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Truck driving or driving any form of construction and materials handling equipment has always had a certain stigma attached to it and is regarded as something of a lowly job in most countries. The responsibilities with which the average driver is faced on a daily basis, far exceeds those that of a business executive. The driver’s smallest mistake could claim lives. So the professional driver should be treated by industry in the same way as middle management in industry and the pay scales should be commensurate with that responsibility. Performance bonuses should be based on fuel economy and presentation rather than the ability to stay awake for the longest periods of time. In order to achieve these levels of competence, more attention should be paid to the art of training.

Driver training is not just something you include only when you need new drivers. It should be part of the standard operation of every company employing drivers so that long term employees get a regular performance check. This is becoming increasingly important as technology changes and torque outputs demand a different driving style to get the best results in efficiency and fuel economy. When you analyse the documented performance of drivers on a before and after basis the cost of the exercise is more than recouped by the reduction in operating costs.

Interestingly, it is not only operators that need to be aware of the benefits of driver training. The vehicle and transmission manufacturers themselves are constantly advocating the advantages of specific driving techniques for their products but as far as I am concerned only the major European manufacturers employ dedicated driver trainers. While some truck/equipment dealers may feel confident in the ability of salesmen to provide on-the-job instruction at the time of vehicle delivery, it’s my opinion that most salesmen simply are not much good themselves behind the wheel. Perhaps one of the criteria when employing salesmen is for them to have a heavy duty licence and be trained to operate the equipment they are selling and if not they should be well on the way to acquiring some sort of certification. After all most car salesmen are able to drive the vehicles they are selling.

The future of driving as a profession in all aspects of the industry is dependent on companies recognising the degree of expertise required and providing the right level of training to achieve the desired result. It’s only when this expertise is recognised, along with personal skills, that we can expect the public to recognise driving as a profession and attract the right calibre of person. Making the job of being a professional transport driver more attractive will no doubt solve the recruitment shortage.

Developments in the design and specifications of equipment have highlighted the need for continuous driver training as the trucks and equipment of today and tomorrow will require expert skills to operate at their maximum efficiency. Not only that, but the interpretation of information emanating from the diagnostics of the vehicle, has to be monitored on a continuous basis. The education level requirement of drivers has overnight escalated with this new found technology.

Pierre Sanson
Construction Equipment

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FAW trucks has a REPUTATION SET IN CONCRETE

Concrete 4 U, which operates in Port Elizabeth, Uitenhage, East London, Colesberg and Mthatha has established a solid reputation as a trustworthy partner in construction projects large and small, mainly in the Eastern Cape.

To support their on-time delivery policy, Concrete 4 U relies heavily on its fleet of dependable and tough vehicles, mainly made up of specialist mixers units. Their original acquisition of the latest FAW vehicles has given them the success rate and performance efficiency they expect from their fleet. As a result they have additional units on order for delivery in the next few weeks. Concrete 4 U run a large fleet of mixer trucks which include 13 FAW units made up of the FAW 33.330FC (6 cube mixer) and FAW 35.340FC (8 cube) mixer trucks.

The well proven FAW 33.330 FC is fitted with a six cylinder 9 litre turbocharged Steyr WD615.44 diesel engine which has a maximum output of 235 kW @ 2200 rpm and a torque of 1250 Nm @ 1400/1500 rpm. Coupled to a Fuller RT 11509C 9-Speed Range Change transmission the vehicle is geared for a road speed of up to 80 kph with a corresponding gradeability factor of 40%...

The larger FAW 33.340FC in 8X4 configuration has been well accepted in the concrete industry as an economical transporter as far as 8 cubic metre mixer
trucks are concerned. Powered by the 9 litre FAW WD 615.69, six cylinder turbocharged diesel engine with an output of 250 kW @ 2200 rpm and torque of 1350 Nm @1400-1600 rpm the 33.340FC is well suited to the rigours of any construction site.

During the two-year warranty period of each unit the service and maintenance requirements are carried out by the nearest dealer, thereafter Concrete 4 U attends to the vehicle maintenance through a self-service programme supported by an excellent parts supply from FAW.

Deon Fourie, Managing Director of Concrete 4 U is proud of the company’s success. He explains: “Our return on investment on the FAW fleet of vehicles has been really good. The FAW units have been performing exceptionally well and are showing good performance and cost efficiency profiles. We have a solid commitment from FAW to keep our trucks on the road. It is easy to understand therefore that because of our satisfaction with our FAW fleet we have recently ordered another five units, due for delivery in March”.

“Another factor which contributed to our trust in FAW is their decision to set up their plant and to build their trucks locally at Coega. This also contributes to the fast delivery of our orders,” says Fourie.

Deon Fourie believes the strength of the company is illustrated by its resilience in surviving the tough years, following the height of the World Cup. Coming off that high base, the construction industry overall was challenged to cope with a sudden and drastic drop in all sizes of construction projects.

“Coming off this ‘high’ of stadium, roads and other structural projects for the 2010 World Cup we have had to recover from a sudden 50% drop in overall business, of which 25% was a ‘pull-back’ in the residential building industry, and the drop-off of most infrastructure projects. The big challenge was what to do with our own overstock of capital-intensive resources which we had necessarily grown up to meet the various building demands for the World Cup.

“We had plants in Jeffries Bay, Port Alfred and Port Elizabeth to supply ready mixed concrete to the stadium, road building and related projects in and around the city. After the 2010 event we consolidated most of our plants and tenaciously sought out new contracts to take us through the lull. We normally pursue a big contract where we can place a mobile site, often within two weeks, ready to service a large project. Thereafter we actively pitch and hunt for numerous smaller projects - especially close to the large projects - to keep our resources highly effective and in full service, our fleet on the road, and our business feasible.

They have managed through good times and bad to keep the company viable and growing it at a slow but steady rate. “The key to success has been to remain wide awake and look out for each and every opportunity,” says Fourie.

“We were thrilled to land a good project with Basil Read to supply concrete to the roads and bridges contract at the Colesberg Road Project on the N1. We subsequently picked up on the smaller projects in the area where we also built reservoirs, sewerage works and even a residential project. This adds value to a site where we work as these smaller clients usually do not have access to a quality ready mixed concrete supplier.”

“The East London projects are particularly interesting. Our large projects there includes the approximately R1 billion Cecilia Makiwane Hospital project where Concrete 4 U has placed a mobile plant on site to supply the high demand for ready mixed concrete for the contractors, Stefanutti Stocks. After this we were privileged to be awarded with another factory building project at the car plant in East London where we established two more mobile plants at Alton. Thereafter we were awarded a contract to build nine bridges on the road outside Mthatha.

“This is how we expand our opportunities in and around other larger projects. Visibility in an area certainly aids us in landing additional projects. But we are also reliant on our good reputation and the word-of-mouth recommendations of our own satisfied clients.

“This is the reason why we, in turn, rely on a highly efficient and cost-effective transport arm in our business. Our fleet of vehicles must have maximum uptime and on-time delivery of concrete to our clients. Our FAW fleet makes us keep our promises to our clients because we can rely on them to provide hard-working quality vehicle backed by solid support structures. We’re really pleased with the FAW fleet’s performance.”
Exciting new products, more than 40 exhibits, experienced applications experts and a comprehensive service spectrum: the Wirtgen Group – with its four established product brands Wirtgen, Vögele, Hamm and Kleemann – presented its collective expertise in the two business areas Road and Mineral Technologies.

The focus was on innovative machines and technologies for road construction, road repair, the mining and processing of pay minerals and mineral raw materials and the recycling of construction materials.

**Wirtgen: The pacesetter for innovation**

With new products from four lines of business, i.e. cold milling machines, cold recyclers, soil stabilizers and slipform...
pavers, Wirtgen is causing a furor in the road construction and road repair industry. Highlights: the new W 200 Hi cold milling machine with hydraulically displaceable (400 mm to either side) milling drum unit, the Wirtgen W 250i high-performance cold milling machine with eco-friendly “intelligent emissions control” drive technology, the WR 250 high-performance cold recycler and soil stabilizer (the most powerful machine in the new WR generation) and the new SP 84i slipform paver with fully modular inset models on four steerable, swivelling crawler tracks for paving concrete surfaces between 6’ and 26’ wide.

**Vögele: Bringing new developments to series**

Visitors to the show can look forward to innovative technologies among the road pavers and screeds from Vögele: from the models of the VISION series and the new “Dash 3” generation of the SUPER series, all the way to Vögele’s extending screeds. Highlights: the powerful SUPER 2100-3i tracked paver with AB 600 TP2 Plus high-compaction screed and the highly manoeuvrable SUPER 1300-3i Compact Class paver with the new AB 340 V extending screed. Both “Dash 3” pavers stand out due to their highly advanced and user-friendly technology and are also extremely cost-efficient and eco-compatible. The versatile VF 500 front-mounted extending screed from Joseph Vögele AG is also making its North-American market début. The screed is equipped with bolt-on extensions that are mounted in front of the basic screed. These were specially developed for Vögele’s VISION series Universal Class.

**Hamm: Design pioneers**

Hamm is currently expanding its broad product range of soil and asphalt compactors with new products in the HD Compact Line, as well as the H and HD+ series. The technical innovations in ergonomic design offer ideal solutions for high-quality and economical compaction in earthwork and road construction. Highlights: four oscillating compactors in the HD Compact Line, eight new 7 and 8-tonnes tandem rollers in the HD+ series, high-performance H series compactors in the 11 to 16-tonnes class and the H 25i VC compactor with crusher drums, which can crush and compact rock in a single pass.

**Kleemann: Titans of industry**

Introducing the new generation: the brand new Mobicat EVO mobile jaw crusher and the Mobirex EVO 2 mobile impact crusher set a new benchmark for the processing of natural stone and recycling materials with the highest level of processing capability. Highlights: the Mobicat MC 110 R and Mobicat MC 110 Z offer an impressive new jaw crusher unit with hoisted articulated crusher jaw for optimal material in-feed. The direct drive concept of the Mobirex EVO 2 impact crusher and the Mobicat EVO jaw crusher ensures optimized fuel consumption values per tonne of material produced.

