Truck Test 2015 results

The **proof** is in ~~the pudding~~.

DAF

DAF has **the solution**

The current economic environment has been challenging for the transport industry. Transporters need to ensure that they have optimal cost structures to enable them to offer better pricing to market while remaining profitable. This naturally includes capital costs, fuel, maintenance and the reliability of their trucks.

The South African truck market is one of the most contested in the world – with brands from Europe, America and the East all competing for a stake in the market. As the sole importer of DAF trucks in southern Africa, Babcock aims to provide the most cost-effective trucks in the market combined with superior service and a complete support package.

This package includes our finance offering – Babcock Financial Services, which has been received very positively by the market – and various maintenance and service contracts.

As a relatively new entrant to the South African market, we remain optimistic that, despite the softening in the market, our product is gaining momentum and acceptance.

One of the highlights of first half of the year was the 2015 FOCUS on Transport and Logistics Truck Test. An independent test takes away bias and transporters are able to differentiate between the various makes and models available, based on proven facts. Transporters can rely on this data when choosing the truck that will minimise their cost structure.

The performance of the DAF XF105.460 at this event placed DAF firmly on the map as the best truck to improve a transporter's profitability. This fact has been well accepted in the European market, where DAF has held a leading market position for several years.

Wilna Steyn
CEO Transport Solutions
Babcock International Group

What is **Truck Test** all about?

Every year, FOCUS on Transport and Logistics runs a comprehensive test of vehicles in a certain category. This year, it was the turn of extra-heavy 6x4 truck tractors

On April 15 and 16, a total of 16 extra-heavy commercial vehicles (EHCVs), representing 80 percent of the competing manufacturers in the segment, took to the highways to prove their mettle. The test was organised in conjunction with Hellberg Transport Management (HTM), Engen and Ctrack.

Vehicles could enter two categories; the tautliner interlinks with a maximum gross vehicle mass of 55 t, and tri-axle reefers of 48 t. Babcock's entry was a single DAF XF105.460, pulling a set of interlink trailers.

The trailers were all basic, standard and identical units (the interlinks were supplied by Afrit, while the reefers were supplied by GRW). The loads consisted of pallets of cement and were sponsored by Afrisam. The interlinks were loaded to a payload of 36 t, while the reefers carried 29 t.

The test ran from Super Park in the suburb of Jet Park, on Gauteng's east rand, to the Lebombo Engen Truck Stop at Komatipoort – and then back again the following day. A total distance of 859,5 km was covered.

The route followed the N4 national road with compulsory stops at the Middelburg weighbridge and Engen Belfast, and included a slight detour via the Schoemanskloof pass. This was a deliberate decision as the long, twisting climb really put the vehicles, and their drivers, to the test.

The route profile also closely mimicked that of the popular Johannesburg to Durban route; with a similar distance and change in elevation. The results could, therefore, also be indicative of this route.

Before the test, HTM ran its TransSolve simulation for each participating rig. Its results represent the ideal figures that should be achieved by an average driver in each particular vehicle over the same route.

It was required that all entrants supply their own driver as well as a co-driver to ride along in a different vehicle. This helped to ensure that in-cab record keeping was impartial and fair for all. The Ctrack telematics system fitted to each vehicle was employed to record times and speeds. It also helped the organisers and participants to keep an eye on the proceedings.

Don't take our **word for it ...**

The FOCUS on Transport and Logistics Truck Test 2015 event was not a competition. Nonetheless, the DAF XF105.460 was arguably the best performer in the tautliner interlink category

While the DAF had an average payload of 36 463 kg, it was its average speed of 65,3 km/h and average fuel consumption of just 54,4 ℓ/100 km that resulted in a category-topping payload productivity factor of 43,8.

Mark Gavin, sales director – Transport Solutions, says that the vehicle was an off-the-shelf, standard specification truck with no specific modifications. "The XF is not necessarily suited only to this particular route. We have specified our vehicles in general to compete and operate in the on-road, long-distance, truck tractor market, to ensure that they are the most cost effective to operate on South African roads today. Truck Test 2015 has proved that this is, indeed, the case," he says.

Dave Black, MD – Transport Solutions, explains how the company implemented some technical revisions to the previous specification of the DAF XF105, which originally reached our shores some years ago. "Firstly, we listened to our customers and optimised the truck to meet their requests and requirements. Together with their feedback and the DAF Holland product support, the revised DAF XF105 has an optimal driveline perfectly suited for South African conditions. The truck has been designed to best suit the sub-Saharan conditions more effectively than a typical European-spec vehicle would be."

