

Extra! Extra!

With more than 130 exhibitors, 170 trucks and six halls at this year's Tip-ex and Tank-ex shows, there was plenty to see and do



Images: Sirastudio





Thompsons launches ServiceTech

THOMPSONS LAUNCHED its aftersales and specialist engineering offering, ServiceTech at the show. The service covers bodywork fitting for skip-loaders, hook-loaders and cranes; installation of cranes and tractor kits; bodywork repairs to rigid tippers and trailers; and general maintenance, refurbishment, paint and shotblasting.

Among the 32 bodies at the show was a heavy-duty tipper body that it will be supplying to Hamilton-based Yuill & Dodds. It has been built with a sandwich floor, which comprises a 5mm Hardox bottom plate; a 25mm hardwood section; and an 8mm Hardox upper layer. The tipper will deliver 10-tonne rocks to be used as sea defences on the Aberdeenshire coast.

Want in-cab tipping app?

BARRY NAPPER HAS developed a mobile phone app that allows tipper drivers to stay in their cab while tipping.

The weighing system display on the trailer can be viewed via a Bluetooth link on a mobile phone up to 20m away. This means drivers can remain in their cab, out of the way of moving vehicles.

The app is only available for Nokia phones, but the company is looking at developing a version for other handsets.

Walking Floor for Biker Group

NORTH YORKSHIRE-BASED construction firm Biker Group has specified a Wilcox Commercial Vehicles body with a V8 steel plank floor from Keith Manufacturing.

Mark Allan, sales manager, UK and Ireland, at Keith Manufacturing, said: "The Walking Floor system is safe and reliable. It enables operators to unload anywhere."

He added its V-Floor range is one of the most robust moving floors on the market.

POWER HUNGRY: This Econic skip-loader on the Mercedes-Benz stand was the first example to be fitted with the in-house PowerShift 3 automated manual transmission in place of the traditional Allison. Pricing depends on exact specification but is expected to be similar to the Allison. The show truck featured improved driver access, with a wider opening full-height door. It also came with the promise that it would be available with Blind Spot Assist by the end of the year.



Volvo shows off full air suspension FM

WHILE MUCH FOCUS FOR urban operations is on low-mounted cabs, Volvo's latest 8x4 FM takes a different approach. Full air suspension means it can be lowered far enough for the head of an adult standing directly in front of the grille to be visible from the driving seat, while at the press of a button, it can be raised 245mm to enable site operation.

Combined with sideguard monitors and strategically mounted cameras, the concept offers a viable alternative for city work. This particular example is also the first CM has encountered in the UK with Volvo's tandem axle lift, which simultaneously lifts and disengages drive to the fourth axle and aids economy and traction.



Priden debuts its Zero-T bulk blower

PRIDEN ENGINEERING launched its Zero-T bulk blower for animal feed deliveries, which it billed as its safest ever as it removes the need for tipping.

The Zero-T uses a conveyor belt to unload animal feed. It claims this is a safer way to unload as tippers may topple over when delivering to farms.

When the trailer compartments are opened, the load drops onto the conveyor belt, which goes to the rear and then is blown out of the vehicle.

The trailer allows operators to deliver in high winds, under overhead cables or in buildings that tippers are unable to reach.

The Zero-T also has an electronic door cut-off system, which automatically cuts power to the rear feeder and moving parts if the door is opened while it is operational. There is a master



override switch that can prevent accidental overload.

Priden Engineering director Kevin Walker said: "With health and safety in mind we try to keep the operator safe at all times."

The Zero-T also has increased blowing performance as there are no 90-degree bends between the blower and the feeder. Priden

claimed the pipework, non-tip body and silencers on the Zero-T also make it the quietest trailer it has produced.

Priden had been tight-lipped about the Zero-T before its launch, Walker added. "People have been ringing our sales team wanting to place orders when they haven't had it out on test."

Hyva displays product range

HYVA UK USED its stand to showcase its expanding range of products available for the aggregates and waste sectors.

Pride of place was its super-lightweight FCA129 tipping cylinder, which weighs 430kg (including brackets) and can be used for 32-tonne 8x4 aggregates operations.

Also on display was its heavier-duty ram and tank FCA137 model, suitable for operations including quarry work, demolition and muckaway. As well as tipper equipment, Hyva was on hand to talk to visitors about its move into the UK truck-mounted crane market. On display was an HA15 E2 model designed for use with lower GVW 4x2 rigid chassis, which weighs less than 200kg without stabilisers.

Hyva products were fitted to a variety of trucks, including Wilcox, Abba Commercials and Fruehauf bodies, as well as on an 8x4 hookloader belonging to LC Vehicle Hire, which is fitted with Hyva's latest Titan bodywork.



