

FOR **VOLVO** DRIVERS, OPERATORS & ENTHUSIASTS

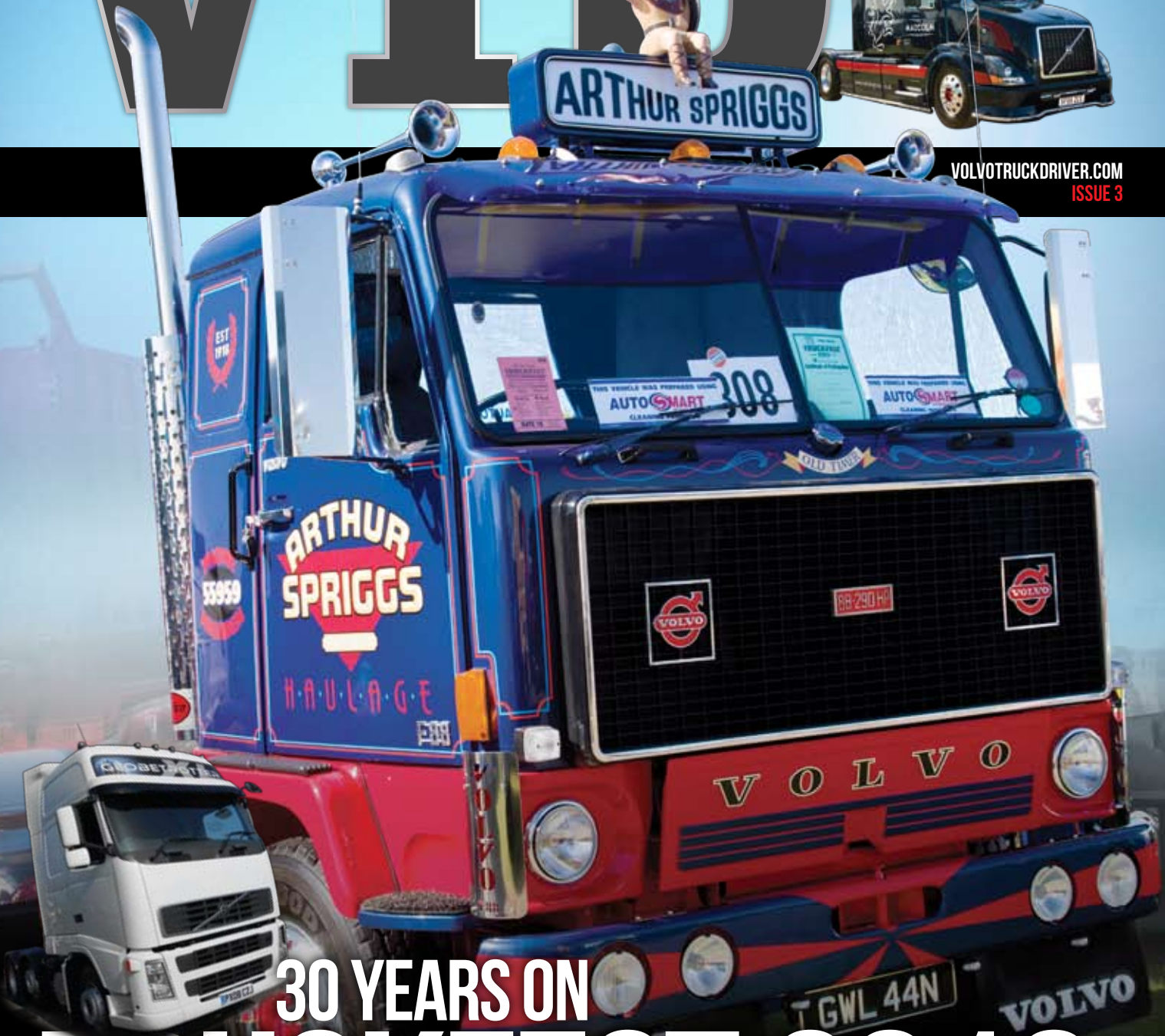
VOLVO TRUCK DRIVER MAGAZINE

# WLD

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VOLVOTRUCKDRIVER.COM  
ISSUE 3



# 30 YEARS ON TRUCKFEST 2012

**NEWS**  
LATEST FROM VOLVO  
AROUND THE WORLD

**GOING IT ALONE**  
STARTING YOUR OWN  
TRANSPORT BUSINESS?

**HEROES OF TRUCKFEST**  
TOP VOLVO PICS FROM  
SHOWS PAST

**FANZINE**  
VOLVO TRUCKERS ON  
THE ROAD



# MOST POWERFUL THEN MOST POWERFUL NOW

25 years ago Volvo introduced the world to its revolutionary 16-litre engine making the F16 the most powerful truck on the road. Today Volvo's 16-litre engine still leads the way with the FH16 750hp outperforming all the competition. Designed for fast long-haul, tough terrain and heavy haulage or for those who simply want the best truck in the world, the ergonomic FH16 delivers on operating costs, the highest safety record and continuous reliability. Quite simply, when you want to outperform your competitors, the Volvo FH16 consistently heads the grid!



