



ROAD TRANSPORT EXPO 2026 REVIEW



RTX year five comes alive at NAEC Stoneleigh!

Last month, Road Transport Expo (RTX) welcomed thousands of industry visitors to a sunny NAEC Stoneleigh in Warwickshire.

Now in its fifth year, I am thrilled to see how RTX has expanded in scope and continues to be a must-attend event for the road transport sector.

With a record number of visitors, more than 330 trade exhibitors, an insightful three-day conference programme and a popular Ride & Drive experience, RTX has truly become a fantastic meeting place for HGV operators, manufacturers and industry stakeholders.

We are delighted with how the show performed this year, and early feedback is excellent from both exhibitors and visitors alike.

Please get in touch if you have any suggestions or ideas for improving the show in future years. Your feedback helps us shape the format, build on what worked

well and improve anything you would like us to do differently. You can email me directly at vic.bunby@markallengroup.com.

In the following pages, we've brought you a round-up of some of the fantastic products on show at RTX. And if you head to social media and check out **#RTX2026**, you'll see the sheer scale of the event.

I look forward to next year's RTX and seeing you there. It will take place from 6-8 July 2027.

Vic Bunby

RTX Show director & managing director,
Road Transport Media



Volvo Trucks in the limelight

Volvo Trucks showcased its wide product range at RTX. Visitors explored a broad cross-section of its portfolio, which featured trucks, cabs and drivelines developed to meet the evolving needs of modern fleet operators.

The Swedish manufacturer once again took centre stage at NAEC Stoneleigh, with its outdoor stand (B22) positioned directly in front of the main entrance of Exhibition Hall 2. Just inside the doors, visitors found the impressive indoor line-up at stand G37, including a new DHL Volvo FH Aero gas-powered tractor unit.

Both displays highlighted Volvo's continued focus on efficiency, driver comfort and reduced environmental impact. Gas-powered solutions form an



important part of the display, reflecting Volvo's wider approach to alternative fuels and offering operators practical options to reduce emissions without compromising on operational flexibility.

As well as DHL's FH Aero LNG truck, a wider selection of customer vehicles were on show, underlining the brand's close collaboration with operators throughout

the UK and its commitment to delivering dependable transport solutions across a variety of sectors and applications.

Visitors had the opportunity to speak with Volvo specialists about the latest innovations, as well as the comprehensive range of services and support available to help maximise uptime, efficiency and overall fleet performance.



Solomon Commercial

Solomon Commercial celebrates its 50th anniversary this year. The family-run business has grown to become one of the UK's leading refrigerated vehicle manufacturers, employing nearly 450 staff. The company builds between 60 to 70 vehicles a week across its seven production facilities in the Rossendale Valley.

Its range covers refrigerated vans from 3.5-tonne all the way up to 13.6m trailers. Some of its key customers include the likes of Tesco, Asda, Morrisons and the Co-op. Solomon Commercial's stand featured a number of key projects including a Greggs-branded trailer, an AF Blakemore rigid for its Spar contract, an electric Mercedes-Benz Trucks demonstrator and a smaller RDS Transport vehicle.

The core business is supported by Solomon Bodyguard, the aftersales segment of the company. Fleet maintenance services are offered UK-wide through a team of 14 mobile service vans. Solomon Bodyguard operates seven days a week 363 days a year with competitive SLAs and around the clock parts dispatch.

Kässbohrer's diverse offering impresses

Kässbohrer's stand displayed the diversity of the trailer manufacturer's range with a 3-axle fixed stepframe, 4-axle extender, tandem-axle wafer deck and a full length steel tipping trailer with Hardox body. Its wafer deck features one of the lowest ride heights in its class and has power steered axles to improve manoeuvrability.

Carl Steele, trailer sales operations at MM Acquisitions, the sole UK importer and distributor for Kässbohrer trailers, said: "The 3-axle step-frame and 4-axle extenders are our best sellers. We're trying to sell more of the power steered wafer deck which we offer in 2-axle and 3-axle configurations."

In keeping with a recent boom across the trailer market, Steele said: "We're finding that so far this year, we're up on sales from last year, so it's been a productive year so far."



Isuzu Truck UK raises the bar

Isuzu Truck UK unveiled a new generation of commercial vehicles at RTX 2026, in what the manufacturer describes as the biggest transformation of its UK product range in three decades.

Visitors to the Stoneleigh show-ground took their first public look at the P700 range, with 3.5-tonne, 7.5-tonne and 13.5-tonne chassis on display. The line-up features narrow, day and crewcab variants designed to improve safety, comfort and efficiency while retaining Isuzu's distinctive identity.

Standard equipment includes LED lighting, air-conditioning, sat-nav and an infotainment system with Apple CarPlay and Android Auto connectivity.

Pete Murphy, MD of Isuzu Truck UK, said: "With the new P700 range, we are not just raising the bar for safety, com-



fort and efficiency, but also giving our customers more choice with several new model variants being introduced to widen our appeal."

New additions include a 6.5-tonne crewcab model, a 175hp 3-litre diesel

engine option for the 7.5-tonne range, and a longer wheelbase F-Series variant at 13.5 tonnes.

The N-series range features a new ISIM (Isuzu Smooth Intelligent Transmission) Dual Clutch 9-speed gearbox, enabling operators to unlock additional power for more demanding applications without the added weight of a larger displacement engine.

Other key upgrades on applicable models include the introduction of a blind spot information system (BSIS), a distance warning system (DWS), traffic sign recognition (TSR) and a tyre pressure monitoring system (TPMS), all designed to maximise vehicle safety.

Production of the right-hand-drive models for the UK market will begin in August.

Fruehauf lightens the load for operators

Fruehauf is committed to making its trailers stronger and lighter to help operators improve efficiency. Its latest blower trailer replaces a traditional donkey engine with a hydraulic system that runs off the PTO. This innovation cuts the weight of the trailer by around 1-tonne, so payload capacity increases up to 28 tonnes.

The company is still undergoing a massive modernisation programme to bring its Grantham manufacturing facility up to date with the latest technology. Automation is increasing through the use of robot welders and robots dedicated to making the chassis rails.

Building bodies for MV Commercial vehicles as well as its own branded trailers, Fruehauf produces between 800 and 900 vehicles annually, securing its position as a market leader in the UK. Fruehauf's core product line includes blower, sloper, stepframe, halfpipe and bathtub models.



Boughton expands

Boughton Engineering has expanded its close-coupled trailer range with the launch of the Flatcova, giving operators a close-coupled trailer option.

The Flatcova complements Boughton's Kwikcova sheeting system, providing customers with greater choice while maintaining the durability, reliability and engineering excellence for which the company is renowned, explains national sales manager Stuart Wheatley.

The Flatcova has been developed in response to customer demand for the flexibility of loading from both ends of the trailer, combined with the benefits of a lower unladen height.

Designed with operational efficiency in mind, the Flatcova accommodates CHEM-standard containers up to 38.2m³ as standard.

The lower-profile design also reduces the risk of damage to the sheeting arms when travelling unladen and has the potential to improve aerodynamic efficiency by reducing drag.

Wheatley said: "The Flatcova reflects our focus on designing equipment that meets the real-world needs of operators."



Strongman Adam Bishop made this extraordinary feat look easy

Iveco truck stunt 'pulls' in a crowd

Day one of the Road Transport Expo was busy for Iveco, with its completed electric line-up making its UK debut. However, its big speech was comically interrupted by two-time Britain's Strongest Man and Iveco brand ambassador Adam Bishop, asking for a vehicle to be moved.

Ultimately, this humorous moment saw the athlete pull more than 9 tonnes of Iveco truck the full length of the stand in front of an awestruck crowd.