SAFETY FIRST: While the road transport world ponders driverless trucks, the Swedish ReCoDrive system, as fitted to a 6x2 Volvo FE with a Sprider asphalt patching machine, already allows the operator to safely move the truck from a remote control while operating the equipment. It allows the operator to lay up to 60 tonnes of asphalt in a day helped by its body, which is insulated to Scandinavian standards. The system is sold in the UK by Plant Supply of Hirwaun, south Wales.

ALL READY: After an introductory period, 8x4 tridem versions of Renault's C-range are now available. Recognising that the weight and purchase cost penalties mean the tridem concept is not suitable for every operator, those who see it as a more productive alternative to a 6x4 chassis can be satisfied.



Hiab attracts admiring eyes

HIAB CLAIMED TO have received lots of interest in its Jonsered 1200 grab loader, designed for the recycling and forestry industries.

Launched at the CV Show in April, the grab loader is new to the UK market, despite similar products being available in

Europe for muckaway operations.

"This is the first time we've been in grabloaders," said Neale Martin, Hiab specialist at supplier Londonderry Garage Specialist Equipment. "A few orders were placed at the CV Show and at Tip-ex, mainly from medium-sized companies."



LIGHT AS A FEATHER: Abba Commercial used the show to launch its Predator Ultilite, which it claimed is the lightest steel tipper body in the UK. The Predator Ultilite has a Hardox 450 abrasion-resistant steel body, 14m³ payload capacity and offers a weight saving of 750kg compared with a traditional double-skinned steel tipper. Abba Commercial's sales manager Lee Glynn said the body was developed specifically to achieve payloads of more than 20 tonnes, thanks to an unladen weight of approximately 11.7 tonnes. It also has a Hyva FC137 front-end gear, a VWS onboard weighing system and automatic tailgate locking. The company also displayed its Predator Ultimate tipper body.

Vehicle alarms are not enough to ensure safety

HAVING AN ALARM on a vehicle is no longer enough to ensure vulnerable road users are warned about potential hazards, according to Amber Valley Developments.

Stephen Miller, sales manager at Amber Valley Developments, which produces the flashing LED Alarmalight range, said: "It is

great having an alarm that sounds on a vehicle saying this vehicle is reversing, but the problem is that a lot of people have hearing impediments or have their headphones in, so they aren't necessarily going to hear."

Miller said the firm has sold as many Alarmalights so far in 2017 as it did in the whole of 2016.



STYLE TIPS: The star of the Dennis Eagle stand was a demonstration example of its tridem Urban Safety Vehicle, which was fitted with a driver-plus-two low-entry cab with on-board fridge.

Iveco adds tippers to DriveAway

IVECO HAS EXTENDED its DriveAway range of ready-bodied vehicles. Previously only Daily and Eurocargo models up to 7.5 tonnes were available but it now covers all rigid categories up to 32 tonnes. Models available include hook- and skip-loaders, road sweepers and tippers, including the Trakker Hi-Land 8x4 grab-loading tipper with a Kel-Berg heavy-duty steel body.

Iveco brand marketing and communications manager Lisa Fuller said the vehicles are held in stock with individual dealers, but are accessible by the rest of the network. She added the programme should particularly appeal to the waste and construction sectors, where new contracts may require additional vehicles at short notice.



Dennison can't keep up with Crick Trailer Sales

CRICK TRAILER SALES' impressive nine months of trading has created problems for parent company Dennison Trailers, which Crick said can not manufacture them quick enough to meet demand.

Its products include drop-frame machinery carriers, straight-frame aggregate tippers, a 4-axle drop frame trombone and the steel-bodied sliding bogie aggregate tipper.

Crick Trailers Sales technical sales manager Scott Pagano said: "We have been very successful

since we opened our sales outlet nine months ago."

He added the sliding bogie tipper is the biggest selling point for the company. "I'm excited about the sliding bogie tipper trailer. Dennison is one of the only companies making it in the UK. It's one of the safest tipper trailers anywhere," he said.

Pagano said that along with its manoeuvrability, the sliding bogie tipper has the ability to remain upright on difficult ground, which means it is one of the only trailers permitted on certain sites.

Fruehauf inundated with orders

FRUEHAUF RECEIVED LOTS of interest in its trailers for the waste and renewable energy industries after launching several specialist models.

The company booked orders for specialist trailers with various specifications at the show, including units with fully enclosed roofs; hydraulic roofs with one,

two or three doors; and those with leak-proof hydraulic rear doors.