**Know-how across the board – from application consulting to on-site service**

As well as innovations and a representative cross-section of tried-and-tested construction machines, the Wirtgen Group is also presenting another of its core competencies at Conexpo 2014: its comprehensive service spectrum, ranging from application consulting all the way to rapid on-site service. In personal dialogues, experts will provide visitors to the exhibition in Las Vegas with information about the perfectly coordinated Wirtgen Group product and service program with the four product brands Wirtgen, Vögele, Hamm and Kleemann – four of a kind.
MB Crushers, which is recognised as a world leader in the production and sale of jaw-action bucket crushers, has been gaining ground in the African market since appointing High Power Equipment (HPE) Africa as a local equipment distributor six years ago.

Italian-based MB Crushers is internationally recognised for its equipment quality and reliability. MB Crushers South African Area Manager Ilaria D’Ambrosio notes that the company’s range of products has grown exponentially in Africa. “MB Crushers offers a comprehensive range of crusher buckets that are ideally suited for use in small, medium and large scale projects.”

One of the most popular applications for MB crusher buckets locally is the recycling of demolition material. “The MB range of crushers is unique, as they are able to process and crush material containing steel. The crushers come with an optional magnet iron separator, which enables companies to separate and reuse the concrete and steel.”

MB Crushers has been working closely with HPE Africa to improve the local market’s understanding of the advantages that MB crusher buckets offer. HPE Africa’s National Sales Manager Neil Sauls points out that the MB range of crusher buckets can be easily attached to any type of excavator.

“Attaching the crusher bucket to the excavator ensures that the bucket manoeuvres in synergy with the machine. The crusher buckets significantly reduce transportation costs too, as the material is crushed and reused onsite, as opposed to being transported by truck to a new location,” he says.

With regards to servicing, MB Crushers offers HPE Africa full support and access to information and resources in Italy. D’Ambrosio adds: “Parts can be shipped from our head office in Italy within 24 hours. Dealers are also supplied with an efficient B2B system which provides them with full access to all the information that they require.” D’Ambrosio believes that the African market is booming. “We are increasing our focus on the African market, which holds many possibilities. We have already established strong roots in North Africa, and I believe that we can significantly increase our footprint in Sub Saharan Africa through HPE Africa, which has developed an excellent reputation in this region,” she concludes.
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Power, performance, durability, ergonomics, maintenance and serviceability provide across-the-board superiority throughout the product range which includes the S510, S530, S550, S570, S590 and T590. “Nothing escaped our re-engineering; these loaders do more, better and faster,” says Michael Burns, National Sales and Marketing Manager at Bobcat Equipment South Africa (Pty) Ltd.

The superior design, heavy duty construction, component protection and rugged reliability of the new M-series will run up production and run down total cost of ownership on any site. The re-engineered hydraulics system which consists of a higher standard flow, combined with lower backpressure and high hydraulic pressure, results in 20% improved hydraulic efficiency. Improved attachment performance increases overall functionality by working faster and more efficiently. The increased tractive effort enables operators to push more and dig harder than ever before. Stronger hydraulics and better tractive effort also results in faster cycle times.
“The cab did not escape our re-engineering,” continues Burns. “With operator safety and comfort always taking precedence, cab space has been increased by 10%, giving more room all around. The cab is not only bigger but quieter with a 60% noise reduction which improves the working environment, jobsite communications and subsequently leads to better production. Noise and vibration are further isolated by the new engine mounts.”

The intelligent full-colour deluxe instrumentation panel with optional keyless start as well as monitoring and interactive functions further improve operation. Operation levels are clearly displayed on the new 7” (18cm) full-colour LED screen with easy-to-read virtual sweep gauges. Important controls like engine speed control and operator switches are located right in front of the operator, giving superior visibility to raised lift arms through the larger top window. The 14% larger window also increases visibility.

The new cab-forward moves the operator area closer to the attachment, giving a better vantage point of the work area. Bobcat loaders with enclosed cabs are air-conditioned and have a best-in-class, pressurised interior space that helps keep dust to a minimum. Increased light output of over 50% provides greater comfort and safety working brighter environment.

Turning to the all important aspects of cost savings, Burns says that end users’ objectives are to run down operational and total ownership costs and run up production costs. “The new M-Series presents numerous cost saving features; the cooling system has been re-engineered for improved performance and extended machine life while increased fuel capacity extends operation time.”

“The M-series is unsurpassed when it comes to ease and speed of maintenance. With easy access to routine maintenance points, daily maintenance can be done quickly,” says Burns. “The swing open tailgate and the transverse mounted engine provide one-sided serviceability. The cab tilt provides straightforward access to the hydraulics as well as to routine and long term maintenance points. Burns adds that these loaders do not require any belt adjustments, including the drive and alternator belts.

According to Burns, the rugged Bobcat chain case is the only maintenance free chain case in the industry, with an exclusive bow-tie drive train design, fixed axle tubes, stronger axles and fully sealed bearings. The pre-stressed #80 high-strength oval chains (HSOC) with no master link, thick side-link plates and hardened pins are 38% stronger than other products currently available on the market. Burns also points out that the chains never require adjustment which means no stoppage time. “The permanently sealed and lubricated Bobcat rollers and idlers do not require routine maintenance saves the end user more time and money.”

“The re-engineered features of the Bobcat M-Series combine reliable, high performance with low input costs to provide a sustainable solution for any customer who demands top performance in a compact package,” concludes Burns.
Caterpillar’s comprehensive drilling line-up keeps expanding; new models including the Cat MD5150 model for the quarrying and mining sector.

Meeting high production demands from across the geological spectrum, Caterpillar’s latest generation rotary and track range is designed to provide lowest cost per tonne solutions in construction, quarrying and mining. Depending on the model and industry application, drill hole diameters range from 51mm to 445mm, going down to maximum depths close to 85m in multi-pass configuration.

All models are designed and manufactured for worldwide distribution at Caterpillar’s dedicated drills factory in Denison, Texas, and are supplied and supported locally by Barloworld Equipment, the Cat dealer for southern Africa.

Aimed purely at the mining sector, Caterpillar’s rotary blasthole drills are available in six models, starting with the Cat MD6240 and extending up to the Cat MD6750, which has a pull down torque of 733 kN compared to the formers 222 kN.

With a bit load force up to 75 000 kg, Cat rotary drills achieve fast cycle times through top of class bit load, rotary head horsepower, bailing air and a multitude of time-saving systems for maximum efficiency. Optimal pulldown and hoist force is maximised with Caterpillar’s superior cable system. On both the rotary and tracked series, rapid pipe changes are safe and efficient, being completely controlled from inside the operator’s cab. Expanding on the rotary range, MD6240 and MD6290 machines are suited for general mining applications, with the MD6420 designed for coal operations. From there the line-up is matched for high SG materials, such as copper and iron ore deposits, comprising the Cat MD6540, MD6640 and the previously mentioned Cat MD6750.

From an industry perspective, recent blasthole drill deliveries include five Cat MD6540 units deployed at Anglo American’s Kolomela green field iron ore mine in Postmasburg, North West Province. (The Cat MD6540 is available either in diesel or electrically powered versions.)

Across the board, Cat parts commonality and the ability to interchange components between machine classes is one of Caterpillar’s core research and development philosophies. Beginning from the first quarter of 2014, for example, the Cat MD6640 will feature a Cat 390D L excavator style undercarriage as a standard factory fitment.

Complementing the rotary series, Caterpillar fields five hydraulic track-mounted drills for construction and quarrying, starting with the Cat MD5050 (51 to 102mm hole diameter) with the latest model to debut being the range topping MD5150 (89 to 152mm hole diameter drilling, with a maximum hole depth of 30m). A new release from Denison directly aimed at the quarrying segment, the Cat MD5150 has...
the largest compressor in its class, allowing for maximum flushing power, with a high pressure rating of 15,1 m³/min at 9.6 bar.

A larger compressor naturally translates into more air flow, with the machine’s dust collector system powered to clean holes up to 152 mm, which means a cleaner hole for insertion of the explosives. (The MD5150’s sealed pick up pot prevents cuttings from escaping above the hole.) The machine is fitted with a Tier III Cat C11 electronically controlled, six cylinder inline turbocharged, water cooled engine generating 287 kW at 1 800 rpm.

From a parts commonality perspective, the MD5150 rides on the Cat 315C undercarriage system, and has a dual tram speed of 4 km/h. As with Caterpillar’s standard Heavy Duty and General Duty undercarriage, the MD5150 is equipped with the Cat Grease Lubricated Track (GLT) system. In terms of the latter, each track joint is sealed to retain the grease between the pin and bushing, preventing frozen or seized track joints. Overall system wear life is enhanced due to sprocket wear improvements.

Another distinctive feature on the Cat MD5150 is a new six rod carousel rod changer design, enabling the machine to reach further and drill deeper while maintaining stability. The boom system has a swing capability of 9° left to 29° right, maintaining a wide pattern coverage for the operator. Joystick controlled with the exception of standard levers for undercarriage track operations, the operator cab is well insulated at less than 80 dB (A).

Along with all Cat machines, high safety features are incorporated throughout, with excellent site visibility, coupled with ease of maintenance and ground-level access to all service points. At the business end is the Cat standard HPR5128 hydraulic powered percussion rock drill rated at 28 kW output energy with dual hydraulic variable rotation motors producing 1 898 Nm of torque.

Drill steel diameters are 51mm, 60mm and 68mm, respectively, with drill steel rod lengths of either 3,66m or 4,27m together with a 6,1m starter rod. Notably, the carousel’s unique gate design always keeps a rod in the ‘ready to load’ position, and the rod and gate move simultaneously. Additionally, precise positioning indexes and locks eliminate the need for troublesome switches and sensors that are failure prone due to dust and vibration. From a maintenance and serviceability perspective, the HPR5128 is truly in a class of its own as this rock drill has approximately half of the components of competitive models, which means fewer internal parts to wear, plus the unit is designed for routine infield maintenance. Cat HPR6030 (30 kW) and Cat HPR6832 (32 kW) rock drills are available as an option.

During HPR5128 operation, self-maintenance is assured due to Caterpillar’s new Auto Rock drill lube system. This is a standard feature on the MD5150, ensuring that internal components reach full life expectancy at proper lube levels. The HPR5128’s grease reservoir store lube has the capacity to supply up to five 8-10 hour shifts, whilst a timer board cycles the grease pump throughout the day, eliminating maintenance time. High and low pressure conditions are continually monitored through the display screen.

