

FOR **VOLVO** DRIVERS, OPERATORS & ENTHUSIASTS

VOLVO TRUCK DRIVER MAGAZINE

WORLD

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VOLVOTRUCKDRIVER.COM
ISSUE 6 SPRING/SUMMER 2013



ALEX ANDERSON NEW FH: 1ST UK ORDER

TIP
USED FMX ON TEST

TOP
J & M MURDOCH

TIPPERS
JPE CLEAN UP

VOLVO FMX MAKES ITS UK DEBUT



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At Tip-Ex this year the new Volvo FMX will take to the stage for its UK debut. Come along and see it for yourself, together with the all-new Volvo FH and FM.

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NICE TO SEE YOU, TO SEE YOU NICE! (TO COIN A PHRASE)

Thanks for all who called by at Truckfest in Peterborough. It was really good to see you all and a massive thanks for all the amazing comments. And also even bigger congratulations to the dedicated drivers and owners of this year's VOSCARS that were presented also at Truckfest. To say you gave the judging panel a headache is an understatement as the quality of the metal on show was so high. A big thank you must also go to the award sponsors. For anybody who didn't manage to get down to Peterborough, we published a special collectors' Truckfest edition exclusively for that event. We did manage to hold a few copies back for fans and collectors, so for the price of a large letter stamp and an envelope you could secure your own copy. Either email matthew@cvdriver.com or write to the editorial address - or better still why not give me a call as its always good to talk! In a roundabout way it's probably testament

to the success of VTD that on our stand at Truckfest we seemed to have an endless stream of Volvo drivers, owner and fans saying they had been experiencing problems in securing their prized copy of the magazine. So as a reminder, we circulate the magazine through truckstops and many motorway service areas on a national basis. We also supply the Volvo truck dealer network on a national basis. But, we are also planning on making a subscription available for VTD, nothing silly, just really to cover the cost of the postage and a little bit of admin and we are planning to roll this out over summer so it should all be in place via our website www.volvotruckdriver.com and by a cut out slip in the summer/autumn issue. With the launch of the new FMX in this issue we have tied up with our sister publication CV Driver Magazine and have included a dedicated tipper section where we take an in depth look at the all new on/off road offering.

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ALEX ANDERSON FIRST AGAIN WITH NEW VOLVO

History, apparently never repeats itself, but historical situations do re-occur. That phrase definitely fits the arrival of the UK's first new Volvo FH, which was delivered to Boness-based sawdust and woodchip contractors, Alex Anderson in April. Almost 20 years ago this West Lothian based business also took delivery of the UK's first 'classic' FH model at the 1993 Scottish IRTE

truck show. That particular event formed the world debut for Volvo's then ground-breaking new truck range. Alex Anderson's latest premier prime mover is the first of a batch of 16 similar tractor units ordered for delivery this year. Sourced through a mixture of outright purchase and leasing, the 6x2 tractor units feature Volvo's D13C Euro-5 engines, producing 500hp and these are

coupled to I-Shift automated gearboxes. Globetrotter XL cabs, leather seats, Xenon headlamps and Dura-Bright alloy wheels are all part of the new FH's comprehensive specification. A Volvo Trucks' customer since around 1975, Alex Anderson reports great support and back up from the entire team at the Edinburgh dealership. "We're well looked after by everyone

at Volvo Trucks Edinburgh from the workshop and parts departments right through to the management team, which of course includes our key contact, dealer manager Stewart Lynes. Our fleet has been 100 per cent Volvo for almost 40 years now. The marque's reliable record and consistent customer service levels means we've never jumped about between truck-makers."



The firm's inaugural 1993 FH 4x2 tractor unit was restored to as-new condition after 950,000kms and today forms the centerpiece of the company's well-known collection of historic HGVs, which also includes other key Volvo Truck models such as the F86, F88, F7, F10 and FL10

MALCOLM GROUP CHOOSE FRUGAL FM



Malcolm Group CEO
Andrew Malcolm

UK multi-modal logistics specialists, The Malcolm Group has recently taken delivery of 40 Volvo FM11 trucks. The order follows an extensive trial of a 450hp FM11 Globetrotter 6x2 tractor unit, which returned in excess of 9mpg on the group's demanding test schedules on a variety of customer contracts. "Currently the Volvo FM11 tractor units are fleet leaders on fuel economy and we have recently placed another multi-vehicle order for some of the last of these Euro-5 engine FM models," stated Group Chief Executive, Andrew Malcolm. Supplied by Volvo Truck and Bus Centre North & Scotland's Cardonald headquarters in Glasgow, the trucks feature Globetrotter cabs and 11 litre 450hp engines, coupled to Volvo's I-Shift automated gearbox.

COOPER BUCKLEY'S FIVEFOLD 1ST



Five 'Classic' FH-500 6x2 tractor units that have entered service with food industry specialist Cooper Buckley, represent a 'fivefold first' for the Crewe, Cheshire based family owned haulier. Supplied by Thomas Hardie Commercials at Middlewich, these are the first brand new trucks ever to join the Cooper Buckley fleet. In addition, they are the company's first new Volvos and, as they are all on 'Gold' Repair and Maintenance (R&M) contracts, this is also the first time that vehicle

maintenance has been outsourced. The five 'Classic' FHs are also the first Volvo trucks to join the forty strong fleet for three years and the first to utilise Volvo's SCR emissions solution, which uses AdBlue. Cooper Buckley General Manager Caroline Cooper highlights the importance of the existing relationship with the local Volvo dealer, Thomas Hardie Commercials, as key to the company's decision not only to choose Volvo, but also to opt for the three year R&M contracts.

