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6x2
6x4



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480Hp
EURO III

Transmission
ZF Friedrichshafen
AG. 9/16 speed

Chassis
Double Layer

Rear Axle
Hub Reduction

MIXER TRUCK

6x4
8x4



CAMC- HANMA
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420Hp
EURO III

Transmission
ZF Friedrichshafen
AG.

Chassis
Double Layer

Rear Axle
Hub Reduction

RIGID TRUCK

4x2
6x2
6x4
8x2
8x4



CAMC- HANMA
375Hp
420Hp
EURO III

Transmission
ZF Friedrichshafen
AG. 9/16 speed

Chassis
Double Layer

Rear Axle
Hub Reduction

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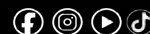
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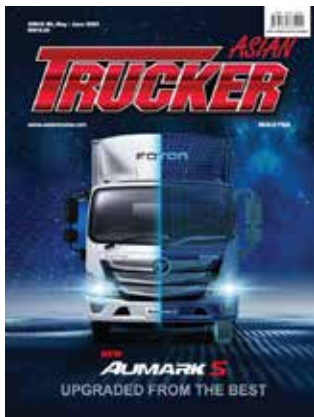


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The Drivers

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Is Automated Driving the Next Hot Topic?

The summer was packed with events. A lot has happened and it seems that there is a pattern with the second half of the year being busier than the first when it comes to me travelling. At these events I was able to find out what moves the industry these days. It appears that a shift in what is the current hot topic is happening. While the electrification of transportation is advancing, it seems that automation of transportation is now stepping into the foreground.

There is still a lot going on in the realm of electric trucks, but I feel the subject of range anxiety is slowly taking a back seat: Volvo is now introducing an electric truck capable of going up to 700 Kilometres on one charge. When we look at the work Kargo is doing, I admit that the electrification of fleets is their focus, but maybe more interesting are the

automated tasks that they perform, springing from the fact that the fleets utilise this new propulsion system. Malaysia's first driverless Robovan is electric, of course, but this fact was not something we dwelled on when I met for the interview.

What struck me is that two of my interviewees mentioned that automation in transportation will first and foremost address the matter of repetitive, short drives. Meanwhile, from my interactions with industry players, the matter seemed to always be that of looking for autonomous vehicles being deployed on long distance routes. The bottom line is that, similar to power trains, there will need to be a range of solutions available. Autonomous vehicles will not replace drivers for a long time, just as there will still be a need for ICE-powered trucks for specific missions and applications.

When I met with Mats Nilsson in Singapore on my way back from the IAA Transportation in Germany, we spoke at length about how the transportation industry has changed so dramatically in the past ten years. And, indeed, the last decade may have brought about some of the most significant developments, and accelerated them. I wonder what has impacted your business the most, apart from the lockdowns during Covid.

The last weeks have also seen a sort of a wave of renewals. FAW trucks are now produced in a new factory while BYD, Isuzu, JAC, and Foton have new models on offer for their customers. Not exactly new, but renewed is the interest in the Polish brand STAR, which is now being revived in a partnership with MAN. Maybe there is a second edition to my Iconic Trucks coffee table book in here somewhere?

For the first time I have been given a "Lego" truck model as a door gift. I have been given truck-shaped thumb drives. And power banks looking like box vans, complete with wheels and actual models with display cases. However, the Chinese Super Panther brand is the first to hand out brick models as a door gift for the media. Although it says it is for kids age six and above, I don't see a reason why I shouldn't have some fun with this. In Lazada / Shopee, you will actually be able to find such models labelled "educational toy" (I checked, so you don't have to). And indeed, these can be fun and educational as some come with engines where the pistons are moving, having crankshafts and all. I might do some unboxing videos next.

Drive Safe,

Stefan Pertz
Editor Asian Trucker



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SCANIA



Scania Delivers Malaysia's First New Model Specification Scania Super

MKRS Group of Companies receives the first vehicle delivered to a Malaysian customer, being their first Scania truck at the same time.