In summary, the Cat MD5150 serves as a prime example of Caterpillar’s ongoing research and development investment in producing rotary and tracked machines that help deliver lowest cost production. As with any blasting programme, it all begins with an optimally prepared grid, with Cat machines ensuring precise diameters and clean hole depths to ensure cost efficient fragmentation, and economical downstream process recoveries.
Two Potain tower cranes are building a 610 m long cable-stayed bridge in south-east Turkey. The two MC 235 Bs are working 10 hours a day at the 30-month project, which will create a vital connection across the Ataturk Dam Reservoir on the Euphrates River.

The 10 t capacity MC 235 Bs were supplied to main contactor Gulsan Co. by Potain’s Turkish dealer Tekno Vinç, which is the largest tower crane operator in Turkey. Sinan Türeyen, group director at Tekno Vinç, says the Potain cranes are ideal for demanding projects of this nature.

“We have used Potain cranes at major job sites throughout Turkey for years – they are easy to use and offer exceptional durability,” he says. “Plus, they offer the support of Manitowoc Crane Care, which gives us great service and quick spare parts, if needed. This bridge will be another Turkish landmark that will have Potain to thank for its on-time creation.” The first Potain MC 235 B was erected at the Nissibi Bridge job site in September 2012, while the second joined in January 2013. Both will be dismantled by July 2014, ahead of the bridge’s opening later this year.

The top-slewing tower cranes are lifting general building materials used in traditional cable-stayed bridge construction, such as formwork and steel structures. As construction progresses, the cranes will lift large sections of carrier cables weighing up to 10 t.

The two Potain cranes are working at heights of 101 m and 104 m, and both are rigged with 45 m jibs. The cranes are anchored to the bridge’s 96 m tall pylons on each riverbank. The cranes were transported to the job site from their base near Istanbul, more than 1,300 km away. Once on site, a ferry was used to transport one crane to the other side of the river.

Nissibi Bridge will be 24.5 m wide and span 400 m across the Euphrates River. The project broke ground in July 2012.

Established in 1990, Tekno Vinç operates a fleet of more than 100 Potain tower cranes, which it deploys at projects throughout Turkey. Tekno Vinç provides crane rental and sales, as well as meeting an extensive range of servicing needs.

Founded in 1946, Gulsan Co. is a leading Turkish construction company based in Ankara.
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and versus the Dollar, labour unrest, inflation, postponed infrastructure contracts ... quarrying, mining and related industries are a difficult business right now in South Africa and there doesn’t seem to be any short-term solution to the challenges. But certainly, a vital part of the solution is for operators to become more motivated, more pumped up, more hard-working and perhaps most of all, more efficient. And that is why there has been such an interest in the new range of NHL rigid dump trucks brought to you by the Ever Star Industries (Pty) Ltd the distributors in Southern Africa of one of the fastest-growing truck brands in the country, Powerstar.

NHL national sales manager, Bobby vas-Dias says there is a very good reason why
these vehicles have an 80% market share in China with tens of thousands of trucks in operation there every day. “They are rugged and reliable machines and have proven their durability all over the world. We know that they will add value to businesses that are going the extra mile to improve their efficiency and increase their bottom line results,” he says.

The range of NHL dump trucks in South Africa include: the 335hp 32t TR35A, the 525hp 45t TR50, the 700hp 55t TR60, the 1050hp 91t TR100, the 1600hp 136t NTE Electric Drive; the 2500hp 220-236t mining truck and others.

NHL (Inner Mongolia North Hauler Joint Stock Company Limited) has a proud history. It is one of China’s most successful national entrepreneurs specialising in the manufacture, sales, marketing and R&D of off-highway mining trucks, construction machinery products and related components. The company is one of the China Ordinance Group member units. This joint venture involving entities from China, the U.K and the U.S. was established in 1988 and listed in June of 2000, on the Shanghai stock exchange. With total assets of more than 3.5 billion Yuan it is the leading quarrying and mining dump truck company in China.

NHL is located in a high-tech Zone of Inner Mongolia city, Baotou, covering an area of 1000 acres with the capacity of producing more than 1000 trucks per annum! While it boasts more than 80% of the Chinese market - NHL notably has been involved in iconic state construction projects like the Yangtze River ‘Three Gorges’ project, the Yellow River Xiao hydro power project and the Beijing Olympic venue construction - NHL’s expansion into foreign markets has been most successful and is now 47 countries on four continents including, of course, South Africa.

A brief look at some of the more salient features of the NHL trucks leaves no doubt about their ability to live up to expectation.

- Smooth-shifting transmission with power and economy shift schedules for best performance.
- Oil-cooled multiple-disc rear brake packs for anti-fade performance and extended service life.
- Dual retardation for excellent operator control and enhanced productivity.
- Abrasive-resistant high-capacity body with exhaust heating shields.
- More efficient and cleaner dumping for increased productivity.
- Chassis fabricated from box-section rails with high strength castings for structural rigidity and durability.
- Onboard diagnostics and centralized hydraulic test points reduce downtime.
- Spacious cab ergonomically designed for comfort, safety and productivity.

Wang says that listening to customers is part of the culture of Ever Star and this practice will endure with NHL. “South Africa is unique in terms of the type of mining and quarrying that is performed here. It is also unique in the fact that our customers are extremely knowledgeable and justifiably demanding in terms of the quality of product and service that they receive. There’s no point in trying to tell our customers what’s good for them, they know precisely what they need to make their businesses efficient and profitable. To this end we make it our business to meet with our customers to work out how best we can add value to their operations,” Wang said.

NHL head office is based in Centurion, Gauteng and is in the process of setting up service dealers throughout the country. “We recognise that our major task is to set up a national footprint of service and support and this will be done quickly and efficiently. We did it with Powerstar, we’ll do it with NHL,” Wang concluded.
Loadrite has a new onboard weighing system for large mining excavators and shovels. LOADRITE X2650 is designed to ensure accurate and instant haul truck payload weight data.

Designed for excavators ranging from 200 to 800 tonnes, it will have its official launch at AIMEX, following a successful trial of the system at a large mine in New South Wales.

The X2650’s ability to deliver accurate weight information for every bucket of material loaded makes it stand out from other products, said Loadrite Product Manager for Excavator Series, Gordon Hain. “Until now, most mining operations have relied on payload systems on haul trucks to measure payload weight. However, on haul trucks the data is not provided until after the bucket has been dumped into the truck, so accurate data is only available after the truck has left the load out location,” he said.

The result is a flat payload distribution curve for the fleet, with the mean not matched with the target payload.

“By then, precious time has been wasted if you discover the truck is over- or under-loaded,” said Hain. “In contrast, by using the X2650, which is fitted to the excavator, operators can accurately measure each bucket load of material before it is put into the truck. This puts the power back into the hands of the operator, allowing them to make better decisions.”

Hain said the X2650 was a dynamic in-motion weighing system, meaning it measured the payload during the loading procedure – thereby having no impact on the loading time. “This maximizes overall productivity as it reduces under-loading trucks or the need for trucks to return to the face if they’ve exceeded the overload capacity. The result is a payload distribution curve centered on the target payload with low variance.”

“Real-time data is very valuable to large mining operations, which are focusing more on enhancing productivity and reducing operating costs as they strive to increase profitability and overcome falls in commodity prices.”

Following the success of the initial trial at the NSW mine, it is now fitting the X2650 across its excavator fleet – a total of six machines – with the goal of maximizing the potential cost savings the system can deliver.
"When you consider the ownership and operating cost of the fleet over the course of a year, each time a large haul truck needs to return to the face, plus the associated lost time, and machinery stress, the savings can add to hundreds of thousands by getting loads right the first time," Hain said.

The X2650 also makes it easy for mine operators to comply with the commonly accepted “10-10-20” OEM load policy, which can result in the warranty being voided if the haul truck is 20% overloaded.

“To comply with the 10-10-20 policy, all loads must be below 110% of the target payload with only 10% of all loads between 110 and 120%,” he said.

“The bucket-by-bucket accuracy delivered by the X2650 takes the guesswork out of the process, enabling excavator operators to meet these load requirements and protecting the investment made in equipment.”

Hain said the X2650 was easy to use, while capturing a wealth of critical productivity data which can be used to track and record overall load out performance.

“It reports on tonnes moved per hour, individual cycle times and total tonnage moved excavators or haul trucks. This information can be transferred wirelessly for analysis and reporting.”

Accuracy is assured to within ±3% in a wide range of demanding operating conditions, adding to overall benefits. “In comparison, the dynamic payload information provided in haul trucks is generally only accurate to within 5% - and that’s only after the truck is a few hundred metres down the road from the loading site location.”

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Sustainable Productivity
ACTOM Air Pollution Control supplies two more scrubbers for upgrade at Kumba’s Kolomela mine.

Leading dust control and gas-cleaning specialists ACTOM Air Pollution Control of Johannesburg recently completed a R16-million contract to improve dust extraction efficiencies on the secondary and tertiary crushers in the mineral processing plant at Kolomela iron ore mine near Postmasburg in the Northern Cape.

Kolomela, which went into production in mid-2012, is Kumba Iron Ore’s newest mine, formerly known as Sishen South during its development phase.

Kumba awarded the contract to ACTOM Air Pollution Control in April 2013 as part of its Ramp Up Project currently under way to improve production output and efficiencies at the mine. The contract was a follow-up on the original dust extraction contract undertaken by the company in 2009 and involving installation of wet scrubbers on each of the crushing plants, the screening plant and the loadout station.

Raymond Hopkins, ACTOM Air Pollution Control’s Project Manager responsible for the latest contract, said it was awarded after Kumba engineers had identified a need to improve dust extraction efficiencies on the secondary and tertiary crushers with the installation of an additional scrubber on each. “We were responsible for the manufacture and the supply of the scrubbers, as well as for the civil design, electrical equipment and controls, but it was part of the contract conditions that installation be undertaken by Kumba Iron Ore under our supervision,” he stated, adding that the scrubbers were delivered on schedule in September/October 2013.

As with the scrubbers supplied under the original contract, the two scrubbers supplied under the latest contract have been designed to maintain emissions at under 30 mg/Nm³ in accordance with the applicable environmental regulations.

ACTOM (Pty) Ltd is the largest manufacturer, solution provider, repairer and distributor of electro-mechanical equipment in Africa, offering a winning and balanced combination of manufacturing, service, repairs, projects and distribution through its 37 distribution outlets throughout Southern Africa.

