WE FIND OUT HOW THOSE FALKEN TYRES ARE HOLDING UP AND GET THE FULL STORY ON THE FAUN ‘VIAJET 12’ SWEEPER

“THE ITALIAN JOB!”

Why should ‘Ecomondo’ be in your events diary for 2019? Reporting ‘live’ from this year’s event in Rimini Fiera, Italy, Malcolm Bates explains in words and pictures.
Hiab load handling equipment is designed to deliver all the things that matter most in the Waste & Recycling segment. Safety, for operators and the work environment in general. Efficiency, to minimize fuel costs and save time. Durability, to maximize your return on investment. Reliability, to save on operating costs. And sustainability, to minimize impacts on the environment.

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A few days before traveling to Italy for the Ecomondo event, I was lucky enough to be invited to take part in the world-famous London to Brighton veteran car run, held to celebrate the abolition of restrictive legislation in the UK – the so-called ‘Red Flag Act’ of 1865. It required that new-fangled self-propelled motor cars be preceded by a person on foot waving a red flag to warn horse riders and pedestrians of impending danger. Does nothing change? Officialdom, it seems, is often one step behind the advance of new technology and seeks to contain it, rather than encourage it.

Ironically, way back in November 1896, the cars that gathered together for that first ‘emancipation run’ used various different propulsion systems including steam, petrol and... battery electric power. You might be surprised to learn that at the very dawn of the automotive age, battery electric cars – and light vans and buses – held an estimated third of the market. And even more surprised to learn that from the early 1920s until the 1950s, fleets of silent, battery-electric refuse collection vehicles were being operated in major UK cities such as Birmingham and Glasgow as well as in France and Germany. They were of course ‘zero-emission’, reliable and embraced the very operational advantages we are still aspiring to today. Such as? Well, to recharge their batteries, they used electricity generated by municipal refuse-fuelled power stations, located in the same areas in which they worked. My point? Very little is actually ‘new’ in automotive technology. Today, many think the ‘Circular Economy’ is new!

So, taking into account that over the last couple of years, ‘Collection & Handling’ has regularly featured battery electric and diesel/electric hybrid technology, it seemed like a great idea to celebrate the fact that battery electric technology has finally got to a level where it can power a 27 tonne gross weight vehicle (and the necessary hydraulic systems) for an entire shift, by doing the London to Brighton run (75 kilometers) in a 116-year-old electric car! It’s something I always wanted to do, ever since I saw the movie ‘Genevieve’ as a kid. The American-built 1902 ‘Columbia’ made it to Brighton without a problem!

Is there a serious point we can all learn from my weekend fun? How about that while electrically-powered vehicles may cost more initially (they always have), they do tend to be reliable – and very long lasting. But more importantly, as recent scientific reports on global warming confirm, if we don’t invest now in a future where zero-emissions vehicles are the norm, not the exception, our planet might not have one.

A future, that is.

Malcolm Bates, Chief Editor
No, Malcolm Bates didn’t drive his classic Mini car down to Italy in the style of actor Michael Caine in the famous British 1960s movie, but as he explains in his Show Revue (that’s Malcolm, not Michael), the Ecomondo event still has the potential to “blow your doors off”. In a good way, of course!

It’s a constant worry – how does our industry match growing expectations and ever-higher environmental and safety standards demanded by politicians, residents and the retail and industrial sector, when it’s quite clear that the budgets available to the designers and manufacturers of the plant, vehicles and equipment needed to do the job are under constant pressure?

That’s ‘constant pressure’ to reduce costs, cut corners, yet meet new standards in double quick time before new concepts have been fully evaluated and tested – although of course politicians never mention that in so many words. In direct contrast? There’s Italy. In the main, the Italian manufacturing industry is still largely made-up of family-owned businesses, where decisions can be made quickly without having to wait for the verdict of a board meeting on another continent. And although they are still family-owned and run, it is not the case that Italian manufacturers are inward looking. Quite the reverse in fact, because the Italian ‘home market’ is not large enough to support such an impressive engineering base in the long term. As a result? To survive, the Italian manufacturers realise they must form partnerships in other parts of the world.

True, there is often a language problem to overcome – after all, Italian is hardly the most common second language used in global markets, is it? And also true, there are what might be described as certain ‘cultural’ issues to contend with when doing business with the smaller Italian manufacturers, who are used to a rather different manufacturer/dealer/customer ‘model’ in relation to warranty cover and discount.
How about renting an electrically-assisted pedal powered three wheel ‘tricycle’ designed for the collection of litter bins and other environmental operations? Yep, called the ‘Escargo’, VRent have them available for hire in Italy …

Here’s another take on the electrically-assisted tricycle concept – this is the ‘Eco-4-You’ stand, showing a unit with a vacuum suction head collection unit.