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## COVER SHOT

Whether you are a truck driver, an Owner Operator, or a dyed in the wool enthusiast, the Truckfest Show at Peterborough is one of the top events at which you can see smartly turned out Volvos from across the years. We hope to see you there!

volvotruckdriver.com

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## VARIETY IS THE PRICE OF LIFE

From Truckfest to the Volvo Ocean Race, VTD is your one stop guide to the latest from Volvo Trucks around the world.

A big and very heartfelt thank you to everyone who sent us their messages of congratulation for the new look VTD which premiered in issue 2. The majority of readers said they enjoyed the clean, uncluttered look and the modern design. The team at VTD are glad it was so well received and we look forward to making this, your magazine, even better as we get closer to you, our loyal readers. Now we know we

are on the right track with the look of VTD, getting the content right is our next main concern. If you have any ideas for articles or would like to share your Volvo Truck Driving story with our readers, let us know. You can contact me by phone or email. Our message to all Volvo Truck drivers everywhere is that we are here exclusively for you. We'd love to hear your stories and share them here in the coming months and years. Please remember, if you drive a Volvo truck, we're your one stop magazine for all things Volvo.

In this issue, we've continued to broaden the range of subjects we cover with a look at the Volvo Ocean Race and also some great international

stories. Like the one about 'Goliath' the giant ore carrier working in a Swedish copper mine. Of course, we also have our regulars such as Fanzine, with its superb picture gallery courtesy of ace truck snapper Ade Portlock. However, the main feature in this issue is a detailed guide to starting up in the transport industry and what Volvo Trucks in the UK and Ireland offer if you've decided to take the plunge and 'go it alone'. We hope you enjoy reading this issue of VTD and, as ever, look forward to your valuable feedback.

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# MJ GRIFFITHS TRANSPORT CHILLS WITH FH16-750

9mpg and improving, says Mick Griffith of his company's new FH16-750.



Temperature controlled distribution and storage specialists M J Griffiths Transport Ltd are achieving around 9mpg "and improving" from their new FH16-750 tractor unit, reports Managing Director Mick Griffiths. The FH16-750, one of the first to go on the road in the UK, is the latest investment in premium quality vehicles to be made by the Burscough, Lancashire based family owned company after two Volvo FH-500 6x2 tractor units also joined the sixteen strong fleet

in late 2011. Like the previous Volvo additions to the fleet, the FH16-750 was supplied by Thomas Hardie Commercials with maintenance being carried out at their Knowsley workshops. "We're very impressed with Thomas Hardie," says Danny Griffiths. "They really look after us."

M J Griffiths' new truck is trunking top quality, locally grown fruit and vegetables to wholesale markets across the country, including those in London, Bristol, Cardiff and Glasgow.

## FL OF A FUEL IMPROVEMENT

Warrington based Road & Sea Express have achieved an 8% improvement in overall fuel economy since making the decision in 2011 to change the entire truck fleet to 100% Volvo over the next five years. Road & Sea Express Managing Director Stephen Jones reports that four new Volvo FL 18 tonners are delivering an improvement in fuel usage of up to 2mpg, compared to the non-Volvo trucks they replaced. He also says that the new FLs are using 'significantly' less Adblue. The trucks are fitted with distinctive 'teardrop' bodywork as a further aid to improving their fuel economy.

The decision to make the change to become an all Volvo fleet was made after extensive trials and competitive quotes from local Volvo dealer Thomas Hardie Commercials for the five year Repair and Maintenance contracts that all the new FLs are on. The family owned company has had good experience with Volvo and Thomas Hardie Commercials in the past says Stephen and is looking at a 12 tonner as the next possible purchase. "Since we began operating Volvos again, I just have a smile on my face whenever I see one of our trucks on

the road." Maintenance is carried out at Thomas Hardie's depot at Warrington. According to Stephen Jones, Thomas Hardie Commercials'

flexibility when it came to overnight and weekend servicing was a key reason for Volvo winning the business.

Four new Volvo FLs operated by Warrington based Road and Sea Express are helping give the fleet overall average fuel economy a welcome boost





## MAKE MINE A (SMALL) VOLVO

Designed and built to provide optimum operational flexibility and ease of use for drivers and crew, 16 new Volvo vehicles entered service with Carlsberg UK Ltd at their Stonecross (Warrington) and Croydon Regional Distribution Depots recently. Carlsberg UK Logistics is the last national brewer with its own in-house distribution providing drinks distribution to pub chains and free-trade customers with its 330 vehicle fleet. All 16 vehicles are equipped with an automated gearbox, the 14 Volvo FL-290 Urban Artic tractors having the six-speed overdrive 'I-Sync' and the two 26-tonne FM-330s the familiar I-Shift 12-speed.

Andrew Davis, National Fleet Engineer for Carlsberg, reports that the automated gearboxes have been 'very well received' by drivers. "Knowing that we can specify exactly the vehicle we want and that it will be factory-built to our requirements and not converted from a rigid gives Volvo a distinct advantage in the Urban Artic sector," said Andrew. "Having something that is factory-built provides peace of mind," he added.



Probably the best....