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JPE TAKE 20

Twenty Volvo FM-410 8x4 tippers have entered service with JPE, one of the Midlands leading suppliers of aggregates, sand and soils to the construction industry. The trucks are equipped with I-Shift transmissions and Volvo's Dynafleet telematics. A larger AdBlue tank was specified to reduce the need for the drivers to top up during the week. All are powered by Volvo's fuel-efficient and payload-friendly D11C engine rated at 410hp (30kW). Sourced from Volvo dealer Hartshorne Group, all the vehicles are on full Volvo Gold Contract Maintenance programmes and are serviced overnight at Hartshorne Group's Walsall workshops. The latter now includes an ATF and the R&M programme allows JPE to schedule MOT preparation dates well in advance, for the least disruption to and impact on their business. According to JPE Director Steve Birch, the Essington, Wolverhampton-based company, focuses very hard on the relationship with the dealer as much as the Volvo product. "We like the Volvo product and we have a good relationship with Hartshorne. We see it as a partnership. They have really got under the skin of our business and delivered a highly tailored quality package that includes driver development and telematics. They're providing a professional service and I would say that our relationship with Hartshorne is probably better than it's ever been."



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VOSCARS 2013

EVERYONE'S A WINNER!

Truckfest Peterborough 2013 saw the second VOSCARS awards presented to the proud owners and drivers of six fantastically turned out Volvo trucks. The standard of presentation was absolutely superb and what's more the weather was kind to us on the day. The sun shone, the beer flowed and the Volvos looked terrific. A big thank you to all our award sponsors and an equally generously proportioned 'well done' to the winners. Nuff said!



uktruckclean

BEST CLASSIC VOLVO PRE 1990: Sponsored by UK Truckclean. Won by Colin Allen of Arthur Spriggs, Rushden for their gleaming F88.



JENNYCHEM

BEST VOLVO F10: Sponsored by Jennychem: Won by a fabulous example of this great classic Volvo by Alan Anderson of Alex Anderson, Boness.



Kelsa TRUCK PRODUCTS

BEST VOLVO FH: Sponsored by Kelsa Truck Products: Won by Adam Franks of H. B. Holt & Sons of Howden for their magnificent 62 plate 'Classic' FH500.



BEST VOLVO SHOW TRUCK: Sponsored by Thomas Hardie Commercials Ltd: Won by Driver David Thompson and owner Phil Chambers of Stanian Transport, Manchester, for their Bat-tastic FH16-600 'THE DARK KNIGHT'.



BEST VOLVO POST 1990: Sponsored by Volvo Trucks. Won by Anton Loukes of Botham Commercials, Chesterfield for their immaculate 'Ancient Egyptian' themed FH12.



EDITOR'S CHOICE, BEST WORKING VOLVO: Sponsored by FuelDefend Global Ltd: Won by Danny Mullen of proud Yorkshiremen Fred Greenwood & Son of Esholt for their FH12-500.





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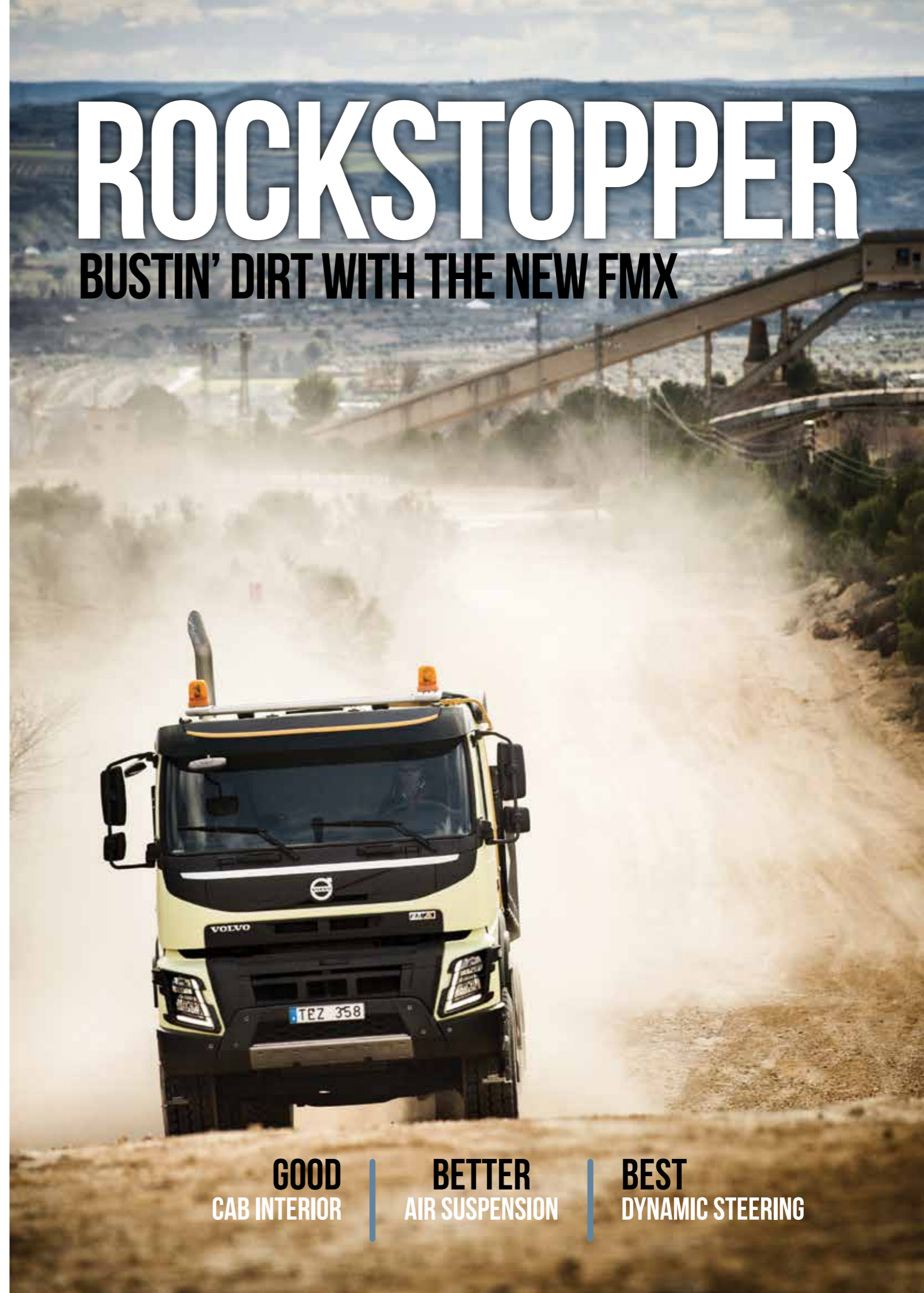
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SUPERIOR HANDLING IN ALL CONDITIONS



