. The company operate thirty-three trucks of which twenty-four are Volvos. The fleet's high annual mileages mean that responsive Dealer back-up is vital. The truck was supplied by Crossroads Truck and Bus, Rotherham and is maintained on a three-year Volvo Gold Repair and Maintenance contract. Servicing and inspections are carried out during weekends in-line with J G Pears' requirements. "The level of Crossroads' aftermarket service was the key reason for choosing Volvo," commented J G Pears

Ltd Transport Manager Andy Bostock. The new series FMX is powered by Volvo's D13K-460, Euro-6 compliant engine rated at 460hp. To assist manoeuvrability, the 6x2 GVW rigid was specified with Volvo's Rear-steer system with lifting and steering rearmost axle. The truck's hook-lift system bodywork is by Translift. J G Pears Ltd, who are animal by-product renderers and manufacturers of tallow and animal feeds, report that the Volvo FMX is currently double-shifted making deliveries between the company's factory in Penistone, their depot in Newark and operations in Market Harborough.

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VOLVO'S 'BIG BANGER' GETS MORE GRUNT

Volvo's top of the range stump puller, the FH16-750, is available now with more torque at lower rpm. The latest 750hp Euro 6 version of the Swede's mega flagship develops a massive 3550Nm of torque from just 900rpm. With a torque curve as flat as the proverbial kipper's whatsit between 900 and

1400rpm, it should dig in like a good 'un – as if the 'old' FH16-750 didn't already have enough lead in its very large pencil. Other refinements coming in with the Euro 6 version include, according to Volvo's press blurb, a 'more powerful' engine brake and 'quieter operation'. Maximum retardation is up 12%

from 425 to 470Kw at 2,200rpm. Bet that sounds cool. Here's what Volvo's Astrid Drewsen told VTD about the new FH16 series: "The Volvo FH16 with Euro 6 engine has the same high reliability, the same fuel consumption and the same power as before. But now the driver has access to maximum

torque from just 900 or 950 revs a minute depending on engine version. This improved torque curve also allows customers to choose a faster rear axle ratio for best fuel efficiency." All the latest engines are equipped with I-Shift. The 550 hp version has the option of a manual gearbox.



FH16 EURO 6 TECH TALK

Equipped with the Volvo D16K550/650/750 - an in-line six-cylinder diesel engine with dual-stage turbo, overhead camshaft, four valves per cylinder and common-rail injection. Available with 750 hp (3550 Nm), 650 hp (3150 Nm) and 550 hp (2900 Nm*).

50% lower emissions of particulates (PM) and 80% lower emissions of nitrogen oxides (NOx) compared with Euro 5.



PETER GROOME JOINS LONDON AS REGIONAL MD

VOLVO TRUCK AND BUS CENTRE LONDON HAS APPOINTED PETER GROOME TO BE ITS NEW REGIONAL MANAGING DIRECTOR.



Reporting directly to Volvo Trucks' UK MD Arne Knaben, Peter will be responsible for eight Dealerpoints in and around London, from Milton Keynes to Croydon and from Didcot to Bedford. He will be based at the region's head office in Hayes. Peter has been with Volvo Trucks UK since 2000, originally within the old Volvo Truck and Bus South region. During the past 12 months, he was responsible for

developing the Volvo and Renault Trucks UK Used Truck brand and improving customer service. In defining his new role and objectives, Peter said: "My aim is to continue to work towards bringing Volvo Truck and Bus Centre London even closer to our customers. We want to be our customers' number one business partner of choice. To do that, we have to work closely together to develop and tailor our offer specifically to meet our customers' business needs." In an exclusive interview with VTD

Peter spoke openly about his challenges. He said: "London and the south east is a vitally important region to both the nation and to Volvo Trucks. 'It's the engine room and the heart of the UK, not just because of the financial service industry. It is also a major centre for manufacturing and distribution to global markets. "Volvo Truck and Bus Centre, London has eight strategically located Dealerpoints that enable us to look after customers along all the major routes north and west out of the capital as well as inside the M25. "And with the great team we have here, I'm very much looking forward to being part of a team that is committed to delivering the highest level of customer service."

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NEILL & BROWN GO EURO 6

HESSLE, EAST YORKSHIRE-BASED NEILL & BROWN GLOBAL LOGISTICS, HAVE RECENTLY PUT TWO EURO-6 COMPLIANT VOLVO FH TRACTOR UNITS INTO SERVICE.