# USED VOLVOS SEALED DEAL

All-makes servicing by Volvo Truck and Bus Centre East Anglia, Ipswich and competitive front-end pricing helped Brinor International Shipping & Forwarding Ltd in their decision to purchase two new Volvo FH-460 4x2 tractor units for their international haulage operation. "We looked at all options before we bought the two new FHs," she says, "Including buying used trucks, as the 2007 registered units we bought used have proved very reliable. The dealership is nearby and already maintains all makes from our fleet – coupled to which, the deal offered on the two new FHs was very good indeed. It also helps that the people at the Volvo dealership are good

communicators and keep us informed when our trucks are in their workshops."



Brinor's Gill Thomas

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# TAKING THE PLUNGE

MAYBE YOU'VE BEEN DRIVING FOR TWENTY YEARS, OR ONLY A FEW. EITHER WAY, YOU'VE GOT THAT NAGGING FEELING THAT YOU'D BE BETTER OFF GOING IT ALONE. WE LOOK AT THE BASES YOU NEED TO COVER TO BECOME A SUCCESSFUL OWNER-DRIVER. IAN NORWELL REPORTS.



**T**he UK haulage industry relies on a range of different sources to keep it moving. From the thousands of trucks that the supermarket fleets run, right down to the humble owner operator, they all play their part. Getting started on your own is, like most things, not as difficult as you may think. In your father's day, there was not the variety of professional help available that there is today. This means that you can limit the chances of coming unstuck by seeking out the experts and picking their brains.

#### KEEPING THE TRUCK EMPLOYED.

Doing your homework

on the business that you can bring in, is the vital first step, before you even look at a truck. Especially in recessionary times, you must be confident that you have enough work to justify the purchase. If you are going to act as a subcontractor to another haulier, be as certain as you can that he runs a decent and legal operation. If he is a friend, take off those rose-tinted glasses and give his business a long, hard look. If his work starts to dry up, it will be the subbies that get shed first and the standing costs of an idle truck will break you. Get a proper contract drawn up too, so that the terms and conditions are clear. Particularly important will be payment terms, if you are paying for diesel yourself and claiming it back,

#### ABOVE

Getting started on your own is, like most things, not as difficult as you may think.

the payments need to be prompt. Cashflow is invisible, but it's more important than all the stuff that you can see. We know that none of this is foolproof, but taking these sensible precautions will limit your risk.

#### OPERATING BASE

Another vital consideration is where you will operate from. The O licence regulations prevent amateurs from parking trucks on driveways or in the road outside your house. Don't laugh, it happens. If your business involves operating a goods vehicle above a certain weight, you will need to hold an operator's licence which is issued by the Traffic Commissioners and administered by the Vehicle and Operator Services Agency (VOSA) on their behalf. They make sure that vehicles, and the operating centres where they are kept, are run safely and with consideration for the environment. The VOSA Helpline (0300 123 9000) is the place to start. If you are working as a subbie, you may be able to get your truck added to the O Licence



of the haulier you are selling traction to. But be careful, if you fall out with him, you could be left in the lurch. To get an O licence you'll need the relevant Certificate of Professional Competence in Road Haulage (CPC) qualification. Not to be confused with the Driver CPC. Some trainers offer combined deals to sort both qualifications out at once. Make sure that they are J.A.U.P.T approved, or it's cash down the loo.

**USED OR NEW?**

And now to your truck. The attraction of a new one is a powerful force, but remember it will have no effect whatever on what you can charge for your services! This needs to be a purchase made with your head and not your heart. A couple of decades ago, a used truck with 200,000km on the clock and a limited warranty, represented a significant risk. Today, trucks have working



**RIGHT** Today, trucks have a working life of well in excess of a million kilometers



**LEFT** Get a proper contract drawn up so that the terms and conditions are clear

lives well in excess of a million kilometers, if they have been looked after. There are also well structured used truck remarketing schemes in place with all the big manufacturers. Remember that big fleets have replacement policies that move metal into the used market after just a couple of years, and the whole financial structure of the business relies on these trucks

having second and third lives. This is where you should step in.

**WHICH BRAND?**

You might have already made this decision, but maybe not entirely based on fact. Brand affiliation is influenced by many things, but digging out some hard facts will serve you better





than a brand preference that you can't really explain. And things change too, it's easy to get stuck in a psychological rut and miss the fact that a marque you wouldn't maybe consider has also moved on. Volvo has a mature used truck scheme and it's biggest advantage is probably the choice it offers. Not just in the range of chassis, but the raft of add-on services that can be provided. Operated through their nationwide dealer network, they have a used truck specialist consultant at each dealer. They are a good place to start for advice and guidance on the choice of truck and the support services you'll need. Call your local Volvo dealer to

fix an appointment on 0844 579 1197, or drop an email to [usedtrucks@volvo.com](mailto:usedtrucks@volvo.com). Have no compunction about ruthlessly mining them for advice and information. That's what they are there for.


#### LEVEL OF RISK

Nothing is free these days, but when you set out on your own, you need to limit your risk as far as is practically possible. The quick and dirty end of the used truck business is the 'sold as seen' element from auction or a private sale, with either a very limited warranty, or none at all. If the engine throws a rod through the case on the way home, it's your problem. At the other end of the scale, you can take a truck from Volvo's 'Selected' premium scheme, funded by VFS (Volvo Financial Services),



Volvo has a mature used truck scheme and it's biggest advantage is probably the choice it offers



A close-up photograph of two people in business attire shaking hands. The person on the left is wearing a dark suit jacket, and the person on the right is wearing a grey suit jacket. They are standing in front of a dark-colored car, with a bright blue sky in the background.