The new Volvo FMX is easier to drive, at the same time as several innovations boost its efficiency and off-road capability for FMX models with a single steered front axle. The driver can steer a heavily-loaded truck without the slightest effort thanks to a new technology: Volvo Dynamic Steering. "The patented Volvo Dynamic Steering system benefits all drivers, but its advantages are most noticeable when driving at low speeds. The effortless steering makes the construction truck driver's job far easier," says Claes Nilsson, President of Volvo Trucks. An electronically-controlled electric motor attached to

the steering gear is a major technological innovation. The electric motor works together with the hydraulic power steering and is regulated thousands of times per second by its electronic control unit. "At low speeds the electric motor replaces the driver's muscle-power. Instead, the driver can relax and steer without any effort and strain," explains Gustav Neander, project manager for Volvo Dynamic Steering. In this way, the dynamic steering system addresses the most frequent occupational injuries suffered by drivers. Another benefit is that Volvo Dynamic Steering self-centres automatically when reversing.

RIDING ON AIR - NEW REAR AIR SUSPENSION

Most of the new chassis and driveline features in the new Volvo FMX enhance the truck's productivity. "This is a high-priority area for our construction customers. The new air suspension is tailor-made for construction work without compromises or connection to other segments," explains Peter Frleta, chassis expert at Volvo Trucks. He adds: "The rear air suspension offers considerable comfort and agility both when the truck is loaded and when it is empty." The suspension system features automatic ride-height control and with 300mm of ground clearance the result is excellent get-you-there ability. The new off-road air suspension is available in both

4x2 and 6x4 configuration, but with the 8x4 axle configuration on both the traditional twin front axle set up and the new Tridem design. Since the anti-roll bar is positioned in the centre of the bogie, the vehicle has excellent stability. At the same time there are no unprotected suspension components behind the truck's last axle, so it is ideal for tipping into asphalt pavers. To create a tighter turning circle and reduced tyre wear, it is possible to specify the 8x4 configuration with tridem bogie with a hydraulically-steered tag axle. The tag axle can also be lifted or dumped for increased drive axle traction in difficult operating conditions, as well as reducing tyre wear when running unladen.