The company operate a fleet of forty trucks and have run Volvo for over thirty years. These trucks are the first in a five year replacement plan, which is set to renew the fleet. Fuel efficiency was a deciding factor when purchasing the new trucks, which were supplied by Crossroads Truck and Bus Ltd, Hull. The new trucks reported fuel figures of 10.1 and 9.7mpg respectively in their first two weeks of service. Both the new series

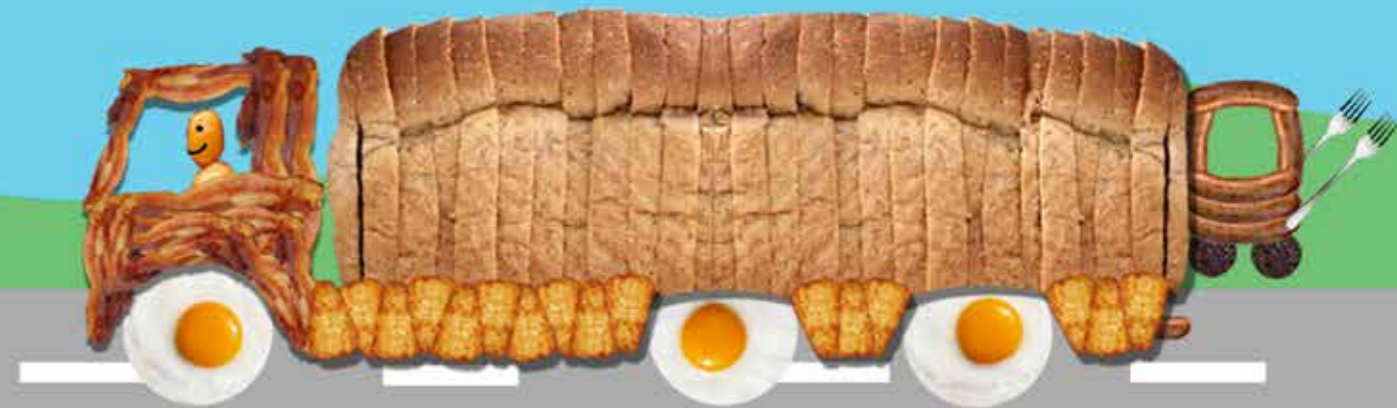
FHs are powered by Volvo's D13K-500, Euro-6 compliant engine rated at 500hp. The 6x2, Globetrotter-cabbed tractor units are fitted with Volvo's I-Shift automated gearbox and I-See. The latter uses GPS to remember routes to optimise fuel performance. Neill & Brown are long-time users of Dynafleet, Volvo's online Transport Information System. "Dynafleet provides valuable information on fuel and driver usage", commented Neill & Brown C.E.O Peter A Brown. Volvo I-Park

Cool, an integrated parking cooler system, is also fitted to maintain a comfortable in-cab temperature, particularly when the trucks are making continental deliveries.

NEILL & BROWN IN THEIR OWN WORDS

"Our fleet, which is predominantly Volvo, is changed on a five year cycle. We are keen to stay ahead of statutory requirements and proactively upgrade our vehicles in order to reduce our carbon footprint and operate a fleet that is more efficient and greener than our competitors. We take this responsibility seriously and are happy to make this continual investment." For more information visit: www.neillbrown.com

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UK FIRST FOR UNIVERSAL RECYCLING

VOLVO DEALER CROSSROADS TRUCK AND BUS LIMITED IN ROTHERHAM HAVE SUPPLIED WHAT THEY BELIEVE ARE THE FIRST NEW SERIES FH RIGID / DRAWBARS TO GO INTO SERVICE IN THE UK.

The two '14' plate, 6x4 double-drive configuration prime-movers have joined the 20-strong fleet of Sheffield-based Universal Recycling Company, who recently also put a '63' plate Volvo FMX 8x4 hooklift into service. The independent family-owned and managed business has operated Volvos for over 40 years. A lovingly refurbished 6x4, 1979 'T' reg F7 rigid, driven by three generations of the Universal Recycling Company's owners, points up the differences in size and overall specification compared to the latest Volvos. The F7 was deflected

ten years ago and may be seen at shows in the future. The FHs, which are additional trucks in the Universal Recycling Company fleet, were purchased in response to increasing demand for the Yorkshire company's services. Coupled to drawbar trailers and operating at 44 tonnes, they will be used to collect and deliver recyclable materials from sites across the UK. "Product quality, the spacious new FH cab and driver appeal were key to the company's decision to invest in the new trucks," commented Universal Recycling Company director John Hughes, adding: "The new trucks are on a five-year Repair and Maintenance contract with Crossroads and in terms of parts availability and dealer

Main: Beautifully restored 35 year old FL7 dwarfed by mighty FH prime mover.

