

# Type 3 tipper fits the bill for T&J Haulage

One of the first new-design Wilcox Type 3 plank sided stepframe trailers has gone into service with T&J Haulage of Clitheroe, Lancashire, complete with Hyva FC169 tipping hoist.

With the new trailer offering an additional 200kg payload without sacrificing rigidity, T&J director Trevor Walker believes his most recent purchase is ideal for multi-purpose 44-tonne tipper haulage.

"We'll always go for the best specification equipment possible, simply because this way our earning potential is always maximised," explains Walker.

"We need trailers that are equally at home on unmade quarry roads, farm tracks or the highway. As a result, we definitely prefer the extra strength of a steel chassis, but within that we also want the best possible payload as well."

Made from Domex hi-tensile steel, Wilcox Type 3 trailers can be up to 380kg lighter than its earlier steel chassis designs. Also, to maximise weight savings, T&J chose Hyva tipping gear, which Walker suggests is up to 40kg lighter than



competitive equipment. Working with a new Scania R440 6x2 Hi-Line tractor unit, the Wilcox/Hyva trailer offers a 29,750kg payload. The tractor was built on the

Scania production line and fitted with a lightweight mid-lift axle, having 19.5in wheels to add a further 450kg to the truck's payload capability.

## Lafarge seeks carbon savings with dual-fuel

Lafarge says it is looking to cut its carbon footprint, with the introduction of new LPG dual fuel systems to its tipper truck fleet.

John Dargie, head of distribution and transport for Lafarge Aggregates & Concrete UK, explains that the initiative follows the company's investment in nine new lighter vehicles that offer improved load potential, so reducing delivery movements and carbon output.

"We estimate the dual fuel system will offer an immediate saving of 10% on carbon emissions, as well as a similar

level in fuel costs, thanks to the introduction of an LPG tank," says Dargie.

"Clearly, this makes sense from an economic and environmental perspective. Over the next 10 to 20 years, we will all need to look at alternative ways to fuel our fleet, so this is a good start," he adds.

Lafarge is working with LPG fuel specialist Flogas and dual fuel engine systems firm G-volution. Initially, one truck is being fitted with the dual system, with a view to more vehicles being converted, if the trial is successful.

Simon Pickess, commercial sales director at G-volution, explains that the company's dual fuel system uses an optimiser that delivers a matched mix of more than one fuel at the point of combustion, while maintaining OEM power and torque ratings.

"Our dual-fuel system is ideal for Lafarge and we have no doubt that it will help them to significantly reduce their carbon emissions," he says.

"As the fuels are combusted simultaneously, the optimiser continually adjusts the ratios when operating in dual-fuel mode," adds Pickess. "This

ensures optimal operation at all times, with net fuel cost and carbon output savings virtually unaffected by changes in operational conditions, load or driver behaviour."

The G-volution optimiser was originally designed around the MAN D20 engine. However G-volution is currently developing systems for other OEMs.

While the system currently works with diesel and LPG, Pickess says he is confident that any future alternative fuel, such as bio-ethanol, bio-methane or hydrogen, could be accommodated.

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