He adds: "The route for the 2015 Truck Test was ideal to test the DAF XF 105; with elevation from around sea level to the reef under full payload – a perfect route to prove the optimal driveline and achieve the results. This route simulates the extremely popular Johannesburg to Durban route but over a shorter distance."

Wilna Steyn, CEO – Transport Solutions, reiterates: "The truck has been tested for South African applications for over a million kilometres. This has ensured that the vehicle gives optimal performance to the transport operator. The DAF slogan, 'Your Profitability Our Aim', was proved in Truck Test 2015."

While, in Europe, DAF has been recognised as a truck brand that delivers enhanced profitability – being one of the top performing truck tractors in Europe for

several years now – it has been adopted a little more slowly by South African operators. Nonetheless, say Steyn and Gavin, the company is determined to grow DAF's local market share "to its rightful place" while maintaining current service levels.

"We pride ourselves on our outstanding service levels and have an extremely proud record of uptime – over 99 percent in many fleets!" says Gavin. "Our market performance in the 2014/2015 fiscal year was ahead of our expectations; we were able to add 1,5 percent to our market share. This year, we would obviously like to see some steady growth on that number."

To do this, Gavin explains that Babcock is an extremely flexible business and thus makes constant changes and tweaks to its operations to keep up with the demands of its clients.

"The market can expect an array of new services from us in the future, which will put us in a better position to keep ahead of market demands. We may also be introducing additional products through the course of this year," he alludes.

Gavin goes back to the XF105.460 to illustrate his point. "The fuel consumption factor of this vehicle is a huge talking point, as this contributes to over 50 percent of a long-distance transporter's overall costs.

"If you couple this product to our other support pillars – our own R&M packages and on-board telemetry, Executrax, and our in-house finance company – there should be no reason whatsoever for transporters to look elsewhere for a complete transport solution. We really do live up to our reputation of 'Trusted to Deliver'."

Black adds: "Further, Babcock has 17 support centres within South Africa and nine cross-border support outlets for our customers who transport outside the country's borders; including Mozambique, Botswana, Nambia, Zambia and Zimbabwe."

As Steyn says, with the DAF brand, Babcock offers a complete, all-round package. "We have the best long-distance truck tractor, excellent service and dealer coverage in South and southern Africa, and solutions like a finance offering. "Transporters that run our products feel comfortable that they have the best transport solution available with the service to back it up."

"Truck Test 2015 has given us the opportunity to prove to the South African market that the DAF XF105.460 is the best vehicle on the country's roads in terms of overall productivity," Gavin notes.

"Overall, the test was great – extremely fair, well thought through and, for the first time ever in this country, actually compared apples with apples. We are extremely proud that, under these circumstances, we performed at the top of the pile in the interlink category," he continues.

"Transporters no longer have to take our word for it … the Truck Test 2015 results prove that the DAF XF is the most profitable truck in its category on South African roads," Steyn concludes with a smile.

The DAF XF en route from Johannesburg to Komatipoort during Truck Test 2015.