Not all ‘Italian’ products are actually manufactured in Italy – the Ladurner range is now fabricated in China by ZoomLion with final assembly of electronic and hydraulic components taking place in Italy to comply with EU standards. This is the ‘LC25’ rear end loader. It is mounted on a Scania 6x2 rearsteer chassis. (www.ladurnerequipment.com)

Not quite there yet perhaps, but the concept of a battery-electric compact chassis with an electrically-powered vacuum sweeper body has lots of potential. Oddly, the actual pick-up assembly is mounted behind the rear axle. Ladurner had this entirely Chinese ‘Plug-in’ unit on show to test customer reaction.

Italians have ‘style’ – even when it comes to recycling bins! This hooklift demount system from ID&A has a clean, well designed appearance with user entry control and clear graphics to ensure the correct faction is tipped into the right compartment. (www.ideabs.com.)

A CAN-DO ATTITUDE
Those factors have certainly been an issue in the past, but over the years, the Ecomondo event management team has – in conjunction with ISWA – built up an excellent ‘Foreign Buyers’ operation that helps arrange meetings, provides translators, connects the right manufacturers to potential customers and even helps arrange travel and accommodation. It is a major bonus for exhibitors and visitors alike.

Above all that is an overriding Italian ‘can do’ attitude towards exploring niche markets – I’m thinking of Tabarelli, here – and a constant enthusiasm for exploring innovative design solutions. I’m thinking Tabarelli again, along with Gavarini, the manufacturer of the ‘Gapo’. But the number one reason why you should visit the Ecomondo event next year? How about the sheer diversity in the manufacturing sector? Italy is where many of the heavy duty fabrications and hydraulics used by the very best German brands are produced. Italy has five, ten, twenty domestic manufacturers of waste and recycling trailers, refuse collection vehicles (RCVs), lorry loader cranes, materials handlers and attachments such as excavator buckets, breakers and shears, compared to the ones and twos
It’s lunchtime already and a large crowd has now gathered on the Scania stand. What have they come to see?

At last, all is revealed! It’s the new Scania L320 low entry plug-in hybrid chassis for refuse vehicle applications. (www.scania.com)

You saw it here first! The ground-level entry capability on Tabarelli 712 materials handler has yet to catch on more widely. It’s a real innovation that has considerable site safety advantages. (www.tabarelli.com)

WAIT FOR IT ...
WAIT FOR IT ...

Jaws! This is the new shear attachment from Rozzi – the ‘R580GR’ – with a complete car engine block in its jaws. (www.rozzi.it)

In contrast to a diverse manufacturing base, the specialist vehicle rental market in Italy still has some way to go to reach US or northern European levels. But that didn’t stop ‘VRent’ from celebrating its tenth anniversary by featuring not only this DAF-based Farid ‘T1’ Plus MH18 refuse collection vehicle, as an example of what the company rents, but a young leather-clad woman dressed as a ‘cat lady’ sitting behind the wheel of a classic 1960s British Jaguar E-Type sports car. Probably as an example of what is not available for rent! (info@vrent.it)

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that might be found in most other major manufacturing nations.

And while the Ecomondo event is a showcase for Italian manufacturers looking for overseas business, the country itself is increasing in the market for innovative new environmental solutions as well. So other major manufacturers on the global stage, such as Volvo, Scania and Mercedes, exhibit new products and systems at Ecomondo as well.

True, Ecomondo isn’t the largest event in the show calendar, but it is still a global showcase for our industry. As hopefully the pictures of some of the products that caught my eye this year will confirm.
Clever new innovations don’t have to be large, complex, or expensive. Here is a new low cost multi-waste collection system from the Busi Group, manufacturer of OMB front, side and rear loading refuse collection vehicles and MAC hooklift units. Based on a 3.5 to 7.5 tonne chassis, it provides a simple ‘ground loading’ bin transfer capability without the need for complex binlifters. Here, six 240-litre containers (and four smaller units) are featured on a 3.5 tonne chassis. (www.busigroup.it)

Italian manufacturer Dulevo has previously had this all-electric pivot-steer vacuum sweeper on show in prototype form. Here is the production version – the ‘D.Zero’ (www.dulevo.com)

Busy Busi. Export sales manager Patrik Borgatti is hard at work. (www.busigroup.eu)

Although the Italian economy is far from the largest in Europe, the Ecomondo event attracts support from several global brands in both automotive and machinery sectors. This is the Doosan Bobcat stand. Liebherr, CAT, Sennebogen and many other top brands were also at the show. (www.doosanequipment.eu).

The ISWA stand at Ecomondo was also a meeting place for professionals from around the world and hosted a series of discussion forums throughout the event.

The Ecomondo Foreign Buyers Programme is of huge benefit to exhibitors and visitors to Ecomondo. Here, sales engineer Aldo Montegini at the Busi Group explains some of the features of the MEC ‘SL/SLK’ hooklift to a delegation of potential customers through a translator.
While much of the talk inside the halls at Rimini Fiera was about ‘The Circular Economy’ and battery electric technology, back in Rimini town centre, modern articulated trolleybuses – based on 1930s overhead wire technology – were providing quiet, zero-emissions transportation.

