

# FleetWatch

EMag Vol 85 / 2024

South Africa's Leading Online Trucking Magazine

## *Brake & Tyre Watch*

**5 trucks tested  
100% failure**

## *Greener Trucking*

**eTrucks  
are gaining  
ground**

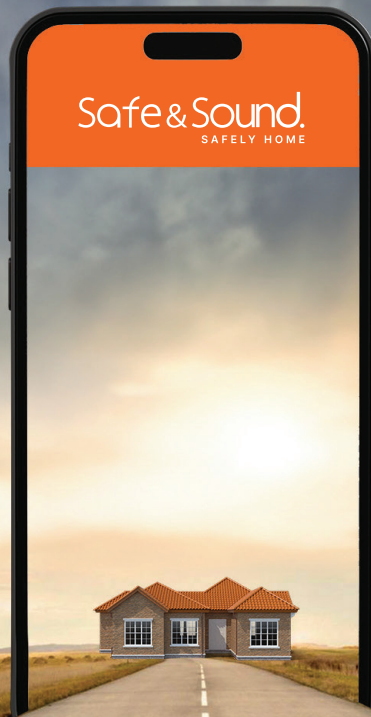
- eActros
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- Electric axle-drive trailers

**Lessons  
from the  
N3 blizzard**





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# Contents

Vol 85 / 2024



## Cover Story

### Lessons from the N3 blizzard .....4

Heritage weekend saw unprecedented heavy snow on the N3, resulting in road closure, vehicles trapped in freezing conditions. Paul Collings, FleetWatch correspondent, reports how happy times turned into a nightmare and how 'Ubuntu' saved many lives.

### FleetCam ranks 38th in SA .....16

Ranked by the Financial Times as the 38<sup>th</sup> fastest growing company in Africa, this company is on the move.

### A new baby is being nurtured .... the Courier Incubator .....18

## eTrucks

South Africa's first eActros hits the roads .....22  
Fuso eCanter enters active duty .....26  
300 Volvo eTrucks for DSV .....30  
Electric axle-drive trailers will enhance sustainability .....32

32



### Brake and Tyre Watch Gqeberha - 5 Trucks tested, 5 failed .....34 - 49

### Netstar wins gold for 'most innovative corporate app' .....51

### Hijackings outweigh theft in Eastern/Western Cape .....52

### Truck Manufacturers Babcock DAF cracks the nod from Legacy Bulk .....56

### 800 000<sup>th</sup> CKD Mercedes-Benz Truck .....58

### State-of-the-Art Isuzu dealership for Polokwane .....60

### Hino SA notches up string of awards .....62

### Learn to read the helpline signboards in the N3 .....67

### Green Trucking Climate Neutral Trucking .....70

## General

### Drive to re-invent the logistics sector.....54

### Engen drives wealth, wellness and safety .....65

### Serco boosts payload for Midlands Eggs .....69

### Bakwena and PinkDrive provide gender-base awareness .....74

**FleetWatch**

**Publisher and Managing Editor**  
Patrick M. O'Leary  
[fleetwatch@pixie.co.za](mailto:fleetwatch@pixie.co.za)

**Advertising Co-ordinator Manager**  
Michelle O'Leary  
083 303 0705  
[michelle@fleetwatch.co.za](mailto:michelle@fleetwatch.co.za)

**Advertising**  
Michelle O'Leary  
083 303 0705  
[michelle@fleetwatch.co.za](mailto:michelle@fleetwatch.co.za)

**Editorial Submissions**  
[michelle@fleetwatch.co.za](mailto:michelle@fleetwatch.co.za)

**Administration**  
Eva Mphapogang  
083 513 9708  
[eva@fleetwatch.co.za](mailto:eva@fleetwatch.co.za)

**Brake & Tyre Watch Co-ordinator**  
Kylie Saunders  
060 508 1996  
[kylie@fleetwatch.co.za](mailto:kylie@fleetwatch.co.za)

**Events Co-ordinator**  
Kylie Saunders

**Subscriptions/Circulation**  
Benjamin Sibanda  
060 445 3234  
[benjamin@fleetwatch.co.za](mailto:benjamin@fleetwatch.co.za)

**Design**  
Michelle O'Leary  
[michelle@fleetwatch.co.za](mailto:michelle@fleetwatch.co.za)

**Reproduction**  
Mariëtte Martin

**Published By:**  
Big Fleet Media  
Pecanwood Estate  
Hartbeespoort 0216

083 303 0705  
083 513 9708  
060 445 3234

e-Mail: General  
[michelle@fleetwatch.co.za](mailto:michelle@fleetwatch.co.za)



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**Brake & Tyre Watch**

# Brake & Tyre Watch CAMPAIGN

**FleetWatch** magazine, along with its traditional partners in this project stage the highly successful **Brake & Tyre Watch** road safety initiative on a quarterly basis nationwide.

**Background**

**Brake & Tyre Watch** is a groundbreaking initiative designed to heighten awareness among transport operators about efficient braking and tyre checks, linked to comprehensive preventative maintenance on trucks. This includes critical safety elements such as lighting and reflectives. The project goes beyond awareness, aiming to empower Traffic Officials with specialised knowledge, enhancing their ability to intervene more effectively and remove unroadworthy heavy vehicles from our roads.

DATE	LOCATION	INSPECTED	FAILED	%
Feb 2006	Gauteng-City Deep	24	21	88%
Feb 2007	Middleburg	35	24	69%
May 2007	Centurion	41	17	41%
March 2008	Midway KZN	26	10	38%
June 2008	Kroonstad	8	7	88%
Feb 2009	Western Cape	25	25	100%
June 2009	Bloemfontein	54	26	48%
Nov 2009	Pietermaritzburg	12	11	92%
March 2010	Port Elizabeth	16	6	38%
July 2010	Rustenburg	7	5	71%
Dec 2010	Limpopo	11	10	91%
Feb 2011	Estcourt	24	20	83%
June 2011	Nothern Cape	24	20	83%
Sept 2011	JHB - Langlaagte	24	18	75%
Feb 2012	Midway KZN	12	11	92%
May 2012	Klerksdorp	16	14	88%
Aug 2012	Tshwane	25	17	68%
Nov 2012	Krugerdsorp	13	11	85%
Feb 2013	Port Shepstone	9	6	67%
May 2013	Donkerhoek	19	14	74%
Aug 2013	Western Cape	41	19	46%
Nov 2013	Marian Hill	41	29	71%
Feb 2014	Tshwane	12	4	33%
May 2014	Mpumalanga	13	12	92%
August 2014	Ekurhuleni	32	19	59%
Nov 2014	Heidelberg	10	8	80%
March 2015	Potchefstroom	30	21	70%
May 2015	Ermelo	11	7	64%
Aug 2015	Durban	14	11	79%
Nov 2015	Langlaagte	15	11	73%
March 2016	Estcourt	10	8	80%
May 2016	Ekurhuleni	12	10	83%
Aug 2016	Brackenfell	13	11	85%
Nov 2016	Kimberley	10	7	70%
Mar 2017	Mokopane - Polokwane	12	8	67%
May 2017	Pinetown	6	4	67%
Aug 2017	Bloemfontein	5	4	80%
Nov 2017	Maropeng	8	6	75%
Feb 2018	Beaufort West	5	2	40%
May 2018	Musina	8	7	88%
Sept 2018	Nelson Mandela Bay	6	5	83%
Nov 2018	Western Cape	6	5	83%
Feb 2019	Bapong	13	11	85%
Mar 2019	Donkerhoek	4	3	75%
May 2019	Windhoek, Namibia	6	4	67%
Aug 2019	Harrismith	7	6	86%
April 2023	Bapong	6	5	83%
Jun 2023	Springs	6	5	83%
Oct 2023	Donkerhoek	6	5	83%
March 2024	Walvis Bay, Namibia	5	1	20%
May 2024	eThekwin, KZN	4	3	75%
July 2024	Gqeberha, Eastern Cape	5	5	100%
<b>TOTALS</b>		<b>807</b>	<b>559</b>	<b>69%</b>

**Training Day**

Prior to the hands-on testing day, Traffic Officials undergo crucial training. This free-of-charge training, facilitated by industry partners, focuses on the quality of brake maintenance, determining braking efficiency, identifying tyre faults, and addressing general issues. Each full-day session includes practical checks with roadworthy trucks and trailers, ensuring officials are well-equipped for their vital roles in maintaining road safety.

**Practical Test Day Event**

The hands-on test day unfolds at a selected Vehicle Testing station within the chosen province. Randomly selecting trucks from main routes and urban centers, the inspection pits and Brake Roller Test ascertain the state of brakes and braking systems. Close collaboration with Provincial Traffic Officials and SAPS enables a comprehensive check for trailer defects and other faults. The rationale is to challenge common accident attributions, emphasising that proper brake maintenance is pivotal in preventing failures.

**Practical Test Day FleetWatch's Concerns**

**FleetWatch** addresses a worrying trend in operators skipping maintenance intervals due to economic pressures. Published results serve as a stark reminder that brakes and tyres, despite being hidden components, are paramount safety items demanding meticulous upkeep. The initiative aims to curb this trend by shedding light on actual findings, advocating for the highest maintenance standards.

**Gratitude to Partners**

**FleetWatch** extends sincere thanks to its dedicated partners. Their unwavering passion and commitment significantly contribute to the project's success, reinforcing the ethos that if **Brake & Tyre Watch** helps save just one life, it will have all been worthwhile. **Join us in making a difference on the roads – because safety matters.**

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# Lessons from the N3 blizzard

 **WATCH  
THE VIDEO**

SNOW STORM ON THE N3  
**UBUNTU IN THE BLIZZARD**

 **SNOWMAN**  **BOOGEYMAN**  **HUMAN**

<https://youtu.be/qTz7zS3H0do>



**B**y now, you've probably seen the many videos and pics on social media and on TV – hundreds of cars, trucks, taxis and coaches, trapped on the N3 highway by a snow blizzard so intense, emergency services were unable to gain access to the disaster

zone for 12 hours. With the N3 Toll Route officially closed for extended periods due to heavy snow, poor visibility and black ice forming on the road, stranded travellers and commercial vehicle drivers sat helpless in freezing conditions for well over 16 hours before the first signs of help arrived. What went wrong? How could such a harrowing situation occur? *FleetWatch* correspondent **Paul Collings** investigates how happy times quickly turned into a nightmare and how the spirit of ubuntu saved hundreds of lives.

When spring arrives signaling the end of a biting winter, millions of South Africans make holiday plans for late September when schools close and Heritage Day delivers a long weekend. Traffic on the N3 Toll Route connecting Gauteng, the Free State and KwaZulu-Natal (KZN) doubles in volume as thousands of holidaymakers in cars, taxis and coaches join regular truck and commuter traffic on the logistics corridor. It's an exciting time for families, with much fun to look forward to, if the trip is well planned.

### Heed the weather warnings

The week leading up to Friday 20 September (the start of spring holiday season) saw several South African Weather Service (SAWS) warnings being released via mainstream media announcing the arrival of heavy snow over the N3's infamous Van Reenen's Pass and surrounding areas, expected to fall around 21H00 on the evening of Friday 20th. The SAWS announcements cautioned motorists to avoid travel if snow was heavy and if they did travel, to prepare for extremely cold conditions.

Evidently, on Friday 20th, motorists had their priorities set and travel the N3 they would (truckers are obliged to run their loads, come hell or high water - or snow).

Snowfalls in South Africa aren't really a threat, are they? The mere mention of snow in South Africa invariably triggers excitement, not caution. People make a point of driving to where the flakes are falling in the hopes of throwing a few snowballs, making a snowman perhaps or capturing the snow-covered landscape on film.

The weekend of 20-22 September 2024 turned that joyful impulse upside down.

Whether people simply ignored the SAWS warnings, were blissfully unaware of them or hit the road early on Friday 20th to reach their destinations safely before sunset is a moot point.

The upshot is – everybody on the N3 that evening was caught by surprise - not only by the blizzard but also by the courage, compassion and collaboration of Good Samaritans from the farming community, humanitarian aid NGOs and snowbound motorists, who worked alongside road traffic emergency services in a spontaneous and unified disaster relief effort.

### 'Our car became an igloo': Kate's story

Kate Stubbs, a seasoned logistics and environmental specialist is no stranger to dramatic weather events. She, her husband Roger and their children were due to attend a school sports event in Hilton, KZN, set to run over the long weekend.

"We were aware of the weather service's snow warning but figured if we left Johannesburg early on Friday, we'd miss the snow at the escarpment. We had the risk of hypothermia front-of-mind so we packed warm clothing, blankets and thermos flasks of tea and coffee, departing at 10 in the morning with a full tank of petrol.

"As we approached Van Reenen's Pass around 3.30 p.m., snow was falling and traffic had slowed to a snail's pace with all lanes on



**BLIZZARD ON THE N3**

### Cold but prepared

▲ Kate and Roger Stubbs were lucky to reach their destination by Saturday evening.







## BLIZZARD ON THE N3

### Hypothermia

► Taxi passengers were particularly vulnerable to hypothermia during the N3 blizzard immobilisation.

**We all have to prepare for extreme climate events in future because they are becoming more frequent. This means equipping ourselves with the necessary tools to survive these events.**

Kate Stubbs



the south-bound route bumper-to-bumper, stretching ahead of us as far as we could see. We learned via social media that there had been a two-truck accident at Van Reenen's Pass on Friday morning where a spillage from a tanker occurred, forcing both sides of the N3 to be closed temporarily.

"By 5.30 p.m. we had descended Van Reenen's Pass where The Road Traffic Inspectorate (RTI) had created a detour via the R103 through Estcourt and Mooi River to where it reconnects with the N3 because that section of the N3 was no longer safe due to increased snowfall. While we were on the R103, visibility got really poor as the snowfall intensified. Traffic on the detour was then rerouted back to the N3 via Estcourt again!

"Back on the N3, traffic was moving extremely slowly, coming to a complete halt at 7.30 p.m. The snow was getting heavier and we'd lost cell signal. I climbed out the car with an umbrella and walked to a point where I got signal and called the N3TC Helpline. The helpdesk agent informed me that the N3 had become 'too dangerous for moving traffic' and both directions had been closed completely for an indefinite period.

"We resigned ourselves to spending the night on the N3 in our car. I got out of the car again to try and get cell reception to let our friends and family know what was happening. It was clear that the entire cellular network in the area had failed.

"The snow was about 30 cm deep by 10 p.m. and I couldn't see inside any of the

vehicles near our car. When we curled up under our blankets to try and sleep, our car windows were all covered in snow, effectively converting our car into an igloo!

"We took shifts to sleep and by early Saturday morning there was still no cell reception. I watched local farmers giving out tea and sandwiches to stranded motorists and around 10 am, Gift of the Givers teams started handing out water and energy bars. Several local farmers also arrived with tractors to help get trucks on the northbound route moving again.

"Many motorists abandoned their vehicles and started hiking away from the highway. It was a farmer and his tractor that got us moving again by towing us up an embankment to the northbound side of the N3 to head back to the Estcourt off-ramp. Another detour, this time via Greytown, took us to Pietermaritzburg. We made it to Hilton by supertime, exhausted but hugely grateful for the help we received from the local farmers.

"All I can say after the event is that it produced 'great learnings'. We all have to be prepared for extreme climate events in future because they are becoming more frequent. This means equipping ourselves with the necessary tools to survive these events, from having warm clothing, food and blankets, to having a coordinated national disaster management infrastructure backed by a communications network that includes commercial radio stations, the last line of information delivery for emergency services



needing to reach victims of catastrophic events like the N3 blizzard.”

### Arrive Alive posts an N3TC update

With cell reception in the Van Reenen’s Pass region out of commission on Saturday 21st, the N3TC released an official statement to the media and Arrive Alive compelling motorists to avoid travelling anywhere near the disaster zone between Estcourt in the south to Harrismith in the north – a distance of 130km, now covered in knee-deep snow and bumper-to-bumper with hundreds of immobilised vehicles with freezing occupants.

### The release read:

“N3 Toll Route - Traffic Alert - Saturday, 21 September at 06:25 - total road closure from Estcourt to Harrismith — the N3 Toll Route remains closed from Estcourt in Kwazulu-Natal to Harrismith in the Free State with various other lane closures elsewhere along the route due to heavy snowfalls.

“Wet weather conditions, dangerous driving conditions, and poor visibility are being reported along the entire route from KwaZulu-Natal to Gauteng. The situation is dire with road users stranded and various crashes or other emergencies being reported. The N3TC Route Control Centre (RCC) is currently inundated with calls, and disaster management teams and all other emergency service resources remain under tremendous pressure. Please avoid travel to the area until further notice.”

While N3TC graders began ploughing snow off the roadways on Saturday morning, truck tankers sprayed brine on the tarmac to dissolve black ice that was causing heavy vehicles to slide into each other and off the road while stationary, as well as preventing trucks from gaining traction during their evacuation efforts.

The atmosphere of chaos and trauma (transmitted by social media and the above release) were palpable. For everyone involved, the blizzard was an unprecedented event, an aberration many struggled to accept.

### “A long, freezing ordeal”: Simphiwe’s story

Simphiwe Masiza, the CEO of marketing agency, Empowaworx, was travelling from Johannesburg to KZN to attend the funeral of a friend. His ordeal during the extent of the blizzard compelled him to share his experience with Eyewitness News in the week following the event.

Simphiwe writes: “As I sit here, still recovering from the night I spent in my car



on the N3 near Estcourt, KwaZulu-Natal, I’m filled with a sense of disbelief. Hundreds of us were stranded in a rare and extreme weather event that left us with little control over our circumstances.

“The snow began falling on Friday afternoon, and within hours, what should have been a normal drive turned into a long, freezing ordeal. The N3, a critical highway, was immobilised, and drivers were trapped,



### Keeping warm

◀ Precious fuel and battery power were consumed as stationary vehicles ran heaters to keep occupants warm.

### RTI Assist

▼ RTI patrol cars acted swiftly to help clear lanes for EMS and relief aid teams.





unable to move forward or retreat. The snow piled up around us, isolating people in their cars for hours, and for some, a lack of petrol and food made the situation even more desperate.

"While we understand the scale of this weather was unprecedented, the fact that warnings were issued in advance raises important questions. It felt like more could have been done to ensure we were informed and supported throughout the crisis. Emergency workers made appearances, but there was little communication about what to expect, leaving many of us wondering when help would come or how long we'd be stuck.