# 5 THINGS YOU MAY NOT KNOW ABOUT VOLVO FINANCIAL SERVICES

- Being part of Volvo means we have an intimate understanding of the business, the products and the ups and downs of the market
- Your business is our business. All our time, resource and skill go into building long term partnerships only with Volvo customers
- We don't do mortgages, we don't do credit cards, we don't even do cars
- We are totally focused on the same business you are focused on
- Your success is our success. We don't have a short term attitude now and we never did – it takes time to build a strong business and that is exactly what we want our customers to achieve
- If all that sounds rather different from other finance companies – we certainly believe it is. Perhaps it's time to talk?

**To see how Volvo Financial Services could benefit your business, call Feargal Quinn today on: 00 353 87 750 2655**

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## FEATURE

and maintained on an r&m (repair & maintenance) contract. Yes it will cost you more each month, but your risk is cut right back and if the total monthly cost stacks up well against your projected income, it's a deal that will let you sleep at night. There are a range of packages so it's not just one extreme or the other. In fact, Volvo Used Trucks currently offer three distinct

packages: In addition to their top level 'Selected' offer, there is the 'Approved' and the 'Basic' programmes. They each offer different levels of preparation and the customary high quality for which Volvo is renowned. 'Selected' includes a 12 month, manufacturer backed Driveline Assurance as well as a minimum 6 months MOT. 'Approved' customers get a 6 month manufacturer backed Driveline Assurance and a minimum 3

Volvo Financial Services are lending against their own product, which gives them a little more insight if times get tough

months MOT. Even with the 'Basic' package, you can rest easier knowing that the truck has had a safety inspection with all safety coded defects rectified before you drive it away – definitely a cut above riskier 'Sold as Seen' trucks to be had elsewhere. Talk to your Volvo dealer.

## MENU OF SERVICES

We are all familiar with the classic up-selling strategy, but don't get too cynical about taking extra services on top of the truck acquisition. They may well be right for you. Financing a truck can often be an attractive option even if you can afford an outright purchase. Not all finance companies are the same though, and easy credit could come with strings attached. Everyone accepts there are terms and conditions, but Volvo Financial Services are lending against their own product, which gives them a little more insight if times get tough. They should also be pretty competitive, but if you are borrowing from another lender then remember to check out what happens if things go wrong. Think also about protecting your investment if the worst happens and the truck is written off. "Return To Invoice" protection can be a big plus on the peace of mind stakes. Again, it's probably cheaper than you think. We'll end with two last bits of advice. With the cost of diesel at immoral levels you need to limit the damage that the Chancellor can do. Firstly, keep the truck maintained and fuel-efficient (an r&m contract is the best way) and secondly, put your pride in a box and go on an economy driving course. Your Volvo dealer can help with both of these. It's an investment that will pay you back, and quickly.







# VOLVO USED TRUCK CENTRES - DEPOTS THROUGHOUT THE UK

Check out [www.volvousedtrucks.co.uk/truckfinder](http://www.volvousedtrucks.co.uk/truckfinder) for the largest selection of Volvo Used Trucks



## 2011(60) FH 6X2 460 - SELECTED

Globetrotter XL, 460BHP Euro 5, I-Shift, Prestige Trim, 56T Rear Axle, Dynafleet Hardware.

Volvo Selected Used Trucks come with

- 12 Months Volvo Driveline Assurance
- The Next Scheduled Service Completed
- Minimum 6 Months MOT
- 200 Point Volvo Mechanical Inspection
- Tacho Calibration
- Full Cosmetic Check
- Minimum 7mm Tread on Tyres
- Spare Key
- Full Pre Delivery Valet



## 2008(08) FM 6X2 440 - APPROVED

Globetrotter, 440BHP Euro4, I-Shift Transmission, Comfort Trim, Volvo Maintained

Volvo Approved Used Trucks come with

- 6 Months Volvo Driveline Assurance
- Minimum 3 Months MOT
- 200 Point Volvo Mechanical Inspection
- Tacho Calibration
- Minimum 5mm Tread on Tyres
- Spare Key
- Full Pre Delivery Valet



## 2008(57) FH 6X2 440 - BASIC

GlobetrotterXI, 440BHP Euro5, I-Shift Transmission, Comfort Trim, 4.1 m wheelbase  
Current example has a valid MOT until Jan 2013

Volvo Basic

- Volvo Safety Inspection
- Safety Defects Rectified
- Full Cosmetic Check
- Legal Tyres
- Basic Valet

### Volvo Used Truck Centres

email: [usedtrucks@volvo.com](mailto:usedtrucks@volvo.com) web: [www.volvousedtrucks.co.uk/truckfinder](http://www.volvousedtrucks.co.uk/truckfinder)

**Sales Hotline: 0844 579 1213**











## FANZINE

This is where we pay homage to the dedicated professional drivers who have contributed so much to the success of Volvo in the UK and Ireland.