The vehicle itself was an Iveco S-Way 6x2 CNG, a class-leader in terms of natural gas capability. However, this example was even more special – designed in collaboration with Iveco's technical partner in the UK, this 6x2 features a lengthened chassis and rear-steer axle.

Run by Abbey Logistics on behalf of British Sugar, this configuration enhances stability without the need

for trailer-mounted stabiliser legs, while also boosting manoeuvrability. This added capability builds on the CNG-powered Iveco's already impressive CO₂ reduction of up to 95%.

Another celebrated CNG truck on the Iveco stand is the returning Force of Nature show truck. While visually impressive in striking shades of black and green, its unique tank placement and 6x2 configuration make it the only pure gas truck on the market to allow for full trailer lengths and a 44-tonne GCW.



Durite plays it safe on bridges

Durite says that its low bridge detection system should reduce the risk of bridges being bashed.

It uses a camera combined with AI to detect and read height limit signs up to 200m ahead. If the truck or trailer are too high, then visual and audible warning signals are triggered in the cab.

If no sign is present, then an amber warning is triggered, and the driver is advised to proceed with caution. The system is paired with GPS and a low-bridge database covering some 2,000 locations.

Bear in mind that the driver is expected to input the height of the truck or trailer concerned before leaving the yard for the system to work.

Durite has also come up with Durite Live which provides a live feed to any cameras fitted to a truck or trailer. If the transport manager suspects there may be a problem, then he or she can quite literally see what is going on.

Available too is the Durite LED HINVII Warning Light which illuminates high-vis clothing, cones and signage at night or in fog.

Nexus Vehicle Systems packs punch

Nexus Vehicle Systems has developed a package which should ensure trailer tail-lifts and other pieces of ancillary equipment do not stop working because the battery that feeds them is flat. The battery can be kept charged up by the tractor unit via the suzie connectors, and by a solar panel which delivers a trickle charge.

The company is finding that its sliding coupling, which allows the driver to connect the suzies while remaining safely on the ground, is proving increasingly popular, with one major fleet recently ordering 200.

If a driver has to clamber onto the catwalk then there is always the risk of a fall, and the Health & Safety Executive takes a serious view of falls in the workplace. Nor should the danger of being crushed between the back of the tractor unit and the front of the trailer be ignored.

DAF shows off a real gem

DAF Trucks had a major presence at RTX 2026, with a special-edition flagship model, award-winning electric vehicles and an expanded TRP display designed to attract visitors across the showground.

Taking centre stage on DAF's indoor area (pictured, right) was the Emerald Edition, a limited-production truck from the OEM's Gemstone Collection.

Following last year's Sapphire Edition, just 100 Emerald Edition models will be built as DAF begins the countdown to its centenary celebrations in 2028.

Finished in distinctive Forest Dawn green paint, the truck features piano black exterior detailing, Alcoa



Dura-Bright aluminium wheels, front and rear air suspension and twin fuel tanks.

The bespoke interior mirrors the exterior theme, while each vehicle carries its own unique production number.

DAF also displayed an XD 350 Electric FT 4x2 tractor unit operated by Fagan & Whalley. Powered by a 350kW PACCAR EX-D2 electric motor and a 525kWh lithium-ion phosphate battery pack, the truck highlights the growing role of battery-electric vehicles in everyday transport operations.

The XD Electric and XF Electric were recently named International Truck of the Year 2026.

illumos turns on the style

Wimbush, Essex-based illumos has developed a range of stylish-looking exterior and interior LED lights for trucks which it says minimise glare and have no hot spots, and offer the same or better visibility as conventional lighting. "The colours are a lot clearer and eye strain is reduced, making it far more comfortable for drivers," says customer service manager, Vivien Jones.

Trailer-Tec's UK debut

Trailer-Tec hosted the UK debut of D-TEC's latest vacuum tanker trailer alongside Kraker Trailers' moving-floor trailer outside on its stand.

The company brings products from both Dutch manufacturers to the UK market. D-TEC's new vacuum tanker features a unique steering system which reduces tyre wear and improves manoeuvrability.

As well as vacuum tankers, D-TEC's range also covers container transport and tipping trailers. Next year, the company will mark its 40th anniversary. Its tankers are designed around low dead-weights, minimal maintenance costs and high resale value. D-TEC has found



success in the agricultural sector with products built for handling manure and biogas substrate.

Kraker specialises in moving-floor trailers and one of its waste specification models was on display at RTX. Instead of welded joints, the manufacturer uses riveted joints to allow the use of multiple materials such as aluminium and steel which helps with weight reduction.

Supervac first

Supervac made its show debut at RTX 2026. The new brand is the result of VJ Engineering and Valley Tankers merging under one name. As the moniker suggests, the company specialises in the production of rigid and trailer vacuum tankers. It supplies non-hazardous and ADR tanker spec vehicles to customers in the municipal, industrial, environmental and infrastructure segments.

Across its sites in Leeds and Rugby, Supervac now has a combined production facility spanning 90,000ft². The merger has sparked major investment into its processes and equipment including new spray booths, laser cutting equipment and plate rolling machinery. Automated welding technology is also being deployed to help boost production efficiency and quality.

Later this year, Supervac is expected to launch a 26-tonne combination unit and a 13-tonne urban combination unit optimised for manoeuvrability.

Renault Trucks brings mix of old and new

Renault Trucks showcased a mix of innovation, sustainability and heritage at RTX this year, with vehicles from its latest Model Year 2026 range joined by an iconic Renault Magnum.

Leading the display was the T High 480 6x2 Customised, T 480 6x2 and C 440 8x4 tipper. The T High combines advanced safety technologies, including a camera-based driver behaviour warning system and lane departure warning with course correction, with Renault Trucks' Optifleet fleet manage-

ment platform. The T 480, powered by a DE13 engine, carries a four-star Euro NCAP safety rating.

The C 440 8x4 tipper is aimed at demanding construction applications, featuring a reinforced chassis, off-road suspension and camera monitoring systems designed to improve visibility and safety on-site.

A key attraction was a restored AE 380.19 TD Magnum, celebrating one of the industry's most influential truck designs. The Magnum was the first production truck to feature a completely flat floor and walk-around interior, helping to redefine driver comfort standards.

Electric mobility also took centre stage with the E-Tech T 4x2, which was available in the RTX Ride & Drive programme. Powered by six 90kWh batteries and three electric motors, the vehicle showcases the real-world capabilities of battery electric heavy trucks while at the same time highlighting Renault Trucks' support for fleet decarbonisation.



MAHA UK brings the action

MAHA UK returned to RTX with a larger presence, showcasing its latest workshop equipment and vehicle-testing technology.

At its stand, visitors were able to view a wide range of commercial vehicle workshop solutions in action. Highlights included a commercial brake tester featuring a rising roller bed option and mobile column lifts.

RTX has become an important date

in MAHA UK's calendar since its launch in 2022, attracting operators, workshop specialists, OEMs and suppliers from across the commercial vehicle sector.

Managing director Neil Ebbs led the stand team alongside Luke Fuller, Louis Tunmore and James Thompson.

British Truck Racing Championship driver John Bowler joined the stand on July 1 as part of MAHA UK's partnership with Bowler Racing.



Freeway Fleet Systems

Freeway Fleet Systems is gradually introducing a cloud-based fleet maintenance platform. "We're replacing a legacy system, and it will be a couple of years before we get it finished," says principal business analyst, Dimitri Strutt.

Driver walkaround checks are the first element to arrive, and this aspect is fully operational, he said. "A cloud-based solution costs less and is easier to maintain," he observed.



BMI sees the MAXXlite

BMI Trailers unveiled MAXXlite at RTX – a high-volume trailer range that combines reduced weight with durability.

MAXXlite represents a significant development for the manufacturer, which has built its reputation on robust moving-floor and ejector transfer trailers. Built on a full steel chassis and manufactured in the UK, the new range challenges perceptions that high-strength trailer designs must come with a weight penalty.