"The uncertainty was particularly painful. As the night wore on, we found solace in each other, passing information from car to car. But that small comfort could not ease the growing anxiety. The backlog of vehicles stretched for kilometres and the cold became unbearable for those unable to keep their engines running.

"By Saturday evening, there was still little progress in clearing the roads, and while authorities worked hard to address the crisis, communication gaps left us in the dark. Social media offered some updates, but many on the road had no way of accessing that information.

"As I reflect on those 24 hours in the freezing cold, I think of the families who

didn't have the resources to keep warm or buy food, the vulnerable people left without clear instructions, and the uncertainty we all faced. This situation highlighted the need for a stronger, more prepared response to extreme weather events in our country."

### **The Gift of the Givers lead by example**

In an interview conducted by SABC News with Gift of the Givers founder, Dr Imtiaz Sooliman on Sunday evening September 22nd, the importance of climate disaster preparedness was underscored in exemplary fashion.

Dr Sooliman stated: "It wasn't so much a 'rescue' operation that Gift of the Givers undertook over the weekend but more of a 'relief' campaign because you really couldn't move anybody out of the disaster zone. We were dependent on the (N3TC) graders moving the snow so we could go in.

"We used different options - the one team went from Estcourt towards Mooi River following an RTI patrol car. At some point our team members were helping the RTI direct traffic to help clear the way for the graders and our teams to a point where they could help motorists.

"Our volunteers had to walk through knee-deep snow to reach people but at some point they couldn't go any further especially

## **Bottleneck**

**Saturday afternoon – both sides of the N3 South-bound near van Reenen's Pass**



▲ Gift of the Givers volunteers 'air drop' relief hampers from the N3 North route to trapped southbound travellers.

▼ A truck driver attempts to get cell reception on his phone.





to those people on the other side on the northbound route so they had to get very adventurous and start throwing items across the median where motorists on the other side were catching the packages, including blankets, drinks, meals, energy biscuits and fruit.

"Whilst that was being done, we set up a feeding center in Estcourt in the Community Hall. Many people came there but they didn't sit and eat, they just took the food and prepacked boxes and moved away. They wanted to get to their destination.

"Later on in the afternoon on Saturday, we moved from the same feeding center in the opposite direction towards Ladysmith and started again to follow the RTI and the graders and managed to assist many people in that section of the route.

"We then decided to go to the ultimate point which was the top of Van Reenen's Pass where my teams were stuck in traffic for quite some time, but eventually reaching the top of the pass and distributing relief packages till 3:00 a.m. The final part of our campaign was deploying Gift of the Givers vehicles from Johannesburg to carry supplies to Harrismith where they partnered with us to cover the zone between Harrismith and Tugela Toll Plaza."

Dr Suliman explained that the success Gift of the Givers had in bringing relief to the N3

blizzard victims was due to the fact that the organisation, in support of its committed and skilled volunteers, always carries a full inventory of disaster relief packages at its warehouses around the country.

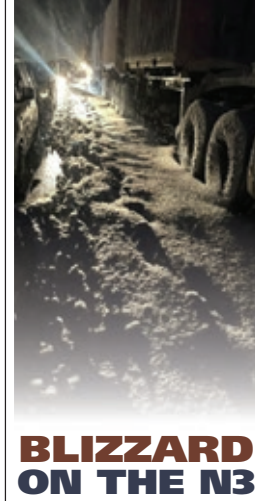
"Having blankets, energy bars, fruit, water and other beverages at hand in times of crisis obviates the need to conduct panic buying when a disaster strikes, allowing us to get to the disaster zone without delay and fully equipped to offer relief," he stated, defining a survival preparedness strategy that every South African should adopt in this age of rapid climate change.

### **Government commits to ramping up its disaster management infrastructure**

By mid-morning Sunday 22nd, the N3 south of Tugela Toll Plaza was beginning to see traffic movement again. However, the stretch from Tugela Toll Plaza to Harrismith remained closed in both directions.

An official media release issued that day stated:

"All lanes are obstructed along a section of the route (from the town of Van Reenen towards the Swinburne/Montrose junction). This obstruction is caused by a large number of heavy and light motor vehicles that are gridlocked across all four lanes. These vehicles, some of which have been abandoned



## **BLIZZARD ON THE N3**

## **Teamwork & 'Ubuntu'**

**Altruistic farmers were the first to get to immobilised trucks, taxis and cars**







by their drivers, have to be moved out of the way one by one to allow the graders to continue to work along this section of the roadway.

"It remains a challenging task which is being complicated and slowed down by road users disregarding safety instructions. Reports are being received of a 30km backlog of traffic attempting to make its way from Harrismith towards Van Reenen. Incoming traffic cannot be accommodated on Van Reenen's Pass at this time. These vehicles are adding more pressure to the already complicated rescue and recovery operation.

"Trucks are being stacked on Van Reenen's Pass while the recovery operation proceeds. For now, light motor vehicles are gradually being cleared in a southbound direction from the area under the careful escort of traffic officials.

"Communication services in the area are extremely limited and little or no cellphone reception is currently available. Disaster management teams, search and rescue operators, and relief agencies are on scene to provide assistance to stranded road users. Cold and overcast weather is being reported in the area. The entire road surface is still very wet and slippery."

By Monday 23rd, Government recognised the magnitude of the blizzard and its devastating effects on individuals, infrastructure and the economy. Addressing the media on future climate disaster mitigation interventions, KZN MEC for Transport and Human Settlements, Siboniso Duma stated:

"We have already started engaging with key stakeholders to ensure that we all work together to avoid any crisis and ensure the safety of road users. We have continuous engagements with road freight industry stakeholders such as operators - trucking companies and companies that are managing and supplying drivers.

"The South African National Taxi Council, bus councils, and bus and truck associations are key stakeholders as we strengthen our road safety measures.

We do not want to leave out port operators and the entire value chain of fast-moving consumer goods.

"We will work closely with SA Weather Services, institutions of higher learning, researchers, NGOs, road safety organisations and other main role-players to build and strengthen institutional capacity and ensure synergies.

"We want to have trained and skilled agents of climate change mitigation to focus



▲ Uncertainty due to poor communications made the nights more traumatising.

on road safety. Our focus is on decentralising early warning systems to reach all road users effectively and timeously."

Preparedness and survival start and end with effective communications

The SAWS predicted snow for KZN and the Western Cape during the week following the N3 blizzard and the response to the warnings from various provincial bodies and their emergency services is reassuring, most notably, the mobilisation of more graders and brine tankers to remove snow and ice from roadways.

The N3 blizzard did tragically claim two lives that should never have been lost. Hypothermia has no place within a modern transport environment.

Once the right machinery is in place to facilitate emergency vehicle access to climate event victims, the ongoing disaster management challenge will be sustaining effective communications during a climate catastrophe, be that a flood, a blizzard, a hurricane or a fire. When lives are at stake, every possible means of connecting victims and rescue teams should always be at the ready.

*FleetWatch* is fully behind Kate Stubbs' insight regarding radio stations getting involved on a consistent basis to transmit messages from emergency services and the community to victims of natural disasters when cellular communications fail.

Nature gave us a lesson over that long weekend that, in relative terms right now, was benign. Let's all learn from the inspiring stories of teamwork and ubuntu (I am because we are) that the N3 blizzard generated and kit up for climate catastrophe in all the right ways. And remember this - these days, it's not lame to "talk about the weather". □

## Be prepared

When lives are at stake, every possible means of connecting victims and rescue teams should be at the ready



V O L V O

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The image features a man with a mustache, wearing a vibrant multi-colored tracksuit (yellow, blue, pink, and green) and yellow track pants, performing a bicep curl with two black dumbbells while standing on the blue running board of a Volvo truck. The truck is dark-colored with 'VOLVO' and 'FH' visible on its front. A license plate with the text 'K33P UP' is mounted on the front. In the bottom left corner, there is a large, vintage-style boombox and a blue water bottle. A white overlay box with a dark blue header contains the following text:

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**BLIZZARD  
ON THE N3**



# UBUNTU at work...

**S**outh Africa has 11 official languages – 12 now that South African Sign Language has been added – but when it comes to helping people in dire need, there is only one language known to all. It's called 'Ubuntu' and this came to the fore during the N3

snow blizzard. Here are just three examples of Ubuntu at work. There were many more.....

When Colt Transport realised the extent of human suffering being experienced, the company, in conjunction with Sanzaf and Sunfresh Bakery Pietermaritzburg, set off up the N3 with 500 loaves of bread, bottled water and blankets which they handed out to truckers and motorists along the stretch from Nottingham Road to Mooi River. The shops along the route were empty. Sewraj

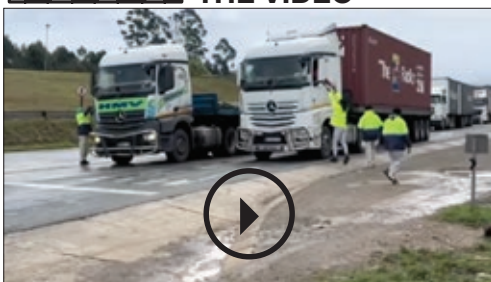


Girdhursads of Aliway Security in Hilton, a man who has close links with the trucking sector, decided to make it a family affair and got his three sons and a visiting nephew to throw in their lot with him by heading out and distributing much needed food and other supplies to those who had been stranded on the N3.

At the top of Van Reenen Pass, Philip Hull of Community Medical Services and his team were initially 'trapped' at the Green Lantern Hotel due to the snow being so deep that even 4x4 vehicles could not make it out of the parking lot. However, as soon as it was possible, they took to the road and helped some of the people who had walked up to the hotel for supplies to get back to their vehicles - and then continued helping others as the road became more usable. Hats off to all! □

▲ **Above:** Salute to the warm heart of trucking! Colt Transport provided much needed bread, water and blankets to stranded truckers and motorists - together with Sanzaf and Sunfresh Bakery PMB.

## WATCH THE VIDEO



[https://youtube.com/shorts/H\\_SaQhoyeB0](https://youtube.com/shorts/H_SaQhoyeB0)

◀ A family affair - thumbs up to Aliwal Security who distributed food and other supplies

▶ Stalwart of the N3, Community Medical Services - were on site to provide help again after being trapped at their hotel.

## WATCH THE VIDEO



<https://youtu.be/UrXYC0YE0cM>





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# NETSTAR



# Hollard. celebrates nine years of championing road safety



## By Olivia Kumalo, Operations Manager at Hollard Trucking

▲ Winner of Hollard Highway  
Heroes Truck Driver of the Year  
2023, Phineas Muhlenga.

In some cultures, the number nine is considered lucky and sacred. At Hollard, nine represents the number of years our transformative competition, Highway Heroes, has been running.

This competition – originally launched as a driver-training initiative promotes road safety by rewarding drivers who drive responsibly.

Road fatalities have cost the South African fiscus more than R164 billion in the past five years. Over the past seven years, that figure has risen to over R1 trillion, according to a report by the Department of Transport in 2023. These statistics highlight the urgent need to improve safe driving practices in a country where more than 75% of land freight is conveyed by road. Getting goods and people safely to their destinations is, indeed, the lifeblood of our economy. As a company, we are determined to change the trajectory of road safety in South Africa.

Originally introduced in 2015, the competition has evolved significantly. In 2018, we introduced the four main trucking categories – tankers, tippers, tautliners and flat decks – each with four subcategories: long-haul, short-haul, cross-border and route-specific. This helped us level the playing field across truck types and trucking sectors, creating a more inclusive competition. In 2019, we decided to broaden the scope even further, allowing all truck drivers to participate, regardless of their insurance provider (previously, entrants had to be insured with Hollard). By 2023, we introduced a brand-new bus category, giving bus drivers a chance to participate in the competition. This expansion made the competition more accessible to a wider range of drivers.

Additionally, we increased the prize money to R50 000 for five category winners, R100 000 for the top bus driver, and R150 000 for the overall winning truck driver.

The response to the changes has been phenomenal.

This year, we had a record-breaking 9 629 entrants, surpassing the goal of 7 000 drivers – another milestone in the competition's history.

However, achieving this success wasn't easy.

Initially, getting truck drivers to participate and stay engaged was challenging. We had to double our efforts to raise awareness and

devise attractive incentives and broader categories to increase participation. And it worked.

We also partnered with several key stakeholders, including telematics providers, trucking companies, fleet owners and brokers, who all came on board to spread awareness and support this competition.

Our partnerships with vehicle-tracking and telematics companies have enabled us to track and assess driver behaviour. This technology has been key for monitoring safe driving practices and ensuring fair competition. The partnership between Hollard Highway Heroes and Clarendon Transport Underwriting Managers (CTU) has enhanced the competition's reach and impact. CTU is a specialist in providing insurance solutions for the transport sector and is still a key partner in this initiative.

These partners, among many others, have been instrumental in driving the Hollard Highway Heroes' growth and success.

Our broader mission is to go beyond trucking and buses to reduce risk, road-accident claims and loss of life – creating shared value through safer roads for all road users.

Our data has proven that this competition improves participating drivers' road behaviour. Better driving reduces risk and leads to safer roads. It also means lower fuel and maintenance costs, and fewer claims.

As we celebrate nine years of Hollard Highway Heroes, we proudly honour the truck and bus drivers who are the backbone of our economy and the unsung heroes of our highways. These drivers work tirelessly to deliver essential goods, transport passengers and keep our roads moving, often at great personal sacrifice and risk.

Looking ahead, we're committed to championing road safety in South Africa for years to come. As a company that takes the gloom and doom out of insurance, we help people to turn negative situations into positive experiences with Hollard. We hope to encourage a ripple effect extending beyond our participants to the wider driving community.

**Road safety is at the heart of what we do.**





# Uncovered

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# FleetCam ranked 38th fastest growing company in Africa by the Financial Times

## Men behind the growth

▲ By focusing on Vehicle Video Telematics (VVT) systems, FleetCam brings 'The Story Behind The Story' to light. Three of the men who are leading the team behind the growth of FleetCam are, from left: Mark Rousseau, CEO; Marcel Blokland, Group Sales Director; and Wesley Rousseau, Bureau & Systems Director.

**W**hen a heavy-hitting financial publication like the Financial Times (FT) runs a list of 125 fastest-growing companies in Africa, who in business affairs wouldn't be curious to know who's in the rankings? As it happens, South African companies dominate the FT list, with vehicle video telematics provider, FleetCam, ranking an impressive #38 in Africa and #13 in South Africa.

In compiling the 2024 list, independent African companies were invited by FT to submit their 2019 to 2022 financials for scrutiny by independent data analysis firm, Statista. Companies were ranked according to "highest compound annual growth in revenues between 2019 and 2022," states the FT news release. To be eligible for the list, companies had to show revenue in 2019 greater than US\$100 000 and revenue in 2022 of at least US\$1.5m.

FleetCam, a South African company founded in 2014, specialises in the development of bespoke vehicle video telematics (VVT) systems for the local and international commercial road transport industry. The company's fleet risk management solutions integrate mobile digital video recorder (MDVR) technology with advanced AI-driven telematics and data management to deliver 24/7 vehicle surveillance and predictive analytics for enhanced fleet management and risk mitigation.



Classified in the IT & Software category of the list, FleetCam was audited with 2019 revenue at US\$860 000 (R12 370 199) and 2022 revenue at US\$3.110, (R50 919 451) with a compound annual growth rate of 60.26% and an absolute growth rate of 311.63%.

The fastest-growing company on the list is a Nigerian e-commerce retailer with a compound annual growth rate of 772.39%. The fastest-growing South African company is Resourgenix, a recruitment house in the list's Employment Services category, with a compound annual growth rate of 542.65%.

When one considers the recessionary climate in South Africa, the sub-4% annual African economic growth rate and the super-niche market for FleetCam's systems, these are exceptional figures in anyone's book. Way to go FleetCam! □

## EDITOR'S NOTE

**THE ACCOLADE** given to FleetCam by this survey speaks volumes for the tenacity and vision of a company which, in essence, was a late-comer to the South African telematics arena having been founded only 10 years ago - in 2014 - when a number of major players were already entrenched in the industry. So where did they think they could make a difference? The answer lies in the slogan adopted from the outset by FleetCam: "The Story behind the Story".

It was Mark Rousseau who, with many years' experience in the telematics sector operating at the highest levels, saw a gap and that gap lay in the use of vehicle video telematics. In simple terms, a focus on the 'camera' to effect not only risk mitigation but a host of other benefits to relieve the 'pain points' being experienced by transporters. Telematics functions, A1 and other technological innovations have since been added to enhance the services offered.

It was only recently that a transporter said to me: 'Cameras are the future'. Well, FleetCam introduced that future 10 years ago and the company has, since then, added and developed multiple other inputs to relieve the 'pain points' being experienced by transporters. The other focus accented by the company from its outset was to put the customer at the centre of everything they do. "Every client has unique needs and the overall ethos of the company revolves solely around what is best for the customer," says Rousseau. This company is impressive for far more than receiving the accolade from the Financial Times survey and *FleetWatch* is busy taking a closer look at FleetCam in celebration of its 10th anniversary. Watch out for it. There's a good story behind the story.

## Real-Time Vehicle

▼ Real-Time Vehicle Video Telematics was the breakthrough for FleetCam.







# A new baby is being nurtured... the Courier Incubator

**W**hen a baby is born prematurely, that baby is normally put into an incubator where it is nurtured and cared for before being let loose to face the big wide world. The reason being that being born too early can cause short-term and long-term medical problems. In general, the earlier a baby is born, the higher the risk of complications so the incubator is designed to provide a safe, controlled space for infants to live and be cared for while their vital organs develop.

So what the heck does a premature baby and a hospital incubator have to do with trucking – and specifically the courier sector of the industry? Here's the link...

Iveco South Africa has launched

what it calls the Courier Incubator, an innovative initiative designed to empower young women and drive diversity in the courier and logistics industry. This initiative underscores Iveco's commitment to fostering gender equality and providing valuable career opportunities in a traditionally male-dominated sector.

The Courier Incubator, powered by Iveco, is a strategic collaboration with key partners including the Commercial Transport Academy (CTA), Hollard and host employers The Courier Guy and Inter Town Transport. This initiative aims to create a supportive pathway for 56 young women from vulnerable communities to gain skills, experience and employment in the courier industry. ► 20

▲ **Main photo (left):** Cutting the ribbon to mark the launch of the Iveco Courier Incubator programme, from left: Jonathan Meyer, CEO of Inter Town Transport; Henry Van Dyk, head of human capital at The Courier Guy and Delray Vosloo, first female director, Iveco South Africa.