ACTOM is also a major local supplier of electrical equipment, services and balance of plant to the renewable energy projects.

It also holds numerous technology, distribution and value added reseller agreements with various partners, both locally and internationally.
The TJ-3046 Track Jaw Crusher by IROCK Crushers is a high performance primary jaw crushing plant designed for medium-scale operators in quarrying, demolition, recycling and mining applications. IROCK, a leader in global sales of mobile screening and crushing equipment, is featured the crushing plant at CONEXPO-CON/AGG in Las Vegas.

The TJ-3046 features a 13-cubic-yard feeder and includes a grizzly pre-screening grid. The feeder drive features a load control system to ensure continuous, uninterrupted crushing. An optional level sensor can be fitted to the jaw and control the feed rate to the crusher, therefore maximizing production. The jaw crusher has an inlet opening of 46 inches by 30 inches and is equipped with a hydraulic wedge adjustment to give operators total control of product size down to 2 inches.

TJ-3046’s high swing jaw generates an aggressive crushing action and accelerates movement of material into the crushing chamber. The 48-inch crusher discharge conveyor can stockpile up to 11 feet, 6 inches. A dirt conveyor is standard on the machine.

The 110,250-pound TJ-3046 can be equipped with a wireless remote control and features track mobility for relocation around a jobsite or onto a heavy-haul trailer and its hydraulic folding sides make for easier set up and tear down.

IROCK designed the TJC-3046 with easy operation, durability and efficiency in mind. A user-friendly electronic crusher control system with touch screen display is easy to operate and simplifies crushing, service and maintenance. For additional durability and wear life, jaw plates and wear plates consist of 18 percent manganese. Finally, the unit’s highly efficient direct drive system promotes minimal fuel consumption and makes operation cost effective.

Powered by a 350-horsepower Caterpillar® C-9 ACERT Tier 3 engine, the TJ-3046 can produce up to 445 TPH.

IROCK Crushers is a leading manufacturer of portable crushing plants, screening equipment and other related products. The company, which formed in 1992, is committed to bringing the most productive and highest quality equipment and solutions to customers through innovation, expertise, and outstanding service and support.

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The Volvo L250H wheel loader is a high production machine designed to deliver excellent productivity and profitability in applications including quarry, mining and heavy infrastructure. Operators will experience short cycle times, high breakout force and excellent controllability with this heavy-duty machine. Specifically where the wheel loader is perfectly matched to on-highway trucks, and the L250H will load a 25-ton triaxle on-highway truck in two passes—two full buckets for one full truck.

Featuring advanced technology and built on decades of experience, the L250H’s powerful Volvo Tier 4 Final/Stage IV engine provides high performance and low fuel consumption. During the fully automated regeneration process, particulate matter collected in the DPF is burnt off without interrupting performance or productivity for effortlessly clean operation.

Fuel efficiency is enhanced by Volvo’s OptiShift technology, which combines the company’s patented Reverse By Braking (RBB) technology and a torque converter with lock-up to eliminate power losses and reduce fuel consumption by up to 18%. Automatic Power Shift (APS) and Fully Automatic Power Shift (FAPS) further ensure minimal fuel consumption and fast cycle times, shifting the machine gears in line with engine and travel speed for optimal operation. Meanwhile Volvo’s unique eco pedal encourages the operator to ease off the throttle, therefore lowering fuel consumption, by applying a mechanical push-back force when the throttle is used excessively and the engine rpm is about to exceed the economic operating range. Intelligent load-sensing hydraulics supply power to the hydraulic functions only when required for smooth, fuel-efficient operation, as well as excellent control over the load and attachment.

The Volvo L250H is not only one of the most efficient heavy-duty wheel loaders on the market but also one of the most productive. Volvo’s proven Z-bar linkage provides high breakout force for strong, powerful digging in hard materials and facilitates quick load cycles for increased productivity even in demanding applications. The optional Boom Suspension System (BSS) further boosts productivity, by up to 20%, by absorbing shock and reducing the bouncing and bucket spillage that occurs when operating on rough ground. This enables faster and more comfortable work cycles and increases machine life. As for the optimally-shaped bucket, it has been designed to incorporate a spill guard, side cutters and wear plate for faster and more efficient bucket fill and longer service life.

With a variety of product options, Volvo customers can adapt their machine to access more applications, such as rock and waste handling. Attachments are purpose-built to work in harmony with the L250H. Functions and properties are ideally matched to parameters, such as link-arm geometry and breakout, rim pull and lifting force for maximum productivity.
This latest version of the EH1100 includes improvements to the operator environment, increased machine serviceability, increased payload, more remote monitoring capability, to name a few, plus many additional features to satisfy their range of customer requirements globally.

- Similar to the large Hitachi mining trucks and shovels, the EH1100-5 is equipped with a 25cm (10 inch) LCD display to provide the operator with information regarding hauling performance and systems condition.
- A selection of two high performance EPA Tier 2/E.U. Stage II engines is offered to the global market. For the market outside of North America, customers can choose between an MTU Series 2000 engine and a Cummins QSK23 engine. Within North America, choice is limited to the Cummins QSK23 engine.
- The H6620A model automatic transmission offered by Allison offers improved shift quality, less shifting when empty, and upgraded components all resulting in longer life before rebuild.
- The EH1100-5 body is now designed to a volume of 41.5 cu/m (SAE Heap 2:1) and has a flat floor-plate for more control of material shed while dumping.
- The nominal payload recommendation for a standard equipped EH1100-5 is 63.5 tonnes.
- The EH1100-5 rear wet disc brake assemblies now include an integral Wet Disc parking brake.
- While redesigning the rear wet brakes, Hitachi added brake surface area to increase service braking and retarder horsepower.

- The EH1100-5 active traction control system has been refined to better control wheel spin in wet and muddy conditions resulting in improved haul cycle times and increased production.
- A transmission Optimum Shift Range has been developed to automatically alter the transmission range according to payload results provided by on board payload weighing system.
- All EH1100-5 trucks are equipped with a DLU (data logging unit). This allows remote monitoring of the truck via satellite, Wi-Fi and Wenco.
- Hitachi now offers a speed limit feature that automatically restricts the truck top speed to a customer determined limit. This feature will automatically apply the retarder to control the set speed limit if the limit is exceeded while travelling downhill.

Introducing the

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Branches covering Sub-Saharan Africa
Under the banner of newly established Torre Industrial Holdings and with the entrepreneurial leadership of the company’s founder, Quentin van Breda, Torre Holdings trading as SA French has been restructured and is ready to resume its leadership position in the world of cranage and hoisting in South Africa.

With strong financial backing, the company has set its sights on far bigger targets though, and is aiming to become the dominant supplier of lifting solutions on the African continent wherever these are required. Off-the-back of two solid years of growth and with a large number of African contracts already under-the-belt, the company has begun expanding its fleet and tailoring its service offerings in order to fulfil its towering ambitions.

New beginnings
Having endured tough trading conditions during the economic slump since 2008, van Breda says that the path the company travelled to regain its position has made it stronger than ever before. “We had to grind-out an existence during this period and were forced to use every reserve we had just to remain open.”

“When the markets turned positive we wanted to be in a position of strength and decided to completely rejuvenate the business with the assistance of AfrAsia Corporate Finance. The company provided restructuring guidance and full financial support that enabled us to delist from the JSE’s Altx exchange with Torre Industrial Holdings’ mirror listing and simultaneously conclude a 100% sale to the newly established diversified industrial holding group, Torre Industrial Holdings. “Now, with substantial financial support available, we are once again set to take our rightful place on top of the pecking order of the crane and hoisting market,” van Breda says.

He adds that the company is focussed and in-tune with the changing requirements of customers. In addition it is in a position to leverage opportunities which abound within the group, including shared customer databases and access to geographic locations of Torre group companies such as, Tractor and Grader Supplies and Forktech.

Full product line-up
SA French remains the exclusive African distributor for Potain tower cranes, as well as diversified ranges of complementary materials handling equipment (and related products) from leading European suppliers.

A large rental fleet is also available and provides customers with lifting solutions ranging from light materials handling applications to extra-heavy lifting with full engineering support offered through the company’s in-house engineering department.

“Under the wing of Torre Industrial Holdings, Torre Holdings trading as SA French is in a better position than ever and we are ready to take on any lifting challenge on African soil,” van Breda concludes.
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Tyrexpo Africa 2014

A TRULY GLOBAL EVENT

Tyrexpo Africa 2014 was the major tyre event of the year on the African continent. On 4-6 March 2014 at the Sandton Convention Centre, the widest selection of new brands of leading South African and International manufacturers were showcased.

Some of the leading Off-Highway Tires (OHT) companies include ALLIANCE TIRE GROUP (ATG), an emerging market leader of OHT which has a dynamic presence in more than 120 countries. With state-of-the-art products on the cutting edge of technology, ATG’s experience spans six decades and is represented in the market by three well-known brands: Alliance, Galaxy and Primex. Another company on the world stage of tyre manufacturing and related products is Dongying Zhengyu Wheel Co., Ltd. based in Shandong, China (Mainland) and is a major international player with markets spanning South America, Europe, Southeast Asia, Africa, Middle East, Eastern Asia and North America.

A globally oriented company that exhibited at Tyrexpo Africa 2104 was Benton Tyre & Rubber Co. They manufacture, market and distribute Radial all steel truck and bus tyres (TBR), Bias truck and light truck tyres, Radial passenger car tyres (PCR), Bias and Radial OTR, Bias Agriculture tractor and implement, Industrial Solid and Pneumatic tyres. Tech Europe is a leading producer of tyre repairs and tyre services, manufacturing, marketing and distributing into Europe, Middle-East and Africa (EMEA) and another prestigious exhibitor at Tyrexpo Africa 2014. Acten Marketing Sdn Bhd from Malaysia specializes in rubber processing machineries that provides a complete tread rubber turnkey plant set up and the transfer of technology know-how in rubber compound equipment-mixing line, extrusion line equipment, cushion gum line equipment, precure tread curing & sanding line, precure moulds, tyre retreading equipment-complete plant set up & know-how transfer and the list just continues. Tyrexpo Africa 2014, a truly sensational global event for the tyre and equipment sector, included 140 businesses on show and delegates from more than 70 African and international countries.

Belshina improving its business in South Africa

JSC “Belshina” is one of the biggest tyre manufacturing plant in Europe with 14 000 employees and with more than 40 years of history.