Sales director David Thomson said the company had been “inundated” with orders after moving into manufacturing vehicles for the waste transport sector, including bin-lifters for the animal by-product rendering market. “We’ve broken heavily

into the waste sector and are seeing lots of interest,” he told *CM* at the show. “We’ve had seven orders so far today.”

He said Halifax-based Leo Group recently placed an order for 200 trailers, with the first already on the road.

Thomson added that specialist trailers make up approximately

half of its manufacturing output, while the remainder consists of bulk transport units.

The company’s stands also featured a step-frame trailer, a volumetric unit, a half-pipe aggregate tipper, a sloper trailer in the livery of customer Alfred Hymas and a sloper in Pollock (Scotrans) livery.



SWEDISH TOUCH: Scania had a heavy presence at the show, with an impressive display of tippers in a variety of configurations dominating the Majestic Hotel’s lawn area (above). Although the timing of the new G-series launch, revealed in distribution form a few days after the show [see page 8], was inopportune, there’s certainly no lack of demand for the current construction models. The most recent registration figures show Scania to be market leader in the 8x4 construction sector. Operators of artic tippers can already buy Next Generation models, and there were at least three S-series tractors on display with various operators. Literally a shining example of Scania’s appeal was provided by Longthorne’s T-cab (pictured left), still looking immaculate after 12 years of arduous quarry work.



Gleelite tipper woos operators

COUNTY TIPPERARY-BASED bodybuilder Gleeson Truck Bodies received lots of interest in its L100 Gleelite tipper body, which it launched at the show. MD PJ Gleeson said it garnered interest from operators as it is lighter and offers improved payload – 20 tonnes – compared with its other products. It has a full Hardox body and a heavier, reinforced automatic tailboard. It also showed the G100 grab-tipper.



SMOOTH OPERATOR: Aliweld used the show to launch a new version of its smooth-sided monocoque body, which can be specified up to 7ft in height. The body is manufactured using a tough aluminium and does not use any rivets, giving it a sleek finish. Director Trevor Marshall said the company received positive feedback from customers, who welcomed the new streamlined look. Aliweld showcased the design on its stand with a Scania G450 in the livery of Bathgate-based customer A Johnstone Haulage and a body it supplied to Walter Marchbank (pictured left).

TIP shows extensive range

By **Steve Hobson**

TIP TANKER Services and Williams Tanker Services (WTS) used the show to highlight its full range of tankers, including fuel and gas tanks, for rent and contract hire.

This year's Tank-ex was the first since TIP acquired Morley, Leeds-based WTS in August 2016. WTS will remain as an independent business for the foreseeable future and will continue to be the UK distributor for Belgian tanker builder LAG which, like TIP, is now Chinese-owned.

TIP business development manager Peter Hughes said the acquisition had made TIP a "one-stop shop for operators



wanting to buy or rent any type of tanker".

"We never touched fuel or gas tankers before we bought Williams," he said. "TIP wanted to move into the market and that is why we went for a successful, well-known business. It has been a game-changer for us."

WTS employs 40 staff, of which 28 are fitters, at its site in Morley, which includes a 17-bay workshop.

"Williams is a great family business and we want to keep that ethos, but make it work smarter," said Hughes. "We can sell, rent, refurbish and maintain

the full range of road tankers."

TIP's stand featured an LAG aluminium tipping powder tanker (pictured). It has a rental fleet of 100 fuel tankers, as well as building and selling LAG tankers to customers' exact requirements. The rental tankers will also be for sale, avoiding the six months lead time to get one built to order.

Since TIP was acquired from GE Capital by Chinese automotive group HNA in 2013 it has been aggressively expanding, buying the fuel tanker rental business Haartz Tankers in April last year, which added 150 tankers to the rental fleet, and buying another 500 new tanks of all types including food and chemicals.

VPG and VWS develop tanker safety solutions

VPG ONBOARD Weighing and Vehicle Weighing Solutions (VWS) have developed two new safety systems.

The VPG Onboard Weighing's PM1155 is designed to stop the 40 accidents or so a year where tippers fall over when discharging on uneven ground or if the load is stuck on one side of the body.

An inclinometer detects when the body is tilted at more than 4 degrees, while two load cells determine if the load is biased more than 60% towards one side of the body as it is raised. An alarm sounds and the power is cut to the lifting gear, preventing the vehicle from falling over.

It has been developed and

tested by Cemex and is specified on all of its tippers

Meanwhile, VWS has adapted its VOPS2 on-board weighing system for LCVs to come up with a system for waste tankers.

While the known density of liquids such as milk and petroleum allows an accurate estimate of the weight of a load

based on its volume, it is far harder to determine the weight of products such as sludge and slurry.