DAF SPECIFICATIONS

Model	XF105 460 FTT Hypoid	XF105 460 FTT Hub Reduction	CF85 410 FTT Hypoid	CF85 410 FTT Hub Reduction	CF85 360 FT	CF75 310 FAT
	6x4 TT	6x4 TT	6x4 TT	6x4 TT	4x2 TT	6x4 Tipper Chassis
DIMENSIONS (mm)						
Overall Length	6 922	6 920	6 740	6 740	5 970	7 240
Overall Width	2 490	2 490	2 486	2 486	2 486	2 484
Overall Height	3 600	3 611	3 051	3 051	3 051	3 050
Front Overhang	1 370	1 370	1 380	1 380	1 380	1 380
Rear Overhang	1 650	1 650	1 460	1 460	990	1 650
Wheelbase	3 900	3 900	3 900	3 900	3 600	4 050
Bumper to Back of Cab	2 250	2 250	2 200	2 200	2 200	1 770
Rear of Cab to Rear Axle / Unit	3 020	3 020	3 350	3 350	2 780	3 660
Turning Radius (m)	5 094	5 094	5 118	5 118	4 720	5 316
MASS DATA (kg)						
Manufacturer's Gross Vehicle Mass	33 700	35 000	33 000	33 000	20 500	27 000
Manufacturer's Gross Combination Mass	70 000	70 000	61 000	61 000	45 000	38 000
Manufacturer's Front Axle Mass	7 700	7 700	7 700	7 700	7 500	7 500
Manufacturer's Rear Axle Mass	26 000	26 000	26 000	26 000	13 000	21 000
Permissable Total Vehicle Mass (V Rating)	25 500	25 500	25 500	25 500	16 500	25 500
Permissable Front Axle Mass	7 700	7 700	7 700	7 700	7 500	7 500
Permissable Rear Axle Mass	18 000	18 000	18 000	18 000	9 000	18 000
Unladen Front Axle Mass	4 905	4 990	4 585	4 575	4 445	4 120
Unladen Rear Axle Mass	3 490	4 010	3 600	4 115	1 915	3 970
Total Unladen Mass	8 475	9 095	8 195	8 690	6 360	8 090
Max Permissable Drawing Vehicle Mass	56 000	56 000	56 000	56 000	45 000	38 000
ENGINE						
Make	Paccar MX340 Euro 3	Paccar MX340 Euro 3	Paccar MX300 Euro 3	Paccar MX300 Euro 3	Paccar MX265 Euro 3	Paccar PR228 Euro 3
Configuration	6 In-line	6 In-line	6 In-line	6 In-line	6 In-line	6 In-line
Displacement (cm³)	12 900	12 900	12 900	12 900	12 900	9 200
Power - kW @ r/min	340 @ 1 500 - 1 900	340 @ 1 500 - 1 900	300 @ 1 500 - 1 900	300 @ 1 500 - 1 900	265 @ 1 500 - 1 900	228 @ 2 200
Torque - Nm @ r/min	2 300 @ 1 000 - 1 410	2 300 @ 1 000 - 1 410	2 000 @ 1 000 - 1 410	2 000 @ 1 000 - 1 410	1 775 @ 1 000 - 1 410	1 275 @ 1 200 - 1 700
TRANSMISSION						
Gearbox Make	ZF	ZF	ZF	ZF	ZF	ZF
Gearbox Type	AS Tronic	AS Tronic	AS Tronic	AS Tronic	AS Tronic	Manual
No. of Gears	12	12	12	12	12	8
High / Low Ratios	15,86:1 / 1,00:1	12,29:1 / 0,78:1	15,86:1 / 1,00:1	12,29:1 / 0,78:1	15,86:1 / 1,00:1	
RETARDER						
Make	ZF	ZF	Optional	Optional	Optional	None
Type	Intarder	Intarder & Paccar Engine Brake	Paccar Engine Brake	Paccar Engine Brake	Paccar Engine Brake	N/A
REAR AXLE						
Type	DAF SR1360 Hypoid	DAF HR1355 Hub Reduction	DAF SR1360 Hypoid	DAF HR1355 Hub Reduction	DAF SR1347 Hypoid	DAF HR1355 Hub Reduction
Ratio	3,09:1	4,05:1	3,09:1	4,05:1		4,49:1
Suspension	Air	Trapezoidal	Air	Trapezoidal		Trapezoidal
TYRES						
Size	315/80 R22.5	315/80 R22.5	315/80 R22.5	315/80 R22.5	315/80 R22.5	315/80 R22.5