SORTED FOR WHEELS AND WIZZ

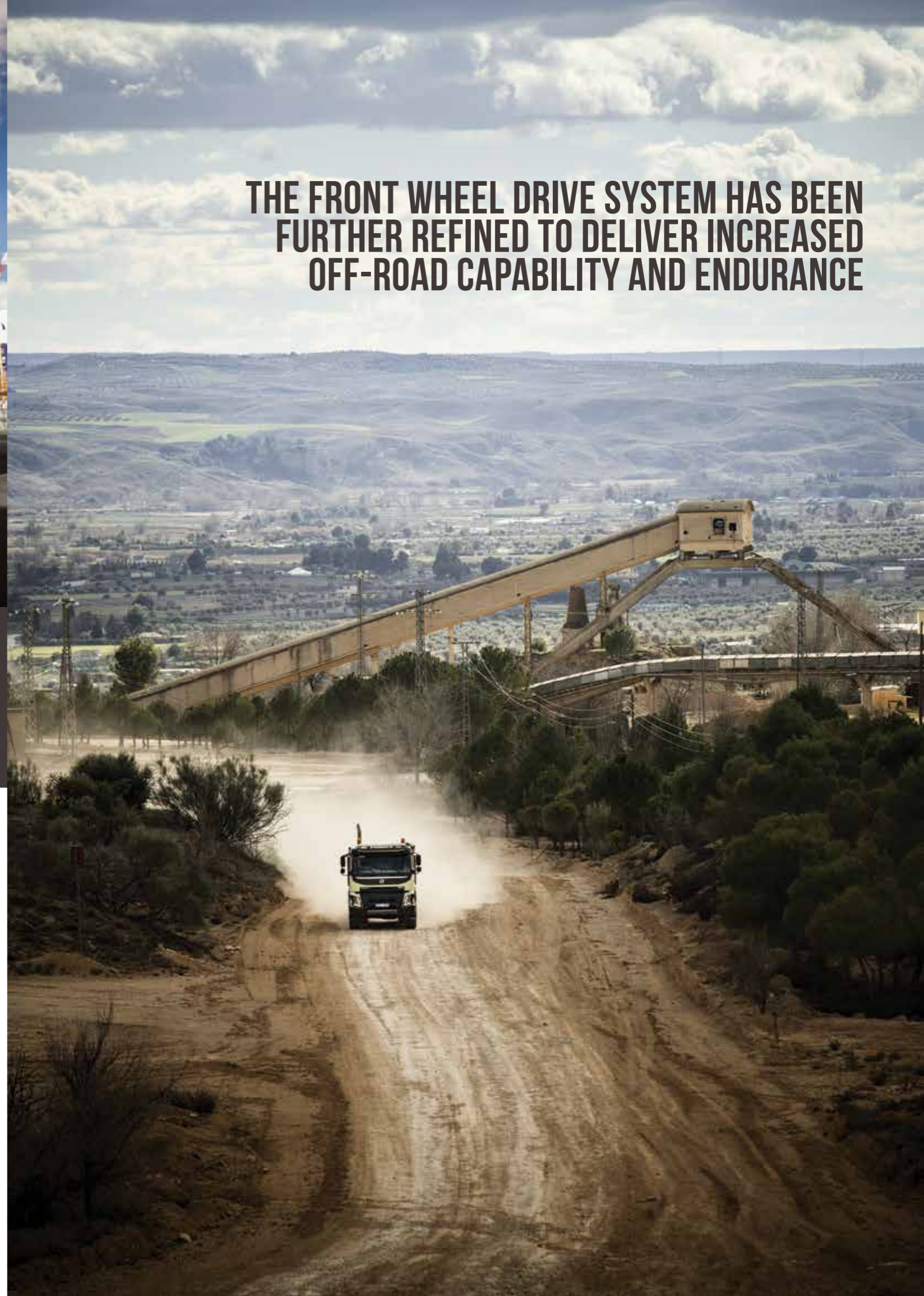
I-SHIFT COMBINED WITH IMPROVED ALL-WHEEL DRIVE

The I-Shift Automated transmission is already highly efficient when manoeuvring at low speeds and is now also available on FMX 4x4 and 6x6 all-wheel drive vehicles. Another new I-Shift feature is a longer oil-change interval of 45,000 kms. The front wheel drive system has been further refined to deliver increased off-road capability and endurance. The driven front axle has been relocated 100 mm further forward to the same position as a non-driven front axle. In addition to this the parallel rod has been moved up to a more protected location. The shorter front overhang means that the approach angle has increased. FMX with a driven front axle is available in the following axle configurations: 4x4, 6x6 tractor and rigid and 8x6 rigid.



The new Volvo FMX is available with a choice of 11- and 13-litre Euro-6 engines. The D13 has power outputs from 420 to 540 horsepower, while the D11 spans the range from 330 to 450 horsepower. In order to meet the Euro-6 requirements, the engine has been equipped with a non-cooled EGR system for recirculation of exhaust gases. This optimises exhaust gas temperature and NOx levels for efficient after-treatment. The particulate filter is automatically regenerated during normal driving conditions and Volvo Trucks' patented service solution for the filter saves time and reduces costs for the customer.

THE FRONT WHEEL DRIVE SYSTEM HAS BEEN FURTHER REFINED TO DELIVER INCREASED OFF-ROAD CAPABILITY AND ENDURANCE



OFF-THE-SHELF SOLUTION TO THE TIPPER AND RECYCLING MARKET

IN THE RUN UP TO TIP-EX, VTD CATCHES UP WITH DARREN NEWMAN, COMMERCIAL BODY BUILDER MANAGER FOR VOLVO TRUCKS, WHO EXPLAINS WHY THEY HAVE GONE DOWN THE ROUTE OF OFFERING AN OFF-THE-SHELF SOLUTION TO THE TIPPER AND RECYCLING MARKET.

Darren said: "We have spent a lot of time researching this special industry sector with very specific needs and selected the best products that suit the market. "We also understand that in many cases the tender process for the supply of services can take a long time but when the tender is awarded it can be expected that the contract needs to start at very short notice and traditional lead time for the acquisition of new product will just not be acceptable. "So with our chosen partners, vehicles are in constant build and can be in service in a

matter of days in many cases. We also see that there is a higher requirement for this type of product over the spring and summer so it's vitally important that we have the right equipment available at the right time of the year. "We also see choice is vitally important to our clients and have done our best to reflect this." With replacement product due in only a short time, Volvo will carry this body builder arrangement on. In fact the necessary engineering planning for installation is well underway and will be completed well in advance of the arrival of new FM, FMX and FE and FL ranges.



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BOWELD SETS THE PACE FOR PAYLOAD, DESIGN AND QUALITY

Established over 30 years, Boweld has a modern purpose designed factory on Deeside utilising the most modern production techniques in the tipper industry. Perhaps it is therefore no wonder that the bodies they produce are creating such a stir and increasing numbers of Boweld bodied trucks have been finding homes in the south.

The stylish Boweld Taperlite is a radical design to improve tipping performance, truck appearance and productivity and it seems that many fleet owners agree that it does all three.

UNIQUE BODY

The unique body is tapered internally on all four sides and from front to rear with specially designed "anti-stick" corners, ensuring the cleanest, fastest and smoothest load tipping action available and this has been recognised with the award of a prestigious European design registration. Boweld say the design increases productivity and extends body lifespan by

reducing daily wear and tear, while the modern tapered styling enhances the appearance of any truck chassis. It is also unique in being the only steel tipping body which provides a full 20 tonne payload on the latest generation of OEM chassis and this impacts directly on operator productivity and profits - operators have not been slow to recognise this.