The system combines a small pressure transducer to measure the weight on the fifth wheel or landing legs with conventional air pressure monitoring in the rear trailer axles to accurately measure the total weight of a tanker trailer.



MEASURE FOR MEASURE: German tanker manufacturer Feldbinder is "future proofing" its AdBlue tankers (pictured left alongside a cement tank on the right) by fitting an accurate metering system, even though these are not yet required in the UK. Shaun Hurst, sales manager at Feldbinder UK said unlike fuel tankers, which must accurately meter volumes delivered to each customer so the right amount of duty can be paid, there is no such requirement for AdBlue. Metering is required in Germany and some other EU countries and Hurst said there has been some interest in the metering system, developed inhouse, among UK customers. "It exceeds anything required by Trading Standards," he said. "But it future proofs our AdBlue tankers." The metering system can also be retrofitted if necessary. There was a lot of interest in Feldbinder's 56m³ aluminium ash tanker, designed to carry low-density ash from waste energy plants. More of these are being built in the UK to reduce the waste being sent to landfill, and there is an increasing demand for high-volume tankers of up to 70m³ to take ash from the power station to manufacturing plants.

Maisonneuve shows stainless steel tankers

FRENCH TANKER manufacturer Maisonneuve, represented in the UK by Integrated Tanker Services (ITS) of Walsall, showed three stainless steel road tanker trailers, designed to carry AdBlue, fertiliser and waste.

ITS MD Steve Hardwick said that while aluminium was lighter than stainless steel, it was not suitable for all products and would not last as long.

“Aluminium is mainly used for petroleum tankers because they need to carry the maximum weight,” he said, “but you have to be careful what you put in them so stainless steel is most popular for waste vacuum tanks.

“Operators buy Maisonneuve because the quality of construction



stands out,” he added.

The 28,000-litre AdBlue tanker was built for Lincolnshire haulier P&S Simpson and is liveried in the Yara brand. It features a command-steer rear axle from Dutch firm Esve to enable the vehicle to get into tight spaces when delivering bulk AdBlue to power stations,

petrol filling stations and other sites such as farms.

The vacuum waste tanker was built by ITS around a barrel supplied by Maisonneuve for a West Country operator that had already bought two vehicles. It uses hydraulic power taken from the truck engine to drive its

pumps, but some buyers – especially rental companies – still prefer a donkey engine on the trailer so it can be used independently of a tractor unit.

The 25,000-litre fertiliser tanker was built for P&S Simpson by Maisonneuve in France. Designed to deliver liquid fertiliser to farms, its pumps are powered by two small Honda petrol engines.

ITS carries more than 25 rigid and artic tankers in stock, but Hardwick said many trailers are so specific to the operator’s application they have to be custom-built. “There are so many permutations that we can’t carry them all in stock,” he said. “We do carry stocks of more general-purpose vehicles and milk tanks however.”



NEW VIEW: CD Enviro is bringing the specification of waste recycling equipment into the 21st century by using virtual reality (VR) to demonstrate the full range of equipment. Its stand featured a VR machine that will allow operators to integrate its DMax solid/liquid separators with other plant without leaving their offices.

Clayton gets clean

RTN CLAYTON Vallely showed a lightweight cleaning tanker able to take a 10-tonne payload on its 6x4 chassis. The RCV Ultra Clean’s filter system can handle fats often found in sewers, which can clog conventional units. RTN builds 400 tankers a year, making it the UK’s biggest tanker manufacturer.

GK&N Services wows crowds at first Drain-ex show

FOR THE FIRST time, the Drain-ex show took over hall G of the Harrogate International Centre, and its stand-out exhibitor was West Yorkshire drainage and cleaning specialist GK&N Services.

Its stand featured one of the largest Ecovac jetting tankers – a 32-tonne monster built for colourful waste management and cleaning specialist, Billy Bowie Special Projects of Kilmarnock – and a small welfare unit mounted on an Iveco van chassis.

The latest special build for Billy Bowie is mounted on a



Volvo FM 8x4 tridem chassis with a triple rear bogie that uses a steering and lifting front axle to

maximise manoeuvrability.

GK&N foreman Stephen Hirst explained the 3,900-gallon waste

tank was specially extended by GK&N. It uses an 8in suction hose rather than the usual 6in to allow suction rates of 2,500ft³ per minute at 80% vacuum. It can jet clean water at 60 gallons per minute at pressures up to 2,000psi. The vehicle will be used for a range of work by Billy Bowie, including cleaning wet well sumps, emptying septic tanks and gully cleaning.

Mounting it on an 8-wheeler enables the tanker to carry 15 tonnes of waste and five tonnes of clean water, enough for a day’s work.