TRUCK TEST 2015 - TECHNICAL SPECIFICATIONS - TAUTLINER INTERLINKS

Make	DAF	Iveco	Volvo	UD Trucks	Hino	Iveco	MAN	Freightliner	Scania
Range	XF	Trakker	FH	Quon	700 Pro 229	Stralis	TGS	Argosy	R Series
Model	105.460 SR 1360	AT440T44TH SR	440 TT Sin-R I-Shift Ret	GW26 450 TT ESCOT	2848 3.9 Air DSC	AS750S48TZP Hi-way	27.480 6x4 BBS (LX)	CUM 500 - NG	R500 LA6x4 MSZ
Odometer at start (km)	119 132	18 203	35 137	54 179	55 304	3 309	4 320	91 625	70 095
DIMENSIONS									
Fifth wheel offset (mm)	260	400	510	565	450	450	470	506	470
Overall combination length (mm)	22 320	22 240	22 080	22 060	22 075	22 120	22 170	22 100	21 980
FUEL									
Fuel tank 1 capacity (ℓ)	445	600	490	400	390	600	590	378	470
Fuel tank 2 capacity (ℓ)	445	-	330	400	450	-	250	492	470
Fuel in tank 1 when weighed (ℓ)	445	600	441	280	312	600	561	330	470
MASS, CAB & EXTRAS									
Permissible front axle mass (kg)	7 700	7 700	7 700	7 700	7 500	7 700	7 700	7 250	7 700
Rims (standard / tested)	Steel / Aluminium	Steel / Steel	Aluminium / Aluminium	Steel / Aluminium	Steel / Aluminium	Aluminium / Aluminium	Steel / Aluminium	Aluminium / Aluminium	Aluminium / Aluminium
Rear suspension	Air	Parabolic springs	Parabolic springs	Semi-elliptic multi leaf	Air	Air	Parabolic springs	Air	Parabolic springs
Cab roof / No. of bunks	High / 2	High / 2	Medium / 2	Standard / 1	High / 2	High / 2	High / 2	High / 2	High / 2
Aerokit (standard / tested)	None / Aero Truck	None / Aero Truck	Volvo / Volvo	None / Aero Truck	None / Aero Truck	None / Aero Truck	None / Aero Truck	Freightliner / Freightliner	Scania / Scania
Tare (spec sheet) * (kg)	8 475	8 970	-	8 530	9 055	8 540	8 886	8 287	9 229
Tare (tested) * (kg)	8 840	9 096	8 930	8 545	8 458	8 736	8 829	8 443	9 105
Vehicle unladen ** (kg)	9 277	9 533	9 367	8 982	8 895	9 173	9 266	8 880	9 542
Trailer unladen (kg)	9 760	9 760	9 760	9 760	9 760	9 760	9 760	9 760	9 760
Combination unladen ** (kg)	19 037	19 293	19 127	18 742	18 655	18 933	19 026	18 640	19 302
Payload (kg)	36 463	36 207	36 373	36 758	36 845	36 567	36 474	36 860	36 198
Gross combination mass ** (kg)	55 500	55 500	55 500	55 500	55 500	55 500	55 500	55 500	55 500