Trailor manufacturer Adamoli is primarily focused on the Italian domestic market, but judging by the high standards of fabrication to be found on this ‘Italian Walking Floor’ bulk waste trailer, the company could win business on quality standards, anywhere. (www.adamoli.it)

The Magni range of heavy duty telehandlers is a typical example of a small, specialised Italian manufacturer with much larger global market potential. The ‘HTH10.10’ (ten tonnes at ten metres) features a stylish high-mounted cab providing far better driver vision than more conventional side-engined competitors. Not big enough? There are five models in the range – right up to 14 metre lift 45 tonne model 45.14! (www.magnith.com)

While heavy engineering and specialist hydraulic exhibits are a key feature of Ecomondo, this year, aside from leading German brands such as Moba, there was an increasing presence from the ‘tech data’ providers such as Partilla with the ‘Discovery Mobile’ routing and bin identification system with cloud storage. (www.raccoltapuntualefacile.com)

Here’s the busy VEI stand, also making the point that ‘tech’ is just as important as engineering specification in today’s marketplace. (info@veigroup.com or visit veigroup.com)
PATRIK SAYS …
Sometimes things move so fast in our industry that it’s difficult to keep up. Originally, designers at the Busi Group came up with a compact, budget-priced waste container handling system to suit the demands of existing customer, Aprica. But the end result was so clever that the unit was shown at the recent Ecomondo event in Rimini Italy. And? “There has been so much interest, we have added it to our product range,” explains export manager Patrik Borgatti. Named ‘Ecocar’, the new side-loading system, designed to carry five containers per side on a 3.5 tonne gross weight chassis is now going into production. This simple, electrically-controlled unit has global market potential for pre or kerb sorted waste recycling and foodwaste collections.
More information: pborgatti@busigroup.it

PAUL SAYS …
It’s Paul Brown. He is a director at Refuse Vehicle Solutions, but is also part of the organising team behind the National Refuse Championships – a lighthearted charity event in the UK designed to find the fastest waste collection crew in the business. “We’re now planning the 2019 event and would like to extend an invitation to crews from both municipal and commercial waste contractors from other European countries,” he explains. Back in June, over thirty teams entered. Next year? “We would love to see more teams take part, the event creates a lot of positive PR for our industry,” Paul adds. Are the binmen from Paris, Milan or Berlin as good as those from London? We could find out next June! www.nationalrefusechampionships.co.uk

BARRY SAYS …
“Mercedes-Benz trucks have served us very well over the years,” says Barry Flanagan of Barry’s Skips of Liverpool UK. Founded in 1974, today the busy fleet is mostly made up of Mercedes Arocs, Ategos and Axor models, but until recently, there was a problem – Barry and his co-director brother didn’t think the four-axle/32 tonne offering from Mercedes Benz was suitable for waste and recycling. Why was that Barry? “We steered clear of Mercedes Benz eight-wheelers in the past because payload is critical in our business, and the fact that Mercedes four-axle chassis were relatively heavy always counted against them,” he explains. That was then. But now? “The new Arocs chassis is light enough to allow us to maximise payloads, while also offering the strength and durability that we’ve come to expect from a Mercedes chassis,” he adds. “There’s plenty of ground clearance too and visibility from the cab is excellent. The Arocs offers a great combination of attributes,” he continues.

The new Arocs in Barry’s Skips fleet features Mercedes “PowerShift-3” automatic transmission, coupled to a 394 horsepower (290 kW)10.7 litre straight six diesel engine. It is fitted with the ‘ClassicSpace M-cab’ with the new 320 mm high engine canopy (‘tunnel’), which has recently been introduced as an option to the flat floor and 170 mm canopy models. The skiploader equipment can handle containers up to 40 cubic yards capacity.

BECAUSE THEY ARE THE BEST?

Matt Jeffery, transport manager at RTS Waste Management in the UK has recently added five new Renault trucks to the company fleet – one ‘Range C480’ drawbar unit, equipped with a Hyva hooklift, together with four ‘Range D18.250’ chassis fitted with Boughton skip loaders. So why select Renault, Matt?

“It’s quite simple. Renault trucks make my life easier. All you want to know in this business is that if a problem happens, it will get sorted and the truck will be back on the road as soon as possible,” he explains. And the organisation that is there to ensure that happens? It’s the service team at Renault Trucks Essex based in West Thurrock. “In my opinion, they are simply the best. That’s why I insisted on Renault trucks,” he confirms. “Basically, if we break it, they can fix it. And if they can’t, they get a replacement with minimal downtime. I just can’t fault them.”

So there you have it. Take a tip from Matt Jeffery. However good the truck, make sure you check out the after sales service back-up as well.
A FIRST FOR BELGIUM

Not a headline you’d expect to find everyday perhaps, but in this case, it’s a significant event – Terberg Matec has delivered the first ‘PBUV’ waste collection unit to the municipality of MOL. It will be based in the Kempen region of Antwerp and will be used to help keep the streets clear of litter. Based typically on a 3.5 tonne gross chassis, the PBUV unit features a Terberg TLL360 side loading bin lifter – taking EN840-1 containers up to 360 litre capacity – while also offering a polypropylene pannier which fits on the lifter ‘comb’ to enable hand loading. Side doors are also fitted to take larger items.