With five years of work in African markets, Belshina established its name with esteemed companies in most of the main mining countries on the African continent. All companies, that have the opportunity to test the Belshina tyre brand, which was new to them, were surprised and completely satisfied with our products. Our customers were completely satisfied with the good quality of our products, and surprised in our pricing in comparison with other top brands, that then allows for having less cost per hour of operation.

Belshina tyres have achieved best results in the world in manufacturing of crossply OTR tyres, on several occasions. Belshina tyres continually invest in research and development of our tyres and improving our tyres in penetrating main foreign mining markets, to suit local conditions. Since 2007, Belshina has had a research and developing programme of new radial OTR manufacturing that is continuously looking to improve tyre quality. To achieve the best products in the market takes a few years, and Belshina technical personnel are confident that “soon we will have best radial tyres in the world”. The same effort in research and development, in our crossply tyres is being put into our radial tyres. New testing results of tyres in the Southern African countries coming soon as new generation of radial OTR have come out from the plant (33.00R51; 27.00R49) and passed through the tests on Russian mines with worst conditions of ground.

Every time we receive feedback from our clients regarding our tyres – it is a reason to make improvements in construction and manufacturing process if we find something wrong – that is our way to perfection.

Representative of Belshina in South Africa and African countries – Beltyre Africa Pty. Ltd. started negotiations with African tyre service companies to sell Belshina tyres together with service of mounting, repairing and follow up of tyres, at sight. That will help us to have more control over usage of our tyres, achieve more hours and give feedback to Belshina if any improvements need to be made.

For supply contracts of Belshina tyres please contact official dealer of Belshina in Africa – Beltyre Africa Pty. Ltd.

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Fax: +27 31 561 46 60
Cell: +27 79 513 03 39
e-mail: direct@belshina.co.za
Spanish budget tyre brand Membat makes its first appearance at Tyrexpo Africa 2014

Spanish tyre brand Membat made its debut appearance in South Africa at the Tyrexpo Africa exhibition in Johannesburg recently.

Membat is a new budget brand for international markets covering PCR, SUV, A/T and Light Truck tyre applications. Since its launch in 2012 the brand has quickly established itself in numerous European, American and Asian markets.

Now the focus switches to southern Africa, as sales director Jordi Estrada explains: “Our two main objectives for Tyrexpo Africa was to build awareness of the Membat brand among African tyre buyers and to sign exclusive new distribution relationships with quality partners.

“Membat combines a great quality/value proposition for customers, with a brand personality that reflects its sunny and relaxed Spanish origins. We have taken some of the famously relaxed and cheerful Mediterranean character to capture the essence of Membat with our ‘Smiling on the road’ slogan.”

The original product range comprised of 56 sizes and four lines: Passion (UHP summer), Enjoy (HP summer), Flake (PCR winter) and Icebreaker (LT winter).

That line-up is being strengthened in 2014 with 36 more sizes and three new lines: Potens (SUV), Intens (4x4 AT) and Tough (LT summer). The company plans to add 30 new sizes in each of the next two years.

Jordi Estrada adds: “Because we own the Membat brand and moulds we can control the development of the product internationally.

We can offer distributors a powerful and exclusive presence in designated markets. We look forward to meeting with many interested parties at the show.”

Goodyear self-inflating technology for commercial tyres

over the past year, researchers at The Goodyear Tyre & Rubber Company have been working on a new Air Maintenance Technology application that can aid fuel savings and CO₂ reductions while potentially improving performance and eliminating need for external inflation pressure intervention.

Goodyear’s Air Maintenance Technology mechanism allows tyres to maintain constant, optimum pressure without the use of external pumps, electronics and driver intervention.

Proper tyre inflation can result in improved fuel economy, prolonged tread life and improved tyre performance. Customers should receive the following key benefits from Air Maintenance Technology-enabled tyres.

The system works on the principle of a high pressure zone at the base of the tyre where it rests on the road.

An inlet port something like a small hole in the side of the tyre, pulls outside air into a tube that runs around the inside rim of the tyre. As the tyre rolls, the pressure generated by the vehicle’s weight on the road flattens the tube, pushing a high pressure air bubble forward.

The high pressure air bubble travels inside the inflation tube to a valve on the opposite side of the tyre from the inlet. If the air pressure inside the tyre is low, the valve opens allowing the high pressure bubble into the tyre.

If the pressure is good, the air bubble will exit back through the tube. Proper tyre inflation is key in the commercial market. It is estimated that for every 0.5 bar (50 kPa) lost in tyre inflation, there is a 1 percent loss in km per litre.

While 1 percent may seem insignificant, it could cost a truck owner over R8000.00 in fuel, based on a vehicle that has a fuel consumption of 35 l/100 km, runs 150,000 km a year with a fuel price of between R11.00 and R12.00 per litre.

AMT is expected to play a major role in prolonging tread life in the commercial tyre market. Tyres which are 10 percent under-inflated decrease tread life by 9-16 percent. By utilizing Goodyear’s Air Maintenance Technology, commercial vehicle fleet operators will be able to realize the full mileage potential of their tyres.

Michelin truck service centres provide key services to the truck and bus industries

The recent fuel price increases and the recent introduction of the toll road system have placed an additional burden on transport and logistics companies to manage their businesses more efficiently in order to deliver their goods and services on time at reasonable prices.

The result is that too many truck and bus companies are faced with compromising safety by neglecting vehicle maintenance in order to reach the required profit margins. There is little doubt that the recent increase in truck and bus accidents can largely be attributed to the prevalence of these risk-laden purchases.

As leaders in tyre technology, Michelin Tyre Company SA, took the high ground and set about addressing the problem. The solution came in the form of Michelin Truck Service Centres (MTSC). Equipped with state-of-the-art mechanical equipment and quality tyres, these recently launched centres offer essential breakdown and on-the-road services. These provide a convenient, high quality, safety-focused service to the truck and bus industry. There are over 40 such outlets already operating in India, Thailand and Saudi Arabia, while South Africa currently has MTSC operations in Villiers and Polokwane. An additional 6 operations in Cape Town, Bloemfontein, Durban, Gauteng and Mpumalanga are in the pipeline for 2014.

“Downtime is not an option, therefore the sooner we can offer a complete breakdown service nationally the better,” says Jaco Venter, Partnership Program Manager at Michelin Tyres South Africa.

Products offered at these centres include tyres, batteries, rims, valves, extensions, nitrogen and stock retrades. Services range from alignments and balancing, fleet inspections, stripping, fitting and tyre repairs, tyre re-grooving, pressure checks, surveys at the point of sale and on-site vehicle services.
ContiTech offers air actuators WITH ATEX CERTIFICATION

The key to longevity of operation is that the trailer requires a strong structural support to ensure that they don’t start sagging after a few thousand kilometres and being equipped with a heavy duty overslung mechanical suspension for ease of operation.

Martin Trailers will be releasing a 7-axle prototype with 100 tonnes capacity in April. “We are very excited about the new design and that we are constantly looking at ways to innovate the trailer industry across Africa and the rest of the world,” concludes Gore.

Solutions for logistical issues

The transporting of machinery and materials can be a logistical nightmare,” says Kieron Gore, Director at Martin Trailers, “the considerable expense and difficulties in transporting items without the correct equipment can lead to project failure.” It is vital for effective business operations that companies acquire customised transporting solutions.

The increase in drilling, exploration and construction in sub-Saharan Africa has seen many companies turning to the popular heavy duty flatbed extendable trailer. Gore says that the advantages of this trailer are that in a closed position no permits are required, as it is a legal flatbed trailer that runs within the permissible length. The fact that it then has the ability to unlock and extend allowing for transporting of much longer loads, makes it a versatile and cost effective logistic solution.

Martin Trailers has a dedicated extendables production line as a result of a high customer demand. Gore believes that a few elements differentiate them in the market place. “We have introduced fundamentals that make our trailers easier to operate. This includes pneumatic locks instead of manual locking pins and increased durability due to the use of high quality certified steel, while always applying the renowned build and welding procedures that have seen us operating for over 30 years.” TLC Logistics currently has five Martin Trailers heavy duty flatbed extendable trailers and two on order. Wayne Beaumont the Managing Director at TLC Logistics says that they have found the quality and durability of Martin Trailers is what sets them apart and makes for a long-term cost effective transporting solution.

The key to longevity of operation is that with single-, double-, and triple-convoluted bellows, as well as diameters of 3.15 inches (80 mm) to 37.40 inches (950 mm). This range of product line allows customers to find the right air actuator for the desired application. For more than 50 years, ContiTech air springs and air actuators have been used for an extremely wide range of industrial applications. Air-spring systems serve as vibration-dampening bearings in heavy systems, while air actuators are used to apply a force to move a given load. ContiTech air springs and air actuators exhibit uniquely impressive product properties and long service life under demanding operating conditions.

Air springs for suspensions in heavy duty vehicles, agriculture applications, cabins and seating

Even in commercial vehicles and agricultural applications, air springs from ContiTech Air Springs Systems are used for both actuation and vibration isolation. Off-Highway vehicles are increasingly fitted with air springs, or air bags, to ease the ride and that it has the ability to unlock and runs within the permissible length. The fact that in a closed position no permits are required, as it is a legal flatbed trailer that requires a strong structural support to ensure that they don’t start sagging after a few thousand kilometres and being equipped with a heavy duty overslung mechanical suspension for ease of operation.

Martin Trailers will be releasing a 7-axle prototype with 100 tonnes capacity in April. “We are very excited about the new design and that we are constantly looking at ways to innovate the trailer industry across Africa and the rest of the world,” concludes Gore.
Johannesburg Truck & Bus, owned by Imperial Group’s Motor Retail Division, officially opened its new dealership in City Deep, Johannesburg, on February 13, 2014. The new Service Facility forms part of MAN Truck & Bus South Africa’s nationwide network of 31 proprietary and independent dealerships, dedicated to supporting the full spectrum of MAN truck and bus products.

Having purchased the dealership from Eskom six years ago while it was located in Rosherville, Gauteng, Imperial Group appointed Greg Mervitz as general manager to transform the business from a parastatal organisation into a fully-fledged entrepreneurial operation.

According to Mervitz, “The move to our new high-profile location on Heidelberg Road in City Deep follows an extremely successful half-decade of transformation within the dealership which saw turnover climb by 600% since the buyout in 2008.”