* Includes fifth wheel but excludes driver, fuel and spare wheel

** Includes fifth wheel, 330 litres of fuel, driver and observer

ENGINE									
Make	Paccar	Iveco	Volvo	UD Trucks	Hino	Iveco	MAN	Cummins	Scania
Model	MX340 (ECE R24-03)	Cursor 13 (VGT)	D13A440	GH13	E13C WJ	Cursor 13 (VGT)	D2676 LF03	ISX 500/6 IL	DC16 04 500
Capacity (cm^3)	12 900	12 880	12 800	12 777	12 913	12 880	12 419	15 000	15 607
Layout	In-line 6	In-line 6	In-line 6	In-line 6	In-line 6	In-line 6	In-line 6	In-line 6	V8
Fuel injection system	6 electronic unit pumps	6 unit injectors	6 unit injectors	6 unit injectors	Common rail	6 unit injectors	Common rail	Electronic unit injection	Unit injector PDE
Power @ r/min (kW)	340 @ 1 500 - 1 900	324 @ 1 470 - 1 900	324 @ 1 400 - 1 800	330 @ 1 500 - 1 800	353 @ 1 800	354 @ 1 540 - 1 900	353 @ 1 700 - 1 900	373 @ 1 700 - 1 800	368 @ 1 900
Torque @ r/min (Nm)	2 300 @ 1 000 - 1 410	2 100 @ 1 000 - 1 470	2 200 @ 1 050 - 1 400	2 244 @ 1 050 - 1 400	2 157 @ 1 100	2 200 @ 1 000 - 1 540	2 300 @ 1 000 - 1 400	2 237 @ 1 100 - 1 500	2 400 @ 1 100 - 1 300
R/min @ 80 km/h / 75 km/h in top gear (r/min)	1 252 / 1 174	1 304 / 1 223	1 252 / 1 174	1 379 / 1 293	1 307 / 1 226	1 378 / 1 292	1 062 / 996	1 349 / 1 265	1 393 / 1 301
Emissions standard	Euro 3	Euro 3	Euro 3	Euro 3	Euro 4	Euro 3	Euro 2	Euro 3	Euro 3
TRANSMISSION									
Make	ZF	ZF	Volvo	Escot	ZF	ZF	ZF	Eaton	Scania
Model	12 AS 2540 TD	12 AS 2330 TO	AT2612D	AO612D w/ ESCOT - V	16 AS 2630 TO	12 AS 2330 TD	12 AS 2331 OD TipMatic	FO-18E318B-MXP	GRS905R
Type	Synchromesh	Synchromesh	Constantmesh	Constantmesh	Synchromesh	Synchromesh	Constantmesh	Constantmesh	Synchromesh
Shift	Automated Mechanical	Automated Mechanical	Automated Mechanical	Automated Mechanical	Automated Mechanical	Automated Mechanical	Manual and Automated	Automated Mechanical	Manual and Automated
No. of forward gears	12	12	12	12	16	12	12	18	12
First- / top-gear ratio (:1)	15,86 / 1	12,33 / 0,78	14,94 / 1,00	11,729 / 0,785	14,12 / 0,827	15,86 / 1	12,33 / 0,78	14,4 / 0,73	11,32 / 1
DRIVE AXLE									
Make	DAF	Meritor	Volvo	UD Trucks	Hino	Meritor	MAN	Meritor	Scania
Reduction type	Single	Single	Single	Single	Single	Single	Single	Single	Single
Final ratio (standard / tested) (:1)	3,09 / 3,09	4,125 / 4,125	3,09 / 3,09	4,333 / 4,333	3,9 / 3,9	3,4 / 3,4	4,11 / 3,36	4,56 / 4,56	3,07 / 3,42
BRAKES & TYRES									
Exhaust brake	Standard	No	Standard	No	No	No	Standard	Standard	Standard
Engine brake	Standard	Standard 306 kW	Standard 300 kW	Standard	Standard	Standard 306 kW	Standard 270 kW	Intebrake 336 kW	No
Retarder / Intarder	Intarder 500 kW	Intarder 500 kW	Voith 3 250 Nm	A0612D 3 250 Nm	Intarder 500 kW	Intarder 500 kW	Intarder 500 kW	-	Retarder 500 kW
Tyre make (standard / tested)	Goodyear / Goodyear	Goodyear / Goodyear	Michelin / Michelin	Goodyear / Goodyear	Dunlop / Dunlop	Michelin / Michelin	Goodyear / Goodyear	Michelin / Michelin	Michelin / Michelin
Size and ply rating - front	315/80 R22.5	315/80 R22.5	385/65 R22.5	315/80 R22.5	315/80 R22.5	385/65 R22.5	385/65 R22.5	385/65 R22.5	385/65 R22.5
Size and ply rating - rear	315/80 R22.5	315/80 R22.5	315/80 R22.5	315/80 R22.5	315/80 R22.5	315/80 R22.5	315/80 R22.5	315/80 R22.5	315/80 R22.5
LIST PRICE									
List price (Excl. VAT) (R)	1 550 000	1 439 950	1 680 490	1 295 400	1 362 530	1 699 950	1 492 880	1 618 300	1 716 750
Effective date for price	1 October 2014	1 April 2015	22 September 2014	1 April 2015	1 July 2014	1 April 2015	1 October 2013	1 March 2015	1 May 2014