The first model in the range features a tare weight of just 7.74 tonnes and a body capacity of 99.4m³. Despite the reduced weight, the trailer comes equipped with a powered rollover cover, Cargo Floor 7mm EXTREME system, internal bulkhead, SAF disc brakes and alloy wheels. BMI says smaller MAXXlite variants will achieve even lower tare weights while maintaining the structural integrity.

MAN unveils range of new products



The formal proceedings at RTX 2026 commenced when MAN UK's new MD, Jan Kohlmeier, hosted the first press conference of the show. He revealed a range of new products and refinements to existing products.

Probably most relevant to UK operators is the TGX Efficient Line+, with a spec fully optimised for economy. The manufacturer claims an 8% improvement over the standard vehicle, which it calculates equates to a £6,600 annual fuel saving for a typical operator.

Also at the top end of the line-up, the new highly equipped Eclipse option is aimed squarely at driver appeal and retention.

Of interest to the construction and distribution sectors, MAN's first 8x2 rear-steer chassis with lifting fourth axle combines high levels of payload and manoeuvrability.

In the EV arena, in which Kohlmeier is aiming for market leadership, the first RHD eTGL 12-tonner made its world debut. With suitable mid-shift charging, MAN claims it has a realistic daily operating range of 600km.

Meanwhile, the lightest model in the MAN range – the TGE van – celebrated its 10th anniversary.

Schmitz Cargobull targets fast turnaround with new dry cargo box semi-trailer

Schmitz Cargobull unveiled the S.BO PACE+ at RTX – a dry cargo box semi-trailer developed for parcel distribution and standard dry freight operations where fast turnaround times and maximum vehicle availability are essential.

Due to enter production in January 2027, the S.BO PACE+ succeeds the existing S.BO PACE and introduces the company's new FERROSTRUKT sidewall technology. Combining a steel skin with a honeycomb core, the construction is designed to deliver high impact and puncture resistance while keeping weight low.

The modular design allows individual sidewall panels to be replaced if damaged, reducing repair times and helping operators minimise downtime. A profile-panel roof eliminates the need for additional support components, while the body is certified to DIN EN 12642 Code XL with a 27,000kg payload.

The trailer also incorporates components from the S.BO dry freight range, including an aluminium plank bulkhead, continuous steel connection profiles and a choice of aluminium rear doors or an aluminium roller shutter.

Load securing has been designed for high-frequency operations, with integrated rails allowing flexible restraint of different consignments

Schmitz Cargobull said the S.BO PACE+ is aimed at parcel carriers and dry freight operators seeking a robust, economical trailer offering low operating costs, high reliability and straightforward day-to-day operation.



Scania's trucks grab the attention

Quite literally flying the flag for Scania on the Swedish manufacturer's stand at Road Transport Expo was a Fassi F170 crane



on an 8-wheeler 560R rigid chassis, in the distinctive colours of machinery transportation specialist Charles Russell Transport.

It is without doubt an eye-catching truck, as is the stunning 8-wheeler 660S recovery wagon operated by RS Recovery (pictured). Fitted with Falkom equipment, it is finished in a livery that's dedicated to the 'Rocky' films.

Electric and compressed natural gas (CNG) trucks were also present at the show – Scania showing a CNG 6x2 tractor unit – as was one of the autonomous trucks plus trailer which featured in a daredevil Red Bull jump made by mountain biker Matt Jones. He leapt between two moving trailers pulled by driverless Scania tractor units – and lived to tell the tale.

Fraikin's full-service offering

Commercial vehicle supplier Fraikin used this year's show to highlight its contract hire and fleet management services, alongside demonstrations of its connected technology platforms and newly launched FleetCare maintenance offering.

Visitors to the company's stand were able to discuss medium- and long-term vehicle supply options with Fraikin's team, including immediately available stock covering light commercial vehicles, HGVs and temperature-controlled specialist assets.

Craig Douglas, Fraikin UK's chief executive, says: "RTX is one of the highlights of the UK automotive industry calendar and we were pleased to be back at Stoneleigh in 2026 – it's an ideal platform to demonstrate how we deliver a truly full-service offering that helps fleets of all sizes make more informed

decisions, better plan their servicing and maintenance schedules and maximise vehicle uptime."

Fraikin also showcased FleetCare, a maintenance service that extends its nationwide mobile support network to customer-owned light commercial vehicles. Available either as a standalone service or alongside contract hire and fleet management packages, FleetCare provides planned and reactive servicing and repairs at customer sites to reduce downtime and improve efficiency.

The business also demonstrated its MYSMARTFLEET and FraikinView platforms, designed to improve fleet visibility through real-time monitoring, data-led insights and enhanced maintenance planning. With almost 50 years in the UK market, Fraikin supports more than 11,000 commercial vehicles across the public and private sectors.



Bridgestone calculates the costs

Bridgestone launched a total cost of ownership (TCO) calculator at this year's RTX, designed to help fleet operators identify potential savings using their own operational data.

Making its debut at the show, the calculator enables fleets to build a business case based on real-world performance, highlighting opportunities to improve efficiency, reduce costs and support sustainability goals.

Alongside demonstrations of the tool, Bridgestone's commercial team was on hand to discuss the company's wider portfolio, including premium tyres, Bandag retread solutions, Fleetcare and Webfleet technologies.

Visitors were able to explore the latest Ecopia ENLITEN tyre range, developed to improve fuel efficiency and lower operating costs, as well as the Duravis line-up, engineered to maximise mileage and reduce premature tyre removals.

Bandag's hot and cold retread products also feature, offering fleets a way to extend tyre life and improve casing utilisation while supporting circular economy principles.

David Almazán, head of region and commercial business unit director, says: "Fleet operators are under constant pressure to reduce costs while maintaining performance, compliance and sustainability targets. That's why we brought together the full breadth of our commercial offering at RTX."



Mercedes-Benz puts heritage on display at RTX



This year, Mercedes-Benz celebrates 130 years of the truck and 30 years of its Actros model on its stand.

Opposite a tricked-out version of its latest Actros L with ProCabin, Dominic Newby lent the team his 1997 Actros MP1. David Simm, key account manager at Daimler Truck UK, says: "It's got a bit more heritage than just being 30 years old. This truck was used in Formula One as a support vehicle for David Coulthard."

Discussing Mercedes-Benz's most

contemporary Actros model, Simm adds: "It's a bit of a celebration vehicle for us. It's the UK's first full-air-suspension 6x2 mid-lift accompanied with swivel seats inside the vehicle."

The diversity of the range was exemplified by an eEconic Faun Zoeller-bodied Rotopress refuse collection vehicle (RCV), the UK's first 6x4 Actros L with ProCabin Boniface-equipped Dynes Recovery vehicle, and an Arocs tridem with a mixer body.

Sailun offers versatile tyre tech

Tyre manufacturer Sailun showcased at RTX how its tyre technology can help fleets to reduce operating costs, improve efficiency and meet sustainability targets.

Among the tyres on display were the latest EcoPoint3 products and expanded Gen-1 and Gen-2 TBR ranges. In total, 13 tyres from Sailun's TBR portfolio are on show, including two of the most recently introduced products to the UK market: the Ecomax Pro Series and the Terra Pro Series.

Phil Hinks, Sailun fleet relationship manager, says it has a product to suit "every type of fleet application" and its tyre technology meets the market's

needs for improved performance and durability "without sacrificing mileage".

At RTX, Sailun also introduced Kirkby Tyres Assist, a nationwide breakdown and fleet management support service that provides round-the-clock assistance whenever and wherever it is needed.

Hinks says the 24-hour service supports customers 365 days a year, and it has been developed with fleet operators and service providers in mind.