Scania Malaysia today handed over Malaysia's first new model specification Scania Super R500A6x4NZ for general cargo transport to MKRS Group of Companies at Scania Malaysia in Bukit Jelutong. The vehicle is also MKRS Group's first Scania truck. Dato' Dr. Saravanan Karrupayah, Chairman of MKRS Group of Companies, received the key to the new truck from Joyce Antar, Managing Director of Scania Southeast Asia.

The acquisition is supported by Scania Financial Services, providing MKRS Group with a tailored financing solution and greater peace of mind. This enables the company to manage its investment with confidence while remaining focused on expanding its operations and growing its business.

"We decided to invest in our first Scania truck because Scania is known for its fuel efficiency, performance, reliability, and service. Scania was also highly recommended by our drivers. With the new model specification Scania Super, we are confident that the truck will support our operations and contribute to the continued growth of our business," said Dato' Dr. Saravanan.



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MARKET UPDATE

The 500 hp Super 13-litre engine produces 2 650Nm of torque at just 900rpm, the highest torque at the lowest RPM in the industry. The engine is paired with the G33 gearbox, which provides maximum efficiency of up to 99.8 percent and more than 50 percent reduced internal losses. Together, the powertrain provides up to eight percent reduction in fuel consumption and emissions.

The new model specification Scania Super R500A6x4NZ also provides more safety for MKRS Group. It comes with a suite of additional safety systems which are part of the Advanced Driver-Assistance Systems (ADAS), such as Blind Spot Warning (BSW), Vulnerable Road User Collision Warning (VRUCW) – side, Advanced Emergency Braking for vehicles and pedestrians (AEBp), Lane Departure Warning (LDW), Driver Attention Support, Emergency Braking Indication, and Electronic Stability Programme (ESP).

The additional safety systems complement standard safety systems such as Electronic Braking System (EBS) with Anti-lock Braking System (ABS) and Traction Control.

Inside, the Smart & Safe dashboard provides a digital interface for drivers to individualise their driver station. Its new built-in telematics unit and sensor platforms collect vehicle data for better insights, meet the latest safety and cybersecurity regulations, and enable the integration of advanced safety features.

For the driver's comfort and convenience, the truck features a 12.9-inch interactive centre infotainment display with Apple CarPlay and Android Auto. It also comes with LED headlamps for improved visibility in dark conditions and greater durability.

"The new model specification Scania Super also comes with Inclusive Maintenance, which uses Scania's proactive maintenance to help prevent time-consuming and costly problems. By individually optimising the different modules in the vehicle's service plan, downtime can be planned and reduced to a minimum. This will help MKRS Group maximise uptime and reduce operating costs, allowing the company to focus on its core business," said Phang Yee Fong, Dealer Director – Region Central, Scania Southeast Asia.

Supporting MKRS Group's fleet operations, the purchase includes the Scania Fleet Management System Control Package. This will provide access to valuable insights and information about its fleet through the My Scania portal and Scania Fleet app. These digital tools provide essential data such as real-time positioning, vehicle performance monitoring, environmental reporting to track carbon dioxide emissions, service planning, defect reporting, and driver evaluation. This enables MKRS Group to quickly identify opportunities for improvement.

"Besides supporting the company, we ensure that we also support their drivers. Drivers will also gain access to the My Scania digital ecosystem through the Scania Driver app. The app enables drivers to submit pre-departure checks, view essential vehicle data, monitor their driving time and performance, view service bookings, and locate the nearest Scania workshop," said Joyce Antar.

"This completes our total solution offerings that MKRS Group has come to appreciate from Scania. We are committed to supporting MKRS throughout the vehicle's lifecycle as the company continues to grow its operations. Congratulations to MKRS Group of Companies on your first Scania." 