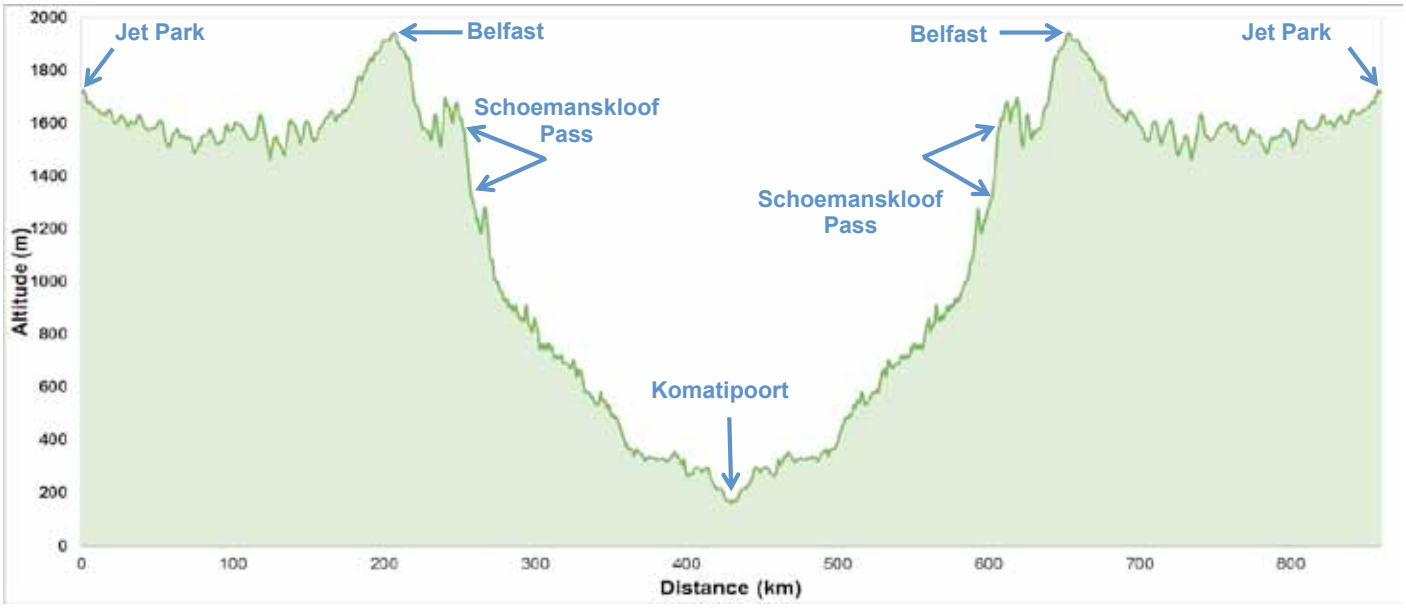
TRUCK TEST 2015 - RESULTS - TAUTLINER INTERLINKS

Make	DAF	Iveco	Volvo	UD Trucks
Range	XF	Trakker	FH	Quon
Model	105.460 SR 1360	AT440T44TH SR	440 TT Sin-R I-Shift Ret	GW26 450 TT ESCOT
Simulated top speed (km/h)	75	75	75	75
JET PARK TO KOMATIPOORT (429,8 KM)				
Simulated Ø speed (km/h)	65,7	65,3	65,3	66,0
Actual speed (km/h)	67,0	62,6	65,9	62,8
Simulated Ø fuel consumption (ℓ/100 km)	48,5	48,4	48,2	48,6
Actual fuel consumption (ℓ/100 km)	45,3	48,4	48,4	48,2
KOMATIPOORT TO JET PARK (429,8 KM)				
Simulated speed (km/h)	64,3	62,9	63,2	64,0
Actual speed (km/h)	63,7	60,9	61,4	60,8
Simulated Ø fuel consumption (ℓ/100 km)	66,4	66,2	66,8	66,3
Actual fuel consumption (ℓ/100 km)	63,5	64,7	64,5	65,4
OVERALL RESULTS (859,5 KM)				
Payload (kg)	36 463	36 207	36 373	36 758
Simulated Ø speed km/h	65,3	64,4	64,7	65,4
Actual speed (km/h)	65,3	61,8	63,5	61,8
Simulated Ø fuel consumption (ℓ/100 km)	57,4	57,2	57,0	57,4
(km/ℓ)	1,74	1,75	1,75	1,74
Actual fuel consumption (ℓ/100 km)	54,4	56,6	56,5	56,8
(km/ℓ)	1,84	1,77	1,77	1,76
Simulated Payload Productivity	41,5	40,8	41,3	41,9
Actual Payload Productivity	43,8	39,5	40,9	40,0

* Payload Productivity Factor = Payload (tonnes) x Avg. speed (km/h) / Avg. fuel consumption (ℓ/100 km)

ALTITUDE PROFILE: JET PARK TO KOMATIPOORT ROUND TRIP (859,5 KM)

Hino	Iveco	MAN	Freightliner	Scania
700 Pro 229	Stralis	TGS	Argosy	R Series
2848 3.9 Air DSC	AS750S48TZP Hi-way	27.480 6x4 BBS (LX)	CUM 500 - NG	R500 LA6x4 MSZ
75	75	75	75	75
65,0	65,8	66,4	63,9	66,6
61,9	66,7	62,3	65,1	61,1
48,9	48,6	47,3	48,5	48,9
51,3	51,8	49,8	47,9	46,8
62,8	63,6	64,4	62,8	64,8
58,7	63,4	60,6	62,7	56,8
66,5	66,4	64,9	65,6	66,9
67,9	65,6	62,1	63,3	63,6
36 845	36 567	36 474	36 860	36 198
64,2	65,0	65,7	63,7	66,0
60,2	65,0	61,4	63,9	58,9
57,7	57,4	56,1	57,0	57,8
1,73	1,74	1,78	1,75	1,73
59,6	58,7	56,0	55,6	55,2
1,68	1,70	1,79	1,80	1,81
41,0	41,4	42,7	41,2	41,3
37,2	40,5	40,0	42,3	38,6



TRUCK TEST 2015 RESULTS INTERLINK CATEGORY

Note: All vehicles loaded with identical trailers and to a maximum GCM of 55 500 kg
Route: Johannesburg to Komatipoort
MAN ran non-standard rear axle ratios on the TGS. All other vehicles were standard specification.