He adds that Kirkby Tyres Assist has been designed to complement Sailun's strengths of delivering quality, compliance and value for money, whether it is emergency roadside assistance or a tailored tyre management solution.



All-in-one for Featherwing

Boydell & Jacks, manufacturer of the Featherwing mudguard since 1967, has the ideal solution for operators needing to replace damaged fenders on trailer mudguards – the new rear quarter fender with integrated spray suppression.

Previous plain rear quarters required separate spray suppression to meet EU and UK regulations, but the latest all-in-one unit is totally compliant.

The 100% recyclable part is available in four sizes from 200mm to 370mm to suit all vehicle types.

Sales director Mark Knight says: "We have been manufacturing for nigh-on 60 years and are probably the foremost manufacturer in the UK. Our products are fitted to 90% of trailers built in the UK and we have a big aftermarket coverage too."

Pelican delivers for Royal Mail



Pelican Engineering exhibited a Royal Mail-liveried Yutong 7.5-tonne electric truck at RTX, ahead of the vehicle's six-month trial on the company's fleet.

Royal Mail operates the UK's largest fleet of 7.5-tonne trucks, making the trial an important opportunity for Pelican as fleets increasingly look to electrify their operations.

The demo vehicle forms part of Pelican's growing Yutong electric truck business, with trucks having already been supplied to Warburtons alongside several electric tipper and cage tippers.

Pelican is also supporting customers with depot charging infrastructure, high-voltage training and finance packages through Pelican Electric Trucks, Pelican Automotive Training, Pelican EV Charges and Energy Storage Solutions. Financing is available through its Heron Funding Partners business.

Michelin develops AI-powered technology to boost efficiency

Michelin used this year's Road Transport Expo to highlight new tyre technology and demonstrate how artificial intelligence (AI) can help fleets improve efficiency, safety and operating costs.

Making its debut ahead of a September market launch was the new Michelin X Multi D2 295/80 R22.5, the latest addition to the manufacturer's X Multi range. Designed for the popular UK tractor unit tyre size, the new-generation product delivers up to 15% more mileage than its predecessor via Michelin Regenion technology and an advanced rubber compound.

The tyre also offers up to 7% lower rolling resistance, helping operators reduce fuel consumption and cut running costs.

Alongside the new product, Michelin displayed the Michelin X Multi Energy Remix 295/80 R22.5 retread tyre, produced at the company's dedicated facility in Stoke-on-Trent. The tyre forms part of Michelin's local-to-local approach, supporting UK jobs while reducing the environmental impact associated with exporting retread products.

The company also showcased its four-lives tyre strategy, which combines regrooving and retreading to extend tyre life, reduce waste and improve total cost of ownership.

Completing the display was the Michelin X Works D2, developed for demanding worksite conditions.

Sunswap sees uplift in electric appetite

Since its founding in 2020, Sunswap has earned brand recognition in the refrigerated transport decarbonisation space. Its electrified refrigeration unit is equivalent in size and weight to a diesel system and significantly quieter. Paired with solar panels on the roof of the trailer, it can handle demanding temperature-controlled transport while benefitting from green energy generation on the go.

Jennifer Lampkin, senior account executive at Sunswap said: "I feel like there's been a real shift in the industry where operators are listening to this new tech.

"They're interested, they've got pressure now with net zero goals, and they're getting asked questions, not only internally but from their customers and their customers' customers. It's all going up the chain. Ultimately, the future is electric."

The sustainability aspect is a clear plus, but a key differentiator for Sunswap is the driver experience. The noise reduction has a measurable impact on driver wellbeing and their ability to rest while the fridge is on. Discussing this with a potential new customer at RTX, Lampkin explained they asked her to turn on the fridge but it had been on the whole time they were talking. She added, "We can talk about how quiet it is, but until you're sitting next to it, you don't realise. He couldn't believe it."



ACSS demos AI-powered security

ACSS demonstrated Sentinel System at RTX, an AI-powered security solution designed to protect parked commercial vehicles from theft, vandalism and tampering.

The company showcased the system in live operation, highlighting how it monitors vulnerable areas of HGVs, trailers and vans, including fuel tanks, trailer curtains, doors and cargo access points.

Sentinel combines AI video intelligence with continuous monitoring to detect suspicious activity and provide alerts and video evidence through a live-view platform. The standalone system continues to operate after a vehicle has been parked, with a low-power mode capable of delivering up to 90 days of post-ignition monitoring.

The technology has been developed to address growing concerns around fuel theft and cargo crime, particularly when vehicles are left unattended.

An ACSS spokesperson said: "Sentinel gives fleet operators the visibility they need to spot threats sooner and respond faster to theft, tampering and damage."

Thompsons rises to meet food waste challenge

Bodybuilder Thompsons UK is shining a light on its new T-Rex HD food waste collection tipping body as demand ramps up to meet new legislation.

Under the Simpler Recycling framework, waste collection authorities must provide weekly food waste collections to all households, with the legislation officially coming into force on 31 March 2026.

Fitted to an Iveco Eurocargo 4x2 12-tonne rigid, the T-Rex HD has a 7m³ load space, a 250-litre trough and underfloor dual rams. It provides a payload of three to four tonnes depending on specification, explains sales manager Chad Isherwood.

"The body is produced by Italian company Busi, and we are the sole distributor for it in the UK," he says.

"It is available on both 7.5-tonne and 12-tonne chassis, and later this year we will introduce a 10m³ version for 16-tonne gross vehicle weight."

Since the turn of the year, Thompsons UK has built 60 units, with many going to rental companies and municipal operators. Build time is 10 weeks.

Iveco has already snapped up this demonstrator, he explains, adding: "This is a massive market for us because of the legislation. It's growing all the time."



Fastview360 records video from digital mirrors

It has taken the best part of three years, but FastView360 has finally succeeded in recording footage from digital mirror systems using its patent-pending decoder technology.

The question was first raised at RTX 2023, and business development director Nick Billington initially thought it would be a straightforward process. "No one has been able to do this until now," he explains. "DAF Trucks gave us an XD to work with and we discovered

it also had a driver-facing camera, as well as the two digital mirror cameras and the Corner View – we can record from all four cameras.

"This means we no longer have to retrofit cameras to the truck, and the digital mirrors are also positioned much better than any cameras we could install."

Using a specially built decoding system, the digital video recording system can store real-life footage

for as long as eight weeks.

"We cannot interfere with the live stream to the driver, but what we do is take a copy of that and record it in analogue high definition," he adds.

DAF Trucks will begin offering the system to operators when they purchase any trucks fitted with its digital mirror system.

Other manufacturers have already expressed an interest, including Daimler Truck, Renault and Volvo.

Brigade introduces its latest upgrades



Brigade showcased its latest vehicle safety technologies, with the AI HFR Box and Brigade Telematics taking centre stage on its stand at this year's RTX.

Designed to improve safety, efficiency and regulatory compliance, the company's newest solutions are aimed at helping commercial vehicle operators reduce risk while making better use of existing equipment.

The AI HFR Box enables fleets to upgrade traditional blind spot camera systems into AI-powered pedestrian detection systems without replacing existing hardware.

Also on display was Brigade Telem-

atics, which provides real-time insights into vehicle performance, driver behaviour and fleet movements. The platform is designed to improve operational efficiency while supporting compliance.

Jordan Marshall, UK marketing manager at Brigade, says: "We used RTX to speak with fleet operators about how our latest solutions can help improve visibility, reduce risk and enhance overall vehicle safety across a wide range of industries."

Brigade says its safety products are designed to meet international standards, with all products certified to ISO9001:2015 and manufactured in IATF 16949:2016-certified facilities.

Vaculug champions retreads

Vaculug used RTX to launch its 2025 *Digital Sustainability Report*, highlighting how retreading and proactive tyre management can help operators reduce both costs and environmental impact.