In this issue we feature some top liveries from around the UK and Ireland. All these were snapped by our dapper snapper Ade Portlock. Truck liveries are a fascinating subject in their own right (you should get out more Ed.). Let's face it, with trailer sides as big as your average 56 sheet poster site, your trucks are the biggest and best mobile advertising hoarding you could have. Operator's approach to livery varies from the ultra modern 'flame effect' on Intake Transport's FH, that was modelled, we understand on the effects on a computer game of the Grand Theft Auto type, to the strikingly simple graphics of Kent Vale's outfit. We'd like to hear from you if you're driving a Volvo truck with what you think is an unusual livery. Email a snap of your truck and your name and a daytime contact number to: [matthew@volvotruckdriver.com](mailto:matthew@volvotruckdriver.com) and we'll feature a selection of them in the next issue.





## PAIN, GAIN, GLORY

At least with a sleeper cab you don't usually (usually? Ed.) have to 'hot bunk' and share your billet with nine of your esteemed colleagues. Neither do you have to eat freeze dried dehydrated food for weeks on end, not unless you're a paid up member of the Pot Noodle fan club that is. Nor would you normally have to work a 22 hour shift and then grab two hours kip. You probably wouldn't then spend the next 24 hours standing in sub zero temperatures in a Force 9 gale on the bow of a fast moving yacht which is bucking up and down like a rodeo rider's elbow. Well folks, that's what the six teams competing in the Volvo Ocean Race 2011 – 2012 do every day. But at least it's only for nine months. The Volvo Ocean Race is around 39,000 Nautical Miles and consists of nine legs. It began in Alicante in the autumn of 2011 and the boats will cross the line in Galway in the first week of July 2012. The team with the highest number of points will win the race. It's an unforgettable trial of strength, technology and stamina for both the crews and the yachts. VTD wishes these brave, dedicated and crazy mariners and their support crews, a safe race and a great homecoming in the beautiful city port of Galway.



Skipper: "Right, who forgot the phone charger?"













# HEROES OF TRUCKFEST

IMAGES BY CRAIG ECCLESTON.

For thirty years, hundreds of Volvo drivers, operators and enthusiasts have polished up their wagons and headed to the Truckfest Shows where they have polished them up some more before settling in for a weekend of fun and catching up with old friends. Trucks have been judged, winners have been crowned and in the evenings after the public have made their way home, barbecues have been lit, tons of meat has been cremated and beer has been

drunk. Like day trips to the seaside, melting ice creams and traffic jams on the A30, Truckfest has become a fantastic British Bank Holiday institution. The thousands of people, including many families, who take the trouble to visit Truckfest make it a hugely successful celebration of our haulage industry. Exhibitors, visitors, stall holders, monster truckers, car park attendants and ticket collectors, we salute you! You are our Truckfest Heroes!





# FUEL FOR THOUGHT

**WE WANTED TO BUY A TRUCK THAT FOCUSED ON THE ENVIRONMENT, AND THAT'S VOLVO." SAYS SARAH BROWN, DIRECTOR OF EASTERN WOODFUEL.**

The Rendlesham, Suffolk based company, Eastern Woodfuel, has been around for five years, during which time it has become a successful supplier of biomass woodchip fuel to local authority schools and private houses in East Anglia and beyond. "Schools were replacing their heating oil fired boilers with biomass boilers. Being in a very good geographical area with lots of forestry around us, we had some haulage experience and also some timber experience." Says Sarah Brown, adding: "That's where we started to get the idea to produce the woodchip." The company's new Volvo FM features a specially adapted Wisbech bulk blower body that can deliver both woodchip and

wood pellets. Eastern Woodfuels manufacture the woodchip biomass fuel themselves. Being located on the Bentwaters Parks ex USAF and then RAF airbase has its benefits for the company. Not least of which is the sheer amount of concrete hard standing available to store the massive amount of locally sourced round timber used as the raw material to make the woodchip. This has to be dry before the chipping machine can do its work so the timber is left in stacks to dry out for about a year. The bracing easterly winds that blast over the Suffolk countryside do a good job here. The dried out woodchip is stored in the large concrete hangars that still usefully remain on the airfield. These may also turn out to be handy if a foreign power, mistakenly using out of date maps, targets Rendlesham during an all out nuclear attack, as the hangars themselves, which once housed

**ABOVE** Eastern Woodfuel Director Sarah Brown

**BELOW** Eastern Woodfuel's Biomass bulker

top secret spy planes and F15 strike aircraft, are fully hardened against nuclear blast from 1Kiloton tactical warheads. Joking apart, Sarah Brown is very much on an environmentally led mission to let potential users of biomass fuel know the benefits and also use trucks from a manufacturer that is number one when it comes to care for the environment: "We felt very strongly," she says, "That, as we are providing a renewable fuel and our customers are very conscious of their environmental impact, we should follow suit. The FM has an EEV Euro 5 engine and that was very important to us.