The move from Rosherville to the new R50 million facility in August 2013 was executed with absolute efficiency, enabling the dealership to not lose a single day of operations, adds Mervitz.

For MAN Truck & Bus South Africa CEO, Bruce Dickson, “Greg and his team showed true professionalism and absolute commitment to achieve the seamless move of its operations. This dedication to offering MAN customers exceptional levels of service has made the operation our number-one Aftersales dealership in the country.”

The new dealership was designed to not only function as a ‘drive-through’ service centre but also to rate as a Four-Star eco-friendly building, explains Mervitz: “the new building includes renovated office space, a new workshop with eleven 30-metre drive-through service bays, an integrated parts warehouse and ordering department with roadside receiving and dispatch areas, as well as under-roof parking for 28 vehicles. The strategically configured workflow of the building allows for improved vehicle servicing turnaround times while bringing greater levels of security to our parts warehouse.”

From a ‘green’ perspective, the new facility, “is designed for efficiency,” adds Mervitz. “The fitment of solar panels to our roof enables us to run approximately 80% off-grid during peak hours in summer, while a water harvesting system and recycling plant allows us to use rain water for our wash bays and gardens. A waste-disposal company has been contracted to remove all redundant product from our premises, a process which generates more revenue for the dealership.”

Situated on 22 000 square-metres of prime real estate in the epicentre of South Africa’s logistics hub (City Deep Container Terminal), Johannesburg Truck & Bus’s new dealership is ideally positioned to capitalise on the growth in the road freight industry, both domestically and intra-Africa.

“The new dealership, apart from being close to major highways, will also benefit from its close proximity to the new MAN Parts Distribution Centre in Germiston, which, like Greg’s operation, is geared to keeping vehicle uptime at optimum levels,” says Dickson.

Geoff du Plessis, Executive Chairman, MAN Truck & Bus South Africa states that: “The success of MAN’s relationship with Imperial over the years has been forged on a mutual understanding that customer satisfaction is the number-one focus of our respective operations – for MAN, that means supplying and supporting its independent dealers with purpose-built products, market-friendly financing solutions, skills transfer and capacity building, rapid parts supply and swift warranty settlement.”

Via its Dealer Development Programme (which includes an annual Dealer of the Year Award), MAN offers ongoing support to its dealer network through an array of initiatives designed to boost both human and technical capacity in its dealerships, including enterprise-wide skills development, specialised tool provision, marketing support and various additional tools to help improve operational efficiency. For du Plessis, “the time has never been better for MAN to significantly increase its market share in this country and north of our borders too, and that, with this new facility as its platform, Johannesburg Truck & Bus will be a primary partner in helping us achieve this.” As a flagship MAN dealership, Johannesburg Truck & Bus, with its new state-of-the-art facilities, is perfectly equipped to set new vehicle servicing benchmarks in the industry, concludes Mervitz: “MAN has the best Aftersales network in South Africa and its market penetration is constantly improving, giving us all the confidence that our services here will be well utilised. Imperial’s faith in the brand has never been stronger and this new dealership facility is testimony to that.”

MAN dealership opens
STATE-OF-THE-ART SERVICE FACILITY
Large fleet operators today are not only looking to finance for their vehicles but more importantly they are looking to more complete solutions that deliver cost efficiencies and keep their vehicles on the road.

No longer is the basic leasing concept from the banks applicable to fleet management but value-added services have become a necessity in the scheme of things. These requirements extend from vehicle tracking to accident management and give the operators long term benefits, particularly in the light of current driving patterns and behaviour.

Fleet management has mushroomed in recent years and one of the leading players who have recognised the requirements of transporters and distribution companies is Eqstra Flexifleet. For this reason the company specialises in providing logistics services with heavy goods vehicles for both the commodity and dry goods sector.

One of the main contributing factors to the success of any fleet management programme is the reputation of the vehicle manufacturer and subsequently the efficiency of the dealer. Recently Isuzu Truck World, a leading dealer of the Isuzu Truck brand, in conjunction with Eqstra Flexifleet, concluded a multi vehicle deal with Clover Industries Ltd. Clover produces and distributes (for itself and other fast moving consumer goods companies) a range of dairy and consumer products throughout South Africa. The initial deal consisted of a total of 37 units comprising of the FTR 850 AMT, FRR 500 AMT and the FEZ 1400. A further replacement programme is envisaged by Clover, bringing the total to 134 units in the long term.

Linda-Lee Britz, Sales executive of Isuzu Truck World, who facilitated the deal with Flexifleet, said, “The reputation that the AMT transmission in the Isuzu vehicles has gained in the market, contributed to the success of this deal as Clover were looking for a driver friendly and reliable vehicle for their distribution network”.

The Automated Manual Transmission (AMT) can be regarded as the Isuzu Truck success story as it represents a very bold move to innovate in the medium truck market from 3500kg to 8500kg GVM. This is being extended to the heavy models as well. In trucks with the AMT transmission, the driver does not use the clutch pedal when pulling away, changing gears or stopping. Only the gearshift lever, accelerator pedal and brake pedal are used.

Based on a manual transmission, such advanced technologies as wet-type multiple disc clutch and fluid coupling have been introduced to achieve an easy-drive system suitable for commercial vehicles at a low price. In addition the use of an electromagnetic solenoid valve type gearshift unit enables both computer-controlled automatic transmission and manual transmission.

The popularity of the AMT transmission has already proven to provide huge cost savings for operators and when spread over a 300 000 km life cycle the estimated savings have been up to R60 000, purely based on non replacement of up to three clutches over that mileage which would normally have been the requirement.

Operator experience over the last three years has proven that the AMT equipped units have reduced overall maintenance costs of up to 9% over standard manual transmissions and also the fuel consumption has shown savings equal to and even better than on manual transmissions.

A further concept geared towards low life-cycle costs is the standardization of many body related components such as doors, dashboards and even seats which are common to many models in the range. This has eliminated the need for larger stockholdings of space consuming parts.

Eqstra Flexifleet have tailored the requirements of Clover Industries to provide fleet savings across their complete fleet range and with the support of the Isuzu brand and Isuzu Truck World, have established a fleet management portal that will be able to control and report costs in real time.
Against a background of the South African National Defence Force (SANDF) playing an increasing role in regional peacekeeping and maintaining stability, DCD Protected Mobility recently demonstrated its state-of-the-art new generation Mountain Lion armoured utility vehicle to senior SANDF officials, as well as representatives from the Department of Defence and officials from Denel Land Systems.

DCD Protected Mobility has invested R50-million in the development of this vehicle over the last four years. The Mountain Lion has evolved out of the company’s hugely successful Husky Vehicle Mounted Mine Detector (VMMD) development programme that has seen more than 1 600 Husky vehicles sold internationally.

The SANDF deploys a sizeable military presence in the SADC region where it is necessary to support governments and to halt lawlessness and violence. The continental deployment of SANDF personnel is a contribution to UN Peacekeeping, Peace Enforcement or Intervention operations, in accordance with the White Paper on South Africa’s participation in peace missions. The Mountain Lion promises to be a game changer in terms of value for money against performance. It is able to carry a crew of up to two plus eight soldiers, complete with their kit and special equipment for at least a 48 hour combat mission and can even be transported in a C-130 aircraft. Tactical mobility and exceptional crew comfort and endurance during missions over rough terrain is achieved by combining a powerful 360 hp engine with a six speed automatic transmission, suitably matched transfer transmission and planetary axles fitted with double wishbone fully independent suspension and coil springs integrated with high performance dampers.

The Mountain Lion is equipped with the unique Four Wheel Steer system that has been combat proven on the Husky VMMD, dramatically reducing the turning circle and enhancing the vehicle’s mobility in close terrain and urban areas. It is easily maintainable, effectively reducing lifecycle costs, with a one-piece engine hood and ‘platform’ fenders and bumpers that provide easy access to the engine bay. The large internal volume under-armour and payload capacity allows versatility and adaptations to various configurations, including fire control and ambulance formats, to accommodate personnel or equipment, or a combination of both.

The Mountain Lion has been independently verified at various test facilities, proving beyond question that it performs to the capability levels required by end users. The vehicle has undergone a blast test programme validated through the CSIR, as well as evaluation at Gerotek and Vastrap vehicle test facilities. Beyond South Africa, the Mountain Lion has also been tested at the Chelsea proving grounds in Detroit and the Nevada Automotive Testing centre near Carson City in Nevada, in the USA.

This vehicle ably demonstrated the feasibility of its features by recording world class results in the July 2012 UAE Summer Trials. The Mountain Lion performed best in its class throughout the trial that took 12 military vehicles produced by different manufacturers through a series of tough terrains, including tar, rocky and dirt roads, as well as sands of diverse compounds and dunes of different heights and proximities, mountain passes and dry river beds, frequently in desert temperatures as high as 55°C. The vehicle passed through all four stages with no breakdowns and no technical faults, meeting all the requirements of the UAE Armed Forces.
DRIVER WELLNESS
promotes productivity in logistics

The driver is the most valuable asset to companies that are involved with logistics but managing their occupational safety and health risks can be challenging. For the chemical industry in South Africa, that transports large volumes of often hazardous product by road, it is particularly important to identify and attend to the needs of drivers to ensure that they are well, productive and continually on the job.

Drivers work alone, away from their base, and have to contend with traffic danger, in addition to many other risks that are difficult for them or their companies to control. Effective risk management activities can however be successful if they are developed to suit the specific needs of the drivers as well as the operational requirements of the company.

The correlation between mental and physical health, and driver performance needs to be highlighted to both drivers and managers. Drivers typically have to deal with psychological stress and ergonomic tension (e.g. exposure to acoustic noise and fumes, whole body vibration, cabin air quality) and could also be exposed to hazardous chemicals during transfers or spillages. Additionally, many often lead sedentary lifestyles, lack good food choices and experience fatigue. Education, training, wellness programmes and regular routine assessments of medical fitness all have multiple payoffs: lower health care costs, better productivity and fewer road incidents.

Along with the risks described above are personal driver health risks which include hypertension, smoking and tobacco use, Type II diabetes and sleep apnoea. This unique combination of lifestyle challenges and occupational risks makes company driver wellness programmes essential to prevent accidents on the road.