Available via a QR code on the company's stand, the report outlines Vaculug's progress towards its target of becoming carbon neutral by 2030, while reinforcing the role retreading plays in improving fleet sustainability.

Marketing manager Megan Campion says retreading is "sustainable by nature", allowing quality tyre casings to be given a new lease of life.

Alongside retreading, Vaculug showcased its fleet management services, which are designed to help operators maximise tyre life.

The company also highlighted its investment in off-the-road tyre-fitting trucks, enabling it to provide customers with tyre supply, fleet management, fitting and servicing as a complete package.

Modul-System unveils BYD E-Vali demonstrator

Modul-System UK unveiled what it says is the UK's first professionally converted BYD E-Vali at RTX, giving fleet operators an early look at how the new electric van can be adapted for real-world commercial applications.

Displayed on the company's stand, the BYD E-Vali demonstrator had been fitted with two distinct workspace configurations designed to showcase the vehicle's versatility.

One side of the van featured dedicated parcel delivery shelving aimed at courier, logistics and last-mile delivery operators, providing organised, high-capacity storage for efficient parcel handling.

On the opposite side, visitors found Modul-System's lightweight aluminium racking system, designed for engineers, utility providers, telecommunications companies and service fleets requiring a mobile workshop environment.

The vehicle has also been equipped with the company's Modul-Floor lightweight flooring system and protective wall linings, helping operators maximise payload while creating a durable working space.

Based on the long-wheelbase, high-roof E-Vali platform, the vehicle offers approximately 4.2m of load length and around 2m of internal standing height.

Kevin Walker, MD of Modul-System UK, says: "We are incredibly proud to be the first vehicle conversion specialist in the UK to fit out the new BYD E-Vali."



Lawrence David slims down

While Lawrence David is well known for its trailers, its RTX stand showcased two rigid bodies mounted to electric trucks. Commercial director Ben McEvoy says: "Our rigid bodies are mini trailers, so all the technology we use to make our industry-leading trailers is transposed into our rigid bodies."

The company also displayed a Saint-Gobain customer trailer. McEvoy says: "These trailers were specifically done for their EV fleet, so it's a further nod that EVs are not just rigids. Saint-Gobain only uses these trailers with its EV trucks, since it's a super-lightweight trailer that achieves sub-6.5 tonnes."

Completing the display was the manufacturer's M6 chassis (pictured) featuring a slimmer neck, multi-purpose side rave, improved coupling plate, front-mounted park and shunt controls and stronger landing leg connection.

McEvoy adds: "It's still the Lawrence



David body that everyone knows and loves; this is just a new chassis that we've developed.

"The biggest benefit to the cus-

tomers is they can have a lower trailer with the same side access because we have a slightly slimmer profile on the neck."

Axtec warns about BEV van overloading

Axtec used RTX to alert operators to the growing risk of overloading electric vans, as heavier battery packs and changing weight distribution create new compliance challenges.

The company says the increase in the maximum gross weight for some electric vans to 4.25 tonnes is welcome, but axle loads still need to be monitored.

On display at the show was Axtec's onboard load indicator, which gives drivers a real-time indication of axle and gross vehicle weights while loading and unloading.

The company also demonstrated its dynamic axle weighbridge, capable of weighing a 6-axle articulated vehicle in under 40 seconds as it leaves a depot.

Sales director Alex Littlejohn said the company is seeing strong interest from operators of electric vans, adding its onboard system consumes no power when the vehicle is switched off, making it particularly suited to battery electric vehicles.

Allison Transmission's 3000 Series gains traction

Allison Transmission showcased its xFE fully automatic transmission at RTX – a product it says is gaining traction in the refuse collection vehicle (RCV) market.

The xFE transmissions incorporate several design enhancements compared with standard configurations, says Nathan Wilson, account manager and area sales manager, Allison Transmission.

The torque converter achieves lock-up in first gear instead of second, improving low-speed efficiency, reducing converter slip and the build-up of heat in the transmission, the company says.

Wilson says some commercial successes with the product have been secured as operators look to improve the uptime of their fleets.

Allison has run a trial with waste management operator Biffa covering RCV operations across the West Midlands and the Wirral.



King Trailers and DOLL pair up

King Trailers is launching a partnership with DOLL Trailers, starting with a 2-axle low-loader. Although the com-

panies have been working together on military projects for over 20 years, King Trailers is now offering the DOLL

products to UK customers.

A number of new and updated products were on display on King Trailers' stand, including its facelifted semi-sloping GTS 44, the new GTS 51 trailer and a new crash cushion for the UK market.

Demonstrating the heavier end of the range, King Trailers had a 4-axle power-steered extender paired with a Fassi F2150 crane, coupled to a Scania 770 V8.

A 32-tonne rigid from the company's rental fleet was also on show. Currently, King Trailers operates 22 rental rigids and plans to increase this number to around 30 vehicles by this time next year. Its rigid bodies are fitted to Scania, Volvo and DAF chassis and offered on short, medium and long-term hire agreements.



Atlas Cranes are just the job for Bradfords

Bradfords Building Supplies has taken delivery of 18 new 15-tonne DAF XB trucks fitted with Wessex Vehicle Bodies flatbeds and Atlas 92.4 cranes – and has just struck a deal for another 17.

Head of transport Martin Caddick describes the truck maker, body-builder and crane supplier as a "winning combination".

These are the first DAF XBs the firm has ordered, but it already operates 40 trucks in this specification. "It is a 16-tonne chassis that we downrate to 15 tonnes, giving it a 7.5-tonne payload," Caddick says. "It has a 6-tonne front axle, and the front-mounted crane delivers over the back despite the relatively short wheelbase."



DCA Drum axle from JOST

On show on the JOST stand was the DCA Drum axle. As its name suggests, it employs the DCA axle with a camshaft, hub and brake assembly designed to accommodate drum brakes with the preferences of the UK market very much in mind.

JOST has been catering for operators who favour drum brakes for many years, but wanted to leverage the advantages of the DCA axle beam in response to customer enquiries.

Those advantages include an absence of U-bolts plus a weight saving – the

9-tonne-capacity axle assembly weighs a creditable 372kg.

Displayed close by was a Tridec LVO suspension and brake assembly designed for refrigerated double-deck



trailers. It features an outboard drum – which means the brake shoes can be changed without removing the hub – plus a new camshaft assembly designed to make maintenance easier.

"It uses the same bearing and hub assembly as the DCA," says a company spokesman. The set-up makes for a low loading height.

On the same stand, Hyva was showing its Titan 2 skip-loader. It is said to be faster than its predecessor – cycle time is down by 25%, says the manufacturer – and it is 500kg lighter.

Innovation from Berkeley Coachworks

Berkeley Coachworks is developing the next generation of trailers with the first prototype of its e-trailer concept. Six battery modules will be housed in the chassis for a total capacity of 184kWh.

Luke Fitch, program manager at Berkeley Coachworks, says: "Particularly in remote areas, when the driver has to take his mandatory break, then he can plug the trailer into his electric HGV and that recharges the HGV rather than having to find a charge point."

To handle the extra weight in the trailer, the second-gen prototype is expected to feature a lighter chassis. Part of this effort includes Berkeley Coachworks' lightweight composite wheels, which retain the strength of steel wheels while cutting a significant amount of weight.

Berkeley Coachworks is also exploring the possibility of building trailers with driven axles to improve efficiency for both eHGVs and diesel trucks. Although UK legislation doesn't allow for that currently, working with the ZE-HID consortium, eFREIGHT 2030, the organisation is arguing the benefits of this configuration.



NewPower's prototype electric conversion

While a growing number of truck operators can identify a commercial or operational need for battery electric vehicles (BEVs), not all can afford the lead time or expense of taking the new vehicle route – and the market for used BEVs is still in its infancy.