▲ **Top right: From left:** Linking hands in a collaborative project, from left: Henry Van Dyk, head of human capital at The Courier Guy; Jonathan Meyer, CEO of Inter Town Transport; Nicki Scott of Commercial Transport Academy; Martin Liebenberg, managing director, Iveco South Africa; and Paul Dangerfield, head of Hollard Trucking.

▲ **Bottom right:** These young women are celebrating this initiative which will allow them to secure valuable career opportunities in a traditionally male arena. Go ladies!





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### Girl Power

◀ The Iveco ladies team, from left: Lebogang Morata, Pretty Mampa, Tebogo Matjila - all from Iveco Capital - Kholofelo Molapo, Marketing Coordinator Iveco South Africa and one of the delighted candidates on the programme.

### ► 18 The programme highlights are:

- **Training and Upskilling:** Participants will receive comprehensive training covering both soft and technical skills. The curriculum includes personal finance, social media awareness, defensive driving and logistics operations.
- **Industry Experience:** Through partnerships, participants will be hosted by the host employers for 12 months, gaining hands-on experience with Iveco Daily vehicles.
- **Support:** Iveco, along with its partners, will provide on-going support and mentorship to ensure the participants' success and integration into the industry.

According to Iveco, the Courier Incubator aligns with the company's broader strategic goals of enhancing

diversity, building capacity, and promoting sustainability in the transport sector. By providing women with the necessary tools and opportunities, Iveco aims to drive change and set a new standard in the industry.

Delray Vosloo, first female Director of Iveco South Africa said: "The Courier Incubator is one of the initiatives closest to my heart. It embodies our commitment to empowering women and driving positive change in the industry. I am immensely proud of the strides we have made and the future we are building together.

"This is more than just a training programme; it is a catalyst for change. By empowering women and providing them with the skills and opportunities to thrive, Iveco South Africa is not only transforming lives but also setting a new benchmark for the industry," she adds.

*FleetWatch* sees this as a brilliant programme and compliments all the parties involved. However, while we certainly acknowledge the 'women empowerment' intent, we feel the principle is important for more than just that – and particularly when it comes to the courier sector which has been impacted on by the surge in on-line shopping.

This has placed more demands on the courier sector both in terms of increased volumes having to be moved as well as the adoption of advanced technology to streamline their operations.

With the rise of e-commerce,

customer expectations for fast, reliable, and affordable delivery have increased and courier companies have had to improve their service quality to meet these expectations. Along with this, the logistical challenges facing courier companies are substantial with one of the most significant challenges being last-mile delivery, especially in remote or underdeveloped areas. Courier companies have had to develop innovative solutions to address these challenges.

Of course, companies have also had to invest in more vehicles and warehouses to manage the increased demands so from this point of view, having Iveco donate vehicles to the two 'host employers', The Courier Guy and Inter Town Transport, for the young newcomers is a good thing as, depending on the operational performances of these vehicles, it may lead to solid orders for Iveco. Time will tell on that one.

This, plus a lot more, is what the baby has to face when its born and it is of absolutely no use putting any 'fledging' into this arena as a premature baby. Full functionality has to be achieved in order to keep up in what has become a highly competitive environment.

As is well known, municipalities around South Africa are floundering and equally well known is that this is in large measure due to unqualified people being appointed into key roles where they cannot function effectively due to the lack of skills and knowledge.

The transport arena as a whole is a highly specialised field and it is no longer just about buying a truck and getting it the road. There's so much more to it all than that and this programme will provide the 'more'. It's a win-win all round

*FleetWatch* will be following this programme for its effectiveness. It's not going to be a walk in the park but one can take solace in the fact the The Courier Guy and Inter Town Transport – along with the other partners - will provide a controlled and protected environment for the care of the new babies who are entering the world of transport. □



### The Iveco 'office'

◀ Iveco is donating vehicles to the Incubator Project - each will be the new 'office' on the road for the new incumbents.



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# South Africa's first eActros hits the road

**T**he first leg of what Daimler Truck Southern Africa's CEO and President Maretha Gerber describes as the company's journey towards a decarbonised future in South Africa has been taken with the handover of the first Mercedes-Benz eActros truck tractor to Fast 'n Fresh, a DP World company.

The handover took place at Cargo Commercial Vehicles Airport, one of the four major dealerships

tasked by DTSA with handling these battery electric trucks into the future and was attended by top level management from DTSA, the dealership, DP World and Woolworths, the customer which will be serviced by this rig.

The high level of delegates matched the importance of this occasion – not only for the companies involved but more so for the giant leap being taken by these companies in linking hands as fore-

▲ Linking hands for a brighter future, from left: Musa Malevu, DP Cargo Commercial Vehicles Airport; Zuko Gqmane, DTSA; Paul Jooste, Franchise Executive, Motus CV; Maretha Gerber, President and Group CEO, DTSA; Hilgard Coetzee, MD Imperial Fast 'n Fresh; Bradley Nitsckie, Chief Supply Chain Officer, Woolworths; Andre Basson, Operations Director of Imperial Fast 'n Fresh; Ian Bouwer, Head of Logistics, Woolworths; Steven Smith, Senior Vice President, Road Freight, DP World; and Olaf Peterson, Vice President for Sales and Marketing, DTSA.



## Linking hands

eActros pic 2

► The Mercedes-Benz eActros in Operation with DP World. It's all about linking hands in charting the way forward towards a decarbonised future.

**WATCH THE VIDEO**



**FleetWatch Editor chats to the role players**

▲ In the accompanying video, FleetWatch editor Patrick O'Leary chats to Maretha Gerber, CEO and President of Daimler Trucks Southern Africa and Hilgard Coetzee, Managing Director of Imperial Fast 'n Fresh on this milestone move.

<https://www.youtube.com/watch?v=HsR-LrUQk6Y&t=16s>

runners in meeting the challenges being presented to the world by climate change. It's all about ensuring a sustainable future and FleetWatch applauds these companies on taking the first step in driving forward the realisation of a decarbonised future.

FleetWatch will be watching this development and the test results closely over the next six months – which is the time-span for the trials - but in the meantime, the good news is that the eActros is out the starting blocks and on the way with DP World to secure a brighter future for our grandkids. It's the way to go. Yeah!



**The eActros is out of the starting blocks and on its route to secure a brighter, decarbonised future.**



## Truck of the Year

◀ Maretha Gerber, CEO and President of Daimler Truck Southern Africa, gets up close to the Mercedes-Benz eActros 600 at the IAA show in Hannover. It will be some time before we see this truck in South Africa but in the meantime, we all eagerly await the test results of the eActros 300 currently undergoing local trials with Fast 'n Fresh, a DP World company.

## Big sister gets international accolade

And hot on the heels of the handover of the first Mercedes-Benz eActros 300 battery electric truck to DP World for local testing comes the news that its bigger sister, the eActros 600 has been voted as the "International Truck of the Year 2025".

Karin Rådström, CEO of Mercedes-Benz Trucks, received the award at the IAA Transportation 2024 show in Hanover from Gianenrico Griffini, Chairman of ► 24



## 2025 International Truck of the Year



► **23** the ITotY jury. The award was bestowed on this model by a jury of commercial vehicle trade journalists from 24 European countries.

Accepting the award, Rådström, said: “We’re proud and excited that the jury selected our eActros 600 as the ‘International Truck of the year 2025’. Almost all members of the jury have already spent time behind the wheel testing the eActros 600 on the roads throughout Europe – so they had the opportunity to personally experience the truck’s ability to perform. Today is a proud day for the teams that have worked so hard in the last years to make this truck a leader in the market.”

According to the jury rules, the title is awarded annually to the truck that has made the biggest contribution to innovations in road transport in terms of efficiency, emissions, safety, vehicle dynamics, and comfort.

Since the introduction of the award

► FleetWatch editor Patrick O’Leary had the pleasure of driving a short stint in Germany in the Mercedes-Benz eActros 600 with Klaus Wagner, a truck driver with 25 years’ experience on the road. He loves it.

in 1977, Mercedes-Benz Trucks has won the title ten times in total. This year, the manufacturer also impressed the jury for the first time with a battery-electric vehicle.

Mercedes-Benz Trucks will start series production of the eActros 600 at the end of November this year at the Mercedes-Benz plant in Wörth. The first eActros 600 customer vehicles will be manufactured and registered before the end of 2024.

It’s a sign of the times that a battery electric truck has taken the lead over its diesel counterparts and bodes well for a decarbonised future.



▲ The Mercedes-Benz eActros 600 has been voted as the “International Truck of the Year 2025”. Here Karin Rådström, CEO of Mercedes-Benz Trucks, receives the award from Gianenrico Griffini, Chairman of the International Truck of the Year jury.



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The need for battery-electric vehicles to prove their feasibility in everyday operations is crucial for their adoption by fleet operators.

# Fuso eCanter enters active duty to prove its mettle

**Z**ero-emissions trucks are entering active duty in leading transport fleets at an accelerating rate around the world, spurred largely by collaborative OEM and customer e-truck trials. The Fuso eCanter, Mitsubishi's light-commercial electric workhorse is currently being put to the test at City Logistics in South Africa while demonstrating its value in an automated electric vehicle battery-swapping enterprise in Kyoto, Japan.

The need for battery-electric trucks (BEVs) to prove their feasibility empirically in everyday business operations is crucial for their adoption by fleet operators. City Logistics, a leading South African transport operation, has joined forces with Daimler Truck Southern Africa (the regional principal for Mitsubishi Fuso Truck and Bus Corporation) to conduct eCanter short-haul fleet trials in Gauteng.

According to Ryan Gaines, CEO of City Logistics: "The four-ton eCanter was put into duty from City Logistics' Gosforth Park depot in Germiston, Johannesburg. The truck was tested along an 80km round-trip to a customer in Midrand each day. We wanted to test the claimed range as well as the speed to recharge."

## Proving the eCanter's viability in South Africa

The eCanter's claimed range of 100km allowed for a 20km reserve on the battery for the planned route test, which carried a full load on both legs of the journey, says Gaines.

"We were pleasantly surprised by the vehicle's ability to carry load without draining the battery. Battery percentage usage on the round-trip journey ranged from 60 to 70%. The truck also charged from 20% back to 100% in just over an hour back at the depot, using a 50kWh charger. This provided us with assurances of

a decent turnaround time."

Maretha Gerber, president and group CEO of Daimler Truck Southern Africa, states:

"The launch of the eCanter in South Africa is a massive feat for us. While we know that reaching our ultimate goal of offering 100% CO<sub>2</sub>-neutral products by 2050 will require various zero-emission technologies, this trial represents a vital step for us in building a sustainable future for transportation.

"These trials aim to establish the performance and infrastructure requirements for battery-electric trucks in South Africa. Once the trials have concluded, the eCanter will be sold to local transport operators on an operating lease basis."

The current eCanter trials at City Logistics are not the logistics company's first foray into the field of e-mobility. Last year, the company tested the previous generation eCanter. According to Gaines,



while electric car sales are slow, the demand for electric vehicles for logistics is increasing.

"This is driven by the desire for sustainable forms of delivery, an offer that appeals to environmentally conscious South Africans who are motivated by companies that focus on sustainability," says Gaines.

"Local logistics businesses like City Logistics are actively seeking to source the most efficient light, medium, heavy and extra-heavy vehicles. Once the most proficient and cost-effective electric truck has been identified and a reliable charging solution has been established, we will implement the vehicle on a local or urban route. We are also looking into testing hybrid or gas vehicles over longer, outlying routes," Gaines concludes.

### **Automated battery swapping stations shortens downtime**

While the eCanter is new to South Africans, it has been conducting duties on roads overseas since 2017. In August 2024, the eCanter began trials as a 'collect & deliver' truck for Kyoto City fleet, Yamato Transport Co, powered by swappable batteries fitted by robots at Ample electric vehicle battery swapping stations in the city.

The three companies (Mitsubishi Fuso, Yamato Transport Co and Ample, a US-based e-vehicle battery solutions company) directly involved in the battery-swapping trials on the eCanter are collaborating to accumulate operational experience necessary to popularise fully automated battery-swapping stations as a new energy infrastructure for battery-electric vehicles (BEVs), states Mitsubishi Fuso Truck and Bus Corporation (MFTBC).

When the eCanter enters an Ample fully automated battery-swapping station, robots automatically exchange the truck's batteries within

**This is a massive feat for us. The trial of the eCanter is a vital step for us in building a sustainable future for transportation**

**Maretha Gerber**  
President & Group CEO  
Daimler Truck Southern Africa

▼ Wearing its 'green' credentials proudly for the environmentally conscious public to appreciate – the eCanter with a GRW van body.



the target time of five minutes. This technique was demonstrated to the public at the Japan Mobility Show in 2023 and now MFTBC is taking the next step in bringing the innovative uptime-extending technology to public roads.

"From observing these operations, MFTBC and the other participating companies will identify the benefits and challenges of battery swapping and investigate the scalability of the technology with future practical use in Japan in mind," states MFTBC.

"For MFTBC, this joint demonstration is an important step towards MFTBC's ambition to drive EV (electric vehicle) truck expansion. Since launching the eCanter in 2017 as the first series-produced all-electric vehicle in the light-delivery truck segment, MFTBC has taken the lead in decarbonising transportation."

In addition to offering the existing eCanter, which to date has accumulated over 12 million kilometers of trip distance in customer fleets worldwide,

MFTBC aims to market a battery-swapping version of the truck.

"This will enable MFTBC to offer even more customers the chance to transition to carbon-neutral logistics by providing a range of options comparable to that available for conventional diesel light-duty trucks."

According to its spec sheet, the latest eCanter model has selectable driving ranges with three battery sizes and 28 models (in Japan) that can accommodate a variety of bodywork and applications, in addition to the e-truck benefits of zero emissions, low vibration, comfort and quietness.

"Having battery-swapping EV trucks directly addresses worries about driving ranges, while also extending applications and significantly shortening the



downtime of electric trucks. In addition, by introducing the latest swappable batteries as technology evolves, users can always have access to the most up-to-date battery technology.

“Furthermore, this battery-swapping verification trial will also study a complete business model for battery-swapping e-trucks with the leasing product for eCanter ‘FUSO Green Lease’, provided by Daimler Truck Financial Service Asia.”

The FUSO Green Lease provides a comprehensive financial solution that includes maintenance, insurance, a unified contract between parties, operational expertise with truck registration and a monthly invoicing mechanism.

Ample’s fully automated battery swapping stations are capable of swapping batteries not only for EV trucks, but also for passenger cars. The fully automated swapping stations are a viable solution to reduce downtime for the customer and promote the use of zero-emission vehicles, which is critical to building a decarbonised society.

“As the need for action to realise carbon neutrality grows stronger, MFTBC remains fully committed to providing customers with diverse options to reduce CO<sup>2</sup> emissions.”



▲ Running on swappable batteries fitted by robots at an Ample EV battery swapping station – two new eCanter derivatives (the one on the left operated by Yamato Transport Co).

*FleetWatch* is always excited to see truck OEMs and their customers pioneering new frontiers together, especially in Southern Africa, and the eCanter is firmly at the forefront of the ‘green trucking’ crusade internationally. Electric trucks

clearly represent a confident step in the direction of a future where trucking is no longer regarded as a ‘dirty business’ in terms of air pollution and climate change. Keep those pedals to the clean metal folks and keep on trucking! □



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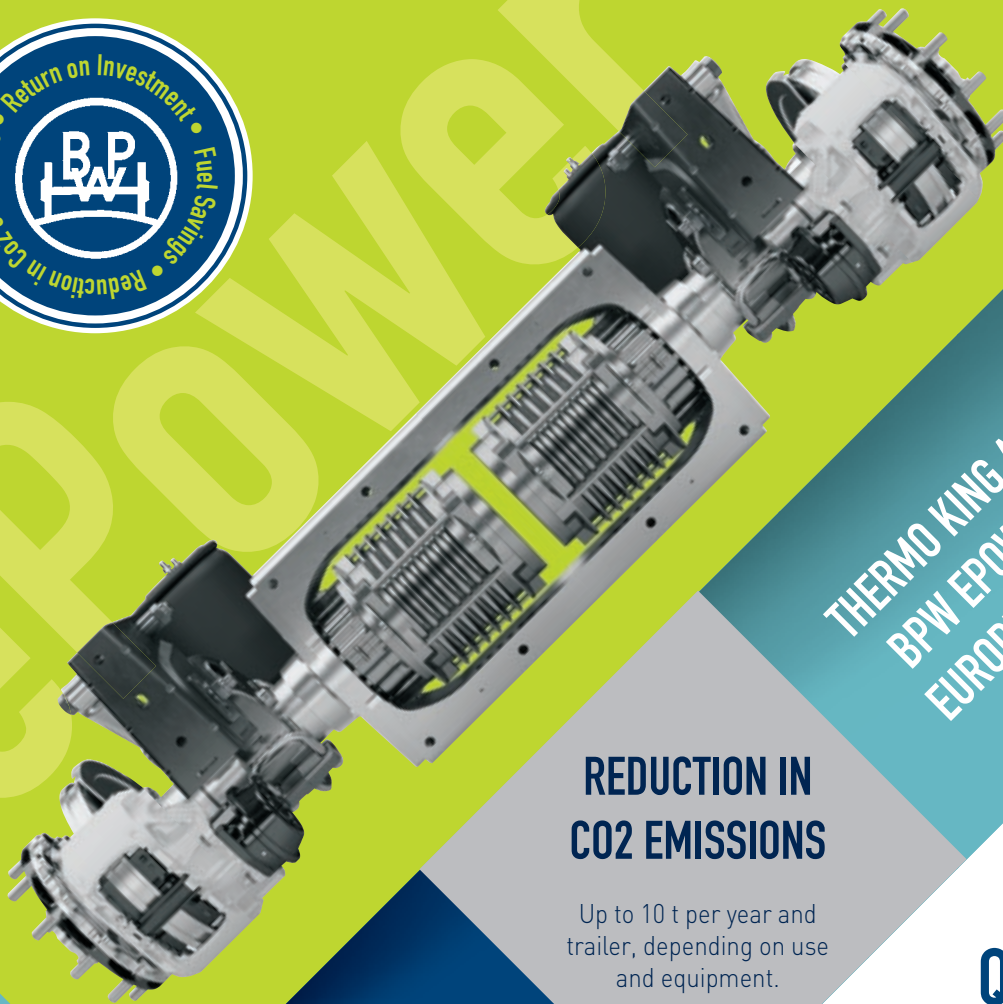


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# 300 Volvo eTrucks for DSV



**W**hile the adoption of electric trucks is still a long way off in South Africa, if the term 'fleet transition' has you conjuring up a distant future where trucks powered by clean energy glide silently over sustainable road surfaces, you'll be snapped back to 'right now' with this news: Volvo Trucks has received an order for 300 electric trucks from the world's fifth-largest logistics company, DSV.