Long distance haulier companies are challenged to establish health and wellness programme elements most relevant to their drivers’ needs and to educate all levels of the company about the importance of such programmes. It is important to target particular health issues with appropriate intervention programmes which could include guidance on nutrition, weight management and smoking cessation programs.

As a response to trucking accidents on the roads, Trucking Wellness, an organisation that focuses on providing basic clinic services to commercial drivers on major routes in South Africa and across its borders, has devised a unique and sustainable campaign to aid driver wellness in the road freight industry by introducing:
• mobile wellness centres that drivers can access along the road,
• wellness fund treatment programmes and referrals for ill drivers who don’t have time or funds to visit clinics and obtain treatment, and
• a workplace programme that educates drivers on diseases such as HIV, high cholesterol, hypertension, and the importance of a healthy diet.

Companies are encouraged to inform their drivers of these clinics and to support their drivers when they visit them. More information on this programme can be found at www.truckingwellness.co.za.

In addition to implementing a driver wellness programme that supports the health of drivers, CAIA – through the Responsible Care Initiative - also recommends that companies ensure that the following value-adding initiatives are incorporated and implemented as a part of their Driver Wellness Programme:
• regular medical surveillance for long distance drivers including regular vision tests,
• careful monitoring of driver hours to prevent fatigue,
• identifying safe overnight facilities for drivers travelling long distances or across borders,
• appropriate training and company policy regarding the use of seatbelts, mobile phones, drugs, alcohol and road safety,
• regular coaching to prepare drivers to deal with emergencies on the road (e.g. accidents, spills or hijacking),
• supervised, on-the-job training, and
• regular group meetings and toolbox talks.

Many top logistics companies identify strong driver wellness programmes as an essential aspect of occupational safety and health and as a contributing factor keeping them at the top of their game. A short-term investment in an effective wellness programme often leads to improved employee morale, lower driver turnover, reduced medical and workers’ compensation costs, and improved profits. Such forward thinking human capital strategies could help a transport company maintain a position of excellence, or result in future company growth.

Responsible Care is a global initiative by the chemical industry that assists members to improve their safety, health and environmental (SHE) performance, by continuously raising standards in management and operations. CAIA members sign a voluntary pledge, committing themselves to the guiding principles of Responsible Care and undergo regular assessment and third-party audits to ensure compliance. To learn more about Responsible Care, please contact The Chemical and Allied Industries’ Association (CAIA).
PARTS PRICES GOING DOWN?

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Shell Rimula R6 LME, the latest and most technologically advanced heavy-duty diesel engine oil in the Shell Rimula portfolio, has been approved for MAN Euro 6 engines.

Shell Rimula R6 LME, the latest heavy-duty diesel engine oil in the Shell Rimula premium synthetic range has been approved by MAN to meet the MAN M 3677 oil specification, suitable for their Euro 6 engines.

Shell Rimula R6 LME is a 5W-30 viscosity grade oil designed to provide all the benefits of the Shell Rimula R6 technology alongside proven fuel economy benefits: the product has been independently proven to deliver up to 2.0% fuel savings over 100,000-km oil-drain interval compared with a typical 10W-40 oil.

Long-standing technical relationships with engine manufacturers enabled Shell Lubricants to develop Shell Rimula R6 LME to meet the technical and operational requirements of their equipment, and benefit both present-day and future engine technologies. Shell Rimula R6 LME has been tested in next-generation heavy-duty diesel engines and this approval from MAN is the latest from a number of leading OEMs, including Mercedes-Benz and Volvo.

Shell South Africa commercial technical manager Raymond Abraham comments that, “This latest approval from MAN is testament to the quality of the product. Shell Rimula R6 LME was developed in close co-operation with leading engine and vehicle makers, and not only delivers fuel economy benefits, but also meets the durability and performance requirements of the latest low-emissions equipment. A number of real-life trials have shown that R6 LME can deliver real savings for our customers - by helping vehicles stay in top condition, the product can also help businesses to operate effectively.”

Shell Rimula R6 LME offers Shell’s optimal engine protection and efficiency through a three-fold approach: synthetic base oil technology, advanced additive technology and a unique anti-wear booster system. These three elements combine to help deliver strong performance, long drain intervals and fuel saving capability, without compromising durability.

Shell Rimula R6 LME is formulated with reduced levels of ash and sulphur to help control diesel particulate filter (DPF) blocking and maintain the efficiency of the latest and future vehicle technologies.

Shell Rimula R6 LME delivers exceptional wear protection and engine piston cleanliness in the latest engines and has been tested to help ensure long engine life and protection throughout the oil maintenance interval. Shell Rimula R6 LME exceeded the piston cleanliness of Daimler’s most demanding limits by 56% in the MB OM 501 LA engine test.
Since April 2013, a Mercedes-Benz Unimog 1300 L has been a new home on wheels for Jennifer (36) and Peter Glas (41). They are undertaking a protracted honeymoon trip in their “mobile home”, which goes by the name of the “Glaarkshouse” - a combination of the two adventurers’ surnames, Glas and Parks - Jennifer’s maiden name. “If a vehicle is to take us to the roof of the world, it has to be a Unimog” the two decided, and duly opted for a Unimog U 1300 L (model series 435) dating from 1986. With a full tank of 540 litres of diesel and 180 litres of fresh water on board, the Unimog weighs around seven tonnes. Thanks to differential locks and portal axles it nevertheless remains safe and astoundingly light-footed in all situations to this day, however.

The Unimog’s incomparable reliability, the size of the tanks, the solar power supply and a small sanitary area make the “Glaarkshouse” a genuine round-the-world trip mobile home which also lends itself to self-sufficient trips over several days in rough terrain far away from any form of infrastructure. The grand trip began in April 2013, leading through south-eastern Europe and the frequently rough terrain of the Anatolian highlands: no trail was too rocky, no river too deep and no track to steep. After this initial minor test in Turkey, the journey continued on into Iran.

The sand dunes in the Dasht-e-Kavier desert posed a somewhat greater challenge. But much more impressive than the ease with which the 435-series Unimog cruised through sand and rock were the shining eyes of the Iranians at the strange sight of the Unimog. There were countless occasions on which Mercedes-Benz fans took the opportunity to scrutinise the vehicle from below and take a peak into the engine compartment.

After spending a number of unforgettable weeks in Persia, Jennifer and Peter Glas finally had a chance to really put their four-wheeled travelling companion through its paces in Oman. Here again, no dune was too steep, no desert too vast and no beach too far. The desert-savvy Omanis were also delighted to encounter the Unimog – which even pulled a number of stranded SUVs out of the sand.

The globetrotters are currently in India, where the Unimog’s seat height is proving particularly advantageous in offering good visibility in the bustling traffic on India’s roads.

The couple will soon be moving on to Nepal, Tibet, China and Mongolia. No end is in sight as yet on their thrilling adventure. Their exciting stories from along the way, photographs and details of their route can be followed at www.glaarkshouse.com and on Facebook under “Glaarkshouse”. 😊
FAW Trucks bucks the trend, and displays a high level of business confidence in the South African transport industry.

A recent visit paid by FAW Trucks’ board of management reconfirmed the confidence expressed by the group in the growth potential of both the South African Market and the southern African region in general. This is borne out by the fast-track progress of R600 million investment in a new state-of-the-art FAW truck plant currently being built in the Coega Industrial Development Zone in the Eastern Cape. The facility has reached roof height, and plant and equipment is being installed at present.

FAW’s decision to build the plant in South Africa is significant, as it is, to date, one of the most important investments made by a Chinese entity in South Africa. The total investment has been financed by FAW China and the China-Africa Development Fund (CAD-Fund).

FAW Trucks first made their appearance in South Africa just on twenty years ago when Richard Leiter, a local business entrepreneur acquired the licence to import, distribute and sell FAW vehicles here. Today he still holds a minor share in the local entity, serves on the local Board of Directors and continues to contribute his keen experience and passion in the advancement of the company.

FAW SA has established itself as a leader in the local commercial truck market amongst the manufacturers and importers of Chinese-origin vehicles. Contrary to older misconceptions the FAW brand and its commercial vehicle and passenger car products epitomize the company’s legendary ethos of producing good quality vehicles, easy-to-operate, easy-to-maintain and highly efficient in all aspects, with reliability and cost-of-ownership the top priorities.

The arrival of FAW in the Eastern Cape region adds yet another blue-chip automobile company to the province. It has already created 280 jobs, with an additional 500 lined up.

Originally announced in 2012, the decision to construct the plant was not one that was taken lightly, explains Richard Leiter: “We could have gone to Kenya, or Tanzania where FAW has been present in sales and service for over 30 years – but in the end we chose South Africa because of the infrastructure. It then came down to a choice between East London and Coega.” In the end Coega was chosen because, as Leiter says, “the infrastructure is perfect”. The first-phase 30 000 m² plant – complete with training facilities – will allow the company to provide its southern African client base with the first of the commercial vehicles from a plant which has a build capacity of 5 000 units a year. Expected to eventually produce 5 000 trucks per annum, the first vehicles to be assembled in the commercial vehicle plant are scheduled to roll off the assembly line in July 2014.

“The Coega assembly plant will supply trucks to the South African market, as well as to the rest of Africa, in both right-hand and left-hand-drive derivatives.

“FAW SA’s existing assembly facility in Isando, Gauteng, will be transformed into a parts and distribution centre as well as serve as the Isando Service Centre. In addition, a new Head Office building is being constructed in Isando to accommodate 120 staff and is nearing completion. This new 2 500 m² building will form the new base for the company’s activities on the continent. It also includes a training centre.

“To date, we have been very successful within the construction, agriculture
and freight industry sectors where our vehicles are well-suited and well-proven. We will continue driving these sales. The current economic climate pertaining to the construction industry in particular, is looking very positive and we are confident of further success in these areas,” says Leiter. “Our focus in 2014 continues with increasing brand awareness in the freight carrier market, where specific models have been developed to cater specifically for logistics requirements and our marketing efforts are streamlined accordingly.

“Furthermore, we are growing our dealer network significantly, with the current dealer footprint sitting at 20 sales and service dealers and nine service-only dealers. This, combined the AA partnership, offering added 24/7 peace of mind, will allow us to continue offering superior customer service and peace of mind,” says Leiter.