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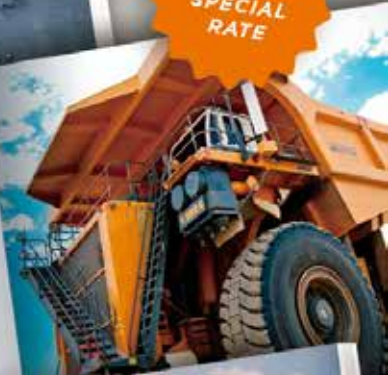
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HS Group Launches C3H light truck and the HOHAN MAX

Presenting their latest addition to their product line-up, HS Group invited transport owners to a preview on 3 August 2026 in Klang. While the C3H light-duty truck is a new addition to the portfolio, the HOHAN MAX is a new generation, which replaces the previously offered truck model.

Imported as a CKD kit, the C3H is closing a gap that HS Group has been looking to fill. With many of their customers not only offering long-haul, heavy goods transport, the company is now able to offer a dependable vehicle that covers the need for a 7.5 tonne truck. In particular, it is aimed at SMEs and logistics companies.

Within the model range, the diesel-powered version is the spearhead into the market segment. HS Group is planning to add the electric version of the C3H truck very soon as well. For now, given charging infrastructure often being cited as a bottleneck, the ICE version in EURO 5 emission norm specifications is still the preferred one. Asian Trucker learned that the sales volume for this truck is estimated to be around 500 units in the next 18 months. The most common application is expected to be box cargo.

The warranty period extends to six years or 300 000 kilometres, whichever comes first. Equipped with dual-circuit air-pressure brake, ABS+ASR as well as spring storage energy without air and cloud-like luxury seats make the vehicle both safe and comfortable to drive. It is powered by a CUMMINS ISF3.8S5154 Type Diesel, which is turbocharged and inter-cooled. The four-stroke engine with a displacement of 3.8 Liters produces 115/2600 KW (r/min and maximum torque Nm(r/min) 491/1200~1900. Summing it up, the C3H is rich in specification, offering a built-in rear view camera, wider track, and more stability.



Meanwhile the HOHAN MAX is a newly developed truck, offered in 4x2, 6x2 and 6x4 axle configuration. The suffix "MAX" signifies a young generation, efficiency and power according to HS Group. It is using a MC11 / MC13 EURO V engine for the same reason as the C3H with similar sales numbers expected for the coming 18 months.

It is also a CKD import specifically aimed at major logistic carriers. It comes with a three-year, unlimited Mileage warranty. A telematics platform is offered as an option, while daytime running lights and electric cabin lifting are standard for the HOHAN MAX. Operators can choose between Automated Manual Transmission (AMT) and manual transmission, and engines offering 440 or 540 Hp and torque at 2100/1000-1400 for MC11 and 2500/1000-1400 N.m/r/min for MC13. 

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JOST to divest Hyva's Tipper Body Business in India to Belrise Industries

JOST Werke SE ("JOST"), one of the world's leading suppliers of safety- and mission-critical systems for the commercial vehicle industry, has entered into an agreement to transfer its Tipper Body Business in India to Belrise Industries Limited ("Belrise").

Following the acquisition and integration of Hyva in February 2025, JOST continues to refine Hyva's portfolio to concentrate on tipping cylinders, hydraulic components and digital tipping systems. The divestment lowers JOST's vertical integration and enhances operational flexibility in India.

On an annual basis, the Indian tipper body business generates revenue of €30 to €40 million and an EBITDA of about €1 million. The agreed purchase price amounts to about €5 million. As the closing of the transaction is expected in the fourth quarter of 2026 it will not have any material impact on the revenue and earnings outlook for JOST for 2026 fiscal year and JOST confirms its outlook for 2026.

Closing remains subject to customary regulatory approvals and conditions.

Joachim Dürr, CEO of JOST Werke SE, said: "This divestment is a further step in aligning our portfolio with our long-term strategy for profitable growth. It allows us to focus even more strongly on the core hydraulic and tipping solutions offered under the Hyva brand and to direct our R&D capabilities toward mission-critical systems."