No, it's not in South Africa. It's in Europe where Volvo Trucks and DSV (which has a large fleet in South Africa) have signed a co-operation agreement for 300 electric heavy trucks, making the deal one of the largest commercial orders to date for Volvo electric trucks. With the order, DSV will have one of the largest company fleets of heavy electric trucks in Europe.

According to Søren Schmidt, CEO, DSV Road: "DSV is moving quickly

towards a more sustainable future on the roads and highways. Every day more than 20 000 trucks are transporting goods for the company's customers around the world and a growing number will become electric or run on renewable fuels in the years to come."

## **Transition to 2 000 electric trucks by 2030**

Volvo Trucks, DSV and DSV contractors are working collaboratively for the deployment of the 300 zero-exhaust emission Volvo electric trucks across DSV operations in Europe as part of the company's plan to deploy 2000 electric trucks in its fleet by 2030.

The agreement also includes 500 Volvo trucks with highly fuel-efficient diesel and gas drivelines to be delivered between 2024 and 2026.

"Collaboration across sectors is key to battle climate change and we are happy to extend our partnership with Volvo in our joint effort to

▲ You can bet it's just a matter of time before South Africa sees DSV electric Volvo trucks on its highways.

reduce emissions in the transport industry," says Schmidt. "As a global leader in logistics, we must try to stay at the forefront of the green transition and this agreement is a fantastic example of how new technologies can be brought to market at scale to make them more accessible for our customers."

The new trucks being supplied to DSV will include the new Volvo FH Aero Electric, which has improved aerodynamics, effectively enhancing its energy efficiency.

Interestingly, DSV is the largest transporter of goods for the Volvo Group with a number of electric trucks from Volvo currently in its fleet servicing Sweden and Denmark. DSV has established charging infrastructure using electricity from solar panels at its distribution centres in both countries.

**Since 2019  
Volvo Trucks  
has delivered  
more than  
3 800 eTrucks  
to customers  
in 46 countries  
around the  
world.**

**Roger Alm**  
President, Volvo Trucks



### **Taking green trucking around the world**

Roger Alm, President Volvo Trucks states: "Since 2019, Volvo Trucks has delivered more than 3 800 electric trucks to customers in 46 countries around the world. Volvo currently offers eight fully electric models meeting the needs in a wide range of applications – from urban distribution and waste management to regional haul and construction. To date, Volvo's electric trucks have driven more than 90 million kilometers in operation."

"I'm very proud to deepen the partnership we have with DSV. Collaboration and a strong

▲ Partners in business, pioneers in zero-emissions trucking - Søren Schmidt from DSV (left) and Roger Alm, Volvo Trucks.

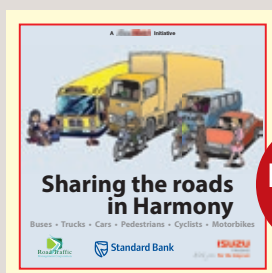
commitment to really make a difference are essential for making sustainable transport and big CO2 reductions a reality. This order is proof of their trust in our company and shows that zero-exhaust emissions transport is a viable solution here and now."

Both DSV and Volvo Group have committed to the Science Based Targets initiative (SBTi), which drives ambitious climate action in the private sector in line with the goals of the Paris Agreement.

"The deal with Volvo is an important step towards enabling a more sustainable future in trucking," concludes Schmidt.

It is clear, in *FleetWatch's* eyeglass, that multinational corporations will drive the fleet transition process for quite some time and extend their 'green compliance' and ESG credentials (and value) to their customers, wherever they may operate in the global supply chain.

Kudos to DSV and Volvo Trucks for helping to establish a pioneering vanguard for clean trucking. All the best for the further roll-out of the DSV transition and a hearty "Skål!" to all involved. □



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# Electric axle-drive trailers will enhance sustainability

**T**he South African trucking sector is slowly but surely heading towards eco-friendly transport solutions to counter global warming with small pockets of excellence arising in various guises. Yet another example of this has come to light via the delivery by Serco of six cutting-edge refrigerated trailers equipped with electric axle-driven systems to two leading transporters. The deal ties in with Serco's commitment to sustainability and reducing diesel consumption.

The new trailers are fitted with BPW's ePower axle and Thermo King refrigeration units, incorporating advanced power

management technology. The smart energy-generating system harnesses energy recovered by the trailer's axle during routine operation, providing the necessary power to run the refrigeration unit.

The AxlePower system powers the fridge unit without requiring a grid connection, resulting in significant environmental benefits. According to Clinton Holcroft, CEO of Serco, estimates suggest that each trailer will save up to 27 tons of CO<sup>2</sup> annually compared to traditional diesel-powered refrigeration systems.

"The ability to generate and reuse energy makes this system an ideal solution for enhancing the sustainability of trailer journeys. This innovation aligns with our dedication to providing eco-friendly and efficient transport solutions," says Holcroft.

Serco's delivery of these electric axle-driven trailers is a significant step towards a greener future, setting new standards for efficiency and sustainability in the transport industry.



▲ The BPW ePower Axle is a generator axle that intelligently produces electricity while moving. Massive environmental benefits accrue from this technology.

## About the BPW ePower axle.

BPW ePower is a generator axle that intelligently produces electricity while moving.

It is a new axle module developed by the engineers at BPW that recovers energy when the trailer is moving, enabling a carbon-neutral and quiet supply of power to the likes of refrigeration units for temperature-controlled transport.

But it can be put to other totally different uses too in the future (like powering tail lifts, pumps and external current collectors). Different operating modes make sure that energy is managed intelligently and therefore, that the system in question is ideally supplied with electricity as needed—even on longer journeys or in traffic jams.



◀ Check out the slogan on the side of this refrigerated trailer manufactured by Serco. "Zero Emission Refrigeration". By linking hands, Serco, BPW, Thermo King and Digistics will be achieving environmental benefits using axle power without requiring a grid connection. Way to go. Yeah!

# How it works

Similar to a bike dynamo, ePower converts wheel rotation into energy and temporarily stores it in a backup battery before feeding it into the system as needed. Recuperation (i.e. braking) also recovers lost energy and feeds it back into the system too. But one crucial difference is that the system does not carry current until it is input by the inverter. What's more, the two generators only ever supply the amount of energy that is really needed at any given time.

Whether food or medicine: refrigerated transport is vital—however, the demands on the sustainability of transport are increasing. With BPW and Thermo King, two technology leaders in the transport industry, they have joined forces to help climate-efficient refrigerated transport achieve a breakthrough.

**Each trailer will save up to 27 tons of CO<sup>2</sup> annually compared to traditional diesel-powered refrigeration systems.**

**Clinton Holcroft,  
Serco**

The solution is based on a modular component kit that enables the diverse application scenarios in refrigerated transport to be implemented in a low-noise and climate-friendly way.

All components can be seamlessly integrated into the Thermo King product range and into BPW's modular chassis system, are independent of the towing vehicle and can be installed in existing trailer architectures.

FleetWatch lifts it hat to Serco, BPW and Thermo King on going this route. And of course, to Digistics, for stepping forward as a visionary transport operator in the interests of sustainability. □

## A *FleetWatch* Publication A guide to managing Private Carrier Fleets by Max Braun



**Vol 2/2019**

**A step-by-step  
guide to  
managing  
trucks when  
carrying own  
goods**

### total owning & operating costs

► A typical T-table interlink curtain trailer These travel long distances mostly on national roads and frequently have access to return loads.



An overview of owning and operating benchmarks

Our global competitiveness depends on cost-effective and efficient transport services.

The table opposite shows the relationship of the various fixed and running costs for two typical vehicle operations. The first is for a short-to-medium haul right vehicle that typically transports perishable and temperature-sensitive products. Vehicles like this frequently enjoy recuperation making several drops, although some may have just a single drop.

The second set of benchmarks is for a seven-and-a-half-ton truck hauling pallet loads over long distances. Fleet owners considering long-distance transport of freight logistics travelling mainly on national roads cover a large number of kilometres and frequently have access to loads on the return to home base.

When operating, they cover 100 kilometres as they visit clients. These often log in for refuelling.

Insulated Right Side Panel Vehicle approximately 80-100 tonnes	Percent of Total Operating Costs	7 Axis Flat Deck Interlink 20-30 tonnes approximately 100-150-200 tonnes	Percent of Fixed Costs
Depreciation	13%	Depreciation	36%
Cost of Capital	4%	Cost of Capital	15%
Vehicle Licences	1%	Vehicle Licences	4%
Insurance	6%	Insurance	14%
On-board Crew	18%	On-board Crew	35%
<b>Total Fixed Costs % of Total</b>	<b>50%</b>	<b>Total Fixed Costs % of Total</b>	<b>55%</b>
Variable Costs		Variable Costs	
Total Fuel	35%	Total Fuel	42%
Trip-up Oil	2%	Trip-up Oil	2%
Maintenance	8%	Maintenance	12%
Tyre	2%	Tyre	4%
Unlabease	2%	Unlabease	3%
<b>Percent of Total</b>	<b>50%</b>	<b>Percent of Total</b>	<b>67%</b>
<b>TOTAL COSTS</b>	<b>100%</b>	<b>TOTAL COSTS</b>	<b>100%</b>

**NOTES**  
When considering these examples, keep in mind that there is considerable choice when acquiring vehicles, trailers and allied equipment. The transport operating environment will have an impact on all variable costs. These vehicles are paid for, maintained and decently driven will be reflected in the amount of fuel used, maintenance and repairs over the years of operation. The choice of tyre, replacement parts and competence of maintenance technicians will also

and collectively also play an important part. The actual cost of owning and operating a large articulated vehicle as described in the example is currently more than R2.6 million a year when covering around 200 000 kilometres a year. If replaced after just four years, the original capital cost as a percentage of useful life costs is about 12.5 to 15%. This acts as a timely reminder that the initial purchase price is not the issue when acquiring vehicles that are best suited to your specific needs. □



► A typical short-medium haul right vehicle will travel on metropolitan roads making several or single drops and cover modest kilometres.

It's essential for transporters to identify, measure and manage all cost inputs into their operations.

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▲ Over 70 Traffic Officials were empowered with knowledge after the two day *FleetWatch Brake & Tyre Watch* training project held in Gqeberha. Here's the happy crew with our expert trainers from *Brake & Tyre Watch* partner companies.

**There is still a crucial need for improved truck maintenance and the resulting, safety awareness**

## Gqeberha 5 trucks tested, 5 failed

**F**ive trucks tested; five trucks failed. This was the sorry result of the *FleetWatch Brake & Tyre Watch* project held in Gqeberha. The event saw participation from 71 Traffic Officials and resulted in the suspension of all five trucks inspected, underscoring the crucial need for such training.

The *FleetWatch Brake & Tyre Watch* project is dedicated to improving road safety by providing comprehensive training to traffic officials, ensuring trucks on the road are safe and compliant with regulations. Through collaborative efforts with industry partners, *Brake & Tyre Watch* aims to reduce road accidents, enhance vehicle safety standards and impart expert knowledge onto Traffic Officials



to empower them to do their jobs more professionally.

The first day of training was held at the Dolphin Leap Conference Center, where participants engaged in comprehensive theory sessions. Experts from our various partner companies provided valuable insights into vehicle safety systems, correct visibility, braking systems, axle maintenance, telematics integration, and the legal requirements for roadworthiness.

The second day of practical training took place at the Nelson Mandela Bay Municipality Roadworthy Testing Centre where – under the guidance of expert trainers – traffic officials had the opportunity to apply their theoretical knowledge in a practical setting. It started with the teams being shown what all the components on a good condition rig should be. On this front, we extend a huge thank you to ISUZU Trucks – our OEM partner for the Gqeberha exercise – for providing a demo truck and trailer for the training.

Training stations included tyres; braking systems; axles and suspensions; fifth wheel; and conspicuity tape; all round inspections. The training highlighted significant issues, with all five inspected trucks being suspended due to severe safety violations. This result emphasises the need for rigorous and on-going vehicle inspections by traffic officials and from the operator's side, rigorous and non-compromising maintenance of their vehicles to ensure road safety.

*FleetWatch* extends our heartfelt thanks to all our partners for their unwavering support. Your contributions are instrumental in making these training sessions possible and ensuring safer roads for everyone. Thank you to Bridgestone, ZF Aftermarket, Standard Bank, MiX Telematics, Orafol, JC Auditors, JOST, BPW Axles, Accident Specialist, Santam, DP World, Value Logistics and Isuzu Trucks our OEM partner for this Gqeberha project, □

## Thank you! Value Logistics

Many companies contribute to making *Brake & Tyre Watch* happen. Value Truck Rental came to the party and delivered all the branding and training material to the Gqeberha Value Logistics Team. Thank you to Gary Daniels, Manager, Jabulani Mashotha and Tercia Khan for your assistance.



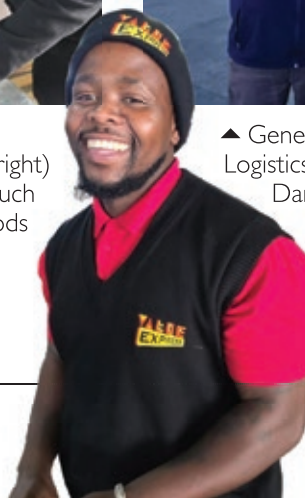
▲ Arriving in Gqeberha, at the Value Logistics Hub



▲ A smiling face, Jabulani Mashotha (above and below right) for whom nothing was too much trouble! Checking out the goods with Benjamin Sibanda (top right) from *FleetWatch*.



▲ General Manager of Value Logistics Gqeberha, Gary Daniels runs an efficient hub.







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▲ The first day of training was held at the Dolphin Leap Conference Center, where participants engaged in comprehensive theory sessions.

▶ James Bone of MiX Telematics spells out to delegates how the many features of telematics can help accident prevention and investigations.



▲ Kathy Bell of Standard Bank addresses delegates on sustainable funding and how unroadworthy vehicles have an effect on the economy and the vehicle financing sector.



▲ Phillipus (Flippie) Bronkhorst of JC Auditors – a former cop and driver trainer – takes the officers through the benefits of the RTMS programme to road safety.



▲ Iemraan Brown of Isuzu Trucks spelt out how an OEM such as Isuzu is contributing to road safety through incorporating innovative safety systems on their trucks.





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## Officials benefit from training by experts in their fields



▲ Manie Roux from **JOST** provided in-depth training on the inspection and maintenance of the fifth wheel.



▲ Johan van der Merwe from **ZF Aftermarket** explaining the components and maintenance of braking systems.

► Clive Versfeld from **Orafol** discusses the legal requirements for identifying SABS-approved conspicuity tape.



▲ Apart from keeping things moving with **FleetWatch's** Kylie Saunders on the practical day, Craig Proctor-Parker of **Accident Specialist** also throws in his experience and knowledge where necessary. Here he encourages officers to talk to the drivers when they stop them as they will get a lot of information on the conditions of rigs from the drivers themselves.



◀ Reece Drewett from **BPW Axles** shows the delegates the components related to axles and suspensions on a trailer.





# Leading the way to road safety

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**FleetWatch** thanks all the above partners for their unwavering passion and commitment which contribute significantly to the success of all *Brake & Tyre Watch* events.

**Making a difference –  
because safety matters**



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## ISUZU Trucks

Isuzu Trucks, our OEM partner for the Gqeberha exercise, provided a demo truck and trailer for the training. This proved critical in helping to demonstrate what a good condition rig should look like.



▲ A good top notch truck to sit in – Dries Venter of Bridgestone drives the truck over the inspection pit.





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# Assorted faults found during inspections



## Chassis cracks

▲ Cracks in the chassis compromise its strength which could lead to a total collapse.



▲ **Air reservoir full of water** – draining of the reservoirs should be a daily maintenance check.



▲ **Load sensing valve is not connected** – this is needed to help the braking effort efficiently according to the load.



## ◀ **Rear light held up by a strap!?**

C'mon guys, fix it correctly... lights are an essential on the road.





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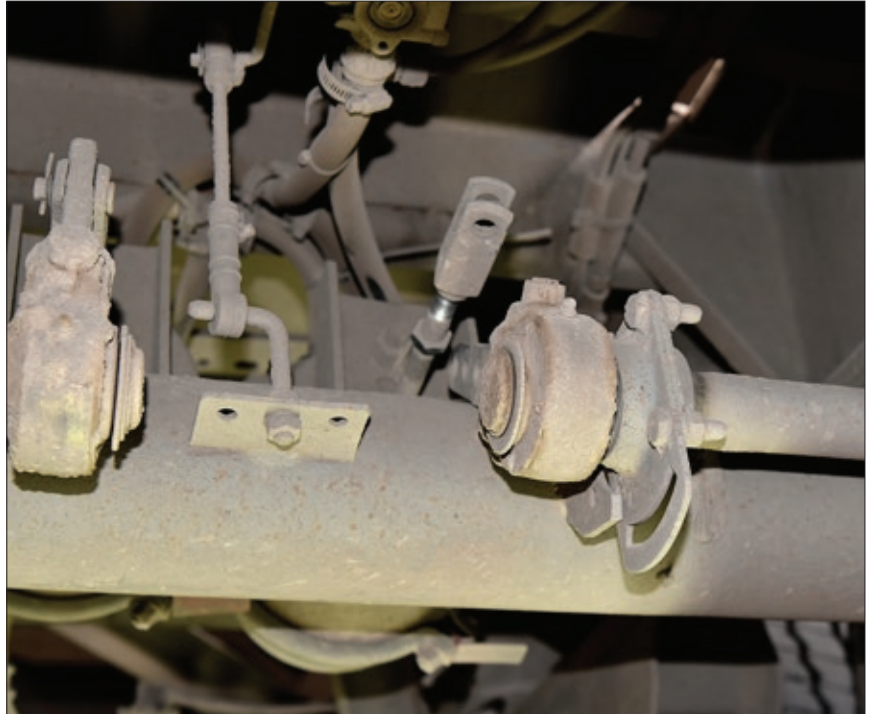
**Multiple faults**

▲ This is just one example of the multiple faults often found on rigs brought in for inspections during *Brake & Tyre Watch* exercises. Here, Reece Drewett from BPW Axles leads us through this gemors found during the Gqeberha exercise. No brakes is just one of the faults. Totally unroadworthy.