Fuel Consumption

Position	Vehicle	ℓ / 100km
1	**DAF XF105.460 FTT**	**54,4**
2	Scania R500	55,2
3	Freightliner Argosy CUM 500	55,6
4	MAN TGS 27.480 BBS	56
5	Volvo FH440	56,5
6	Iveco Trakker AT440T44H (SR)	56,6
7	UD Quon 450	56,8
8	Iveco Stralis AS750S48T	58,7
9	Hino 700 Pro 229	59,6

Average Speed

Position	Vehicle	Av Speed
1	**DAF XF105.460 FTT**	**65,3**
2	Iveco Stralis AS750S48T	65
3	Freightliner Argosy CUM 500	63,9
4	Volvo FH440	63,5
5	Iveco Trakker AT440T44H (SR)	61,8
6	UD Quon 450	61,8
7	MAN TGS 27.480 BBS	61,4
8	Hino 700 Pro 229	60,2
9	Scania R500	58,9

Payload

Position	Vehicle	Kg
1	Freightliner Argosy CUM 500	36 860
2	Hino 700 Pro 229	36 845
3	UD Quon 450	36 758
4	Iveco Stralis AS750S48T	36 567
5	MAN TGS 27.480 BBS	36 474
6	**DAF XF105.460 FTT**	**36 463**
7	Volvo FH440	36 373
8	Iveco Trakker AT440T44H (SR)	36 207
9	Scania R500	36 198

Overall Productivity

Position	Vehicle	Factor
1	**DAF XF105.460 FTT**	**43,8**
2	Freightliner Argosy CUM 500	42,3
3	Volvo FH440	40,9
4	Iveco Stralis AS750S48T	40,5
5	UD Quon 450	40
6	MAN TGS 27.480 BBS	40
7	Iveco Trakker AT440T44H (SR)	39,5
8	Scania R500	38,6
9	Hino 700 Pro 229	37,2

Productivity Factor = Payload x Av Speed / Fuel Cons.

Notes – Tautliner Interlinks

ALL VEHICLES:
- Arrival and departure time at Komatipoort was taken at the N4 turn-off to eliminate the hold-ups when departing for the return trip, and to get an accurate arrival time for the vehicles that passed the turn-off on day one.

DAF XF105.460 SR 1360:
- Deducted 66 kg from unladen combination for the Loadtech weighing equipment.
- Three speed violations on return leg, one minute 30 seconds added.

IVECO TRAKKER AT440T44TH SR:
- Seven speed violations on outbound leg, three minutes 30 seconds added.
- Ten speed violations on return leg, five minutes added.

VOLVO FH 440 TT SIN-R I-SHIFT RET:
- Took Jet Park Rd instead of Kraft Rd on outbound trip. This route is 0,7 km shorter but has more stops, therefore reduced the fuel used by 0,5 ℓ and the time by one minute as per the TransSolve simulation difference.
- Took Jet Park Rd instead of Kraft Rd on return trip. This route is one kilometre shorter but has more stops, therefore reduced the fuel used by 0,4 ℓ and the time by one minute as per the TransSolve simulation difference.
- No speed violations.

UD QUON GW26 450 TT ESCOT:
- No violations.

HINO 700 PRO 229 2848 3.9 AIR DSC:
- Took Jet Park Rd instead of Kraft Rd on outbound trip. This route is 0,7 km shorter but has more stops, therefore reduced the fuel used by 0,5 ℓ and the time by one minute as per the TransSolve simulation difference.
- No speed violations.

IVECO STRALIS AS750S48TZP HI-WAY:
- No violations.

MAN TGS 27.480 6X4 BBS (LX):
- Passed Engen Komatipoort turn-off on day one. The end time was therefore taken at the Engen turn-off as with all the other vehicles and the fuel used was reduced by 2,2 ℓ, as per the TransSolve simulated results, for the additional 3,1 km. One speed violation on return leg, 30 seconds added.