FURTHER BENEFIT

Savvy operators have also spotted a further benefit, that with the lower body weight they are enjoying fuel savings when running empty. In addition to Taperlite, Boweld produce a full range of tipper bodies plus an impressive list of options, many patented, designed to improve tipper efficiency. They also produce Procover, the only sheeting system that operates within the width of the body. Boweld are delighted to be participating in the Volvo Rolling Stock Plan, thereby allowing an even wider range of operators the chance to experience the benefits of a Boweld body.



VOLVO 'HOOKS' UP WITH BOUGHTON FOR NEW EX-STOCK 'READY TO WORK' DEAL

Volvo has selected leading hook-loader manufacturer, Boughton Engineering, as one of its preferred bodybuilder partners for a new scheme to offer a range of 'ready equipped' new chassis through its dealerships. Under the plan, Volvo will issue chassis to selected partners, who will build forward completed vehicles for stock. "Boughton, now part of Skan Group Holdings is a heritage, premium quality brand," says Group Managing Director, Richard Skan. "Indeed, the company pioneered and developed many of the waste equipment designs which are standard industry practice today". Boughton's hook-loader design has remained fundamentally unchanged for a long time – and a lot of its end-user customers ask the company to keep it that way ... it is simple, built for the job and it works.

It is thus easier to maintain – and the deliberately robust way in which it is built ensures continued proven reliability and reduced down time in service – despite one of the most hostile operating environments in the business. Features designed to simplify both fitting and

interface with donor chassis include low maintenance body mountings and an absence of over complicated electrics.

OPTIMISED SAFETY

Safety is optimised with the inclusion of rear body locks incorporating full interlocking, in addition to rear facing secondary container locks. The majority of Boughton hook-loader customers opt to include the company's KwikCova auto-sheeting system as part of their vehicle specification. It was the first on the market – with patented 'in and out' operating feature, enabling the loading of full width bins whilst still ensuring a travel capability within 'Construction and Use' maximum permitted vehicle width. The company has developed a number of variants to accommodate the full range of containers from flatbed pallets to full size 50 yard bins – all without the need for the driver to climb onto the vehicle to sheet the load.



NEW TRUCKS READY FOR WORK? THAT'S HYVA AND VOLVO!

In a significant joint initiative, Hyva and Volvo have come together to offer customers for skiploaders ready-built vehicles that can be put on the road in the minimum possible time. Now outselling all other makes of skiploaders combined, Hyva units are known for their strength, durability and easy, safe operation. As such, they are the perfect complement for the full range of Volvo rigid truck chassis, whether in 4x2, 6x2 or 6x4 configurations. At 18 tonnes gvw, the highly popular Hyva 2012XL model also features telescopic arms that extend outwards for a huge 4.4m reach - making skip placement and recovery very much easier. At the moment, some 15 Volvo FE 4x2 chassis are currently in the process of being bodied and delivered to selected Volvo dealers across the UK. Built to CHEM TS16 specification and with optional sheeting, customers

will be able to buy these vehicles immediately, thereby cutting out extended waiting times for chassis to be delivered and further delays for bodying. Also extending Hyva and Volvo's working relationship is a joint marketing initiative for 8x4 hookloaders.

ON THE ROAD

A first FMX demonstrator has already gone on the road, visiting a number of customers in southern England. This exercise has proved very successful - the truck has been quickly bought by one very satisfied operator, thereby necessitating a replacement vehicle being made ready as soon as possible. Tony Davies, md of Hyva UK, says "working closely with Volvo is providing both parties with important new initiatives in being able to offer customers a more responsive, efficient and faster way of getting new trucks."

THROUGH SPEED AND STRENGTH – HOW THOMPSONS AND VOLVO REALLY DELIVER FOR TIPPER OPERATORS



The Thompsons Group, now with over 60% of the UK's tipper bodybuilding market, is delighted to be able to offer Volvo truck operators the easiest and fastest possible route to putting a new tipper on the road. By working closely with Volvo's UK headquarters in Warwick, Thompsons and Volvo can offer ex-stock vehicles that can be delivered to customers and put to work in a matter of only days. Based on the most popular end user specifications – the FM or FMX 8x4 chassis from Volvo and all-steel single or double skinned Loadmaster bodies from Thompsons – all

that's needed before putting the truck on the road are a Volvo dealer's PDI, painting and registration.

WORKS WELL

"It's a system that works extremely well, and offers real benefits to customers" says Scott Burton, director of Thompsons. "When operators get new contracts, new vehicles are often needed to fulfill them - so a traditional wait of three to four months from chassis ordering through to bodying, painting and putting the truck on the road is completely avoided. Instead, we can be looking at a mere two weeks!"