As Terberg Matec managing director Will Marzano explains, the PBUV is ideal for multi-task street cleansing operations, dog waste, collections, special ‘missed bin’ collections and for collecting food waste as the construction of the body is entirely of plastics material. “It won’t corrode like other materials and can withstand daily steam cleaning. The body is also leak proof,” he explains.

The PBUV (it stands for Plastic Bodied Utility Vehicle) is available in both left and right-side loading configurations for global markets.

YOU SAW IT HERE FIRST

Sales of the clever Gapo diesel-powered – but radio controlled – ‘spotter’ unit are going well, according to manufacturer Gaverini. Although originally designed for crane transport in the construction industry, the Gapo is ideal for shifting hooklift waste containers in confined areas at MRFs and with a fifth wheel attachment and second axle, semi-trailers too. The Gapo was exhibited at the recent Ecomondo event in Italy – which is where editor Malcolm Bates first spotted it almost a decade ago. It was a great idea then (he was the first journalist to test it in working conditions) and it’s still a great idea today. The Gapo can handle both empty and laden containers and turn within its own length. Gaverini is now looking for more global partners to sell it worldwide.

More info from www.gapo.it

NEW DOOSAN LOADERS

Doosan has announced details of the new DL250-5 wheeled loader, bringing the range up to thirteen different models with operating weights from 12 to 36 tonnes. The new DL250-5 features Z-bar kinematics, a breakout force of 145 kN and LIS – Load Isolation System (often called ‘Ride Control’) to provide improved driver comfort over rough terrain. The DL250-5 is powered by the 5.9 litre Doosan DL06 diesel engine featuring cooled Exhaust Gas Recirculation (EGR), enhanced turbo technology and Selective Catalytic Reduction technology (SCR) without the requirement of a diesel particulate filter. The Powershift transmission has three modes – Normal, Power and ECO, together with an idle auto-shutdown system.
In our July-August issue, we arranged for a set of new Falken reinforced sidewall truck tyres to be fitted to a Volvo-Incomol RCV working exclusively in tight urban streets in Colchester, UK. Six months on, how are they doing? Malcolm Bates went back to find out.

My return trip to Colchester takes me to the headquarters of CSH Environmental to meet fleet manager Garry West. The CSH Environmental, located at the village of Wormingford, just outside Colchester, is an excellent example of how a small, independent waste and recycling operation has grown from humble beginnings to become an innovator and leader in terms of ‘best practice’, enhanced safety and the projection of a good positive image for our industry. The company started out as basic skip hire operation in 1981, but today, the impressive Wormingford MRF is a major part of the local economy yet has been designed to have such a small impact on the local environment, you could drive right past and not know it was there.

It’s the same story with the vehicles that CSH Environmental, which is still family-owned, operates. There are a few older Scanas, but most of the recent fleet intake of skip trucks, hooklifts and compaction RCVs are based on Volvo chassis. But whatever the brand and badge on the front, tone thing is for sure – you’re highly unlikely to see a CSH Environmental truck out on the highway in a damaged, or even dirty condition. As I swing into the depot yard to meet up with Garry West, the reason for that is right in front of me – a Volvo 6x2 rear steer chassis with Incomol ‘Pusher 4000’ refuse collection body is in the busy washdown bay, before heading back out for a second shift.

But while the standard of fleet maintenance and projection of a smart, professional image is right up there with the best, there is one area of the CSH operation where ‘damage’ is a daily threat – and that’s tyre damage. On the up-side, CSH drivers are rated highly for their professionalism and commitment. “Our drivers are the people who our waste contract customers meet on a daily basis, so they are in effect our sales and public relations staff as well,” Garry comments. In other words, the image projected by the smart bright blue trucks is wasted if the drivers don’t project a positive image as well, right? “Exactly,” Garry confirms.

So it follows that the down-side is that something as simple as tyre failure can cause a great deal of disruption to the high levels of service that the management team at CSH Environmental works hard to provide – which is exactly why the company was selected to take part in the trial of the new Falken reinforced sidewall truck tyres. So, after more than six months since the start of the ‘live’ trial, how are they doing? “You did say you wanted the Falkens fitted to...
“FLEET MANAGER GARRY WEST CONFIRMS THAT THE FALKEN TYRES ARE DOING WELL.”

a truck that had a tough urban round, didn’t you?” Garry quizzed. “And you did say it had to be for real, didn’t you?” he added. It’s true. Even the boss of Falken Tyre Europe, Markus Bognor, didn’t know which truck had been fitted with the new Falkens, or where it was operating.