Tipped for success

MORE THAN 430 industry representatives attended the Tip-ex and Tank-ex Awards and gala dinner, which celebrated best practice and innovation in the tipper, tanker and bulk transport industry.

The event, which took place at Harrogate's Majestic Hotel on 2 June, saw guests entertained by stand-up comedian Justin Moorhouse of Peter Kay's Phoenix Nights fame.

Road Transport Media sales director Vic Bunby welcomed guests, and said the show had gone from strength to strength and showed how the industry was committed to hard work and improving safety.



The Red Kite Alliance

GUESTS RAISED £15,000 for the event's nominated charity, the Red Kite Alliance, a partnership of schools and learning institutions across Yorkshire and the Humber. The money will be used to provide reflective strips to all schoolchildren in the Harrogate area, which can be clipped onto coats and bags to help them to be seen on dark mornings and evenings.

Hemmingway Services Yorkshire and Mereside European Express will each have their logos printed on the Red Kite Alliance reflective clips after each pledging £5,000 in the charity auction.

Three prizes were also handed out in the charity raffle. DHL's Gary Couttes won a two-night stay at the Majestic Hotel, courtesy of Thompsons UK; Ian Goode of Robert Croft won Daf model trucks, courtesy of Daf Trucks; and Stuart Nancollis of Octave won a Fitbit, courtesy of Stas Trailers.

Neil and Abigail Johnson from Mick George won the Aspinals leather goods selection at the Scania Casino.

Tanker Operator of the Year

Winner: Turners (Soham)

FFB Feldbinder UK
Special Transport Systems



TURNERS (SOHAM) was named Tanker Operator of the Year, as the judges were impressed with the professionalism of its operation. The company runs approximately 600 tankers that deliver fuel, building materials and foodstuffs across the UK and mainland Europe. Its tankers are replaced in frequent cycles to ensure that it is running the most efficient, clean and safe fleet available. It is also focused on maximising payload and fuel efficiency to reduce its environmental footprint.

Tipper Haulier of the Year

Winner: O'Donovan Waste Disposal

Montracon
the trailer for road transport



THE COVETED Tipper Haulier of the Year Award was scooped by O'Donovan Waste Disposal, which has remained at the forefront of the safety and environmental debates in London. It holds both Clocs and gold Fors accreditation and is keen to ensure its drivers are trained to a high standard by putting them through NVQs in HGV driving and safer urban driving courses. After the introduction of its Safety 2015 and Beyond project it saw a 22% reduction in accidents and a 25% reduction in insurance premiums.

Personality of the Year



JACQUELINE O'DONOVAN, MD at O'Donovan Waste Disposal, was named Personality of the Year by the judges. O'Donovan, who took on the business at just 19, regularly engages in the safety and environmental debates, fighting the corner of the smaller haulier. She is also passionate about women succeeding in the transport industry and mentors a number of the company's female employees. She has also appeared in the national press to promote the professionalism of the industry. Her award was accepted by commercial director Richard Clarke.

Winner: Jacqueline O'Donovan



Tipper Safety Award



Winner: Cemex UK



CEMEX UK was given the Tipper Safety Award for its efforts to reinforce safe behaviours across its workforce and contractors and regularly implementing workplace improvements. As a result of promoting a culture of safety, the company has seen zero RIDDOR accidents in the past five years across its staff and agency drivers. It also works with industry groups such as Fors and Clocs to share best practice.

Show Innovation Award



CLEARWHEELS, A device that allows drivers to quickly and safely remove debris from between HGV wheels, was given the Show Innovation Award. The judges were impressed with the simplicity of the product, which was designed to solve an often costly and inconvenient problem that many operators that go off-road or on uneven surfaces face. To dislodge debris, the driver can feed the chain around the back of an object and drive forward or backwards, depending on which set of wheels are affected.

Winner: ClearWheels



Tanker Safety Award



WINCANTON RECEIVED the Tanker Safety Award for its continued drive to encourage safe working practices in its tanker operation. With a fleet of tankers covering bulk gases, foodstuffs, liquids, petroleum and drinking water, safety is of high importance to the company. Drivers undergo customer-specific training from a dedicated health and safety team, and the company carries out regular internal audits.

Winner: Wincanton



Image of the Industry



AGGREGATES HAULIER and waste management firm Mick George won the Image of the Industry Award for its focus on improving safety and promoting professionalism. It continued to support several road safety initiatives in 2016, including funding speed indicating devices in speeding hotspots across Cambridgeshire, extending voluntary no-drive zones in villages for its vehicles, and taking part in road safety demonstrations in schools.

Winner: Mick George