NewPower, a division of Northern Ireland's Wrightbus, the UK's market-leading bus manufacturer, has a solution that repurposes an operator's existing diesel-powered 18-tonne rigid truck into a state-of-the-art BEV.

With 3,000 electric buses in service in England, Ireland and Germany with around 125 million miles of operational

service behind them, the technology involved is well proven.

NewPower's first prototype, based on a DAF LF, was on display at RTX. The first three customer vehicles have already been sold to Darcica Logistics. Other brands of donor 18-tonners are in development.

The conversion costs in the region of £120,000 and retains the original body and any special equipment. A full refurbishment to as-new condition – including in-house paint and graphics – is available at NewPower's brand-new assembly facility in Bicester, which has the capacity for up to 25 conversions a month, each taking around eight days.

Colson's lightweight trailers

Established in 2021 as a division of Colson Transport, Colson Trailers offers a range of artic tipping trailers for aggregate, scrap and recycling applications.

The Agglite trailer is its latest innovation, designed as a lightweight steel tipper for hardcore and aggregate. Scrapbox and Scraplite trailers are suited to scrap metal work, while it says the Aluminium Superlite halfpipe is ideal

for sand and aggregate jobs.

The company also develops custom trailers for the likes of Crown Waste Management, which has a truck-and-trailer combination on Colson's stand. As well as trailers, Colson produces lightweight, durable grab buckets, with a 500-litre version on display.

Colson's tipping trailers are equipped with Edbro tipping gear which also fea-



tured on the stand, so operators could get up close to the hydraulic cylinders that lift the trailers. Colson draws on its expertise to build lightweight trailers that maximise payload efficiency and total cost of ownership.



Don-Bur showcases trailer

Don-Bur's new LST lifting deck trailer made its first public appearance at RTX. The 15.65m tri-axle box trailer boasts a load volume of 136.24m³ offering room for up to 52 UK pallets. This equates to nearly 19m³ additional load space compared to an equivalent 13.6m lifting deck trailer.

Dave Burton, managing director of Don-Bur, said: "Transport operators continue to face significant pressure from rising operating costs, driver availability and the need to improve efficiency throughout their fleets. In that environment, increasing the amount of freight carried on every journey remains one of the most effective ways of reducing transport cost per unit delivered."

Don-Bur builds lifting deck LSTs that can carry up to 60 UK pallets when fitted with a full-length upper deck but the new version provides an open loading space above the swan-neck to accommodate awkward-shaped and tall cargo. The new design also features Don-Bur's EcoStream aerodynamic roof for added height at the front and better aero performance.

VDL shows off electric capability

Dutch manufacturer VDL expanded into the UK market under the VDL Equipment UK brand in 2025

and offers a range of hook-loader and skip-loader products. Since its launch, VDL UK has gained momentum, offering a core range of 8-, 14- and 18-tonne skip-lift equipment and 14-, 21- and 25-tonne hook-lift equipment.

Taking pride of place on its stand was the UK's first Volvo FM Electric skip-loader. VDL was keen to show the capabilities of electric trucks and their suitability for skip- and hook-loader applications.

VDL skip- and hook-lift equipment is typically paired with DAF, Volvo, Scania and Mercedes-Benz chassis. A stunning example is EH Stephens' Scania R540 8x4 hook-loader, which featured on the stand wearing ruby-red paintwork.

VDL equipment comes with a five-year warranty and UK-wide service and spare parts support.



Hankook Tyre UK shows its durability and efficiency

Hankook Tyre UK showcased a broad portfolio of commercial vehicle tyres at RTX, building on the momentum generated by its appearance at the inaugural RTX Ireland event earlier this year.

The company presented products from both its Hankook and Laufenn brands, with a focus on innovation, durability and fleet efficiency.

Among the highlights were the e-SMART City AU56, Hankook's first tyre developed specifically for electric buses. Introduced in 2024, the tyre is designed to support urban transport operators through low rolling resistance, reduced noise levels and a robust construction.

Jon Cottrell, truck and bus sales manager at Hankook Tyre UK, says: "Road Transport Expo Stoneleigh remains one of the most important dates in our calendar. It provides a valuable opportunity not only to showcase our latest tyre innovations, but also to engage directly with customers, partners and peers across the industry."

The company also displayed its Smart Work AM11+ front-steer tyre for regional distribution fleets, alongside the SmartFlex AL51 and DL51 range, which is designed for regional and long-haul operations.

Visitors were able to explore the latest Laufenn commercial vehicle tyres, including the LF95+, LF22 and LZ22, all aimed at delivering value, retreadability and reduced environmental impact.



TCL caters for all applications

Whether it's breakdown cover, extra work or an alternative to high CapEx costs, TCL Tanker Rental supports its customers with short- and long-term tanker hire.

The company caters to every aspect of the tanker market including specialist food, chemical, milk, waste and water tankers. Its stand featured a customer trailer from the bulk spring

water supplier, Aqua Direct.

While tanker hire is its core business, TCL covers repair and maintenance, remounts, tank testing and a comprehensive parts back-up service to care for the vehicle throughout its operational life.

For operators that need flexible solutions or an alternative ownership option to create predictable OpEx, then TCL has the expertise and financial support to help.

As well as tanker trailers, fleets can hire rigid tankers or purchase new and used tankers. TCL's services extend to modifications, inspections and accessories so operators can tailor their tankers to the specific application.



Tipper liner improves safety and cuts wear

A heavy-duty tipper body liner designed to improve tipping safety while extending body life were showcased at RTX.

Quicksilver Truck Linings says its HD liner allows sticky loads to discharge at lower tipping angles, improving stability and reducing the need to raise bodies to their maximum height. Director Stuart Gregory says operators typically only need to lift the body to "two-and-a-bit rams", rather than "up to five rams", because the load begins to move much sooner.

The liner is designed to handle highly abrasive materials including granite, glass and tarmac, with Gregory claiming it can outlast aluminium by more than three times. By protecting the body from wear, it helps preserve residual values on new trailers while giving older bodies "a new lease of life". Gregory said some customers are still using liners installed 17 or 18 years ago.

Available as an option on new trailers or as a retrofit, the liner can be installed in as little as two to three hours at Quicksilver's Doncaster depot or at customers' own premises, helping to minimise vehicle downtime.



Northside heaps praise on new ProCabin

Actros sales are picking up strongly, says Steve Cusworth, truck sales manager at Mercedes-Benz dealer Northside Truck & Van – and much of the renewed interest is down to the new ProCabin.

"People were nervous at first because it looked so different," he admits. "But it's taking off now."

Occupying pride of place on the Northside stand was a 2553 26-tonne rigid Actros GigaSpace curtainsider with a rear-steer axle and a body constructed by Micra Truck Bodies. It was in the livery of Eland Cables and extra features included cab-top-mounted spotlights and air horns.

Unusually these days, it features conventional exterior rear-view mirrors. "Some traditionally minded customers still want them," says Cusworth.





Abba's tough tipper

St Helens-based Abba Commercials brought its Predator Ultimate tipping body to RTX. Featuring the highest percentage of Hardox 450 wear plate in the UK market, the tipper is designed with strength, durability and weight reduction in mind. With capacities up to 20m³ and a weight saving of up to 500kg thanks to its single skin specification, the goal is to maximise payload. The Predator Ultimate comes with a five year structural warranty.

Built in-house at the company's Mer-

seyside facility, the tipper comes with a three points of contact ladder for safe access and egress. Marine grade, corrosion-resistant aluminium embossed wings, panels and rails come as standard. These can be easily replaced in the event of damage to reduce vehicle downtime.