WATCH  
THE VIDEO

**Is one loose wheel nut a serious problem? Well yes!**

<https://www.youtube.com/watch?v=H-gbbY9RWHs>



▲ These three pictures (top and bottom) show a total disregard for brake maintenance. Note above how the slack adjuster is totally disconnected from the pushrod. No brakes here. And below – adjustment arm hanging loose and on the right slack adjuster 'resting on the axle'. And people still say "brakes fail". No they do not. They only fail if you fail to maintain them.

**SAFETY FACT**

**As from 14 February 2004, it became mandatory for all new trailers to be fitted with automatic slack adjusters and an ABS brake system.**

◄ Disconnected shock absorber. What's the point of having them if they are not connected?





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▲ No lining on the brake shoes – again NO BRAKES! (Top and bottom)

# NO BRAKES



▲ FleetWatch Editor, Patrick O'Leary (left) and 'Mr Brake' Johan van der Merwe, ZF AfterMarket.



▲ Brakes shoe is not touching the drum – the gap is too big meaning the settings are wrong. NO BRAKES!





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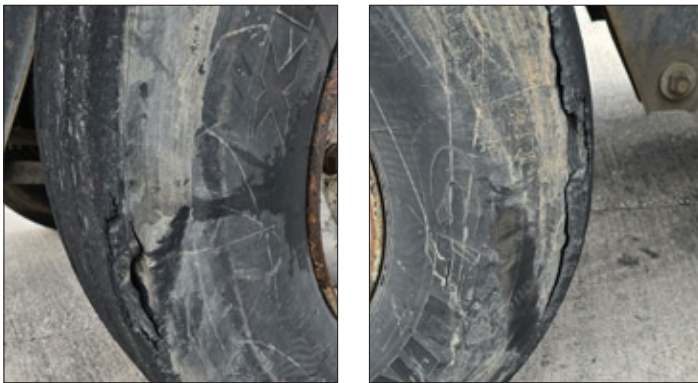
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# Tyre faults found on the rigs inspected



▲ No matter how this happened – it might have hooked on something – but the obvious and dangerous faults here are so easily spotted. This tyre should have been removed as that tread in the top right pic is going to fly off. And the cut is the left top pic is a blow-out waiting to happen.

## and then the tale of the wheel nuts...



▲ Wheels nuts should be regularly checked. If only one is loose or missing as seen in these pictures, it puts strain on the others and you get a cascade of events which eventually leads to costly and dangerous failures. (See video on pg 45).



▲ **Bridgestone's Mr Tyre**, Dries Venter, interacting with Traffic Officials while imparting his expert knowledge on all things to do with tyres.



▲ **Worn Tread** This flat-spot – perhaps caused by incorrect mechanical settings causing the brakes to lock - makes the entire tyre illegal as the regulations state that the tread should not be less than 1 mm over the length and breadth of the tyre. Take it off.



▲ This is a definite cut in the sidewall of this tyre with the body cords being exposed. Note the damage on the rim which implies an impact. This is illegal as the cords should not be exposed.



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# Brake & Tyre Watch CAMPAIGN

**FleetWatch** magazine, along with its traditional partners in this project stage the highly successful **Brake & Tyre Watch** road safety initiative on a quarterly basis nationwide.

## Background

**Brake & Tyre Watch** is a groundbreaking initiative designed to heighten awareness among transport operators about efficient braking and tyre checks, linked to comprehensive preventative maintenance on trucks. This includes critical safety elements such as lighting and reflectives. The project goes beyond awareness, aiming to empower Traffic Officials with specialised knowledge, enhancing their ability to intervene more effectively and remove unroadworthy heavy vehicles from our roads.

DATE	LOCATION	INSPECTED	FAILED	%
Feb 2006	Gauteng-City Deep	24	21	88%
Feb 2007	Middleburg	35	24	69%
May 2007	Centurion	41	17	41%
March 2008	Midway KZN	26	10	38%
June 2008	Kroonstad	8	7	88%
Feb 2009	Western Cape	25	25	100%
June 2009	Bloemfontein	54	26	48%
Nov 2009	Pietermaritzburg	12	11	92%
March 2010	Port Elizabeth	16	6	38%
July 2010	Rustenburg	7	5	71%
Dec 2010	Limpopo	11	10	91%
Feb 2011	Estcourt	24	20	83%
June 2011	Nothern Cape	24	20	83%
Sept 2011	JHB - Langlaagte	24	18	75%
Feb 2012	Midway KZN	12	11	92%
May 2012	Klerksdorp	16	14	88%
Aug 2012	Tshwane	25	17	68%
Nov 2012	Krugerdsorp	13	11	85%
Feb 2013	Port Shepstone	9	6	67%
May 2013	Donkerhoek	19	14	74%
Aug 2013	Western Cape	41	19	46%
Nov 2013	Marian Hill	41	29	71%
Feb 2014	Tshwane	12	4	33%
May 2014	Mpumalanga	13	12	92%
August 2014	Ekurhuleni	32	19	59%
Nov 2014	Heidelberg	10	8	80%
March 2015	Potchefstroom	30	21	70%
May 2015	Ermelo	11	7	64%
Aug 2015	Durban	14	11	79%
Nov 2015	Langlaagte	15	11	73%
March 2016	Estcourt	10	8	80%
May 2016	Ekurhuleni	12	10	83%
Aug 2016	Brackenfell	13	11	85%
Nov 2016	Kimberley	10	7	70%
Mar 2017	Mokopane - Polokwane	12	8	67%
May 2017	Pinetown	6	4	67%
Aug 2017	Bloemfontein	5	4	80%
Nov 2017	Maropeng	8	6	75%
Feb 2018	Beaufort West	5	2	40%
May 2018	Musina	8	7	88%
Sept 2018	Nelson Mandela Bay	6	5	83%
Nov 2018	Western Cape	6	5	83%
Feb 2019	Bapong	13	11	85%
Mar 2019	Donkerhoek	4	3	75%
May 2019	Windhoek, Namibia	6	4	67%
Aug 2019	Harrismith	7	6	86%
April 2023	Bapong	6	5	83%
Jun 2023	Springs	6	5	83%
Oct 2023	Donkerhoek	6	5	83%
March 2024	Walvis Bay, Namibia	5	1	20%
May 2024	eThekwin, KZN	4	3	75%
July 2024	Gqeberha, Eastern Cape	5	5	100%
<b>TOTALS</b>		<b>807</b>	<b>559</b>	<b>69%</b>

## Training Day

Prior to the hands-on testing day, Traffic Officials undergo crucial training. This free-of-charge training, facilitated by industry partners, focuses on the quality of brake maintenance, determining braking efficiency, identifying tyre faults, and addressing general issues. Each full-day session includes practical checks with roadworthy trucks and trailers, ensuring officials are well-equipped for their vital roles in maintaining road safety.

## Practical Test Day Event

The hands-on test day unfolds at a selected Vehicle Testing station within the chosen province. Randomly selecting trucks from main routes and urban centers, the inspection pits and Brake Roller Test ascertain the state of brakes and braking systems. Close collaboration with Provincial Traffic Officials and SAPS enables a comprehensive check for trailer defects and other faults. The rationale is to challenge common accident attributions, emphasising that proper brake maintenance is pivotal in preventing failures.

## Practical Test Day FleetWatch's Concerns

**FleetWatch** addresses a worrying trend in operators skipping maintenance intervals due to economic pressures. Published results serve as a stark reminder that brakes and tyres, despite being hidden components, are paramount safety items demanding meticulous upkeep. The initiative aims to curb this trend by shedding light on actual findings, advocating for the highest maintenance standards.

## Gratitude to Partners

**FleetWatch** extends sincere thanks to its dedicated partners. Their unwavering passion and commitment significantly contribute to the project's success, reinforcing the ethos that if **Brake & Tyre Watch** helps save just one life, it will have all been worthwhile. **Join us in making a difference on the roads – because safety matters.**

## MAIN PARTNERS



## AD-HOC PARTNERS





**N**etstar South Africa has won Gold at the 2024 New Generation Awards held last week in Johannesburg with the company's MyNetstar 2.0 app being awarded top honors in the category 'Most Innovative App Developed by a Corporate'. The New Generation Awards celebrate digital excellence.

The MyNetstar 2.0 app offers users real-time vehicle tracking, advanced driver behavior analytics and smart alerts that enhance both safety and operational efficiency. Designed with the end-user in mind, the app's intuitive interface allows individual users and small-to-medium sized businesses to monitor and manage their vehicles seamlessly.

Commenting on the award, Grant Fraser, Group Managing Director of Netstar, said: "We're delighted to receive this prestigious Gold award for the MyNetstar 2.0. This accolade is a testament to our ongoing commitment to innovation and customer-centric solutions that drive value for businesses. Our team has worked tirelessly to create an app that not only meets the needs of our customers but exceeds their expectations in usability and functionality. This App truly represents our vision of making vehicle monitoring and management simpler, safer, and smarter for all our users."

The award follows the launch at the beginning of September of the company's latest generation Stolen Vehicle Recovery (SVR) and asset tracking devices, the STARtag. Unlike previous technologies, the new device allows for tracking and map visibility through the MyNetstar App, marking a step change in how customers can manage their assets. These improvements also include an ability to monitor battery levels, reducing the risk of unit power failure, which can often go unnoticed or happen unexpectedly.

In addition to improved tracking and monitoring, Netstar states that it has worked to greatly improve security, building on its long history of anti-jamming technology, resulting in a product that is highly resistant

## Netstar wins gold for 'Most Innovative Corporate App'



**With STARtag, we are empowering our customers and this allows Netstar to expand its market reach and protect a diverse range of high-value items.**

**Grant Fraser**  
Group Managing Director, Netstar

to jamming. All this is wrapped in a compact package that the company is particularly excited about as it opens up the ability to track and monitor items beyond vehicles and trailers and can now enter markets with non-motorised assets.

The device is less than pocket-size and can be attached to a variety of assets with the help of a Netstar technician. Netstar's testing has shown this to be effective for items such as motorcycles, bikes, solar



▲ It was smiles all round as Netstar team received their Gold Award at the 2024 New Generation Awards for the 'Most Innovative Corporate App'.

panels, cargo, bags, bins, industrial equipment and generators that are often targeted in people's homes, businesses and key strategic sites. Each unit is resistant to dust and water making it durable in harsher environments and the devices are self-powered, featuring an internal battery that provides an impressive operational life of up to five years, reducing the need for frequent maintenance.

The company states The STARtag device boasts an array of features that enhance their tracking capabilities. They are equipped with over-the-air (OTA) functionality for remote updates. The use of Netstar's proprietary RF network and GSM-based system, allows for a more secure alternative for tracking and the devices' ability to activate a higher report rate upon detecting motion, ensures a timely update on asset status. Furthermore, the STARtag series is designed with an automatic self-test feature, with failure reporting and the capability for installation testing, all contributing to a user friendly experience.

"With STARtag, we are not just introducing a new SVR and asset tracking product, we are empowering our customers and this allows Netstar to expand its market reach and protect a diverse range of high-value items," says Grant Fraser, Group Managing Director at Netstar. □

# Hijackings outweigh theft in Eastern / Western Cape

## Tracker Vehicle Crime Index Jan – Jun 2024

### Personal vehicle crime:

A **PERSONAL** VEHICLE IS SLIGHTLY MORE LIKELY TO BE STOLEN RATHER THAN HIJACKED.



**52% THEFT**



**48% HIJACKING**

### Business vehicle crime:

A **BUSINESS** VEHICLE STANDS NEARLY DOUBLE THE CHANCE OF BEING HIJACKED, THAN STOLEN.

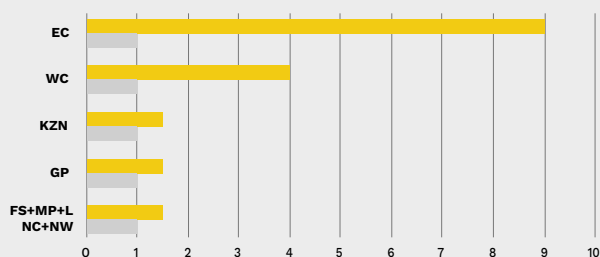


**35% THEFT**



**65% HIJACKING**

### Business vehicles hijacked vs stolen:



This shows how many Business vehicles are **hijacked** provincially, for every one Business vehicle that is **stolen**.



**HIJACKING THEFT**

### Day of week and time of day:

More **HIJACKINGS** are reported on

**Fridays**

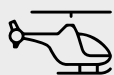
between 16:00 – 20:00

More **THEFTS** are reported on

**Saturdays**

between 11:00 – 15:00

### Tracker recovery stats:



Number of vehicles recovered to date

**127 884**



Number of arrests to date

**20 958**



Number of firearms recovered to date

**1 119**

Vehicle crime trends based on Tracker data from the company's installed vehicle base.



**T**racker's vehicle crime statistics for the period January to June 2024 reveal that at a national level, hijackings still dominate comprising 54% of all vehicle crime incidents versus theft

at 46%. However, this becomes even more pronounced in the Eastern and Western Cape - and particularly with business-owned vehicles.

Business-owned vehicles range from cargo trucks with trailers to courier vehicles delivering items ordered online. Crime aimed at these vehicles proves highly lucrative, with the objective mainly to acquire the goods being transported.

The Tracker Vehicle Crime Index aggregates information from Tracker's more than 1.1 million subscriptions. The data indicates that in the Eastern Cape, a personal vehicle is four times likelier to be hijacked than stolen. Moreover, it is nine times likelier for a business-owned vehicle to be hijacked rather than stolen in the province. Plus, the highest propensity toward business vehicle crime occurs in the Eastern Cape, with 43% over-representation relative to Tracker's business-owned vehicle subscriber base.

The Western Cape follows a similar trend, with a skew towards hijacking rather than theft. A personal vehicle is almost twice as likely to be hijacked than stolen. A personally owned vehicle in the Western Cape also has a higher propensity to vehicle crime at 22% over-representation relative to Tracker's subscriber base. For a business-owned vehicle there is statistically lower vehicle crime relative to Tracker's business subscriber base in the Western Cape, yet it is four times likelier to be hijacked than stolen.

While hijacking also dominates total business vehicle crime nationally at 65%, bucking the trend, vehicle crime for personal vehicles leans towards theft at 52% nationally. This means that nationwide, the likelihood of vehicle crime being a hijacking rather than a theft is 34% higher for business vehicles compared to personal vehicles. Business-owned vehicles are also 45% more likely to experience



At present theft is higher than hijacking in Gauteng. This is most likely due to syndicates using keyless entry attacks to steal vehicles.

Duma Ngcobo, CEO, Tracker

vehicle crime compared to personal vehicles.

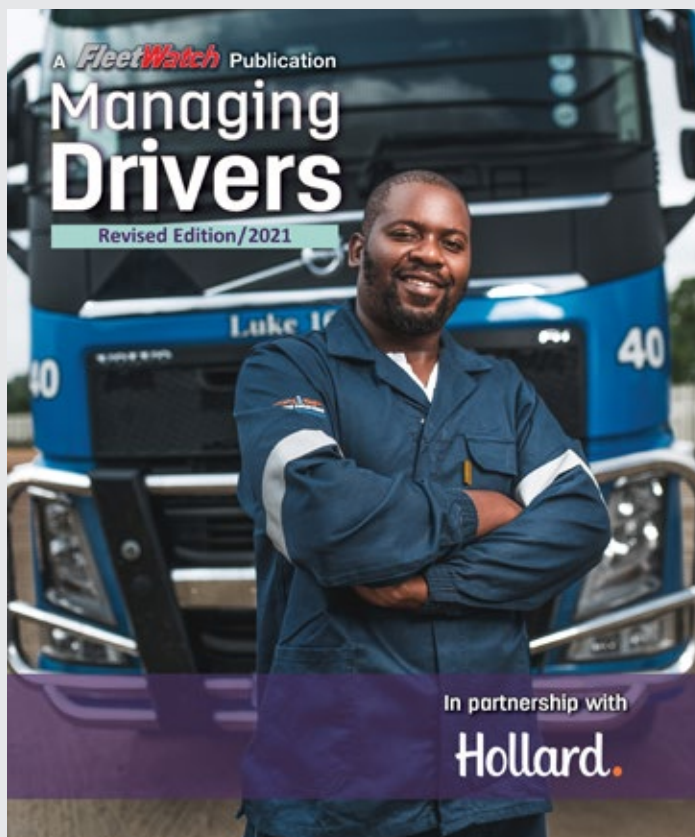
Gauteng is still the province that experiences the highest volume of vehicle crime with 58% of the total vehicle crime incidents, which is significantly over-representative of Tracker's Gauteng vehicle subscriber base. While 51% of all nationwide hijackings occur in Gauteng due to vehicle volumes, Gauteng experiences more theft at 53% versus hijacking at 47%.

Across the country, a higher proportion of vehicles are reported hijacked on Fridays, and between the hours of 4pm and 8pm. Theft is mainly reported on Saturdays, and between the hours of 11am and 3pm.

Tracker's efforts to combat vehicle crime has resulted in 127 884 vehicle recoveries, 20 958 arrests and 1 119 firearms recovered to date.

According to Duma Ngcobo, Chief Operating Officer at Tracker, crime tends to shift across provinces over time and there are different levels of crime based on the sophistication of the crime syndicates in the province.

"At the moment, theft in Gauteng is greater than hijacking. This is most likely due to syndicates using keyless entry relay attacks to steal vehicles. More concerning is that crime along the N2 corridor towards Gqeberha has significantly increased. Given the economic situation in the Eastern Cape, a province with significant unemployment, this is most likely opportunistic crime. In other words, the hijacking and looting of bounty on the back of trucks or in delivery vehicles, with a view to converting this into quick, easy, untraceable cash," says Ngcobo. □



### training drivers

**The importance of training**

Should drivers have with them a copy of the book? It is a must for every driver. It is a book that will help them to understand the rules of the road and the importance of training. It is a book that will help them to understand the rules of the road and the importance of training.

**Driver evaluation**

Before drivers can be effectively trained and motivated to improve their driving skills, they must first be evaluated. This evaluation should be done by a qualified person who can assess the driver's current level of skill and knowledge. This evaluation should be done by a qualified person who can assess the driver's current level of skill and knowledge.

