

## David Fox Transport welcomes first MAN trucks

For the first time, David Fox Transport has introduced MAN trucks into its mixed haulage fleet, with two TGX 26.440BLS 6x2 midlift 'Lite' tractors featuring XLX cabs.

The company is also using EGR [exhaust gas recirculation] engine technology for the first time, allowing it the freedom to operate without what it sees as the costs and complexities of AdBlue.

"Our workshop manager and I did a lot of homework before introducing a new truck into the fleet," comments managing director Richard Fox, "and we were very keen to try EGR technology, following some problems with AdBlue systems elsewhere in the fleet."

Fox says he had noticed that the MAN brand is "becoming an increasingly common sight on the road" and says he had also heard good reports from other operators.

While he now says it is too early to comment on fuel savings, he does concede that "early indications are very encouraging".

He also envisages additional fuel savings, as a result of MAN's new air management control (AMC) system from CVT, which allows the driver to adjust the height of the cab's roof-mounted air deflector to match the trailer height, using a switch positioned behind the cab. In trials, fuel consumption has been reduced by up to 4%.

## Burdens expects £25,000 savings from Mercedes units

Civil engineering firm Burdens is anticipating savings of up to £25,000 per vehicle in purchase and maintenance costs over the next 10 years, from its first Mercedes-Benz trucks.

The company has purchased a dozen 26-tonne crane trucks from South-West dealer City West Commercials.

All are premium specification Actros 2541 models, with Maxi day cabs and fuel-efficient, BlueTec Euro 5 410bhp engines, matched to 12-speed Mercedes PowerShift automated transmissions.

The trucks' 24ft platform bodies – by Ross Gordon Bodyworks, of Avonmouth, and AG Bracey, of Bristol – are fitted with removable curtain systems, to meet Working at Height regulations, and rear-mounted Hiab (Cargotec) XS166 HiDuo 16-tonne/metre cranes.

"We were not prepared to compromise on quality, so wanted to stay with a recognised premium brand," explains transport and safety officer Ryan Coles.

"Over an expected 10-year life for the new trucks and cranes, we are fully expecting to realise savings of £25,000 per truck, through purchase and life maintenance costs," he adds.



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