Mr. Shrikant Badve, Managing Director of Belrise Industries Limited, said: "We are pleased to welcome Hyva's India Tipper Body Business into the Belrise family. The business has established a strong reputation in the Indian commercial vehicle market and represents a compelling strategic fit for Belrise, complementing our manufacturing and engineering capabilities. We are



Mr. Shrikant Badve, MD, Belrise Industries

committed to investing in its future growth while ensuring seamless continuity for customers, employees, suppliers, and business partners throughout the transition, in collaboration with JOST." 



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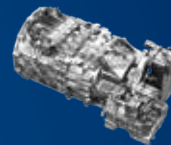
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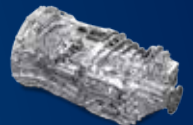
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Scan Global Logistics and Cycle & Carriage Launch Autonomous Transport Solution in Singapore

Scan Global Logistics (SGL) and Cycle & Carriage (C&C) have signed a Memorandum of Understanding (MOU) to launch an autonomous transport solution in Singapore using an electric autonomous vehicle, designed to transport commercial cargo. The partners are currently finalising the operational arrangements for the vehicle to be deployed on the roads for a supervised trial in Q4 2026.

C&C already supports SGL's last-mile distribution to retail stores in Singapore with electric vans, and since 2024, the two companies have explored how autonomous technology could complement SGL's existing logistics operations to create greater value for its customers.

The initiative is nearing the final stage of implementing a 100 percent electric autonomous vehicle that uses sensors, cameras and software to navigate and drive without a human driver. The vehicle has obtained homologation approval, confirming that it meets all relevant technical, safety, environmental and regulatory requirements. The proposed routes and supporting documentation are under final review by the authorities.

'Successful deployment of an autonomous vehicle requires more than technology. It requires strong collaboration, operational expertise and a clear understanding of the environment in which the technology will be used,' says Wilfrid Foo, CEO, Cycle & Carriage Group. 'Together with SGL, we are taking a practical approach to testing how autonomous transport can work in commercial logistics and developing the solution responsibly.'

Testing Autonomous Transport in Practice

The next step is a supervised road trial planned for Q4 2026. Once the trial arrangement has been approved by the authority, the remaining work focuses on fine-tuning the timing, execution, and operational processes for conducting the trial. The vehicle will be tested on a specific route under supervised, autonomous conditions, supported by safety and remote-monitoring procedures. C&C's Certified Safety Officer will monitor the vehicle throughout the trial and can intervene remotely when required.

The trial is expected to run for 3-6 months and will help to explore how autonomous transport could improve operational efficiency, consistency and service reliability, address ongoing labour shortages, and support lower-emission road transport.

'For us, this is about understanding how autonomous transport can make a meaningful difference for our customers,' says Allan Melgaard, Global CEO at Scan Global Logistics. 'This initiative gives us the opportunity to put the technology into a real logistics environment, learn from the experience, and understand how it could become part of our future logistics solutions.'

The data and operational experience gathered during the trial will help determine the next stage in autonomous operation. If the trial progresses successfully, the longer-term ambition is to make more autonomous transport solutions available for different customers in Singapore.

The MOU was signed at Cycle & Carriage's facility in Singapore on 21 September by Allan Melgaard, Global CEO of Scan Global Logistics and Wilfrid Foo, CEO of Cycle and Carriage Group, where the autonomous vehicle was also publicly unveiled. 

INTRODUCING

SINOTRUK
by SendokGroup

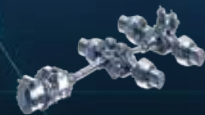
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Syarikat Jasa Selamat Expands Fleet with 22 Scania Super G460 Cement Tankers

Syarikat Jasa Selamat expanded their fleet with 22 new Scania Super G460 cement tanker trucks. Yew Choo Kein, Managing Director of Syarikat Jasa Selamat Sdn Bhd, received the key to the new trucks from Joyce Antar, Managing Director of Scania Southeast Asia.