As you might expect, Markus sounds pretty confident about all the technical background stuff ... 4D Nano technology... Three Peak/Mountain Snowflake (3PMS) sidewall designation... Flat profile for maximum road contact and even wear... But driver Chris Percival and his Volvo FM work all week long in the narrow back streets of historic Colchester town centre, where contact with high kerbs and traffic calming humps is an everyday occurrence.

These can do serious damage to the tyres of a heavily-laden RCV, and I get the hint that Garry is about to give me some bad news. Let’s have it Garry. “Well, the bad news is that we have suffered a puncture on one of the Falkens, but from our investigation of the damage, it seems to have been caused by a sharp piece of metal picked-up while unloading here at the MRF, not by sidewall damage out on the street,” he confirms. “We can get punctures at any time, but what is important is that we don’t want to be scrapping tyres that still have plenty of tread, or the potential for remoulding, purely because of sidewall damage,” he explains. To make the point, he shows me the ‘tyre graveyard’ beside the fleet maintenance workshop. It’s not a pretty sight and to back up Garry’s point, it’s full of tyres with gashed, or badly scuffed sidewall damage.

CONCLUSION
So how have the Falken tyres performed? “Although we have yet to run them through a winter period, so far, they are doing really well, with no apparent wear to the sidewalls,” Garry suggests. “What we’re planning to do next is try a set of Falkens on one of our trucks that is used on longer distance runs, so we can check how well they perform in outright mileage terms,” he adds.

It could be argued that with improved fleet management and vehicle diagnostic equipment, the operating costs of the vehicles used in the waste and recycling industry are now much easier to calculate. In contrast, the cost of tyre failure – and the potential disruption of service – is often less obvious. And while it’s simple to compare the running costs of different brands of truck, our industry is still running some way behind other transport sectors – such as bus fleet operations – in using tyre management contracts.

All the more reason to take a closer look at new developments in tyre technology and how unplanned downtime through truck tyre sidewall failure might be reduced,?

That might be an excellent New Year Resolution. —

FALKEN TYRE SPECIFICATIONS

· Two new reinforced sidewall tyre specifications – ‘RI 151’ and ‘SI 011’ – have recently been introduced alongside the existing “GI 388” truck tyre range.

· The RI 151 is essentially designed for ‘High Load’ local urban delivery operations where kerb contact and the stress of running over kerbs is a regular fact of life. It carries the ‘Three Peak/Mountain Snowflake’ (3PMS) sidewall designation, which denotes good all weather capability and is suitable for axle weights up to eight tonnes.

· The SI 011 is described as a ‘Winter Tyre’ for truck steer axles and features a flat profile to give maximum road contact and an even wear pattern. Initially, the new tyres will be available in 295/80 R22.5, 315/60 R22.5 and 315/70 R22.5 sizes.
Chinese manufacturer LiuGong has produced a high-lift machine specifically for the waste industry. And there is more to come – as Nick Johnson reports.

As the LiuGong Machinery Corporation celebrates its 60th anniversary, the Chinese manufacturer has responded to the request of its UK dealer for a waste handling version of its 856H wheel loader. This specialised machine has formed part of a recent large order placed by a fast-growing UK rental company. Based on the number of units sold, LiuGong is now one of the largest wheel loader manufacturers in the world. The company also makes hydraulic excavators and other types of construction equipment and, as export sales increase, the company appears more receptive to making special versions of standard machines.

According to LiuGong, sales outside China have risen to around 35 percent of total sales revenue. This has been achieved by good marketing and the creation of one of the largest dealer networks of any Chinese exporter, with more than 300 dealers in over 130 countries giving 2,650 sales outlets.

The LiuGong dealer in the UK is Construction Plant & Machinery Sales (CPMS) which, until now, has focused on selling excavators with extra guarding for use in demolition and waste handling applications. And now, to compete more widely in the waste handling market, it has instigated the production of an 856H wheel loader complete with factory-fitted high-lift loader arms.

The standard 856H weighs in at 17.8 tonnes and is fitted with a 180 kW (215 hp) Cummins QSB 6.7 engine that, for regulated markets, is Tier 4F/Stage IV emissions compliant. This articulated, all wheel drive loader also has a ZF countershaft transmission with a torque converter and it can be fitted with buckets with capacities from 2.8 to 5.6 m³.
Complete with Z-bar loader linkage, the standard 856H provides a maximum bucket hinge pin height of 4,028 mm. But now, for waste handling operations involving the loader of high hoppers, or high-sided bulk trailers, the new high lift waste version of the 856H wheel loader has an increased maximum bucket hinge-pin height of 4,700 mm.

This extra lift height has proved attractive to the UK rental company N&S Plant Hire. The company’s hire fleet includes hydraulic excavators, wheel loaders, crushers and screens. It has been running LiuGong excavators for some time and their good performance has resulted in a significant fleet expansion. Six well-used 22 tonne 922E excavators have recently been traded in for new demolition specification 924E DM models that weigh 24.5 tonnes and the company has ordered 12 more LiuGongs.