Inset: Family motor' FL7 is set to appear at shows

service, Volvo is the best in the country." The FHs were specified with the 13-litre engine rated at 540hp and are fitted with Hyva hooklift equipment. The FMX is equipped with the 500hp version of the Euro-5 spec 13-litre engine. It is also fitted with a Hyva hooklift.

UNIVERSAL RECYCLING IN THEIR OWN WORDS

"Universal Recycling Company provides a sustainable and environmentally friendly service to an established base of clients from metal merchants to cable and White good manufacturers. Our recycling company remains a private concern running on the founding ethos of employing adept managers and skilful staff. We are proudly experienced in all aspects of recycling and have a full working knowledge of the most current and relevant legislation."

NEW UPTIME ASSURANCE SETS 'GOLD' STANDARD



Volvo Trucks is the first truck brand with a service contract that promises 100 per cent uptime. For more than 30 years, Volvo Trucks has been offering its customers service contracts of various kinds. Based on this experience, they have launched an entirely new type of contract. The most far-reaching service commitment is the one that has been launched for the new Volvo FH and the new Volvo FM tractor ranges, which is especially ambitious in Europe since it includes a promise of 100 per cent uptime. So now, anyone signing up to a new Volvo Gold contract, hands over the risk of the truck coming to a standstill to Volvo Trucks. "Volvo Trucks is the first truck manufacturer to take care of its customers in this way and actually say 'we will take the responsibility'. This is totally new," says John Russell, Transport Solutions Manager for Volvo Trucks in the UK. "Customers with this new Gold Contract pay a fixed monthly

Main: Volvo goes for Gold.

Inset: Volvo's John Russell

fee and then hand over all the service, all the maintenance and any repairs to Volvo Trucks. Volvo Trucks in turn, promise that the truck will be available whenever the customer needs it and if this promise is not kept, the customer will receive pre-determined compensation." This kind of offer has been made possible by new technology. Trucks with the new Gold Contract are linked to the Telematics Gateway communication unit, which registers how far the truck is driven, its gross vehicle weight, the terrain it is being driven in, the status of various components and whether any will soon need

replacing. Then a customer service representative at the Dealership is responsible for keeping a check on, and reacting to, any deviating information. "If the Customer Service Representative sees that a component appears to need replacing within the next few weeks, they will call the customer and ask when it would be suitable for the truck to be brought in," commented John, adding. "It is vitally important that promises are kept and that continuous contact is maintained to ensure that service contracts offer customers value for money."

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ABSOLUTE POWER, ABSOLUTE PERFECTION

Chris Davies, boss of David G Davies & Sons Ltd, chose the ultimate top spec truck to be the company's first ever Volvo. The awesome FH16-750. The world's most powerful production truck.

INSIDE TRACK

Where: Glossop, north-west England.

Dealer: Thomas Hardie Commercials, Trafford Park, Manchester.

Engine: D16G-750 Euro 5. 750hp.

Gearbox: I-Shift automated, two pedal transmission with I-See.

Cab: Globetrotter XL, fridge etc.

Exterior accessories: Kelsa light bars.

Annual mileage: 110,000Kms.

MALCOLM GROUP GETS THE MEASURE OF EURO 6

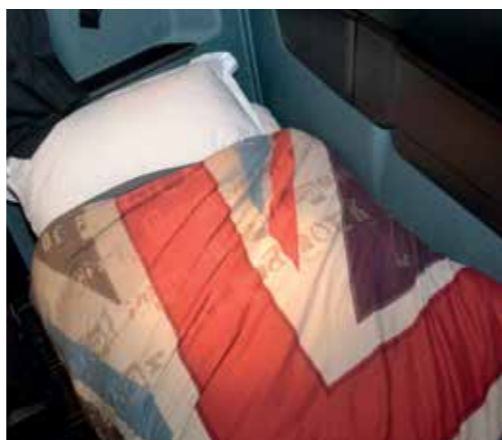
The UK's first Euro 6, new Volvo FM was delivered to The Malcolm Group in Linwood, Renfrewshire. Supplied by Volvo Truck and Bus Centre North & Scotland at Cardonald, the 6x2 tractor unit is fitted with a Globetrotter cab and Volvo's D11K engine producing 450hp.