FREIGHTLINER ARGOSY CUM 500 - NG:
- Took Jet Park Rd instead of Kraft Rd on return trip. This route is one kilometre shorter but has more stops, therefore reduced the fuel used by 0,4 ℓ and the time by one minute as per the TransSolve simulation difference.
- Eleven speed violations on outbound leg, five minutes 30 seconds added.
- Twelve speed violations on return leg, six minutes added.

SCANIA R500 LA6X4 MSZ:
- Passed Engen Komatipoort turn-off on day one. The end time was therefore taken at the Engen turn-off as with all the other vehicles and the fuel used was reduced by 2,2 ℓ, as per the TransSolve simulated results, for the additional 3,1 km.
- Very slow on return trip between Komatipoort and Belfast, due to "gear hunting" issues, no adjustment made as this was too difficult to calculate fairly and would only have a marginal effect on the overall results.
- Two speed violations on outbound leg, one minute added.
- Two speed violations on return leg, one minute added.

DAF DEALERSHIPS

Branches	Address	Contact no	Town	Region	GPS
Babcock International Group	49 Great North Rd, Benoni, 1500	010 001 2561	Benoni	Gauteng	-26.141105, 28.296061
Afterhours - Parts		072 296 4268			
24 hours - Workshop		071 604 4121			
Babcock International Group	41 Richmond Road, Westmead, Pinetown	031 700 5661/2	Pinetown	KwaZulu-Natal	-29.819302, 30.840267
Afterhours - Parts		071 381 0496			
24 hours - Workshop		072 637 7097			
Babcock International Group	10 Mboni Street, Middelburg	013 246 2593	Middelburg	Mpumalanga	-25.795162, 29.473399
Afterhours - Parts		079 506 3541			
24 hours - Workshop		079 506 3692			
Dealers					
ERFSA Spares cc	Plot 131, Dewar Street, Derdepoort, Pretoria, 0035	012 808 1451/ 083 309 3457	Pretoria	Gauteng	-25.674568, 28.280474
Rex Diff & Gearbox cc	Unit 10, Lakeview Business Park, 215 Yaldwyn Close, Jet Park, 1459	011 826 2722/215 Charl 073 262 6800	Jet Park	Gauteng	-26.170896, 28.213886
Truck den Mecca	c/o Citrus & 5th Avenue, White River, Nelspruit	013 751 1850/ 071 365 8438	Nelspruit	Mpumalanga	-25.316667, 31.016667
Beukes en Seun	14 Resident Street, Bloemhof, 2660	053 433 1280/ 083 453 8687	Bloemhof	North West	-26.167833, 28.235172
D&G Autocare	30 Avon Road, Dundee, KZN	034 212 2239/ 082 455 8393	Dundee	KwaZulu-Natal	-28.172133, 30.250476
D&G Autocare	Clark Street, Pongola Industrial Park, Pongola	082 449 5840	Pongola	KwaZulu-Natal	-27.373616, 31.612172
D&G Autocare	15 Van Eck Place, Mkondeni, Pietermaritzburg	033 386 1533/ 082 447 3496	Pietermaritzburg	KwaZulu-Natal	-29.6407, 30.40869
TP Transport	36 Kruger Avenue, Estoire, Bloemfontein, 9323	082 653 2154	Bloemfontein	Free State	-29.103107, 26.273788
Mechanics on Call	37B Nelson Mandela Drive, Phalaborwa	072 203 5675/ 079 726 0193	Phalaborwa	Limpopo	-23.948233, 31.133232
Nels Truck Repairs	Tegniek Street, Industrial Area, Beaufort West	023 414 3461/8 082 771 6045	Beaufort West	Western Cape	-32.360877, 22.560093
GRW Commercials	28 Karee Road, Kraaifontein, Cape Town	083 645 9392	Cape Town	Western Cape	-33.838851, 18.730762
GRW Commercials	2 Louis Lange Street, Worcester	082 522 1472 079 515 2234	Worcester	Western Cape	-33.631167, 19.471959
ITPE	Buick Street, Markman Industrial, Port Elizabeth	041 461 1211 082 466 1462	Port Elizabeth	Eastern Cape	-33.806593, 25.630815
Truck 24 Namibia	20 Copper Street, Prosperita, Windhoek, 9000	+26 46 126 7127	Windhoek	Namibia	-22.62237, 17.087444
DAF ON CALL - 24 hr service	0800 212 554				
Email	DAF@babcock.co.za				

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