“Our decision to invest in Scania trucks was driven by the need to improve fuel efficiency while maintaining the performance required for demanding transport operations. Having experienced Scania trucks in our fleet before, we are familiar with their performance and reliability. With the Super powertrain, we see an opportunity to further improve fuel efficiency while benefiting from the strong pulling power we need. We believe this will help us better manage operating costs while continuing to deliver the performance our operations demand,” said Yew Ze Hao, Director of Syarikat Jasa Selamat Sdn Bhd.

The Scania Super G460 trucks deliver the highest torque at the lowest RPM in the industry, producing 2 500Nm of torque from just 900rpm. This provides fuel savings of up to eight percent without compromising on performance and reliability. The trucks also come standard with Side Curtain Airbags and Steering Wheel Airbag, along with Electronic Brake System (EBS) with Anti-lock Braking System (ABS) and Traction Control (TC), providing enhanced safety for Syarikat Jasa Selamat’s drivers on the road.

“Reliable aftersales support is just as important as the trucks themselves. Through Scania’s Inclusive Maintenance, Syarikat Jasa Selamat will benefit from proactive service planning and access to Scania’s wide service network, supported by trained and certified technicians with in-depth knowledge of their vehicles. Our goal has always been to help maximise uptime and keep our customers’ operation running smoothly every day,” said Wong Nyook Lin, Dealer Director – Region North, Scania Southeast Asia.

Recognising the importance of efficiently managing a large fleet, the purchase includes Scania’s Fleet Management System Control Package, which provides Syarikat Jasa Selamat with access to valuable insights and information about its fleet through the My Scania portal and Scania Fleet app. These digital tools offer essential data such as real-time positioning, vehicle performance monitoring, environmental reporting to track carbon dioxide emissions, service planning, defect reporting, and driver evaluation. 40150 Shah Alam, Selangor D.E., Malaysia

This enables Syarikat Jasa Selamat to quickly identify opportunities for improvement and make better informed operational decisions across its growing fleet.

Their drivers will also gain access to the My Scania digital ecosystem through the Scania Driver app, enabling them to submit pre-departure checks, view essential vehicle data, monitor their driving time and performance, view service bookings, and easily locate the nearest Scania workshop.

“For fleet operators, access to actionable data and operational insights becomes increasingly important to manage fuel and maintenance costs while ensuring their vehicles are being used as efficiently as possible. As the business grows, managing all of this becomes more complex. Scania Digital Services provide the visibility, control, and tools needed to optimise fleet performance, maximise uptime, and support better decision-making across operations. By turning fleet data into actionable insights, these digital solutions empower fleet operators to run smarter businesses, helping them reduce unnecessary costs, improve productivity, and build a more sustainable and profitable business,” said Joyce Antar.

Together with Scania Financial Services, Syarikat Jasa Selamat can benefit from flexible and comprehensive financial solutions and greater peace of mind. This enables the company to manage its investment with confidence while remaining focused on expanding its operations and growing its business. 



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Sinotruk Enters Trucks into F1 Racing



The return of the Formula 1 to the Sepang International Circuit was enthusiastically received. Formula 1 is the fastest growing sports event series with a viewership of 1.5 to 1.8 billion. The races are also highly effective platforms for brand exposure. In particular automotive brands connected to the Formula 1 enjoy the benefit of receiving a boost in confidence in their products: timing, dependability and reliability are the most important aspect in a sport that times results to a 1000th of a second.

Sinotruk has long since been a part of the Formula 1, supplying trucks that are used as part of the programme during the race weekend. This year, Sinotruk, through their distributor Sendok Group, provided three trucks for the Paddock club activities. Speaking to Asian Trucker on the occasion was Mr Qiu Xiuliang, Chief Representative of Malaysia Office, Sinotruk International, who said that this race weekend is also a perfect occasion to meet with their distributors and customers.