**Criteria for evaluating drivers**

When evaluating a driver, there are several criteria that should be considered. These criteria include the driver's knowledge of the rules of the road, their ability to control the vehicle, and their ability to react in an emergency. These criteria include the driver's knowledge of the rules of the road, their ability to control the vehicle, and their ability to react in an emergency.

**Table 1 - An example of criteria to be used by employers**

Criteria	1 (Poor)	2 (Fair)	3 (Good)	4 (Very Good)	5 (Excellent)
Knowledge of the rules of the road					
Ability to control the vehicle					
Ability to react in an emergency					
<b>Total</b>					

**Notes:** The book is a guide to help employers to evaluate their drivers. It is not a test. It is a guide to help employers to evaluate their drivers. It is not a test. It is a guide to help employers to evaluate their drivers. It is not a test.

### the driver's job

**Unpacking and defining the driver's job**

When a driver is hired, it is important to define their job. This definition should include the driver's responsibilities, the hours they will be working, and the conditions they will be working in. This definition should include the driver's responsibilities, the hours they will be working, and the conditions they will be working in.

**Unpacking the driver's job**

The driver's job is a complex one. It involves many different tasks and responsibilities. These tasks and responsibilities include driving the vehicle, maintaining the vehicle, and ensuring the safety of the passengers. These tasks and responsibilities include driving the vehicle, maintaining the vehicle, and ensuring the safety of the passengers.

**Unpacking the driver's job**

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**A** strong contingent of industry leaders, representing all modalities in the logistics sector, air, sea, road, rail, freight forwarders and e-commerce from the public and private sectors, gathered in Johannesburg to position an industry-wide collaborative drive to accelerate transformation for the logistics sector – a sector that is at the forefront as a key contributor to the national economy, an enabler of trade and a central pillar to the country's growth strategies.

Co-hosted by the Logistics Network Transformation Group and the Southern Africa Association of Freight Forwarders (SAAFF), the forum also welcomed delegations from academia, NPOs and regulatory bodies to make it, arguably, the most representative session of its kind in the history of logistics locally.

Chairperson of the Logistics Network Transformational Group, Vincent Zikhali, says timing is a make-or-break factor in logistics. In-step with the nation's current transformational wave, Zikhali reports that the meeting secured the commitment of all entities represented on the day to engage as a cohesive transformational force towards stabilising sector performance at world-class levels of excellence.

Subject matter expert speakers delivered analyses of pressing issues, engaging delegates to broaden the perspective, with employment creation and the placing of an alarming number of unemployed graduates being placed at the top of the agenda.

"It is clear that, for South Africa to compete effectively on the world stage, capacity building, skills development and new capabilities are all fundamental for growth and stability, alongside the government's imperative to restore and develop supporting infrastructure," said Zikhali.

"To reinstate the country's leadership position as a destination and gateway to Africa, we need to reawaken a culture of relentless improvement and continuous

# Drive to re-invent the logistics sector



▲ Dr Juanita Maree and Vincent Zikhali setting out to reinvent the logistics sector.

innovation, digitisation and automation. This is recognised as a collective imperative - so we should leave no one behind."

"Success in transformation for a broad and diverse sector such

as logistics needs to be anchored by well-defined, unified principles. This is now made possible by what President Ramaphosa calls 'the deepening partnership between government and business' – in itself a transformation and clearly work-in-progress," said Dr Juanita Maree, the Chief Executive Officer of SAAFF.

"South Africa plays a significant role in continental and world logistics, a vantage position that must be strengthened," she added.

The introduction of sub-working groups was a strong and important outcome. This structured approach will ensure that issues of transformation in the logistics sector and sub-sectors are systematically and efficiently addressed through unified strategies and collaborative solutions, underpinned by open communication across all stakeholder circles.

## Winds of change

Our nation has entered a most significant transformational phase. The winds of change are already showing signs of positive realignment in critical areas of governance, policy and economic stabilisation, already impacting positively on investor confidence here and abroad, lifting sentiment among the business sector. Transformation is not only a race and gender thing - but an 'all of us' thing from international conglomerates to SMMEs.

As an independent body, the Forum of the Transformation Working Group is tasked to provide the platform for dialogue and engagement going forward as all participants, together, get down to reinventing the logistics sector which is at the heart of the South African economy. □



**Transformation** is not only a race and gender thing – but an **"all of us"** thing from international conglomerates to SMMEs.







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## Babcock DAF crack the nod from Legacy Bulk

Using digital truck data for optimum vehicle selection isn't a new science, it's just become more accurate thanks to smart software that fuses driveline data with vehicle specifications to help transporters choose the best rig for the job. Read on to learn how DAF trucks and Babcock cracked the nod from food-grade tanker fleet, Legacy Bulk, to deliver five DAF XF 480 Smart trucks for short and long-haul routes in South Africa.

Wynand Krause, operations director at Legacy Bulk, says, "the DAF trucks' performance has exceeded our expectations in terms of fuel consumption and the favourable total cost of ownership places the DAFs as firm contenders for Legacy Bulk's expansion plans."

Krause says that one of the motivating factors behind Legacy Bulk's decision to add DAF trucks to their growing fleet was the



▲ **Main pic:** Legacy Bulk's new DAF XF 480 Smart trucks have already made a lasting impression on the fleet's drivers and managers.

▲ **Inset:** Wynand Krause, operations director at Legacy Bulk, says the company will be looking at adding further DAFs to the fleet as soon as the tankers are available.

compelling comparative data they obtained from TruckScience, a vehicle selection software program.

"This comparison software allows truck buyers to compare specifications such as payload capacity, performance, fuel efficiency, driver comfort and safety against leading truck brands. The tool also takes into consideration trailer specification, application and routing. According to the calculations, the DAF XF 480 Smart truck emerged as one of the top performers for our specific application and routes, beating some of the leading truck brands available in South Africa. This, combined with competitive pricing and strong aftersales support from Babcock, prompted us to invest in the DAF brand," says Krause.

### Class-leading performance figures coming through the data

"Having run the trucks for a few months on local and long-haul routes, I am very pleased to report that the calculations generated by the TruckScience software have proven to be accurate and that our fuel costs are substantially lower than the industry average of 50% of turnover, which is really excellent," enthuses Krause.

"Furthermore, we have received outstanding service from Babcock's service centres, with service turnaround times of less than 24 hours for those trucks that have reached their service mileage. Babcock's service teams have demonstrated their full commitment to assisting our emerging company to succeed by prioritising the services and getting our trucks back on the road as soon as possible.

"It is reassuring to know that Babcock has service centres and breakdown assistance across the country so that we can access both types of services quickly when required," says Krause.

He adds that Legacy Bulk has also received positive feedback about the DAF trucks from their drivers, who are enjoying the spacious cabs, less frequent fuel stops, and driving a truck that is in top condition.

"The success of any logistics business largely depends on its drivers, and we are fortunate to have a great team of drivers who take pride in the trucks in which they spend a large amount of time. We want to ensure that they are as comfortable as possible, feel safe driving a truck that is properly maintained, and receive full back-up support when needed."

All drivers also receive comprehensive training on the DAF trucks, facilitated by Babcock.

"Together with Babcock and our drivers, we have developed a winning formula that incorporates route optimisation, fuel efficiency and service support. We hope to scale up our operations by the end of the year based on this formula and will be looking at adding further DAFs to our fleet as soon as the tankers are available," concludes Krause. □





# bandag

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# 800 000<sup>th</sup> CKD Mercedes-Benz Truck handover

**D**aimler Truck Southern Africa's East London assembly plant has reason to celebrate cracking the nod from Daimler Trucks' Wörth production facility to assemble and hand over the company's 800 000<sup>th</sup> Mercedes-Benz CKD truck to a loyal South African customer.

The milestone CKD Mercedes-Benz Actros 2645LS/33 officially rolled off the Daimler Truck Southern Africa (DTSA) East London assembly line to a festive reception attended by DTSA staff and the man who bought the truck, Nelen Gounder, CEO of Sesfigile Logistics and Safety One Logistics.

## Proving its Wörth

Daimler Truck's Wörth production facility has much to be proud of, with a trucking history to make any enthusiast's eyes gleam. Apart from being Mercedes-Benz Trucks' largest truck assembly plant with a history dating back to 1963, the facility builds the Actros,

Arocs and Atego model series and the Mercedes-Benz Special Trucks, namely the Econic, Unimog and Zetros.

In 2021, series production of the battery-electric Mercedes-Benz eActros 300/400 for distribution haulage started in the plant. In 2022, the second Mercedes-Benz eEconic electric series-production truck for municipal use followed. In October 2023, the eActros 600 for long-distance haulage was presented to the global public and will go into series production in Wörth at the end of 2024.

With around 10 000 employees, the Mercedes-Benz Wörth plant is the second largest employer in Rhineland-Palatinate. Research,



## The Handover

▲ East London rocks! Celebrating the handover of the special 'lorrie' are, from left: Edward Mzingaye, Head of Quality, Export and SHERQ at DTSA; Derick Archery, Head of Product & Process at DTSA; Elvis Moodley, Sales Executive at NMI Commercial Vehicles Durban; Augustine Daliwe, Head of Production at DTSA; Gladstone Mtyoko, Vice President for Manufacturing at DTSA; Nelen Gounder, CEO Sesfigile Logistics and Safety One Logistics; Ludwig Ehlers, Regional Sales Manager for Mercedes-Benz Trucks at DTSA; Mahlatse Masipa, Head of Logistics at DTSA; and Olaf Petersen, Vice President for Sales and Marketing at DTSA.

## Handover of 2000<sup>th</sup> CKD Kit

◀ Daimler Truck Southern Africa's East London assembly plant has been receiving CKD kits from the Wörth plant for many years. *FleetWatch* editor Patrick O'Leary was privileged to be present at the Wörth plant in Germany in 2004 when the 2000<sup>th</sup> CKD kit was being loaded for South Africa. It was a milestone celebration at the time and now, having been chosen as the plant to assemble the 800 000<sup>th</sup> CKD unit emanating from the Wörth factory was a great honour for the local South Africa operation and its staff.





development, and production work hand in hand at the site, which covers an area of almost three million square meters, and are closely interlinked, among other things, by the EVZ Development and Truck Testing Center located at the site.

“The Wörth plant is an integral partner contributing to our company’s success due to their high reliability, flexibility and quality standards. Being able to produce our products from CKD-Kits instead of importing fully-built-units (FBUs) has a major cost advantage for our customers and allows DTSA to remain competitive within the market,” says Olaf Petersen, vice-president, Sales & Marketing, DTSA.

“I would like to congratulate Sesfigile Logistics and Safety One Logistics for taking delivery of the 800 000th CKD truck. This unit, in particular, was built by our highly capable staff with the most amazing, proudly South African, spirit and pride.”

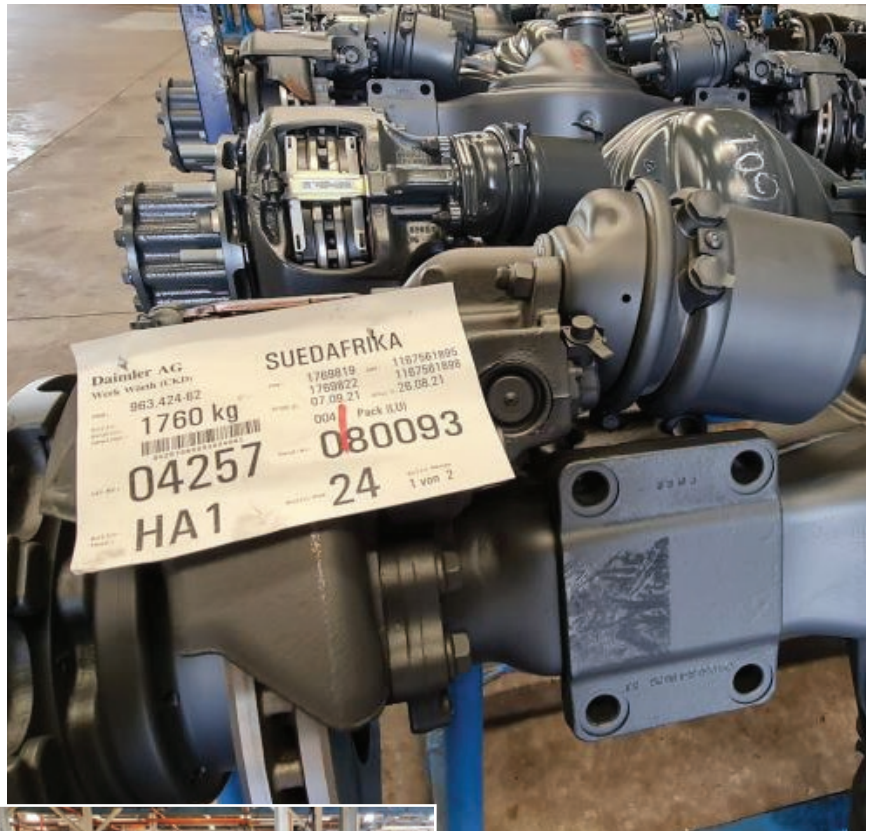
### CKD truck assembly prowess in East London

The DTSA assembly plant in East London also has a rich history spanning more than 60 years. The very first Mercedes-Benz truck, the L-type, rolled off the Eastern Cape assembly line in 1962.

Employing approximately 300 people, the plant is a crucial employer for the Buffalo City Metropolitan Municipality and currently one of the biggest CKD plants for Daimler Truck outside of Europe. In 2019, DTSA also received the 750 000th CKD unit for assembly - a Mercedes-Benz Actros 2652 LS 6x4.

According to Gladstone Mtyoko, vice-president for Manufacturing, DTSA: “Our plant operates in a very complex production environment, as products from four different source plants are assembled on a single production line. Despite this complexity, we consistently deliver the highest quality products for our customers.

“The assembly of the 800 000th CKD unit is a massive milestone for the Wörth plant, as well as our local



assembly plant. Being selected to assemble this unit was a great honor for our employees and motivates the team to continue delivering each unit on the assembly line with the same passion and dedication.”

### A versatile truck for two busy fleets

Sesfigile Logistics runs a fleet of over 200 trucks transporting petroleum and beverages nationally and cross-border. Safety One Logistics offers logistics services for petroleum and the handling of specialised products.

“Taking delivery of the

▲ “Being able to produce our products from CKD-Kits instead of importing fully-built-units (FBUs) has a major cost advantage for our customers and allows DTSA to remain competitive within the market,” says Olaf Petersen, vice-president, Sales & Marketing, DTSA.

◀ Daimler Truck Southern Africa's East London assembly plant is one of the biggest CKD plants for Daimler Truck outside of Europe.

800 000th CKD truck holds special significance for us, as this year, Sesfigile Logistics is celebrating its 20-year anniversary and Safety One Logistics its 10-year anniversary. This unit not only represents our amazing history but also a start of a new decade for both companies, rejuvenating our brand identities and values,” concludes Gounder.

FleetWatch always gets a rev when big numbers trigger the party bells and 800 000 kit trucks since '63 shipped all around the world is quite some achievement. Well done to all involved in getting the milestone truck onto Southern African roads. □



# State-of-the-art Isuzu Trucks dealership opens in Polokwane

In the South African commercial trucking industry, optimal vehicle uptime and rock-solid dealer support are mission-critical, as are customised services from the truck dealer to help

## Man at the helm

▼ Peter Adams, Dealer Principal, heads up the new dealership, designed to enhance customer experience.



enhance fleet profitability and extend value chain rewards. Westvaal Motor Group recently boosted its fleet customer proximity and truck servicing capacity on the Highveld with the opening of a state-of-the-art Isuzu Trucks dealership in Polokwane.

According to Coetzee Ferreira, group franchise executive at Westvaal Group: "The opening of the new dealership marks an exciting milestone for Westvaal Isuzu Trucks, which has been serving the Polokwane community with dedication since opening its first dealership in February 2010.

"In recognition of the community's unwavering support over the past 14 years, Westvaal Isuzu Trucks has made a significant investment in a modern facility conveniently located along the N1 South Exit, spanning over 8,500m<sup>2</sup>. This new building is designed to enhance the customer experience and streamline service delivery for all Isuzu truck owners."

Ferreira says the dealership features a spacious showroom displaying the latest Isuzu truck models and an expert sales team is ready to assist customers in

◀ All set and ready for world-class customer support – the Westvaal Isuzu Trucks Polokwane team celebrates the new facility's official opening.

customising their trucks to meet specific needs and applications.

"The facility is equipped with drive-through service lanes, ensuring quick turnaround times for maintenance and repairs, as well as six service bays for extended work when vehicles need to stay overnight. Customers can also enjoy a comfortable waiting area with complimentary coffee during their visits."

The Westvaal Isuzu Truck Dealer Network now includes facilities in Polokwane, Mbombela, Klerksdorp, Rustenburg and Secunda. The extensive Highveld network ensures customers have ready access to reliable service across key routes such as the N4 to the Lowveld, N1 north to Polokwane, N17 to Secunda, N14 to Rustenburg and N12 to Klerksdorp, says Ferreira.

Led by dealer principal Peter Adams, the Polokwane team is committed to providing exceptional service and ensuring all trucking needs are met with professionalism and care. □

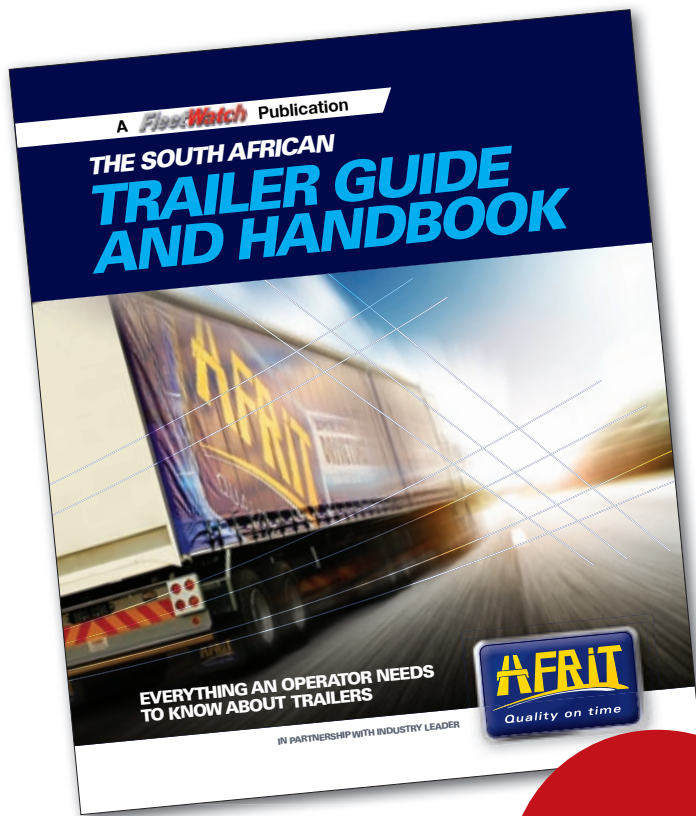
## Milestone

The opening of this new facility marks a milestone for Westvaal Isuzu Trucks.