N&S Plant Hire has also bought the first High Lift 856H waste handling LiuGong wheel loader, which went straight out on hire for work in Rainham, Essex (on the east side of London), where an old industrial site is being cleared ready for the construction of new housing.

To meet the needs of N&S Plant Hire, CPMS has supplied the High Lift 856H with an Ulrich high tip bucket and a Fireward fire suppression system. The 4.5 cubic metre capacity high-tip Ulrich bucket has a bolt-on cutting edge and a heavy duty spill guard. On the Rainham site, it clearly provided plenty of clearance to load processed wood waste over the high sides of bulk trailers.

**HIGH SPECIFICATION**

N&S Plant Hire’s High Tip 856H waste loader is fitted with a windscreens guard (that can be opened to allow window cleaning), a substantial rear end guard, bucket and lift cylinder protection guards, centre pivot area guarding and light guards. Safety features included a rear view camera, orange warning beacon, flashing blue rear strobe lights and an audible white noise reverse alarm. To meet UK safety guidance regulations, the machine was also fitted with a seat belt warning alarm and flashing green beacon to indicate that the operator is wearing the belt. There is the option of a full 360 degree camera system.

To safeguard the waste specification 856H when working in dusty environments, the machine is fitted with a wide core radiator with ’cab controlled’ reversible fan and a Turbo 2 pre-cleaner. There are also air outlet guards in the engine hood.

N&S Plant Hire’s High Tip 856H waste loader rides on LS 23.5 R25 foam filled tyres, but there is a solid tyre option. The operator gets a heavy-duty air suspension seat and the ROPS and FOPS cab has automatic climate control.

Also working on the Rainham site was one of N&S Plant Hire’s 15 tonne LiuGong 915E DM demolition specification tracked excavators. Equipped with a quick hitch and a 500 litre Pladdet PRG3-500 sorting grab, it was feeding wood waste into a Doppstadt DW 3060K tracked shredder.

Lee Sturgeon, the Plant Sales Manager at N&S Plant Hire, is complimentary about both the LiuGong product and the support received from CPMS. He says, “Both the build quality and back-up service are excellent.”

**A NEW LIU GONG RAISED CAB MATERIALS HANDLER SOON?**

There have been other developments on Liu Gong machines in waste and recycling too – the first standard LiuGong excavator to get a Kocurek elevating cab was a 33 tonne 933E, seen here unloading aggregate from railway wagons.

The 933E with elevating cab and a 2,300 litre Kinshofer C40VHD clamshell grab is being used by Rory J Holbrook in its railway sidings at Brandon in Suffolk. Here it is busy unloading aggregate from railway wagons into two of the company’s many tippers that shuttle the material into adjacent storage bays – able to accommodate up to 25,000 tonnes. Holbrook’s 933E is a demolition spec machine complete with a full FOPS cab guards and superstructure side skirts. The hydraulically elevated cab proves two metres of extra height to enable the operator to see down onto the railway wagons.

The ability to fit a hydraulically elevated cab allows LiuGong to provide more of its machines as tracked material handlers for use in the waste industry. Now armed with an impressive new Global Research & Development Centre in Liuzhou, China, the company is busy refining its first wheeled 360 degree excavators. And, with its determination to win more waste industry business, there will doubtless be dedicated waste handler versions in the future.

For more information call 0086 772 3886124, or visit www.liugong.com
THE BIG SWEEP!

Does size matter? This impressive Viajet 12 Hydrostatic sweeper from Faun Viatec is said to be the largest truck-mounted sweeper in Europe – and possibly the world. First shown at IFAT in Munich, it’s now ‘at home’ working with Kelly Plant in Redditch UK. As you might expect, Malcolm Bates was the first journalist to see it in action ...

There’s going to be a real problem with this story. How come? Well, it’s not my style to use words like ‘biggest’, ‘best’, ‘most impressive’ on a regular basis – they’re usually over-used by company public relations people and I spend half my life editing them out of any news story. But just look at the pictures for a moment. The subject of this story is ... Well, it’s enormous!

Yes, this is probably the biggest truck-mounted vacuum sweeper designed and built in Europe. And in performance terms, the statistics place it right up there with the very best, as the specification is equally as impressive. An example? How about a full four kilometers of on-station time duration at full power with all the high-pressure spraybars turned-up to the max? That’s enough to sweep and ‘surface clean’ even the longest airport runway in a single pass at a speed of 4 kilometers an hour. And to keep up the required flow of water? That requires a tank capacity of 8700 litres – which is why the whole ensemble is mounted on a 32 tonne gross weight Mercedes Benz ‘Arocs 3248’ chassis.

But could the whole issue of size work against it? To overcome any problems, the four-axle Arocs chassis features a rearsteer forth axle to eliminate any potential for surface damage caused by rear bogie wind-up, as might occur with a conventional dual-drive rear bogie set-up. The result? With three steering axles, the whole unit is just as manoeuvrable as a smaller three-axle 26 tonne machine.