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# GOLIATH STRIKES IT RICH

'GOLIATH' IS A 144 TONNE FH16 10X4 DRAWBAR THAT HAULS COPPER ORE, SILVER AND GOLD OUT OF THE AITIK MINE IN SWEDEN



Aitik is one of Europe's largest copper mines - and it's still growing. "I'm really lucky to be able to work here and experience all this. It's a special environment," says Volvo truck driver Gustav Nilsson. A recent expansion of the mine included an entirely new way of transporting copper concentrate - a job that is handled by Gällivare Frakt, a logistics firm owned by Nilsson's father and uncle, Ingemar and Kurt Nilsson. To manage this mammoth task, the company invested in Goliath - a custom-built

540hp Volvo FH16 that weighs in at 144 tonnes. Every day Goliath carries 500 tonnes of copper ore between the dressing plant and the terminal. From that raw material, about 46,000 tonnes of copper are produced per year. In addition, Goliath transports about 25 tonnes of silver and 1.3 tonnes of gold annually - equivalent to a total of around £1 billion at current market values. Goliath's daily route is a five mile stretch between the dressing plant and the terminal where the copper concentrate is unloaded. Gustav weighs the empty

**ABOVE LEFT** 'Goliath' gets ready for a 'stoning'.

**ABOVE RIGHT** FH16 driver Gustav Nilsson: You lucky, lucky, lucky, lucky lad.

vehicle then drives into the long, narrow shed where the copper concentrate is loaded. The hatches on the wagons are opened and the material pours into the truck from above. Controlling the truck remotely, Gustav moves the vehicle to distribute the load evenly. "It's incredibly smooth - a bit like a computer game," he says with a smile. The copper concentrate fills the hall with a smell somewhere between seaweed and snuff - a smell associated with money by the people in this area that is known as Malmfälten (the ore fields). "It's what we live on up here. The mines are incredibly important for us," says Gustav. Loading completed, he returns to his cab: "You hardly feel you're carrying 100 tonnes. The road is wide and we're the only truck using this route," he says. Working in the Aitik mine is not always pleasant, however, as it is ►





# 1 – Hartshead Moor

M62 Westbound between J26/25

# 2 – Chester

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**GOLIATH VOLVO FH16**

**ENGINE:** D16G 16 litre 540 hp

**TRANSMISSION:** Volvo I-Shift automated.

Air suspension on both the truck and trailer.

Tractor unit and trailer have side-tipping bodywork

**TYRES:** 36

**TRAILER AXLES:** Five - each rated at 14 tonnes.

Recodrive – remote control loading system

**LEFT** 100 tonnes of copper ore hits the deck.



**AITIK OPENCAST MINE**

is inside the Arctic Circle. The mine and dressing plant started operating in 1968. Aitik is Europe's largest opencast mine, and one of Europe's largest copper mines. It is also a large producer of gold and silver. In 2011, 31.5 million tonnes of ore were mined. On 31 August 2010, new facilities for dressing, ore production and outgoing deliveries were inaugurated, which represents one of the largest industrial investments in Sweden in recent years. The company is hoping to double production to 36 million tonnes a year by 2014.



exposed to the biting Arctic winds. "The temperature in winter can be minus 30 degrees Celsius, and the wind blows all year long," says Gustav. "It's a harsh climate."

To unload, Gustav drives the truck into the depot, folds down the support legs, and tips out the load, firstly from the trailer and then the truck. Powerful machinery shakes out every last bit of the copper concentrate.

Gustav Nilsson is the third generation of his family to drive trucks here, starting with his grandfather. His father and uncle set up their haulage company in 1988, and it was only natural that Gustav would follow in their footsteps. He started driving loading machines at age 16 and, when he turned

18, he obtained his driving licence for heavy-duty trucks.

If everything goes according to plan, he will eventually take over the business. "We are old and he is the future," says his uncle Ingemar. "We hope that these men of the future manage to keep going for as many years as we have." Gustav and Goliath should be taking on the mountain together for many years to come. "I like my work. It's special," says Gustav. "There's a great atmosphere, and virtually all my friends work here. Boliden is investing aggressively, so this is a really good place to work." ■



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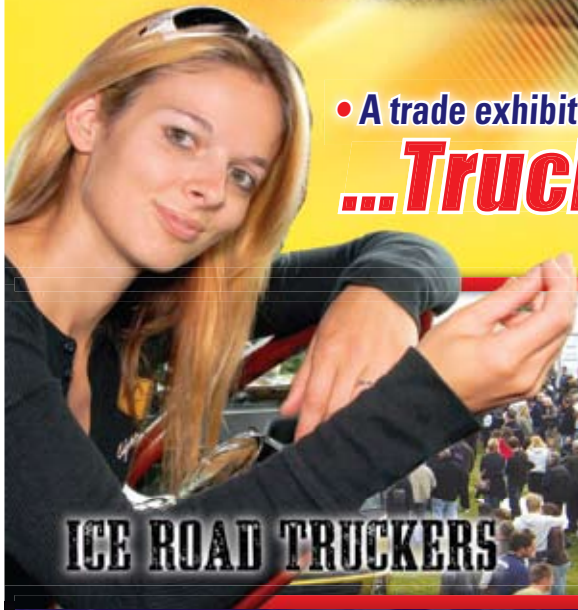
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# 'XE' FUEL EFFICIENCY FOR 16-LITRE

**VOLVO TRUCKS IS EXTENDING ITS NORTH AMERICAN FUEL EFFICIENCY LEADERSHIP WITH THE ADDITION OF TWO XE (EXCEPTIONAL EFFICIENCY) DRIVETRAIN PACKAGES FEATURING THE 16-LITRE VOLVO D16 ENGINE.**