DIAL 'M' FOR MURDOCH

GLASGOW'S J&M MURDOCH PUT A NEW THOMPSONS-BODIED VOLVO TIPPER ON THE ROAD IN JUST 10 DAYS



In a little over a year, three new Volvo FMX eight wheelers have joined the tipper fleet of Glasgow based J&M Murdoch, and in each case the company has been able to take full advantage of Volvo's 'ex stock' availability of fully bodied vehicles. "In our business, we need to be able to react quickly to new

opportunities" says director Andrew Murdoch, "which in turn means that when we want new trucks, we want them as quickly as possible. With Volvo, we can get a new tipper on the road in about 10 days, rather than the standard order to delivery time of around three months. This makes a huge difference to our

capability." The Murdoch FMX-400s are all fitted with Thompsons all-steel Loadmaster Lite tipper bodies, providing an optimal blend between strength, reliability and payload capacity. Indeed, Murdoch sees the Thompsons body as the perfect complement to the rugged FMX. "There's

no point in having fully built up trucks if there's a mismatch between the chassis and the body" says Tony Cairns, Murdoch's Operations Manager (Transport). "By offering Thompsons bodies, we know that the trucks we get will operate to their fullest potential. The whole truck has to work as one unit, with no

compromises. The Loadmaster is absolutely ideal for the FMX chassis, being tough, durable and extremely reliable. As a complete vehicle, we've proven that the Volvo / Thompsons package gives us an unrivaled level of performance." Offering a payload of around 19.5 tonnes, Murdoch's three FMXs are the latest

vehicles in a larger tipper fleet that's daily involved in a full range of activities that includes muckshifting, soil and aggregate supply, recycling and other industrial services. "As we use and hire out our vehicles for the widest range of services, we have to know that they're fully up to each and every job" says Andrew Murdoch.

"In turn, we spec them to the highest practical level. In past years, we've already specced our tippers with Volvo chassis and Thompsons bodies as our prime choices, so we're obviously delighted that this is a combination that Volvo itself chooses - and has available ex-stock. All we have to do is get the trucks painted."

Operating over 40 vehicles, the great majority of the Murdoch fleet is now Volvo, including 6x2 FH tractors, FE platform bodied rigids and conventional FM chassis for hookloader work.

FMX USED TEST CATCH ONE - IF YOU CAN!

LATE MODEL USED EIGHT-WHEELERS REALLY ARE A RARE BEAST. SO WHEN WE SPOKE TO VOLVO'S USED VEHICLE TEAM ABOUT THE LIKELIHOOD OF CARRYING OUT A REVIEW, WE COULDN'T BELIEVE OUR LUCK WHEN WE WERE TOLD THAT THEY WERE JUST IN THE PROCESS OF DE-FLEETING A NUMBER OF THEIR OWN DEMONSTRATORS AND THEY COULD MAKE ONE AVAILABLE AT SHORT NOTICE AS THEY DON'T TEND TO HANG AROUND TOO LONG.



As the vehicle was straight off Volvo's own demo fleet, they have to place extreme consideration into what makes a good test vehicle to show off all that's best about the Volvo as well as matching a potential client's specification to ensure a quick sale.

The FMX offered to VTD was a 450 powered by the D11C, 11-litre 12-plate first registered in April and had covered just over 36,000 kms. Volvo had made the FMX up around a 'Tarmac' type specification, hence the sleeper cab, insulated Wilcox 'Wilcolite' body, split air-operated tailgate and Wraptor sheeting system by Dawbarn. The 11-litre offers a further

weight saving over the 13-litre D13C and with alloy wheels thrown in for good measure even more can be shaved off the kerb weight.

The FMX offers just a little bit more than the equivalent FM and allows the operator to tune the spec more in line to tipper work, so things like heavy duty bumpers, enhanced ground clearance and headlamp guards are the things that are more noticeable from the outside. But there is a lot more to it.

There's a different chassis, axles and remapped software for the I-Shift gearbox. The engine also gets heavy duty protection and there is a revised higher level air intake to optimise air quality for the

engine, making the FMX a real tipping monster. Out and about

The D11C 450 combined with the I-Shift really does make a match made in heaven. For many years, automated shifts were shunned by many 'tipper men' as not up to the job when working off road.

Things like holding gears longer and being able to rock out of the 'brown stuff' were just not achievable, but the I-Shift offers all of this and more. For the proud driver who still wants to take control, they can simply operate the truck in manual mode and change the gears from the column shift.

One thing Volvo has always been renowned for is the cab comfort. Being fitted with a

full-size sleeper cab will allow the driver to get his head down or at least rest while waiting at the side of the motorway when on resurfacing work.

The VEB+ (Volvo Engine Brake) never fails to disappoint. Not only does it keep the speed in check on the longer descents but it also goes along way to reducing wear on the brake linings, thus saving a few more quid.

Ride and handling are excellent. The 'B' ride rear suspension offers great road comfort as well as assisting in keeping traction when the going gets really tough. As a range of vehicles, the FMX also offers a number of tailored suspension options. For lighter operation and



more on-road based work, the light 'B' ride option will do the business, whereas for the heavy stuff and more off-road and site work the heavy duty 'T' ride will be the preferred set-up. Also a selection of either single or hub reduction rear axles ensure the right axle for the job.

VERDICT

The secret to buying any used truck is ensuring you get good value for money, as well as peace of mind, bearing in mind the truck is not "straight out of the box". Ideally it needs to be backed off with a manufacturer warranty as well as having a full appreciation of what the truck was doing before it landed in your yard.

As this vehicle was registered in April 2012, the on-sale package includes the remainder of the manufacturer's warranty as well as the option to top up with bolt-on R+M cover. On funding the vehicle, VFS (Volvo Financial Services) can offer a whole host of funding options that will best suit the operator's business. As the vehicle has been looked after by Volvo, they know its history and can offer a number of competitive preventative maintenance packages beginning with an entry level 'blue' cover that takes care of the six weekly PMIs all the way up 'Gold' cover which includes full repair and maintenance.