"Sinotruk was the first truck brand in China. Today, we are represented in 150 countries, and our market share is growing steadily. As such, we see both, soccer and the Formula 1 as highly prestigious sporting events that we want to be affiliated with," he explained. In particular, Qiu pointed out that the dependability of the trucks is under an extreme scrutiny at the Formula 1. With the event programme timed to

perfection, to the minute, there can be no delay caused by a vehicle not performing; both, race cars and commercial vehicles need to perform to perfection. "Imagine all the spectators looking at our vehicles. This is a demonstration of the quality of the Sinotruk brand. It shows our confidence."

The Sinotruk vehicles, HOWO and SITRAK, displayed a custom livery for the event and were driven by expert drivers to ferry spectators around the Sepang International Circuit as part of the Paddock Club activities. These vehicles were mated to custom trailers, however, there were no modifications to the trucks needed.

They came as standard variants according to him. Qiu added that the vehicles are perfectly suited for the Malaysian climate as they have been refined over the years since their first appearance in the country. "We have been selling the HOWO truck since 2009 in Malaysia. Through the years, we have constantly gathered feedback from the market in order to continuously improve the truck."

Inviting valued partners and key customers to the F1 circuit is an important initiative of SINOTRUK to express gratitude for long-term partnership and pursue win-win collaboration. At the Cooperation suite viewing area, guests immersed themselves in the breathtaking thrill of professional F1 racing. They watched SINOTRUK custom-livery vehicles tour the track up close, and experienced firsthand the core brand philosophy: Strength to Carry, Speed to Lead. 



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Soft Launch: The All-new JAC N90

Hosted in Batu Pahat, JAC Motors Malaysia's authorised dealer BP United Truck & Auto had the honour to introduce the truck to the market.

In mid-September, JAC Motors Malaysia and its Batu Pahat dealer BP United Truck and Auto Sdn Bhd held a regional soft launch for the all-new JAC N90. At the same time, they handed over JAC N80 trucks to three local customers. The lunchtime event in the coastal Johor town was attended by senior management from JAC Motors Malaysia, representatives from its local dealer, and guests from the transport sector.

In attendance were Mr Jason Jia, Deputy Managing Director, JAC Motors Malaysia; Mr Chai Ming Fatt, Sales Director, JAC Motors Malaysia; Mr Hafis Idzhan bin Mohd Hafidzan, Head of Aftersales, JAC Motors Malaysia; and Mr Tu Chin Long, Managing Director, BP United Truck and Auto Sdn Bhd.

The focus of the event was to introduce the new JAC Motors product, namely the JAC N90, to the region while underlining the company's commitment to customers in Johor and the southern region of Peninsular Malaysia. This commitment is demonstrated by the new JAC Motors 3S Centre in Batu Pahat, where customers have convenient access to sales, service and spare parts support under one roof. JAC N80 commercial vehicles were handed over to Mr Sia from Artak Industry, Encik Hairulnafiz from Gaya Warisan Holdings Sdn Bhd, and Mr Teo from New Chance Oil Trading Sdn Bhd.

The new range of JAC Motors commercial vehicles was first launched at Malaysia Commercial Vehicle Expo (MCVE) 2026, which was held at Mines International Exhibition and Convention Centre (MIECC) from the 14th to the 16th May 2026. This occasion marked the first launch event of its kind in Batu Pahat. "We appreciate the opportunity to host the launching event, which allows us to also deliver trucks to our customers. BP



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Delivery times are another advantage, with a typical turnaround of around one month from order to delivery. JAC Motors Malaysia is currently selling about 100 units per month, with double-digit growth over the past 12 months. Mr Chai remarked that sales figures had exceeded expectations and demonstrated that Malaysian customers are more than satisfied with the brand and its after-sales support.