STAYING OUT AT WORK

Having given at least some indication of the scale of this new flagship model in the Faun Viatec range, perhaps it might also help to ask the question “Why?”. The answer best comes from company
boss Shaun Kelly of Kelly Plant. Having started out working as an operator of an excavator in the construction industry, Shaun soon spotted that there was an opportunity to provide what might be described as a high quality sweeping and surface cleaning service. Many of the vacuum sweepers used in construction and other infrastructure maintenance contracts are often secondhand ‘municipal’ specification machines. However by spotting a potential for growth at the very top of the market, Kelly Plant has been able to expand by offering a higher standard of service using new highly-specced machines incorporating features that enable them to undertake tasks that other contractors are unable to do. A typical example is the ability to stay ‘on station’ for longer, thanks to specifying a greater water capacity for the high pressure spraybars. Time is money to airport and maritime container port authorities, so employing a machine that can operate for longer without returning to refill water tanks is worth paying a premium hire rate for.

Kelly Plant already operates a fleet of Mercedes-based Faun Viatec sweepers with the ability to provide ‘back-to-black’ finish thanks to rear spraybars and pick-up systems, but the Viajet 12 takes things to the next level. Front, mid (ahead of the brushes and suction traps) and rear-mounted high pressure spraybars… Dual/simultaneous sweep capability to enable the driver to sweep the gullies on both sides of a highway at the same time, or work against traffic flow if required… A detergent mixing facility to help remove oil spills on aircraft stands at airports, or the scene of a road accident … The list goes on.

A HOME FROM HOME
But why a sleeper cab? Kelly Plant has contracts throughout the UK, so the driver might be required to stay at one location for several days – and nights – then travel to a new assignment on the other side of the country, often at

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short notice. So driver comfort and well being – and the capability to stow a wide range of special clothing to meet all conditions – makes a roomy sleeper cab essential. The Arocs sleeper cab meets that requirement – and then some!

As you might expect of any flagship, the opportunity was also taken to incorporate as many of the latest safety systems as possible – after all, Kelly Plant has a number of Blue Chip clients that insist on high safety standards. Aside from worklights and emergency beacons in all the usual places, the Viajet 12 features a ‘magic carpet’ of downfacing LED lights to illuminate the entire vehicle, ensuring safety in all working conditions. As the machine could be working in areas where other road users may be present, it is equipped with an ISS (Innovative Safety Systems, UK) RX CCTV camera recording system so that any incident might be reviewed, together with the ISS Cyclear side warning sensors to warn the driver of any obstruction while turning. This also emits a warning message to cyclists and pedestrians. A Banksman reverse warning system is also part of the safety package.

HYDROSTATIC IS BEST

Clearly, this specification isn’t designed for everyday municipal highway sweeping. But it does help confirm that ‘up-speccing’ is now a trend amongst commercial sweeper hire contractors, and that some of the specification features might filter down into machines for everyday urban sweeping. Example? Faun is one of the few manufacturers of vacuum sweepers able to offer all three alternative modes of sweep system power transmission – Second (‘donkey’) engine, PTO drive from the truck engine and thirdly, a full hydrostatic capability. Hydrostatic has to be the best option – after all, ‘clean’ modern 300 hp plus truck engines are designed to provide a flat torque curve and can easily deliver the power needed for the sweeper fan and hydraulics, without increasing exhaust emissions. In contrast, donkey engines are not required to meet the same emissions standards, so are ‘dirtier’. And while donkey engines could be run on CNG or hydrogen fuel, the space required for the fuel tanks is always going to be an issue. Besides, one exhaust pipe has to be cleaner than two, surely?

The bottom line? Mud and oil spills on highway surfaces or airport runway could cause a major disaster – and expensive litigation – so having the machines to provide a clean, dry ‘back-to-black’ finish that can be used straight away, has to make sense in today’s fast moving world.

1. With rear hopper unit (partially) raised, the layout of this impressive vacuum sweeper can be fully appreciated.
2. Although the Faun ‘AquaTherm’ hot wash system isn’t fitted here (it can be specified if required) - a detergent metering system is designed to help shift oil stains and clean heavily-soiled areas. The 200 litre reservoir is located above the second steer axle.
3. Four-axle Mercedes Benz Arocs 3248’ chassis is of 8x2 configuration with single-tyred rear steer axle to give a good turning circle without surface-damaging rear bogie scrub.

