

BRITAIN'S BEST ROAD TRANSPORT MAGAZINE

TRUCKING

May 2009 £2.99

SWEDISH MUSCLE

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OPERATOR SHUNS SCR

£1m WIN FOR MAN

Why Owens opted for EGR TGXs

TRUCK ON TRIAL
DAF LF vs FODEN ALPHA
18-TONNER SHOOT-OUT



DESERT CHALLENGE

AGAINST ALL ODDS

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Mercedes-Benz boasts best-ever year

DIRTY WORK DOWN UNDER

ROADTRAIN'S TRICKY TREK TO ABORIGINAL OUTPOST

TOUGH ON THE STREET

NEW 8X4 PREMIUM LANDER - IS THIS A KERAX BEATER?



AGGRESSIVE GROWTH

KUEHNE+NAGEL ANNOUNCES MASSIVE EXPANSION PLANS

TEST CENTRE FOLLY?

WHAT VOSA'S CLOSURE PROGRAMME MEANS FOR MOT CHARGES

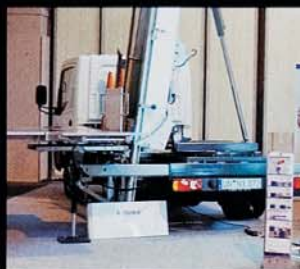
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James Removals' MAN TGX XXL 4x2 drawbar outfit with side access doors and loading ramp



The customer has the freedom to load the container(s) in the way they see fit, and consequently, responsibility for the labour is removed from the operator.

Move Smooth reckons its system is suitable for stand-alone franchises, or for removals companies to add it to their existing services.

Few people have not heard of easyJet, and there have been several follow-up businesses built off the back of that empire that carry the 'easy' brand name.

A business in the removals industry is gaining a reputation as being the equivalent to that brand. Called Simply Store, it offers fixed-bodied or demountable-bodied trailers to customers who wish to do the packing and moving as economically as possible. Fixed-bodied trailers take one container, while the demountables take two.

This venture, aimed at the domestic removals industry, also claims it is looking for franchisees. It sees this as being a useful bolt-on to a regular removals business, but anyone with experience in the removals and storage industry could take on a franchise. There is a one-off joining fee of £1500, an annual fee of £20 plus VAT and a minimum three-year franchise agreement term. Simply Store aims to have representation in every town across the UK.

Unique body-builders

Unique Van Bodies is a commercial vehicle body-builder that specialises in removals vehicles. The company is able to custom-build bodies to suit customers. It had two vehicles on show: a Mercedes Axor pantechnicon with special crew accommodation module built over the cab, and a James Removals MAN TGX XXL high-roof sleeper-cab 4x2 drawbar outfit.

The MAN had been customised with lightbars, bars around the front valance and sideskirts, and was sporting a trick paint job. The box-van bodied truck and trailer combination uses level flooring, has two loading ramps, one side loading ramp, full-height doors and is capable of being loaded with eight containers from the nearside — and has extra space besides.

Ekeri's perfect fit

Trailer and body manufacturer Ekeri was showing a Prima Distribution-liveried Volvo FM 4x2 rigid with side-loading door design.

Ekeri sales manager Stefan Ketola explained his company's products were initially designed for the tough Finnish market. "Finland is big, and transporting goods by road involves long distances. Operators have to be prepared to carry

almost anything — for example, carrying food out and wood product backloads — because returning empty to base would waste resources and be very costly. Our trailer and body designs mean operators can even carry products that cannot be loaded through the back doors."

A common practice for operators in Finland is to pick up a number of part-loads on their return journey, filling the trailer/body from several areas.

"Our designs offer greater flexibility," Ketola added. He explained curtainsiders are not popular in Finland because of the winter temperatures, and road salt and other muck can make using them difficult.

Of course, the Ekeri side-loading trailer/body design suits removals operations perfectly. The body on the display truck had side loading doors on both sides. Ketola said the floor is arched slightly and designed to