Group Chief Executive Andrew Malcolm said, "Initially we planned to test a single example of the new FM in Euro 6 trim, but The Malcolm Group has just ordered a further 30 new FM models for delivery between April and October. That decision was based on the solid performance of our existing 11 litre Euro 5 FM tractors." The new Euro 6 FM tractor unit will be subject to particularly close scrutiny during its first six months in operation. "I am confident in Volvo's approach to Euro 6 and I expect the newcomers to at least equal, if not exceed the performance of our current FM trucks. The Malcolm Group's philosophy is that you don't stop investing, because catching up requires more than expense. We also enjoy a good, productive working relationship with Martin Merrick and the entire team at Volvo Truck and Bus Centre North & Scotland," noted Andrew Malcolm. "Driver acceptance of the FM Globetrotter cab with a single bunk and Volvo's Drive Plus Package is extremely good," reported Andrew Malcolm, adding, "Despite being double shifted, in just two years of operation our 11 litre Volvo FM's are delivering operating costs that are constantly amongst the fleet's front runners."



FM GLOBETROTTER SLEEPOVER

THE LAST TIME VTD DID A SLEEP-OUT TEST WAS WITH THE NEW FH BACK IN LATE 2012 ON A VERY COLD AND SNOWY NIGHT IN SWEDEN. THE SLEEP EXPERIENCE WAS NOTHING SHORT OF AWESOME.



Jump forward to 2014 and a cold night on the lorry park at Volvo's UK head office in Warwick and guess what? We're at it again, but this time with the all-new FM complete with the globetrotter cab. From a UK perspective, the FM forms the backbone of the volume of tractor unit sales. The FM is the choice of the gaffer, offering a great solution for many UK logistics businesses with trucks that may be out every night. But the important question with a smaller cab is: how much of a compromise is there putting the FM up against the FH? OK, it's not really a fair comparison, but nevertheless it's more than worth a look.

FROM THE INSIDE
Let's just set the record

straight. Although smaller than the FH, the FM is not small. From the second you climb aboard, you are blessed with a certain airiness. There is plenty of room to move around – you still have 6ft 4in of standing room. Next on the list is the all-important storage. The space above the windscreen consists of two compartments with roller doors as well as four ISO slots, one of which is reserved for the tachograph. Under the bed, there are two large storage compartments that are accessible from the outside and in the sleeper section there are two storage areas for magazines and other items. In the dashboard there are four open storage spaces, a small storage box, a DIN slot storage and a bottle holder. A handy feature was the lockable steel storage box at one end of the bunk. Meanwhile, the interior lighting is good and offers a choice of

From a UK perspective, the FM forms the backbone of the volume of tractor unit sales. The FM is the choice of the gaffer, offering a great solution for many UK logistics businesses with trucks that may be out every night.

normal cab light, red night running light and when you are ready to settle down, you have a nice array of ambient lighting options. The cab curtains are also very good and are made from heavy material. The bunk is 6ft 6in in length and 2ft 3in at its widest. The mattress is pocket-sprung and there are three choices of firmness. The one we tried out was the middle of the three and gave a great night's sleep indeed. The cab temperature is set on the dash but can also be adjusted and turned off from the sleeping area. There are also two reading lamps, one positioned at each end of the bunk so if the vehicle is not parked on the level you can choose which end to sleep and still be able to read.

VERDICT

The FM with the Globetrotter cab gives great overnight comfort and is very well suited to the UK's way of working and will give the driver good overnight accommodation for a week away. You can tell that Volvo has put a lot of thought into the design of the FM and that pleasing the driver was very much at the top of the agenda.