As the vehicle will be supplied under the Volvo 'Selected' banner, once back in stock, the truck will have its next scheduled service carried out, a 200-point mechanical inspection, any rectification work completed, any interior or exterior repairs carried out and the vehicle will also get a full valet including a full interior deep clean.

The vehicle will also be supplied with a minimum of nine months' MOT, and a minimum tread depth of 7mm, which does not include a tyre recut. And, as we mentioned as the vehicle is just over a year old it will be supplied with the remainder of the Volvo warranty. Older vehicles will get a 12 month Volvo Driveline Assurance Warranty. Many operators big or small

know the need to renew equipment but are lacking confidence and are unable to commit a 3, 4, 5 year finance deal on a new truck. So what are the options?

Do nothing, already of which the consequences could be not only catastrophic but damned expensive to boot.

For a traditional 'new' truck buyer the possibility of buying a late model used may be an option and the initial outlay may fall more in line with the business's current need to conserve cash flow. If you buy a vehicle from Volvo on their 'Selected' programme you will get their full support. You may be able to find a vehicle of a similar age at what appears to be a lower cost but just ask yourself, why?



WORLDTRUCKER APP PUSHES BUTTONS FOR LISA

THE APP IS FREE AND AVAILABLE FOR DOWNLOADING FROM THE APP STORE OR GOOGLE PLAY.

Volvo Trucks has launched an app for the Worldtrucker online community. The smartphone app for iPhone and Android enables truck drivers to connect and share experiences from life on the roads. First to trial the app is celebrity truck driver Lisa Kelly, famous from the TV series 'Ice Road Truckers' and already a Worldtrucker member. The Worldtrucker app is designed to make it easier for the more than 20,000+ members of the Worldtrucker community - www.worldtrucker.com - to exchange experiences and expertise with other truck drivers - both in their local community and around the world. Among other things, the app contains a GPS-based function that allows drivers to record and share routes on a map.

Through TIPs (Trucker Interest Points) drivers can check-in, comment, rate and upload photos from a specific location and then share the information with fellow truckers. Other features include a chat function. The app, which is seamlessly integrated with the Worldtrucker website, has been developed in direct collaboration with truck drivers, through online surveys on the Worldtrucker site itself and input from truck drivers at truckstops. "I like keeping in touch with the trucking community," says Lisa. "There are a lot of things that keep truck drivers united and that's what's cool about the Worldtrucker concept. Other truck drivers can understand what you're going through," she adds. "Just get in there and start pushing buttons and get going. It's a great way to connect," she replies.



Among the first to trial the Worldtrucker app was celebrity truck driver Lisa Kelly, a Worldtrucker forum member well-known the world over after her participation in the TV series 'Ice Road Truckers' and the spin-off series 'IRT: Deadliest Roads'. "The app will be a great help on the road. You can get tips on where to eat, sleep or stop along the route," says Lisa.



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THE COMPENSATION ADVISER

STEVEN HINCHLIFFE

HINCHLIFFES SOLICITORS

THIS ARTICLE IS WRITTEN BY SOLICITOR STEVEN HINCHLIFFE (OWNER OF THE SPECIALIST PERSONAL INJURY FIRM HINCHLIFFES SOLICITORS). FOLLOWING THE MAJOR CHANGES TO COMPENSATION CLAIMS FOR THE INJURED VICTIMS OF ACCIDENTS THAT CAME INTO EFFECT ON 1 APRIL 2013, HE ASSESSES THE LEVEL OF

SERVICE YOU SHOULD BE GETTING FROM YOUR LEGAL ADVISER. HIS FIRM HAS MANY YEARS OF EXPERIENCE IN HANDLING ACCIDENT CLAIMS, PARTICULARLY FOLLOWING ACCIDENTS AT WORK AND WHILE ON THE ROAD - AND HAS RECOVERED MILLIONS OF POUNDS IN COMPENSATION FOR PROFESSIONAL DRIVERS AND THEIR COLLEAGUES.

DEMAND THE BEST WHEN PAYING FOR LEGAL ADVICE

NO WIN, NO FEE - BUT IF YOU WIN YOU PAY A FEE

From 1 April 2013, anyone making a claim for personal injury compensation following an accident will have to pay up to 25% of their compensation towards their own legal costs. This is because the Government has introduced sweeping changes, one of which is that the legal costs are now to be shared between the innocent victim and the guilty party. If you make a claim but do not succeed, as long as you have signed a Conditional Fee Agreement you will not have to pay for the work done on your behalf. Therefore the NO WIN, NO FEE element remains.

However, if your claim succeeds 100% compensation is no longer available.

WHAT SERVICE SHOULD YOU EXPECT

When paying for any professional service you expect a certain standard of care and attention, and the situation is no different when seeking legal advice following an accident. You want to be confident that you are getting the best possible advice about the strengths and weaknesses of your case and the action to be taken to secure a win. Ask who is to handle your claim - a fully qualified solicitor or a "claims handler" who will not have the detailed legal

knowledge that your case may need. As Personal Injury law is highly regulated with various documents that need to be completed and procedures to follow, that person must be able to clearly explain all the legal issues and ease your concerns. They need to be easy to contact and give you the time and care that you deserve.

Your claim must be properly valued, in respect of both your injuries and any financial losses caused by the accident. Having a strong negotiator on your side will also be important so you receive the maximum compensation possible - rather



than feeling under pressure to accept the first offer.

REFERRAL FEES

It is now illegal for solicitors to pay for your details - will this put claims companies out of business? If you have had an accident, make direct contact with a solicitor who can help you.