The first, a heavy-spec' XE16 package rated for combination weights up to 143,000 pounds (64.86 tonnes) was designed specifically for the North American heavy long combination vehicle (LCV) market. The second XE16 package combines exceptional fuel efficiency with outstanding performance for five-axle tractor semi-trailer combinations up to 80,000 pounds (36.28 tonnes). "XE16 directly addresses the needs of two important market segments that historically have had very few

fuel-efficient powertrain options," said Ed Saxman, Volvo Trucks drivetrain product manager. "The beauty of Volvo's XE powertrain is that it delivers the full power and low-end torque needed for higher weight applications while saving fuel by running at a lower rpm." The XE16 packages 'downspeed' the engine at cruising speeds by 200 rpm or more than traditional specs. Each package utilises a new D16 engine rating of 500 horsepower and 2,050 lb-ft (2780 Nm) of torque, Volvo I-Shift automated gearbox, specialised axle ratios, specific tyre sizes and proprietary software that facilitates seamless communication among Volvo's

**ABOVE** Could easily be Yorkshire couldn't it? Volvo's XE16 package hits the mountain trail

integrated powertrain components.

The XE16 provides the full torque while running as low as 1,000 rpm to improve low-rpm drivability. Key enablers of XE16's low engine speed technology include the exceptionally powerful Volvo Engine Brake, as well as massive connecting rods with large bearing surface areas that help alleviate bearing stress. Volvo first introduced its 'downspeeding' concept in September 2011 with the XE13 powertrain package, which utilises Volvo's 13-litre D13 engine.

The Truck Writers of North America (TWNA) awarded Volvo's XE13 powertrain package the 21st annual TWNA Technical Achievement Award. XE13 also received a 2012 Top 20 product award from 'Heavy Duty Trucking' magazine.





## **I turned around to pick her up. She was gone.**

She loves coming to the supermarket with me. I don't usually put her in the trolley. She likes to be a big girl and help me with the shopping.

She never goes far from my side so I don't have to worry. She's always close by. Always. But I turned round and she was gone.

I ran up and down the aisles shouting for her. Every time I saw a pink jacket I thought it was her. I started to panic, I've never felt so scared.

She wasn't there.

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# OLD POND BOOK REVIEW

## VOLVO F88 & F89 AT WORK SECOND EDITION **PATRICK W DYER**

Patrick Dyer's latest book is a second edition of his popular debut, Volvo F88 and F89 at Work, significantly revised and extended. The book honours a model of truck which established the concept of 'driver appeal' with its combination of safety, comfort, power and reliability. The F88 and the more powerful F89 could not help but make an impact and together totalled over 60,000 vehicles over their twelve-year production life. Patrick uses archive photographs to show the trucks in various liveries and stages of production and at work around the world. The choice of pictures, combined with his informative captions, will evoke nostalgic memories in any trucker who ever knew this model.

Patrick Dyer will be signing copies of his book on the Old Pond Publishing and Volvo stands at Truckfest Peterborough.

Volvo F88 and F89 at Work is a hardback book with 144 pages and 210 photographs, £19.95

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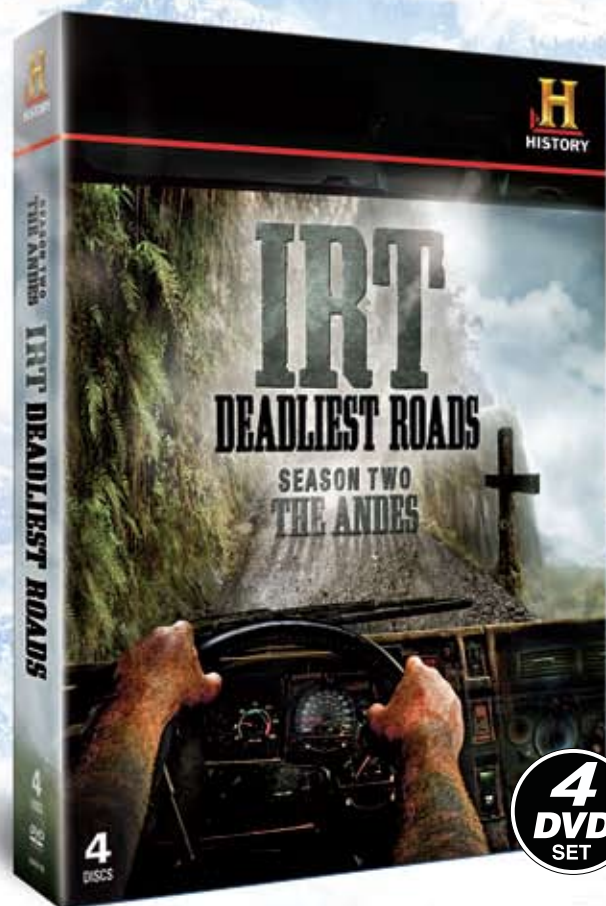
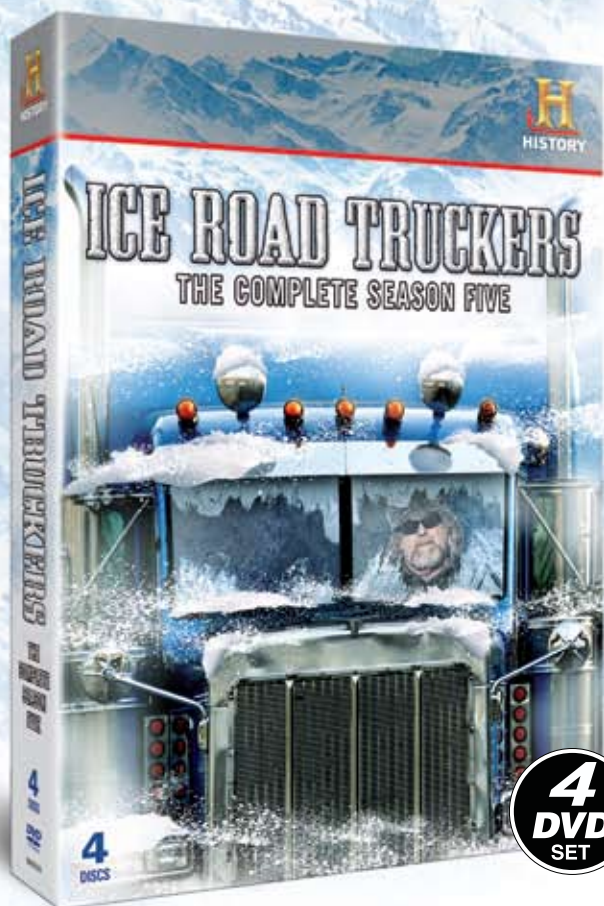
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# SPOT THE DIFFERENCE