Leiter is optimistic with the growth plan that has been formulated for FAW in South Africa and adds further, “FAW rose as a result of the political dispensation in China which allowed more free-market enterprise and encouraged overseas exports. As China grew then, so will Africa grow now, and FAW is ideally placed to benefit from the demand for vehicles on the continent as we have established a solid footprint, where it counts.”

The technological excellence of powertrain manufacturer FPT Industrial, a CNH Industrial brand, has been recognised with an important distinction. DIESEL magazine named the new 16-litre, six-cylinder, in-line Cursor 16 engine as the DIESEL OF THE YEAR® for 2014.

“Diesel magazine has been reporting on subjects related to the development, manufacture and use of diesel engines in Europe for over 20 years and this award serves to recognise the excellence in research and innovation at FPT Industrial,” said Massimo Siracusa, Vice President Product Engineering at FPT Industrial. “Our people have a strong passion for FPT’s mission and pride themselves on maximum quality and innovative solutions for customers. This new engine delivers on power and efficiency while adhering to required emissions legislation.”

Small in size, high in power output, the Cursor 16 has a best in class power-to-weight ratio and is one of the smallest engines in its range. Suitable for construction, agricultural and power generation applications, among others, the Cursor 16 represents the top level of the Cursor family, renowned for its reliability and flexibility. The engine uses FPT Industrial’s patented High Efficiency Selective Catalytic Reduction (HI-eSCR) technology, which has been researched, designed and developed in-house by FPT Industrial to comply with stringent Stage IV/Tier 4 Final and Euro VI emission regulations.

“The DIESEL OF THE YEAR® award is judged on technical innovation and design, with FPT Industrial’s Cursor 16 achieving this in the most exciting way: a 16-litre engine delivering 18-litre power in a 13-litre package. A compelling proposition and, in the words of FPT, a game changer,” affirmed Fabio Butturi, Chief Editor of Diesel magazine.

FPT Industrial is one of the few engine providers to have been awarded DIESEL OF THE YEAR® twice, following a previous win in 2008 for its 3.2-litre F5 engine, which is currently used for agricultural machinery from companies such as CNH Industrial, Carraro and Perkins.
Volvo Trucks SA recently announced its Dealer of the Year award winners at the company’s annual dealer conference in Gauteng. The company’s Aftersales Dealer of the Year was Volvo Truck Centre in Kimberley, while Volvo Trucks Middelburg walked away with the top honours in the Sales Dealer of the Year category.

According to Torbjörn Christensson, president of the Volvo Group SA, the Volvo Trucks SA dealer network performed exceptionally well amidst very challenging market conditions.

“Our dealers are total solution providers, with the products forming the core of our offering, supported by aftermarket and extended services that make a real difference to fleet owners’ businesses and profitability,” said Christensson.

Iain McCabe, general manager of retail development for Volvo and Renault Trucks SA said that with the recent launch of the new Volvo Trucks FH16, FH, FM and FMX ranges, and the planned renewal of the Renault Trucks range later on this year, the company’s dealers are reaffirming their commitment to our South African customers.

“We believe our dealers’ world-class quality, expertise and technological prowess, give our customers the edge in a highly competitive market,” said McCabe.

During the past year, the Volvo Trucks SA dealer and service network grew from 14 to 17 dealers, with the company planning to add three more sites by the end of 2014. The new sites already in operation, include Rustenburg, Pretoria East and East London, and offer complete aftersales services to Volvo Trucks and Renault Trucks customers.

“Our expanded footprint means that Volvo Trucks and Renault Trucks customers are closer to accredited dealers, and have easier access to manufacturer-trained technicians and genuine parts,” said McCabe. “We are broadening our reach systematically and with a focused strategy of bringing valuable support right to our customers’ doorsteps.”

Volvo Trucks is also in the process of developing a new dealership facility in Bloemfontein at an investment of R15 million, in partnership with Itau Developments.

“The systematic development of our network into the Volvo Trucks SA dealer network will combine to give customers in the region increased uptime and profits,” said McCabe. “As transport operators expand their operations throughout the region, Volvo Trucks will be there to support customers every step of the way.”

The Volvo Group SA is also in the process of developing a centralised parts distribution centre in Johannesburg, at an investment of R60 million. McCabe said that the company’s customers and dealers are set to benefit from a more streamlined and effective parts operation.

“The company is seeing a lot of economic growth potential in the region, and with a number of new product launches planned for our brands over the next few years, we are making this investment in order to more effectively support our dealers and customers going into the future,” concluded McCabe.
Dana Holding Corporation (NYSE: DAN) announced recently that the company has expanded the development of its Spicer® PowerBoost™ hydraulic-hybrid system for the off-highway market.

Deployed through series or parallel hybrid configurations that fit into existing vehicle designs with minimal adaptation, the Spicer PowerBoost system supplements all types of transmission architectures.

It captures kinetic energy otherwise wasted throughout the drivetrain and working hydraulics and then uses this recuperated energy to help power the vehicle, which can reduce fuel consumption by 20 to 40 percent compared with conventional drivetrain concepts, depending on vocational application and duty cycle. Spicer PowerBoost technology can also reduce total ownership and operating costs by increasing productivity, reducing maintenance, and allowing for the use of a downsized engine.

Spicer PowerBoost technology uses an advanced energy-management system to evaluate the levels of power needed in the entire vehicle, predict operating demands, and determine the most efficient means of operation. Hydrostatic energy is captured in an accumulator from the powertrain during low-power operation of the engine and recuperated from braking. The Spicer PowerBoost system can also be configured to minimize engine idling by shutting off the diesel engine and accessing power captured in the accumulator for vehicle operations that consume low amounts of energy, such as inching, light working conditions, and low travel speeds. Dana is also developing hydraulic start-and-stop functionality for use with electronically controlled powertrains.

Spicer PowerBoost solutions are ideal for applications with frequent, intense bursts of acceleration, deceleration, lifting, and lowering during cyclic maneuvering that support the recuperation of working and braking energy. Construction equipment, material-handling machines, and on-highway vocational vehicles are the initial targets for the Spicer PowerBoost system.

Since Spicer PowerBoost technology provides the additional power needed for energy-consuming activities such as driving into a pile or lifting a load, it enables machine manufacturers to potentially reduce the engine size for power outputs from 74 to 335 hp (55 to 250 kW) across a wide range of vehicle applications. This can prove especially beneficial for applications that currently require an engine at or slightly above the US EPA’s Tier 4 or Euro 5/6 emissions threshold of 75 hp (56 kW), as the system allows manufacturers to select a smaller engine that does not require exhaust after treatment systems that are costly, consume added space, and increase the operating temperature of the powertrain system.
**The Bobcat engine is coming to Europe in 2015**  
Waterloo, Belgium. Bobcat has announced a range of new EU Stage IIIB and Stage IV compliant diesel engines to be used in the company’s market-leading compact loader products in Europe, due for introduction in 2015.

Bobcat engines have been developed with a new combustion system to meet the EU Stage IIIB/Stage IV regulations without the need for a diesel particulate filter (DPF). The new combustion system is called the ULPC (Ultra Low PM Combustion) system.

Over the next 12 months, Bobcat is planning to release more details on the new Bobcat EU Stage IIIB and Stage IV compliant compact machines and their engines to be introduced in Europe in 2015, along with additional features and solutions that will further benefit customers.

Development of the new Stage IIIB and Stage IV compliant engines resulted from collaboration between Bobcat, Doosan and some of the world’s top engineering consultants and engine design firms, including Ricardo, FEV and others.

These new solutions combine Doosan’s 50 years of engine-building experience with Bobcat’s 50 years of compact equipment leadership. Overall, the combination of Doosan’s experience with that of the other partners in the project has capitalised on more than 200 years of experience in engine design and development and compact equipment expertise.

International construction equipment manufacturer Chicago Pneumatic is to introduce a new range of portable and stationary generators. Strengthening its position as a complete partner to the worldwide construction industry, the generator range will complement the company’s existing portfolio of tools and equipment.

The new generators will be rolled out during the first half of the year and encompass a wide range of options to meet the diverse power needs of the construction industry across geographical markets.

Underlining Chicago Pneumatic’s reputation for ease-of-use, high performance and reliability, the new range will offer long-term operation in even the most demanding environments.

The new range of portable petrol generators (CPPG) are designed for use by contractors working in various locations and levels around a construction site. Robust and user-friendly, the CPPG generators will feature a simple handle design that is both labour-saving and convenient, engine alarms to protect crucial components, an hour counter, maintenance-free battery, and Automatic Voltage Regulation (AVR) which improves the quality of electricity supplied.

The units are also very robust, due to extra frame reinforcement, and include a large capacity fuel tank (up to 25L/6.6gal), that is reinforced to minimise the risk of damage that could lead to spillages.

As an additional benefit to operators, the CPPG units will feature extra protection of sensitive parts, such as the alternator, muffler and electrical panel. The generator also fully complies with string EU noise regulations, for the benefit of contractors working in Europe.

Chicago Pneumatic’s new stationary generators (CPSG) are based on a frame-and-canopy design, and can serve a variety of stationary applications (primarily for the construction industry, but also in mining and industrial sectors), with a wide range of application-oriented options available.

Features of the CPSG generator range include a high capacity fuel tank, which offers easy and fast connections for external filling; with an automatic filling kit available as an additional option. The CPSG units will also feature an advanced control panel that enables users to control and operate it remotely, and a rust-proof canopy that is bolstered with extra protection for sensitive areas of the unit.

CPSG stationary generators will be capable of operating at high working temperature, with the units designed to perform at 100% load at 40°C ambient temperature. In addition, they provide excellent accessibility and serviceability via large removable 45° doors. They are both installation-friendly, thanks to the inclusion of dual-position outlets, and eco-friendly, as a result of including a spillage-free frame, internal filling inlet and the provision of easy, clean drainage of all liquids. The CPSG units are also designed for fast, easy and safe on-site and off-site handling, with smaller units fitted with forklift slots.

Drawing from many decades serving the construction industry, Chicago Pneumatic is dedicated to delivering a range of products which enable customers to find the best possible solution for their particular application or need.
So that you can focus on the job at hand.

Not only does Komatsu manufacture and sell new equipment and machinery around the world, we also offer a wide range of remanufactured components. Furthermore, our highly trained technicians are always at your service to get the job done efficiently, minimizing downtime and reducing costs. Add to this our reliable after-sales maintenance programme and genuine parts, and it goes without saying... your Komatsu will go on performing at its best... year after year.

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