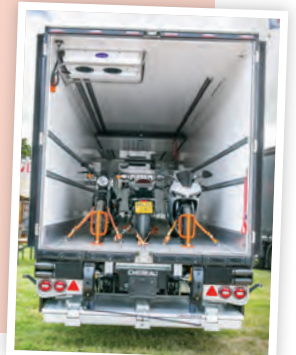
While the core product is well suited to various tipping applications, operators have extensive customisation options. This includes the choice of bolt on push bars, tipping gear, weighing systems and sheeting systems.

Reefer Trailer Centre gets creative

The ability of UK operators to think outside the box was amply illustrated on Chereau and SOR trailer distributor Reefer Trailer Centre's stand. It was exhibiting a triaxle Chereau refrigerated trailer operated by WMB Logistics which has been purpose-built to enable it to deliver motorbikes, then collect chilled or frozen cargo as a backload.

The specially created alloy flooring has seven tracks to which the motorbikes can be secured. A 2-tonne-capacity Dholdandia tail-lift makes for easy loading and unloading.

Also on the stand was an SOR triaxle fridge trailer, which uses a Sunswap solar panel system to power its re-



Montracon unveils its dry freight trailer

Montracon's new dry freight trailer made its public debut at RTX. Following a change in company ownership last year, Montracon is focusing its efforts on streamlining its product range

and improving manufacturability. The dry freight trailer exemplifies this as it's quicker to manufacture, follows a modular design and comes in at 600kg lighter than the previous iteration.

Paul Avery, executive director at Montracon, says: "If you had 100 trailers running for seven years, that would save you nearly £500k in fuel. But the important thing is it equates to around 7,000 to 8,000 tons of carbon dioxide saved."

The trailer features GRP honeycomb panels and a lighter chassis. Montracon has seen significant interest so far, including an order for 100 units from Royal Mail.

The manufacturer is steadily increasing output at its Doncaster plant and has gone from building 10 to 12 trailers per week last year to 24 per week now, with plans to grow capacity to 36 trailers per week by the end of the summer.



Palfinger upgrades grab with new linkage system

Palfinger UK has upgraded its Epsilon Classic grab by replacing the sheathed cable system with linkages.

During the winter, the cables that operate the control unit would often freeze, forcing drivers to disconnect one side of the dual operating system to get it to work – a problem that has dogged all grab manufacturers.

However, two Epsilon Classic cranes fitted with the new linkage system were put out on trial five years ago and have operated without any issues, according to product sales manager Michael Seeleithner.

“We have also rerouted the hydraulic hoses internally from the column into the main boom for maximum protection all the way to the grab,” he said.

“The EPSILINK system protects the



hydraulic hose routing at one of the crane's most exposed points, while the EPSCOPE telescopic system features internally routed hydraulic

lines for additional protection.”

Palfinger UK is now taking orders, with deliveries scheduled to begin in January 2027.

Mac's Truck Group delivers

Mac's Truck Group showcased five bespoke vehicle builds at RTX, highlighting the combined capabilities of Mac's Truck Rental and Mac's Truck Sales.



Taking centre stage was a 32-tonne Volvo FH Aero 500 8x2 rigid fitted with a remote-controlled FASSI F1450RA2.26 crane and L626 fly jib. The vehicle features the largest crane ever installed by the company, capable of lifting up to 19.3 tonnes with a lifting capacity of 6,745kg at 15.4m.

The display also included two DAF models: an XG 530 6x2 tractor unit with a FASSI F905 crane and an XF 530 8x2 rigid featuring a Mac's flat-bed body and FASSI F905RA2.27 crane.

Completing the line-up was a Volvo FH Aero 500 with a FASSI F705R2.26 crane and a Volvo FMX 460 8x2 rigid with Mac's beavertail bodywork.

Jeff Wright, sales director at Mac's Truck Rental, says: “We showcased a small cross-section of what we can deliver as a group.”

AMS Recovery Trucks builds on an S-Way

AMS Recovery Trucks has built its first 18-tonne vehicle on an Iveco S-Way chassis. Traditionally, the Wisbech-based car transporter manufacturer has produced tilt-and-slide recovery bodies for trucks up to 16 tonnes GVW. However, increasing market demand has led to the development of its Super Low Approach tilt-and-slide body.





Hiab reaches for new heights

Times may be challenging, but loader crane giant Hiab is not afraid to invest globally and locally in the UK, said international key accounts director John Bailey.

"In North America we've recently spent \$1bn on acquiring Labrie Environmental Group, which supplies waste-handling equipment, while closer to home we've set up Hiab Scotland near Edinburgh and Hiab North near Scotch Corner to provide enhanced support to our British customers," he said.

Increasingly much of that support is being delivered remotely, he reported. Remote diagnosis means faults can be addressed promptly, minimising downtime, while the data gleaned can help Hiab improve the products it manufactures.

It can also help Hiab advise clients on the products that are best-suited to their operation.

"If we can see that a crane is continually operating at 70% of its capacity, then that's fine," he observed. "If it's constantly operating at 90% to 100% of capacity, however, then the customer probably needs a bigger crane."

Meiller-Boweld goes large

Meiller-Boweld unveiled its largest and most diverse UK showcase to date at RTX 2026, presenting six flagship products across two exhibition stands and introducing two major additions to its UK portfolio.

The company displayed a range of vehicle-mounted and trailer products, including the Volvo 8x4 Taperlite tipper, Renault 8x4 Tridem Putzmeister P9 cement mixer, MAN 8x4 MightyLite grab body, Meiller Grandload tipping semi-trailer, DAF 4x2 Meiller SL14 skip-loader and Mercedes-Benz 8x4 Meiller RS26 hook-loader.

A key highlight was the UK debut of the Meiller Grandload tipping semi-trailer, recently named Germany's Construction Product of the Year 2026. Meiller-Boweld also unveiled a newly engineered version of its SL14 skip-loader.

FleetSafe's overheight tool for smaller vehicles

AI is appearing as an enhanced feature for existing solutions across the industry, but FleetSafe is leading with an AI-first approach to maximise the benefit of this technology for fleets.

Its new FleetFusion platform is an end-to-end fleet management system with open integrations so fleets can see all their data in one place.

On the hardware side, FleetSafe has launched an overheight warning system displayed with an array of its safety solutions on an Iceland home delivery van.

Callum Crisp, head of operations at FleetSafe said: "The issue with vehicles that aren't huge is you're not going to get a bridge strike, but you're going to strike roller shutters, car park barriers and overhangs which causes a huge amount of damage and expense.

"We've developed an AI vehicle overheight solution which tells the driver within 50m if the vehicle is overheight."

The Iceland van is also fitted with vehicle and pedestrian warning systems, and FleetSafe has developed FusionSecure which uses AI algorithms to verify video footage hasn't been tampered with.

Stedall range hinges on high quality

Stedall Vehicle Fittings made its RTX debut this year. The firm's comprehensive range of vehicle components features more than 3,000 products, including its newly launched Aligna hinges.

Made with premium 304 stainless steel, the hinges are corrosion resistant and built to last. Leaf-welding technology is used to manufacture them to tight tolerances so they stay perfectly in line. At RTX, Stedall demonstrated the complete Aligna range, showcasing its strengths compared with traditional hinges.

Sales & marketing manager Mark Rabone said: "We were delighted to exhibit at this year's show. It is clear RTX is becoming the flagship event in the commercial vehicle sector."

Stedall has developed an extensive catalogue of parts, including handles, lighting, locks, steps, ventilation and electrical components.



Marvtech's newest addition

Commercial vehicle bodybuilder Marvtech used RTX to highlight its expanding product portfolio, including the launch of a Hardox tipping body designed for 32-tonne trucks.

The Burnley-based manufacturer showcased its established range of hotboxes, tippers, hook-loaders and skip-loaders, while drawing attention to the latest addition to its tipping body line-up. Built around the same principles as its existing products, the new Hardox body is engineered for strength, durability and reliability, with a range of customisation options available.