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REDUCING INJURIES WITH VDS



WITH VOLVO DYNAMIC STEERING THE WHEEL IS STILL, EVEN WHEN DRIVING ON BUMPY ROADS

Long days behind the wheel cause many truck drivers to feel pain in their upper back. Henrik Gustafsson is one of them. Five years ago, when driving long-haul transport to Norway, he developed a problem with a muscle behind his left shoulder. Henrik stopped driving long-haul because of this, and started driving timber in the forest with his father. He also took up weight training, but the problem did not

disappear completely. However, about 18 months ago, Henrik got the opportunity to drive the new Volvo FH, equipped with Volvo Dynamic Steering (VDS), in field tests. Since then his back has felt much better. "The difference now is that I don't have to be on edge and drive in a guarded way. With VDS the truck is very stable", he says. VDS reduces the movements of the steering wheel, which would otherwise be created by uneven road surfaces. It makes steering easier and more comfortable for the driver and impacts less on the muscles and

joints in the long term. Driving at low speeds on normal roads with VDS reduces the effort required to turn the steering wheel by around 75%. When driving on rough roads it reduces tremors by as much as 95 to 100%. In combination with I-Shift, it means that the pressure on the driver is massively reduced. Henrik's back pain turned out to be a classic work injury. So, when he and his father bought a new truck, the choice was easy - a new Volvo FH with VDS. "Previously, I would tense up and steer the truck on small, winding roads. With VDS the wheel is still, even when driving on bumpy roads when a force comes from the side that would normally shake the wheel. This is countered by the system so I can sit and feel more relaxed. Today I have a very different position when I drive" says Henrik.

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FH 13ltr 6x2 460
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Ishift
3900wb
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HISTORY

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MELLOW YELLOW (AND PURPLE) 80 TONNER

Ruttle Plant has updated the company's famous high-profile livery to coincide with the arrival of a new Volvo FH tractor unit. Supplied by Thomas Hardie Commercials, Preston, the new FH features a 'high-visibility' modern take on Ruttle Plant's familiar and unique, multi-colour paintwork. "We designed the new livery to suit the lines of the new Volvo FH cab," reports Ruttle Plant Director Gareth Ruttle. "The company is working hard to build on the success of its heavy haulage business for operators outside the Ruttle Group of companies and the new livery helps raise the profile."

The Globetrotter XL-cabbed 6x4 double-drive FH is equipped with the D13C-540 engine and I-Shift. The truck is plated for CAT2 STGO operation at up to 80-tonnes GCW. Unladen weight of the steel-wheeled 6x4 double-drive tractor unit, reports Gareth, is a competitive 9200kgs. Annual mileage is expected to be in the region of 90,000kms. The new FH is also equipped with Volvo's fuel saving construction software package. More individual touches include polished chrome trim strips to the cab grille and a roof-mounted Kelsa light bar. Colour keyed mirrors and sun visor complete the stunning appearance.



CELEBRATING 40 YEARS IN TRANSPORT

Terry Hicks, Director of respected haulier B & T Hicks Transport Limited, is celebrating 40-years with the family-owned and managed business this year. Founded by Terry's father in 1973, B & T Hicks Transport Limited is based in Newport, South Wales. The company has operated Volvos for over thirty years and has recently invested in four new Volvo FH tractor units. Supplied by Truck and Bus Wales & West at Newport, the new Volvo FHs are all high specification Globetrotter XL-cabbed 6x2s. "The new generation Volvos present a strong image for the company," says Terry. All four are equipped with the 13-litre, 500hp engine and I-Shift automated transmission and are maintained on Volvo's Gold Contract by the Newport depot of Truck and Bus Wales & West. "We like Volvos from an operational point of view," says Terry. "They're reliable, fuel usage is very good and our drivers like them. We have a good rapport with Truck and Bus Wales & West. They're very responsive. We can always contact them and we always get a positive response."

"The new generation Volvos present a strong image for the company."



SPOT THE DIFFERENCE



HOW TO WIN:

Simply spot and mark clearly all the 8 differences on the images above. Once completed either cut out or photocopy and post to: Volvo Truck Driver Magazine, 4th Floor, 19 Capesthorne Drive, Eaves Green, Chorley, Lancashire PR7 3QQ to be entered into a prize draw to win the 1:50 scales model of RC Robinson's Haulage Volvo FH with Flatbed Trailer. Closing date for the competition is Friday 27th June

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Terms & Conditions: Not suitable for children under 14 years of age. The winner will be notified within 30 days of the closing date either by letter, telephone or email. All entrants will be placed in a hat and selected at random by a third party. No money alternative will be offered. The winner's name and county will be displayed in the next issue of VTD Magazine.

Winner of Winter issue: Shaun Banks of West Yorkshire Winner will be displayed in the Summer issue of VTD Magazine

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