### COMPANIES INDEX

<table>
<thead>
<tr>
<th>COMPANY</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adamoli</td>
<td>9</td>
</tr>
<tr>
<td>Aprica</td>
<td>10</td>
</tr>
<tr>
<td>Boughton</td>
<td>10</td>
</tr>
<tr>
<td>Busi Group</td>
<td>8, 10</td>
</tr>
<tr>
<td>CAT</td>
<td>8</td>
</tr>
<tr>
<td>CSH Environmental</td>
<td>12</td>
</tr>
<tr>
<td>Cyclean</td>
<td>6</td>
</tr>
<tr>
<td>DAF</td>
<td>7</td>
</tr>
<tr>
<td>Dolevo</td>
<td>8</td>
</tr>
<tr>
<td>Eco-4-you</td>
<td>6</td>
</tr>
<tr>
<td>Falken</td>
<td></td>
</tr>
<tr>
<td>Farid</td>
<td>10</td>
</tr>
<tr>
<td>Faun</td>
<td>16</td>
</tr>
<tr>
<td>Gapo</td>
<td>11</td>
</tr>
<tr>
<td>Gavarni</td>
<td>6</td>
</tr>
<tr>
<td>Hyva</td>
<td>10</td>
</tr>
<tr>
<td>ID&amp;A</td>
<td>6</td>
</tr>
<tr>
<td>ISWA</td>
<td>8, 19</td>
</tr>
<tr>
<td>Kelly Plant</td>
<td>16</td>
</tr>
<tr>
<td>Ladurner</td>
<td>6</td>
</tr>
<tr>
<td>Liebherr</td>
<td>8</td>
</tr>
<tr>
<td>LiuGong</td>
<td>12</td>
</tr>
<tr>
<td>MAC</td>
<td>7</td>
</tr>
<tr>
<td>Magni</td>
<td>11</td>
</tr>
<tr>
<td>Mercedes</td>
<td>11</td>
</tr>
<tr>
<td>Moba</td>
<td>6</td>
</tr>
<tr>
<td>OMB</td>
<td>10</td>
</tr>
<tr>
<td>Partilla</td>
<td>6</td>
</tr>
<tr>
<td>Refuse Vehicle Solutions</td>
<td>16</td>
</tr>
<tr>
<td>Renault</td>
<td>16</td>
</tr>
<tr>
<td>Rozzi</td>
<td>6</td>
</tr>
<tr>
<td>RTS Waste Management</td>
<td>8</td>
</tr>
<tr>
<td>Scania</td>
<td>7, 12</td>
</tr>
<tr>
<td>Sennebogen</td>
<td>8</td>
</tr>
<tr>
<td>Solme</td>
<td>11</td>
</tr>
<tr>
<td>Tabarelli</td>
<td>11</td>
</tr>
<tr>
<td>Terberg Matec</td>
<td>11</td>
</tr>
<tr>
<td>Venti</td>
<td>9</td>
</tr>
<tr>
<td>Volvo</td>
<td>7, 12</td>
</tr>
<tr>
<td>ZoomLion</td>
<td>6</td>
</tr>
</tbody>
</table>
As a vital cog in the vast global wheel that is the International Solid Waste Association – ISWA – it’s Georgina Nitzsche’s job to ensure everything runs smoothly in relation to the diverse study tours, academic summer schools and of course the seminars and workshops held by ISWA at various trade exhibitions throughout the year.

That level of organisation sounds like it has the potential for bringing on a major headache, Georgina – how on earth do you manage? “True, things can sometimes get a bit hectic, but I’m part of an enthusiastic and hard working team and secondly, as the mother of two teenage children, I’m used to dealing with constantly changing demands and the unpredictable. Also, as I’m British, drinking lots of cups of tea can help,” she jokes.

Clearly not one for a quiet life, then? In fact, the first question you have to ask Georgina – ‘George’ to her friends – is where in the world she happens to be at the time. It could be Europe, America, or increasingly, in the Far East. Because as the name suggests, ISWA is a truly global organisation and it’s Georgina’s job to provide information, promote ISWA campaigns and connect with members and partners wherever it is required. So how did she get into the waste and recycling industry, then?

“My background is in communication for sustainable development, so my job is to bring these skills to ISWA to help create productive partnerships, practical training and memorable events. We want to do more than talk at ISWA, we want to inspire and drive the development needed to genuinely improve our built and natural environments and to change the lives for those living and working with waste on dumpsites for example, for the better,” she explains.

Wait, there’s more … “I am also the point-of-contact for all organisational members of ISWA, so if you are a Platinum, Gold or Silver member of ISWA – or you want to become one – I am your contact.” There you go then. If you are an ISWA member and have a tough question – or perhaps a good idea – Georgina will do her best to take your comment to the next level.

Why is her job so important? Because as ISWA’s remit grows to embrace the Circular Economy and the 4th Industrial Revolution, our industry will need to welcome more professionals from design and research and these will deserve a stronger voice in the association. Indeed, one of Georgina’s key passions is that our industry needs to attract more young professionals - and it would be all the better for attracting more women as well – hence the 2018 ‘Women of Waste Survey Initiative’ (find out more at www.iswa.org/women-of-waste).

That doesn’t suggest here’s much time left for anything else, George? “I live with my husband Alex in the beautiful city of Vienna, so if there is time, I like to start the day with a cycle ride. At weekends my favourite pastime is going for a hike into the countryside, or visiting friends and having a glass or two of wine.”

That sounds like a great idea. Cheers George, you deserve it! —
THE E-TEAM
OUR NEW RECYCLING DUO

355E
Robust telehandler with elevating cab

817E
Compact material handler for waste management