Coetzee Ferreira  
Group Franchise Executive  
Westvaal Group



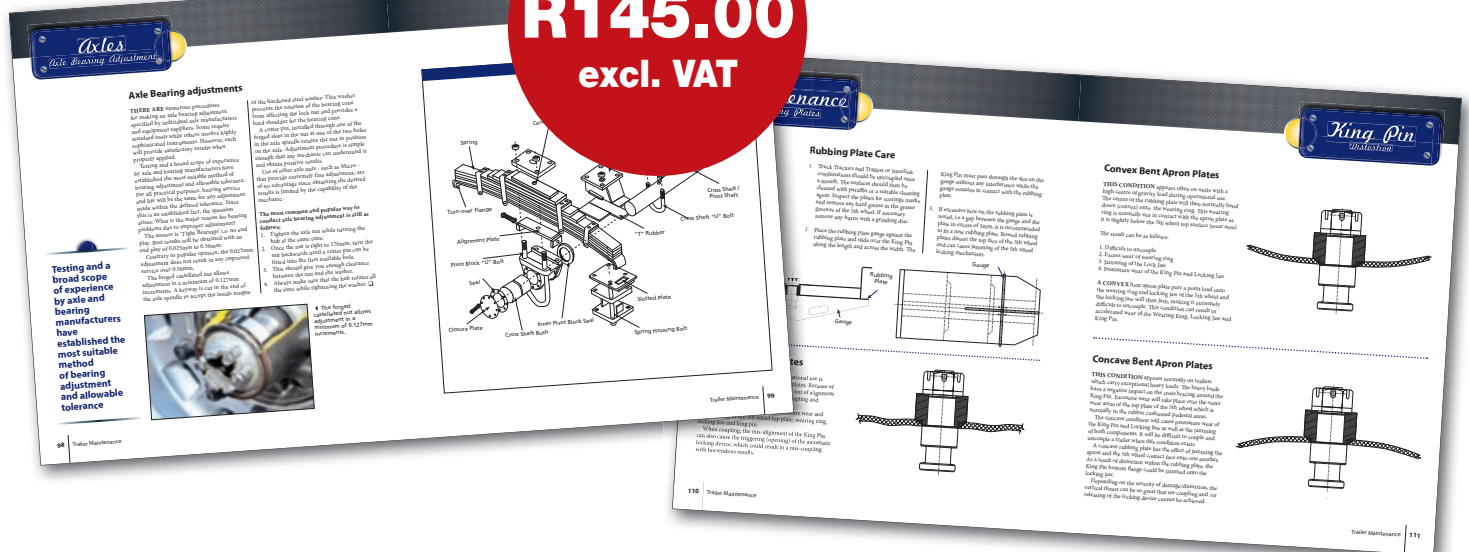




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# Hino SA notches up a string of awards

**The good folk at Hino SA have every reason to walk around with peacock-proud chests having chalked up a number of local and international awards for 2024.**

**O**n the local front, having an independent market research house engage directly with truck OEM customers to ascertain respective customer satisfaction levels helps elevate the industry as a whole. The DataTrack Comparative Truck Study is a fine example of this, with Hino South Africa continuing to top the survey's 2024 customer service rankings.

The quarterly DataTrack Comparative Truck Study has been conducted since 1989 with the results compiled from feedback collected from more than 30 000 truck operators in South Africa. Hino South Africa has continued its dominance of the quarterly DataTrack customer service survey, filling top positions in all aspects of the research for each of the first two quarters of 2024.

Hino scored 99.26% and 99.42% respectively in the combined scores for the first two quarters of 2024,

which put it comfortably ahead of the runners-up in each quarter. Hino's scores in sales were 99.68% and 100%, while scores for service were 99.90 % and 98.89%, while parts scores were 99.10% and 99.38%.

"Not only was Hino top in the combined score for each quarter but also headed the tables for the various segments, being sales, service and parts," says Itumeleng Segage, Hino general manager. "This is an amazing testament to the commitment and dedication of our dealer staff as well as the team members working at the Hino head office and at our state-of-the-art parts warehouse in Ekurhuleni."

As professional truck transporters will attest, efficient after-sales service with qualified and well-trained technicians, backed up by a comprehensive stock of service and replacement parts, are vital for containing the total cost of ownership of a truck and for

improving the overall profitability of the operation.

◀ Hino parts are stored and managed in the state-of-the-art Toyota Africa Parts Centre in Ekurhuleni which is shared with Toyota SA Motors.

improving the overall profitability of the operation.

"That is what we at Hino South Africa are continually striving to do, and the positive results in the DataTrack surveys for the first two quarters of 2024 are proof of that," says Segage.

## **Making history**

Staying on the local front, Hino SA made history at the 2024 Dealer Satisfaction Index award ceremony when it won a Platinum award for the sixth successive year and this time it was the first company to be given a rating of more than 90% by its dealer network. This annual survey has been conducted with franchised commercial vehicle dealers by the National Automobile Dealers' Association (NADA) since 2008.

"The DSI is a crucial benchmark for measuring dealer satisfaction across various automotive brands and this year there was participation from 183 commercial vehicle dealerships," says Segage. "Winning a Platinum award for the sixth time and this year topping the results table with a record high score, was a great achievement and underlines the magnificent working relationship that exists between the Hino team members and the staff at the 63 dealers in our network."

Bobby Pringle, Chairperson of the Hino South Africa Dealer Council, says that he and his fellow dealers are extremely proud of this excellent performance by Hino South Africa and the Hino brand in the extremely competitive truck market in South Africa.



Platinum DSI awards are given to brands with a score of 85.0 or above and this year Hino was the only commercial vehicle brand to achieve this level of satisfaction.

### International award

The somewhat rhetorical phrase, “when you’re hot, you’re hot!” conjures up another chestnut – “nothing succeeds like success!” and both are applicable to Hino South Africa with the company’s local winning streak augmenting a string of awards in 2024 from its Japanese principle, Hino Motors Limited in Japan.

Hino South Africa has once again won Global Service and Parts Distributor of the Year Awards from Hino Motors Limited in Japan. This is the 13th consecutive year that Hino SA has won these two accolades which are contested by Hino distributors worldwide. Hino SA also won an award from HML for its sales effort in 2024.

“Each distributor is scored monthly against a set of criteria for each discipline and these scores are then totalled for the year. The score must be a minimum of 80% of target to get an award,” explains Sudesh Sanilall, Hino SA’s senior manager – Customer Services.

“Some of the criteria for the Service Distributor of the Year Award are customer experience ratings, workshop productivity measuring efficiency and profitability for the dealer network and Hino SA itself. The Parts Distributor of the Year Award is based on specific criteria set out by HML to deliver an excellent parts supply to dealers and customers, including the ability to supply parts on first request, stock holding and emergency parts supply by Hino SA and the dealer network,” explained Sanilall.

According to Segage, Hino SA enjoys a huge advantage in the market when it comes to parts supply as Hino parts are stored and managed in the state-of-the-art Toyota Africa Parts Centre in Ekurhuleni which is shared with Toyota SA Motors.

“This recently enlarged facility now covers 80 000m<sup>2</sup>, making it the



▲ Hino SA made history at the 2024 Dealer Satisfaction Index award ceremony when it won a Platinum award for the sixth successive year. From left to right: Brandon Cohen, National Chairperson of NADA; Itumeleng Segage, Hino SA General Manager; Masafumi Kawabata, Hino Manufacturing Limited, Senior Executive Coordinator; Anton Falck, Hino SA Vice President; and Ghana Msibi, WesBank CEO.



▲ Returning home from Japan with the silverware for winning Global Service and Parts Distributor of the Year Awards from Hino Motors Limited in Japan are, from left: Masafumi Kawabata, senior executive co-ordinator from Hino Motors Limited in Japan; Chris Jansen van Vuuren, Hino SA national service manager; Itumeleng Segage, general manager Hino SA; and Nico Hamman, senior manager: sales and dealer network.

largest warehouse of its type in the Southern Hemisphere.

In *FleetWatch*’s estimations, the investments made by Hino (and Toyota) in South African dealership talent and top-flight warehousing infrastructures are huge contributors to Hino SA’s

leadership in international customer service and satisfaction ratings. By focusing on continuous improvement in sales, truck servicing and parts provision, Hino SA has set an enviable benchmark, underpinned by solid partnerships with its customers. Well done to all Hino SA personnel! □

# Hino aims high to build on its 2025 Dakar record

**H**ino Motors Limited of Japan has announced that it will compete in its 34th Dakar Rally in Saudi Arabia in January 2025 as it aims to build further on its record for reliability in this gruelling cross-country race. It has notched up 33 consecutive finishes since taking part in the 1991 Dakar Rally.

Since its debut, at least one Hino truck has qualified as a finisher in each event. Last year the sole Hino - the only Japanese truck in the field - finished in sixth place overall out of 20 finishers from an original field of 46 trucks. The bonneted US market Hino 600 Series truck which raced in the 2024 event, will form the basis for the 2025 challenger.

Several important improvements have been made to the truck to further improve reliability and make servicing simpler. Changes include re-routing piping around the



engine to keep them out of harm's way and beefing up the automatic transmission's clutch plates. The maintenance process at the overnight stops is also being revised to keep time consuming and labour-intensive maintenance tasks from overlapping.

Dakar 2025 will be the 47th staging of this famous off-road rally raid. It will start in Bisha on 3 January and finish in Subbaiah on 17 January. There will be 12 timed stages and one rest day. The organisers say it will be one of the toughest in the history of the event with a big sting in the tail as the finish will be located at the end of a three-day "adventure" in the so-called "Empty Quarter" which is

## The Challenger

▲ The bonneted US market Hino 600 Series truck which raced in the 2024 event, will form the basis for the 2025 challenger.

a mass of sand dunes. There will also be two marathon stages which will not permit servicing by anyone than the crews themselves.

"We are fully committed to continuing to work together in a challenging environment to ensure we build a faster and even more reliable truck for Dakar 2025," says Teruhito Sugawara, the team director and driver.

The Hino folk in South Africa are delighted Hino will once again take on the tough challenge of the Dakar Rally.

"We feel it is wonderful for the morale of all involved with the brand to follow the fortunes of our truck in the world's most demanding motorsport event. The record of finishing 33 consecutive races is a great public display for Hino reliability which resounds with our customers," says Itumeleng Segage, General Manager of Hino SA.

FleetWatch wishes the team well as it prepares for this great event. □

## Service Trucks

◀ The Hino Dakar Service trucks. The maintenance process at the overnight stops is being revised for the 2025 event so as to keep time consuming and labour-intensive maintenance tasks from overlapping.







## Transport Month

# Engen drives health, wellness and safety

**I**n order to emphasise the importance of truck driver health and wellness to overall road safety Engen, in collaboration with Trucking Wellness, is providing free voluntary health screenings to commercial truck drivers during Transport Month (October), expanding the initiative to 29 locations across eight provinces this year.

Truck drivers traveling through Gauteng, Free State, KwaZulu-Natal, Limpopo, Northern Cape, Eastern Cape, Mpumalanga and Western Cape are encouraged to visit participating Engen I-Stops and Truck Stops for complimentary health screenings. In appreciation of their participation, drivers will receive free toiletry bags after completing their screenings.

Simlindele Manqina, Engen's Manager of Transformation and Stakeholder Engagement, explains that the Engen Driver Wellness'

◀ The Engen Driver Wellness campaign offers free health and wellness screening over Transport Month.

primary goal is to enhance driver health and road safety by offering accessible health screenings at convenient locations.

"Throughout October, mobile clinics staffed by qualified nurses and counsellors will be stationed at select Engen Truck Stops and Engen I Stop service stations, offering screenings for blood pressure, cholesterol, diabetes, malaria, tuberculosis (TB), sexually transmitted infections (STIs), Body Mass Index (BMI), and HIV/AIDS testing. Counselling and condom distribution will also be available," says Manqina.

Adnaan Emeran, Engen's Lubricants and Commercial Marketing and Business Development Manager, highlights that Engen Driver Wellness has aimed to improve the occupational health and wellness of long-distance truck drivers through free health screenings, healthy lifestyle advice and consultations when needed for over 10 years.

"Engen's partnership with the transport sector spans several decades. Our on-going partnership with Trucking Wellness reinforces Engen's commitment to being a sustainable energy solutions partner that enriches lives for a better future and our approach is to add value in a sustainable and specialized manner, leveraging our extensive knowledge of the sector," says Emeran.

He adds: "Truck drivers are the unsung heroes of our highways. Given the long hours they spend on the road and the challenges they face, initiatives like Engen Driver Wellness play a crucial role in supporting both fleet owners and truck operators, ensuring that their operations are 'Always Moving'."

This year's Transport Month partnership between Engen and Trucking Wellness will be a particularly celebratory one as 2024 marks the 25th anniversary of Trucking Wellness. □

# Your Truck • Your Gym

A **FleetWatch** Initiative

## YOUR TRUCK YOUR GYM

GRW Shell MAN CARTRACK Hollard. NOSA Logistics Trucking Wellness NBSRPL

**LEGS WORKOUT**  
Your Truck & Your Gym

### 1 WALKING LUNGES

Beginner	Intermediate	Advanced
1 sec Work 15 sec Rest	30 sec Work 30 sec Rest	45 sec Work 15 sec Rest

**Description:**

- Begin at one end of the truck and step forward with your foot and bend the knee to 90°
- Ensure to sit down on the front heel and allow the knee to fall to the floor knee should also be bent and just hovering off the floor
- Then stagger back and repeat movement with other leg stepping forwards onto the length of the truck

**Important cues:**

- Don't allow the front knee to pass over the heel or collapse forwards and ensure to maintain a tall spine

**Important cues:**

- Begin standing with your back towards a support and feet hip width apart
- Move into a squat position by bending of the hips so that your buttocks make contact with the step/corner
- Push through the heels as you stagger back and move into an upright position

**Important cues:**

- The movement should be performed with control
- Avoid using your arms to help lift from the step/corner, but rather focus on using your leg strength
- Squeeze your buttock muscles as you lift

SCAN FOR VIDEO

### 2 SIT-TO-STANDS

Beginner	Intermediate	Advanced
15 sec Work 15 sec Rest	30 sec Work 30 sec Rest	45 sec Work 15 sec Rest

**Description:**

- Begin in a squat position as feet your body is in a straight line with hands placed under the shoulders and legs straight
- Lift one foot off the floor as you put the knee up and in towards the same elbow
- Return the foot to the floor while putting the other knee up and in to create a hopping action
- Alternately repeat this movement

**Important cues:**

- This can be performed on an incline with hands placed on a bar or edge of the truck (beginner) or on a flat surface (intermediate)
- Keep your thoracic and lumbar muscles tight
- Try to keep your body in a straight line

SCAN FOR VIDEO

**CARDIO**  
Your Truck & Your Gym

### 3 FORWARD JOGGING

Beginner	Intermediate	Advanced
15 sec Work 15 sec Rest	30 sec Work 30 sec Rest	45 sec Work 15 sec Rest

**Description:**

- Begin at one end of the truck and continuously jog against the truck length from one end to the other

**Important cues:**

- Maintain the same pace for the entire duration
- Keep your body upright with head facing forward
- Use your arms as you move forwards
- Focus on deep, rhythmic breathing

SCAN FOR VIDEO

### 4 MOUNTAIN CLIMBERS

Beginner	Intermediate	Advanced
15 sec Work 15 sec Rest	30 sec Work 30 sec Rest	45 sec Work 15 sec Rest

**Description:**

- Begin in a plank position as feet your body is in a straight line with hands placed under the shoulders and legs straight
- Lift one foot off the floor as you put the knee up and in towards the same elbow
- Return the foot to the floor while putting the other knee up and in to create a hopping action
- Alternately repeat this movement

**Important cues:**

- This can be performed on an incline with hands placed on a bar or edge of the truck (beginner) or on a flat surface (intermediate)
- Keep your thoracic and lumbar muscles tight
- Try to keep your body in a straight line

SCAN FOR VIDEO



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**Download all the Your Truck, Your Gym Workout routines and share with your drivers today**



Visit **FleetWatch** YouTube Channel  
<https://www.youtube.com/@yourtruckyourgym3972>





# Learn to read the helpline signboards on the N3

**If you've ever had your truck or car break down on a highway at night, you'll know how scary it can be, watching cars slow down as they approach, not knowing if you're about to be helped, hassled or harmed! FleetWatch correspondent Paul Collings explains here how help can be quickly summoned on the N3.**

**T**he N3 toll route running from Gauteng to KwaZulu-Natal is South Africa's busiest national road and also one of its best managed, thanks in part to the N3 Toll Concession (N3TC) 24/7 Helpline and motorised incident management crew.

What many N3 travellers don't know is that signboards are posted at regular intervals along the route displaying the Helpline phone number and the signboard's location details. Knowing how to relay the details displayed on these boards to the N3TC Call Centre in an emergency situation could be a lifesaver for all N3 travellers.

According to the N3TC website:

"The N3TC Helpline provides 24-hour assistance to road users travelling between Cedara (KZN) and Heidelberg (Gauteng). Road users can contact N3TC's Helpline to report any problems on the N3 Toll Route and to obtain emergency assistance. N3TC will inform its Road Incident Management Services (RIMS) teams of any incidents along the Route and will dispatch help to road users in distress."

The crux of this *FleetWatch* article/tutorial is: You have to let them know where you are!

▼ This N3TC Route Marker Board (used to illustrate this 'tutorial') shows the four 'board location' quadrants and the Helpline number.