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Full details and terms on application. Limited numbers



WARRANTY

EURO 5

LEZ OK ✓

2012(62)

FH 16LTR

6X2 750

GlobetrotterXL, Ishift, Leather, Fully loaded 36k kms, Dealer maintained As new condition **The business** Ref. uts86314



SELECTED

EURO 5

LEZ OK ✓

2012(12)

FH 13LTR

6X2 500

GlobetrotterXL, Ishift, Prestige with Leather, 140k kms, Dealer maintained **Absolute beauty** Ref. uts76915



APPROVED

EURO 5 & RPC

LEZ OK ✓

2008(58) FH

6X2 480

GlobetrotterXL cab, I-Shift, Comfort trim, **Fridge, 4100wb**, MOT April 2014, 529k kms Cheap tax Small choice Ref. uts47891



SELECTED

EURO 5

LEZ OK ✓

2010(10) FH

6X2 500

GlobetrotterXL, 500BHP Euro5, 259k kms only, I-Shift, **Luxury trim with full leather**, Beacon bar and space on chassis. Volvo maintained. Ref. uts84383



APPROVED

EURO 5 & RPC

Terms and conditions apply. Subject to status and credit check. Limited numbers.

APPROVED

LEZ OK ✓

2009(59) FH 6X2 460 GLOBETROTTER NEW SHAPE

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EURO 4

LEZ OK ✓

2009(58) FM 13LTR 8X4 400 Day cab, Ishift, 272k kms, New MOT, **Wilcox alloy body, Weigher**, Volvo Maintained. Choice of two only. Ref. uts84361

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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 CV Driver Magazine.

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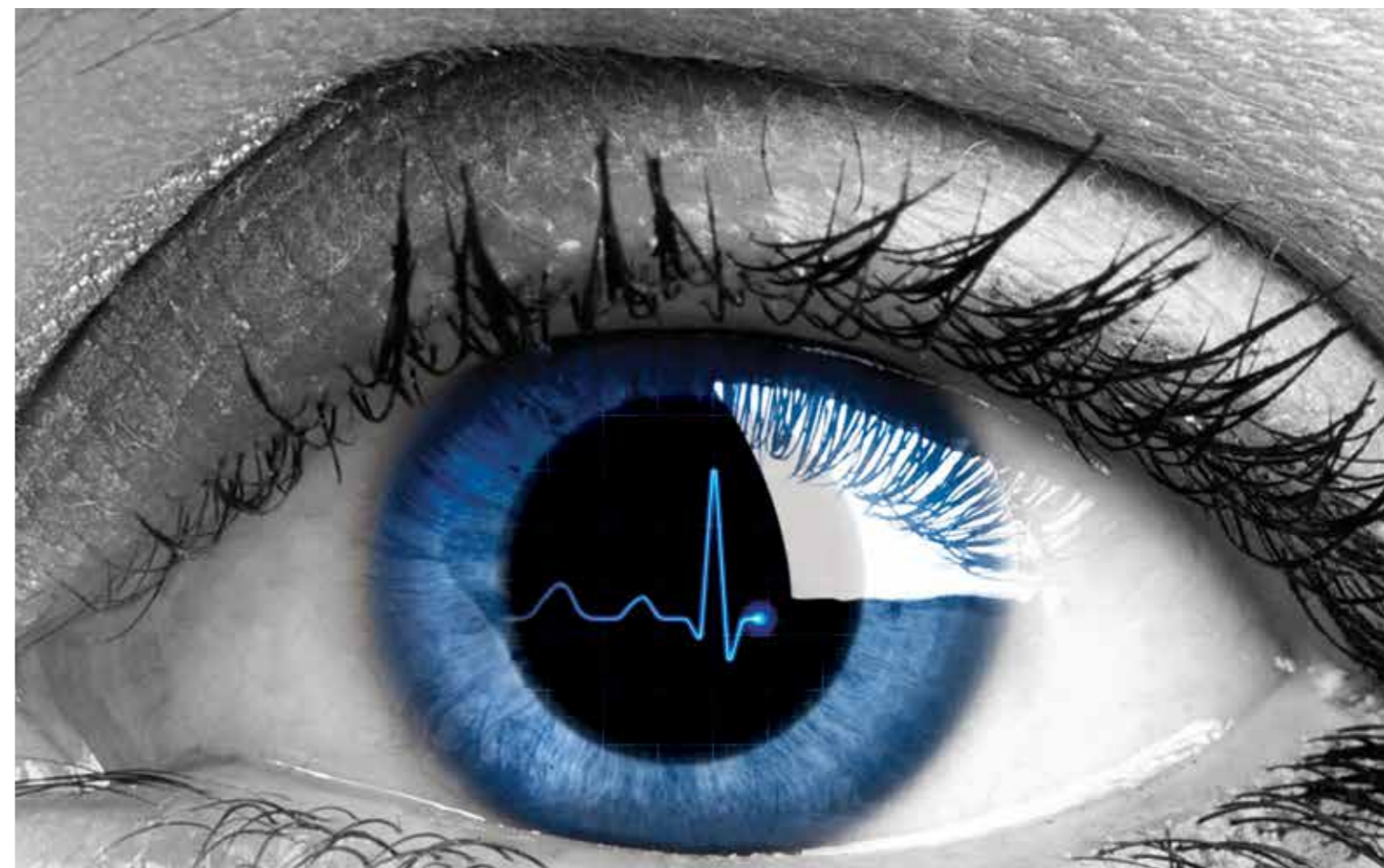
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