Visitors were able to discuss tailored body specifications – including tail-gates, sheeting systems and DVS-compliant equipment – alongside additional features such as toolboxes and cable rollers.

This year's RTX appearance came as Marvtech maintains a period of growth. The company opened a second site last



year and is modernising its original facility.

MD Craig Ramplee said: "Our redevelopment will give us much-needed headroom and allow for the installation of two overhead cranes. This in-

vestment will enable us to build bigger, better and more efficiently than ever before. Marvtech is growing and these upgrades mark the beginning of an exciting new chapter."

Hall's Electrical expands van conversion operation

Hall's Electrical is expanding its van conversion operation with a new partnership with Aluca and a dedicated workshop in Swindon.

Sales director Chris Carradine said the business is now a premium partner for Aluca, strengthening its offer to fleet and commercial vehicle customers.

The company is also nearing completion of a renovated Swindon workshop, which will become its main hub for van conversions. Hall's Electrical will continue operating its core conversion sites for emergency service vehicles in Swindon, Bristol and Exeter, while the new facility gives the company a dedicated base for van work alongside its mobile services, truck and LCV activity, and repairs.

While Carradine acknowledged trading conditions remain tough, particularly in dealer and bodybuilder markets,

he said the company is positioning itself for long-term growth.

He added that Hall's Electrical is also adapting to the shift towards fleet electrification, working with customers moving into EVs to ensure lighting, power management and safety systems are integrated without compromising range, compliance or day-to-day performance.



Paneltex unveils trailer milestone

Specialist refrigerated body-builder Paneltex debuted its first single-temperature reefer lifting-deck stepframe trailer.

The trailer can carry 44 pallets and, when fitted with the Thermo King Advancer refrigeration unit, is designed for single-temperature chilled and frozen loads. It stands 4.95m high and weighs 14.2 tonnes.

Head of sales David Purvis said the company has been building double-deck trailers for Ocado for the past 25 years, but the move into the wider market with its in-house lifting-deck system is aimed at driving growth and diversifying its product line-up.

Live demos with Premier Pits

Premier Pits – one of the UK's longest-established manufacturers of prefabricated pits – highlighted its latest workshop solutions at RTX. Visitors to its stand saw a display pit and live demonstrations of the Silbertool Thread Saver tool.

With more than 35 years of experience in the industry, Premier Pits has built a reputation for delivering inspection, maintenance and ATF pits, as well as accessories and safety products.

The company provides a complete service from initial consultation through to project completion, tailoring installations to meet the requirements of individual customers while minimis-

ing disruption to workshop operations.

At this year's RTX, the focus was on practical demonstrations of Premier Pits' products. Attendees had the opportunity to view a fully featured demo



pit, designed to showcase the quality and functionality of the firm's prefabricated systems.

Premier Pits was also demonstrating the Silbertool Thread Saver, for which it serves as UK distributor. The precision-engineered tool is designed to reform damaged threads, helping to maintain component strength while reducing repair times and associated costs.

Premier Pits has supplied customers across Europe, Africa, Asia, the Americas and Antarctica, and continues to expand its presence through innovative workshop solutions and specialist engineering expertise.

Tyre strategy on the agenda for Prometeon

Prometeon Tyre Group returned to RTX for the fourth consecutive year, showcasing its latest truck tyre technology, digital fleet solutions and specialist support services for commercial vehicle operators.

Visitors to the Prometeon stand explored its premium truck tyre range, including the flagship R02 Proway tyre. Designed for regional and long-haul operations, the tyre is engineered to deliver strong mileage, wet-weather performance, durability and retreadability.

Prometeon's appearance at the show follows its recognition as Tyre Manufacturer of the Year at the 2025 National Tyre Distributors Association (NTDA) Tyre Industry Awards.

Alongside its products, the company highlighted the benefits of a structured tyre strategy and demonstrated its Pro Management platform, which helps fleets manage tyre activity, approvals, costs and maintenance records.

Steve Tift, MD UK and Ireland at Prometeon Tyre Group, said: "RTX has become an important event for Prometeon



and we are delighted to be returning for our fourth year."

The stand also features a Scalextric truck-racing challenge, with participants competing for the chance to win an iPad.

Fresh insights from Microlise

Microlise showcased new industry research and technology innovations, highlighting the key challenges and opportunities facing fleet operators.

The company used RTX to present fresh insights into the factors reshaping fleet operations, including driver safety, workforce pressures, regulatory compliance and the growing need for data-driven decision making.

According to Microlise, 87% of transport and logistics professionals believe technology plays a critical role in driver safety, underlining the importance of digital solutions.

Visitors to the company's stand accessed new findings on operational pressures affecting fleets in 2026, with a focus on safety trends, driver well-being and compliance challenges. Microlise also provided interactive demonstrations of its latest technologies.

The exhibitor is showcasing a range of tools designed to encourage safer driving behaviours and reduce incident risk. Operational efficiency technologies aimed at streamlining processes through automation, intelligent reporting and data analysis were also on display.



WG Tanker Services' mission to refurbish

WG Tanker Services focused on sustainability with the demonstration of the first compressor instalment on an Iveco CNG truck. The tractor unit is paired with one of the company's refurbished tanker trailers.

Workshop manager Terry Hunter said: "We've got quite a vast hire fleet but as the chassis becomes obsolete, instead of scrapping the whole thing, we've bought a brand-new chassis and running gear and refitted our tipping tanker."

"It's greener for everybody concerned and there's rarely anything wrong with the barrels. It's the running gear that wears out, so we've started a refurbishing process – and this is the first one that's come out of the workshop."

WG Tanker's range caters to the dry bulk industry offering the sale and hire of new and used tankers, modifications, repair and maintenance. Its products are backed by a parts team that was also on hand at RTX to discuss after-sales support.



Close Brothers connects at RTX

The Close Brothers Asset Finance transport team attended RTX to meet customers, speak with operators and get a clearer picture of business priorities right now.

A key message from the event, said Close Brothers, was that investment has not stopped. Operators are being careful, but many are still planning for the future and looking at how the right assets can help them stay competitive.

Fleet renewal, operational efficiency and cashflow remain high on the agenda.

Close Brothers Asset Finance works with transport businesses to provide funding solutions that support the way they operate: whether a business is replacing existing vehicles, expanding its fleet or funding specialist equipment, the focus is on understanding what that investment needs to achieve.

(Products and services are subject to eligibility, status, terms and conditions and availability. All lending is subject to status and lending criteria. The right to decline any application is reserved.)

Metier Technologies backs hydrogen power

Metier Technologies believes it has solved one of the biggest barriers to hydrogen adoption by offering operators both hydrogen-powered trucks and the refuelling infrastructure needed to keep them running.

On show at RTX was a converted DAF LF demonstrator, which uses Metier's hydrogen engine and is already road-registered as a gas-powered vehicle, with the DVLA recording CO₂ emissions of 0g/km.

MD James Budgett said the company has developed the solution by converting an Iveco natural gas engine and fitting it into existing trucks once they are out of warranty, extending ve-

hicle life while delivering zero tailpipe emissions.

Metier is initially targeting return-to-base municipal and urban fleets, arguing these vehicles are ideally suited to hydrogen because they can be refuelled at a depot rather than relying on a nationwide network.

Budgett said the company aims to reduce total cost of ownership to a level comparable with diesel by 2028 in some parts of the UK, depending on hydrogen availability.

Rather than waiting for a national refuelling network, Metier is working with hydrogen suppliers to build demand around existing depot locations.

Technical director Robert Oaten said: "The reason it [hydrogen combustion] hasn't taken off so far is that there's no fuel available for the big boys. It's chicken and egg, but we bring the chicken and the egg at the same time."