**Be proactive and memorise how to interpret Route Markers Board indicators.**

### What the numbers and letters on N3TC Helpline signs mean

*FleetWatch* has received numerous queries regarding the signboards on the N3 that say 'HELP' and display an N3TC phone number, along with "a bunch of seemingly random numbers and letters". Well, these road signs are officially known as 'Route Marker Boards' and they're positioned at 200-metre intervals in both directions on the N3 between Heidelberg and Cedara.

Bear in mind: It's possible that not all Route Marker Boards display the N3TC Call Centre Helpline phone number, displaying only the location details of the signboard. To be safe, include the N3TC Helpline number (0800 63 43 57) in your phone contact list.

But let's get to what the 'mysterious' numbers and letters on these boards mean (using the accompanying graphic to illustrate).

Each sign has four location information quadrants:

1. The top-left quadrant displays the name of the Route (the N3 in this case).
2. The top-right quadrant displays the 'Section' of the Route (in the pic it's 'Section 10' which means everything to the Call Centre, if not to you).
3. The bottom-left quadrant displays the 'kilometre position' on the Route Section (10.0km in the pic).
4. The bottom-right quadrant indicates your direction of travel (in the pic that would be North, i.e. from KZN to Gauteng. If you were travelling from Gauteng to KZN, the direction of travel would be 'South' and the board would display an 'S').

### Getting your N3TC Helpline 'SOS' call across clearly

- To state the obvious, always travel with a phone loaded with sufficient airtime to make an emergency call lasting several minutes. In the event of an en-route emergency while travelling the N3 (be it an accident, vehicle breakdown, medical emergency or simply running out of fuel), obtain your location details

from the nearest Route Marker Board (which should be less than 200 metres away from you).

- Learn and memorise how to interpret the numbers and letters in each of the Route Marker Board's four quadrants.
- Call the N3TC Helpline and relay your position by quoting the numbers and letters displayed in the four quadrants on the Route Marker Board nearest you.

Your conversation with the Call Centre will go something like this (let's assume you're standing at the Route Marker Board in the pic):

**You** – "Hi, I need help. We've had an engine breakdown."

**Helpline** – "Where are you?"

**You** – "On the N3, Section 10, at the 10.0 kilometre route marker board, travelling north."

**Helpline** – "Thank you. An emergency support vehicle will arrive shortly to assist you."

### Your first and fastest line of help

It's reassuring to know that N3TC Route Patrol vehicles constantly drive the Route and will arrive to assist you quicker than any other emergency services crew – usually in less than 10 minutes.

This *FleetWatch* 'tutorial' goes out to all users of the N3. Be proactive and memorise how to interpret Route Marker Board indicators. Place the N3TC Helpline number on your phone's speed-dial setting. And, teach your family, friends and colleagues how to read the N3TC Helpline signs too. They may just save your life! Share this vital information with your fellow travellers just in case you are incapacitated en-route.

Happy and safe N3 travels!

**Call the N3TC Helpline  
on 0800 63 4357 or  
contact N3TC via  
Twitter: @N3Route.**



### WATCH THE VIDEO



<https://youtu.be/zVlriQBQUU>



# Serco boosts payload for Midlands Eggs

**T**he quest for greater payload potential is a perennial challenge for truck transporters. Fittingly, South Africa's trailer fabrication industry invariably rises to the challenge with great success. Serco proved this recently by providing Midlands Eggs with two rigid freight carriers equipped with ultra-lightweight truck bodies.

Midlands Eggs, based in KwaZulu-Natal, collects, grades, packs and distributes 320 000 eggs a day in the province. Serco has been a Midlands Eggs truck body supplier for several years and enthusiastically tackled the customer brief for a lighter vehicle with optimum payload capacity and a rust-resistant sub-frame and doorframe.

According to Midlands Eggs co-owner, Derek Ross: "We ordered two 3.8m-long rigid trucks equipped with ultra-lightweight dry freight bodies to accommodate an increased number of egg crates. We opted for a fully galvanised sub-frame and door assembly to give extended service life and ensure that the trucks continue to look great many years down the line."

Both trucks have been delivered and have each clocked more than 20 000km. "I am very happy with them. They look great and are built to last. I must say team Serco gives us excellent service and we have had good results with their products," he says.

"We have dealt with Serco for about ten years and for the past six or seven of those we have used Serco exclusively to build our truck bodies - all of which have held up very well. Rust is a challenge for us



as we deliver to the coast which is why we decided to go with fully galvanised sub-frames on our most recent units."

Ross, impressed with Serco's service levels and innovation, concludes: "Serco has really looked after us over the years, investing a lot of time in finding the right vehicles for our applications and working closely with us to design bodies that help us to achieve our goals."

"From an innovation perspective, Serco can accommodate our needs, from fully insulated bodies to bespoke lightweight dry freight



**320 000  
eggs  
delivered  
per day**

▲ Robust and rust-resistant – one of two new Midlands Eggs trucks with an ultra-lightweight Serco dry freight body.

bodies depending on the application. We will soon need to replace some of our vehicles and look forward to working with Serco on these units."

*FleetWatch* loves stories like this that highlight the positive effects generated by long-standing, collaborative relationships between customers and suppliers. Well done Serco, and 'keep on crushing it' Midlands Eggs! □

## Climate Neutral Trucking

# Electric trailers • eTrucks Hydrogen-powered retail HCVs • Green compliance

Achieving a zero-emissions global trucking industry by 2050 may seem daunting today but several partnerships between truck OEMs and other logistics stakeholders are currently underway to help transporters achieve green compliance affordably, including electric trailer technologies for long-haul applications and hydrogen-powered trucks for medium-haul distribution. There is a universal understanding within the logistics industry that truck transport's transition to zero emissions will be an incremental process as fleets weigh capital investment in green technologies against current business profitability. In essence, what commercial truck fleets require to remain in the game is scalable solutions that work in unison with diesel trucks, eventually leading to zero-emissions operations. In this article, *FleetWatch* correspondent *Paul Collings* takes a look at what some leading OEMs and their partners in Europe and North America are doing in the quest for 'clean trucking'.

Thermo King and  
Range Energy  
collaborate on  
electric refrigerated  
trailers

NO COMPONENT in the truck and trailer combination slips past achieving 'climate neutral' status, including reefers and their cooling units. Thermo King and Range Energy have announced a strategic collaboration to integrate an electric trailer platform with hybrid and electric trailer refrigeration units to advance the commercial adoption of electric refrigerated trailers in the Americas.

"Accelerating the commercial adoption of electric trailers is essential to helping fleet owners and operators meet emerging emissions reduction goals and mandates," says Ali Javidan, CEO and founder of Range Energy (Range).

"Working with Thermo King to advance electric refrigerated trailers marks significant progress



▲ Thermo King and Range Energy are collaborating on advancing electric refrigerated trailers which will help fleet owners and operators meet emerging emissions reduction goals and mandates.





in the electrification of commercial trucking, providing a near-term and pragmatic solution for fleets of today and tomorrow," he states.

The integration process will include extensive testing, customer pilots and the public demonstration of an electric refrigerated trailer, adds Javidan.

For Chris Tanaka, vice president product management at Thermo King Americas, the collaboration with Range promises benefits for cold-chain fleet customers and the environment: "Integrating our products with innovative technologies like Range's electric trailer platform can help us deliver more efficient and reliable transportation solutions while keeping transported food and perishables safe and fresh.

"Range is also an early mover in trailer electrification and we believe this partnership has the potential to contribute significantly to the acceleration of our industry's decarbonisation efforts." □

### JOST joins Trailer Dynamics in the development of eTrailer economy

**IMAGINE** an electric drivetrain housed in the truck-trailer which makes the e-trailer compatible with any truck-tractor unit. JOST (JOST Werke SE) is investing EUR15-million (R289-million) in start-up Trailer Dynamics GmbH to strengthen its activities in e-trailer development.

According to Joachim Dürr, CEO of JOST: "Trailer Dynamics has developed a comprehensive and unique solution for reducing diesel consumption for long-haul diesel trucks or, increasing the range of battery-electric truck-tractor units (BEV), by installing an electric drivetrain in its 'eTrailer'.

"The electric drive permanently supports the tractor unit's diesel drive over the entire route including

when starts and inclines are negotiated. The eTrailer's electric-assist drive significantly reduces CO<sub>2</sub> emissions from diesel truck-tractors and boosts the operational range of battery-electric trucks, adapting dynamically to the cargo weight and route topography.

"Trailer dynamics' eTrailer also provides significant savings in diesel consumption and greenhouse gas emissions in combination with conventional towing vehicles. This dual approach provides a versatile solution to greener transportation, aligning with global sustainability goals."

After many international test drives in real-life operation, over 6 000 customer reservations have already been made for the eTrailer.

Michael W. Nimtsch co-founder and CFO of Trailer Dynamics states: "Combining our ground-breaking e-trailer technology with the expertise of an established industry leader like JOST is a significant step to further develop our products and systems and increase our contribution to zero-emissions transport."

For Dürr, "the transport and logistics industry needs innovative solutions to become climate-neutral while further increasing the economic efficiency of the industry. The strategic investment in Trailer Dynamics offers JOST attractive cooperation opportunities to jointly develop new products and solutions to drive the decarbonisation of our society." □



### Lidl France gets its first hydrogen-powered heavy-duty food delivery truck

**LEADING** European retail chain Lidl has partnered with green hydrogen supplier Lhyfe and transport operator Jacky Perrenot Group to deploy the first clean hydrogen-powered heavy-duty food delivery vehicle in France. The truck is a Hyundai Xcient FuelCell 6x2 rigid with a refrigerated body.

The green Lidl truck has been operating since the beginning of 2024. It is managed by fleet operator Jacky Perrenot at Europe's first green hydrogen-powered logistics platform (distribution hub) in Carquefou.

The hydrogen-powered truck delivers to Lidl supermarkets in the Nantes region, marking a first in the French haulage landscape, says Xavier Pierre, head of Transport and Environment at Lidl: "This first new-generation 26-tonne truck is fitted with a 180kW fuel cell system and has a range of 400 kilometres. It will refuel at the multi-energy station in La Roche-sur-Yon, which opened in December 2021 and will be supplied with 100% renewable green hydrogen by Lhyfe."

The environmental collaboration between Lidl and Jacky Perrenot has



resulted in the annual renewal of part of the supermarket chain's fleet with alternative energy vehicles. The first all-electric deliveries began in 2021. The green hydrogen-powered Hyundai Xcient FuelCell marks a new stage in the commitment between the two players, adds Pierre.

In 2021, Lhyfe inaugurated the first industrial-scale green hydrogen production plant in the world to be interconnected with a wind farm. In 2022, the company launched the first offshore green hydrogen production

pilot platform in the world. In 2023, it opened its second and third sites and currently has several sites under construction or expansion across Europe.

"We're proud to have put this first green hydrogen vehicle on the road. It represents a significant step forward in our commitment to energy transition. Lidl's collaboration with Lhyfe and the Jacky Perrenot Group is a concrete example of our desire to work with partners who share our values and ambition," Pierre concludes. ▢



### Green fleet transition insights from Mercedes-Benz trucks and Große-Vehne

**THE TRANSITION** of a large truck fleet to alternative-drive vehicles will necessarily take place in stages due to the need of the operator to first gather experience before taking the next steps. So says Christoph Forcher, eConsultant at Mercedes-Benz Trucks, who is assisting customer Große-Vehne integrate eActros derivatives into its fleet of over 1 000 trucks.



▲ The Lidl green hydrogen fuel cell delivery truck has a payload potential of 16 tons, a range of 400 kilometres and takes under 15 minutes to refill.

◀ Collaboration on green trucking pilot projects – A Große-Vehne eActros 300 delivers parts to a Mercedes-Benz production line.

According to René Große-Vehne, managing director of GV Management: "The success of the fleet transition to alternative-drive trucks depends on numerous conditions being fulfilled.

Alongside a suitable range of vehicles, appropriate grid capacity and charging infrastructure are imperative. And, deployment of electric vehicles must be worthwhile; there must be cost parity with diesel trucks.

"It is essential to trial several alternative technologies - not only batteries but also hydrogen drives, for example. One characteristic of electromobility is that it not only depends on the right vehicle for the purpose but also on the charging





infrastructure as well as energy generation and storage.”

Große-Vehne currently fields two eActros 300 battery-electric trucks to service its automotive customers (including Mercedes-Benz production plants) and plans to add the eActros 600 and the hydrogen-powered GenH2 Truck from Mercedes-Benz for long-distance applications.

“We’re experiencing growing interest in environmentally-friendly logistics services on the part of our customers who are, or will be, subject to reporting obligations under the new Corporate Sustainability Reporting Directive (CSRD) rules. They will need to document the measures they intend to take to reduce their CO2 emissions. In this context, they are also paying greater attention to logistics,” explains Große-Vehne.

Große-Vehne, under the operating banner of GV Trucknet, has been fully CO2-neutral since 2018. To compensate for the CO2 emissions that have been unavoidable to date, the corporate group will have planted a million trees by the end of 2024, says René Große-Vehne.

“We would like more federal support for the transportation and logistics sector on the way to climate neutrality. One aspect would be the building up of a nationwide charging and filling infrastructure. If we are promoting electrification it will also be necessary to build up the infrastructure, otherwise it won’t work,” concludes Große-Vehne.

From FleetWatch’s perspective, there’s no stopping the wheels of progress when it comes to clean energy, green transport and climate compliance. Corporate enterprises with deep pockets may be investing in clean trucking in Europe, the Americas and South Africa, but their success will depend on the full support of their respective governments to not only help create the necessary green energy infrastructures, but also to regulate net-zero policies in a manner that enables operator-friendly fleet transition and equitable compliance processes.

Viva clean trucking! ☐

A **FleetWatch** Publication

# Industry led self-regulated programme

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## REGIONAL ISSUES



### Regional Road Freight Issues

**QUALITY OF LIFE**

- Road safety
- Congestion
- Cost of logistics
- Road condition

**HEAVY VEHICLE TRANSPORT**

- Road condition
- Congestion
- Energy consumption
- Emissions

**GLOBAL COMPETITIVENESS**

- Transport efficiency
- Cost of logistics
- Congestion
- Cost of logistics
- Optimum road maintenance

**ACCIDENTS INVOLVING HEAVY VEHICLES OFTEN INVOLVE ROAD CLOSURES, IN SOME CASES CAUSING LONG DELAYS, THEREBY NEGATIVELY IMPACTING THE TOTAL COST OF LOGISTICS IN SOUTH AFRICA**

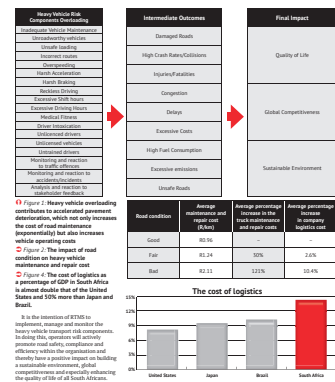
**REGIONAL ROAD FREIGHT ISSUES**

South Africa's estimated 170,000 trucks on the road network is the highest in the world, with a direct bearing on the economy with a direct bearing on:

- **Quality of Life** - In an increasingly urbanised country, the constant noise and vibration from heavy trucks is a major concern. Road closures due to accidents involving heavy trucks can cause significant delays and disruption to the economy.
- **Sustainable Environment** - Heavy trucks are a major source of greenhouse gas emissions and air pollution. Road closures and delays can lead to increased idling and fuel consumption, further exacerbating the problem.
- **Global Competitiveness** - Inefficient road transport can lead to increased costs and delays, making South African goods less competitive in the global market.

**Let's take a look at the various road freight issues in South Africa:**

- **Accidents involving heavy vehicles** - These are a major concern for the industry, as they can cause significant delays and disruption to the economy.
- **Road condition** - Poor road condition can lead to increased fuel consumption and emissions, as well as increased wear and tear on vehicles.
- **Congestion** - Heavy traffic can lead to delays and increased costs, as well as increased fuel consumption and emissions.
- **Cost of logistics** - High costs can make South African goods less competitive in the global market.
- **Optimum road maintenance** - Regular maintenance can help to reduce fuel consumption and emissions, as well as improve road safety.





## Bakwena and PinkDrive provide gender-based cancer awareness

**S**outh Africa's truckers are renowned for lending a helping hand and for enthusiastically investing in social upliftment initiatives, conscious of the importance local communities play in their operational success. In similar spirit, Bakwena, concessionaire of the NIN4 toll road, brought much needed gender-related cancer screening, awareness and education to North West communities during Women's Month.

The campaign, now in its eleventh year included two phases focused on the North West areas of Radikhudu, Dinokana, and Lehurutshe.

The first phase involved visits to local secondary schools where both male and female learners were educated on breast, prostate and testicular cancer, with emphasis on the importance of early detection through self-examination.

The second phase partnered with local health clinics to extend these services to the surrounding communities. Bakwena also provided

transport to help community members access the clinics.

### Generating awareness for longer, healthier life

The campaign successfully reached a total of 2 292 males and 2 500 females, and 76 prostate-specific antigen tests were conducted. Nine individuals were referred for follow-up care, underscoring the importance of early detection and timely intervention.

Founded in 2009 by Noelene Kotschan, PinkDrive NPC is a health sector NGO based on the premise that "Early detection will help prolong a life". PinkDrive's cardinal purpose is to contribute meaningfully towards preventing cancer in as many people as it can, including breast, cervical, prostate and testicular cancer, especially among those without access to adequate care in areas underserved by health services.

By promoting health awareness and education, PinkDrive works

### Vibrant branding

◀ PinkDrive's vibrant truck helped bring gender-related cancer awareness and screening to thousands of North West women and men.

to increase awareness of gender-related cancers in South Africa.

Solomon Kganyago, chief operating officer of Bakwena NIN4 toll road concession states: "Bakwena's corporate social investment policy focuses on four pillars: road safety, health, environment & heritage and socio-economic development. Our programmes have had a meaningful impact on many aspects of the lives of people in communities around the routes that they operate. This partnership to promote cancer awareness highlights Bakwena's dedication to improving the lives of communities along the NIN4 route

"Building relationships and partnership with the relevant stakeholders and government departments enables them to contribute to uplifting health and education systems. Bakwena is proud to support initiatives like this, which empowers women, children and men with the information and support needed to manage their health effectively."

FleetWatch applauds Bakwena and its partners for their generous work in bringing much-needed cancer education to the residents of North West, who without doubt sincerely value the care and compassion the initiative expressed. □



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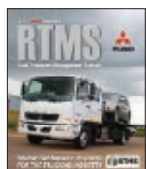
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