## HOW TO WIN:

Simply spot and mark clearly all the 8 differences on the images above. Once completed either cut out or photocopy and post to: Volvo Truck Driver Magazine, 4th Floor, 19 Capesthorne Drive, Eaves Green, Chorley, Lancashire PR7 3QQ to be entered into a prize draw to win the 1:50 scale Volvo FH of J Richardson of Stranraer. Closing date for the competition is 22/6/2012

FIRST NAME .....

SURNAME .....

ADDRESS .....

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

Issue 2 Winner: F J Hopwood of Somerset

Winners details displayed in issue 4 of VTD



## HAULIERS of RENOWN

### EUROPEAN ROAD HAULAGE

Corgi presents Hauliers of Renown, a range of detailed collectable 1:50 scale die-cast model trucks. The Hauliers of Renown collection boasts a wide range of tractor units and trailer combinations with authentic loads spanning the history of road haulage. Each model comes with a range of accessories and is presented in a gift box with an individually numbered limited edition certificate of authenticity.

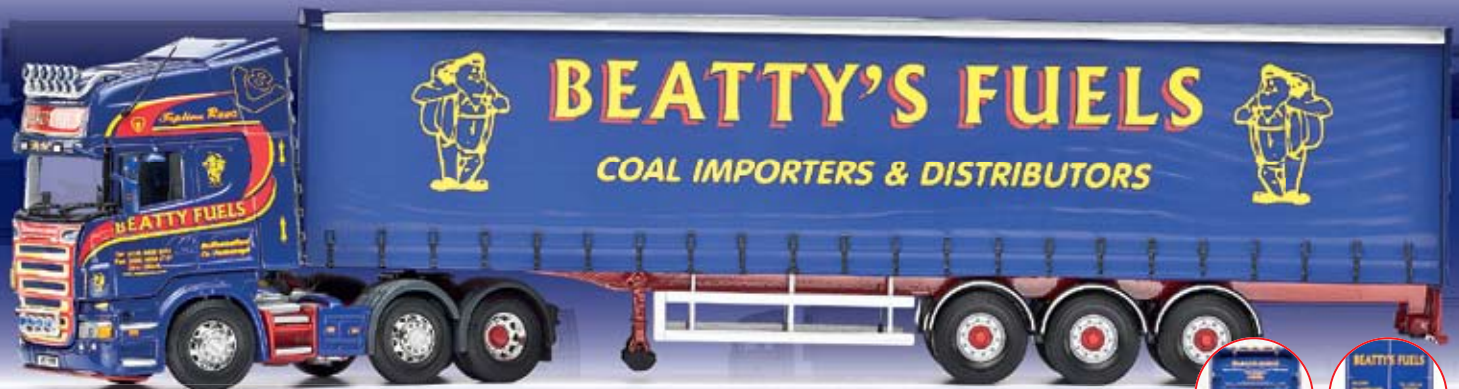
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**CC14038 Volvo FH (Face lift) Tipper** M. Way and Sons, Devon  
 AVAILABLE OCTOBER



The Hauliers of Renown Collection is available from all good model shops or from Corgi Direct

To find out more call **01843 233 519** or visit **www.corgi.co.uk**

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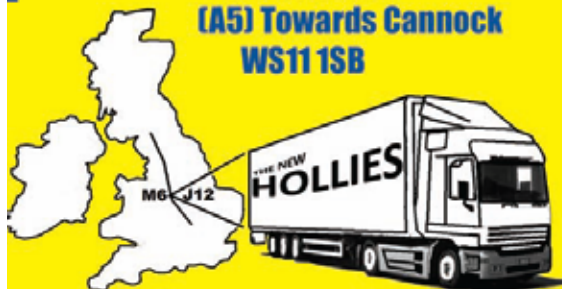
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