Mr Jia said JAC Motors' trucks are ideal for businesses seeking reliability, durability and versatility. He concluded: "JAC Motors offers more than a strong and reliable commercial vehicle; it helps to grow a business and marks the beginning of a long-term relationship. The JAC N90 is ideal for small to medium-sized enterprises, urban logistics and corporate fleets. We remain committed to giving our customers greater confidence so they can maximise vehicle uptime." **T**

United Truck and Auto has a further seven units on order," Mr Tu commented. He added that the innovative JAC N90 is ideal for local industries such as furniture manufacturing, palm oil and other manufacturing prevalent throughout the district.

"Buyers are looking for a reliable supply of new vehicles and strong back-up in servicing and spare parts. They increasingly want vehicles that offer excellent value for money and can stay on the road longer. Our customers are satisfied with JAC Motors trucks and the timely after-sales service we provide," he said.

Tu added that terms, conditions and warranty are important considerations for JAC Motors truck buyers, as time is money for fleet operators and lengthy downtime is costly. The all-new JAC N90 offers a six-year or 300 000 km warranty, whichever comes first, and a free service programme up to 100 000 km (terms and conditions apply). Other features include a robust chassis, a Cummins B4.5 Euro 5 160 engine with a proven global track record, paired with an Eaton FAST ESO-6MT transmission, 360° cameras for enhanced safety, and a 130-litre fuel tank for extended operating range. JAC Motors' focus on fuel efficiency and manageable maintenance costs helps customers achieve greater operating efficiency and a lower total cost of ownership.

Driver comfort is also a priority, with a driver-friendly cabin that includes an optional air-suspension driver's seat and airbags. These features are designed to give drivers greater confidence in their daily operations.



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Certainty Driving FatHopes Energy's Actros Purchases



It is a special occasion for any transporter when a new brand is added to the fleet. Receiving their first Mercedes-Benz trucks, FatHopes Energy starts a journey with the iconic Actros. Considering their business, the management team would know a thing or two about energy efficiency and how to best use fuels, which they hope to achieve with the induction of these vehicles into their fleet.

FatHopes Energy operates in the collection and transportation of used cooking oil and other feedstock for the biofuel industry. "Having our own trucks gives us better control over the transportation process, scheduling and service reliability. It also allows us to respond more quickly to customers and manage our operations more efficiently," Vinesh Sinha, Chief Executive Officer and Founder, told Asian Trucker. According to him, outsourcing is an option, but owning their own fleet enables them to act with greater flexibility and control as the business continues to grow.



"We also value the support from Hap Seng Trucks Distribution, particularly in terms of maintenance, spare parts availability and technical support. We believe the Actros provides a good balance between performance, operating cost and reliability." 

As a new fleet operator, they have come to understand that aftersales support is very important. Being on their side, Hap Seng Trucks Distribution provides FatHopes Energy with technical support, scheduled maintenance, spare parts support and breakdown assistance. Sinha lauded that the Hap Seng Trucks Distribution team also works closely with them to understand operating requirements and helps to ensure that the trucks remain productive and to minimise downtime.

While the main product is jet fuel, FatHopes also sees other potential areas of use for their products, like road transportation itself. "Yes, there is potential to convert waste and biomass resources into renewable fuels. In fact, this is closely aligned with FatHopes Energy's sustainability direction. Our focus is on recovering waste oils and turning them into valuable feedstock for renewable fuel production," Sinha said. He added that the ultimate objective is to contribute to a more circular economy by converting waste into useful energy resources.

Asked about the decision-making process for the vehicles, Sinha stated that the main considerations were reliability, fuel efficiency, safety, driver comfort and aftersales support. Since the trucks will be operating commercially, total cost of ownership (TCO) is very important too.

Actros with Extra Safety

The unique Emergency Brake Assist 5 – ABA 5 for short – is another milestone in safety development. Presented for the first time in a touring coach in 2008, the fifth generation of Active Brake Assist, which has undergone continuous further development since then, is once again achieving a higher level of performance. For the first time, ABA 5 uses a combination of radar and camera system. Within the limits of the system, the assistance system, which is standard in TopClass and ComfortClass models, can not only perform an automated maximum full-stop braking to a standstill for stationary and moving obstacles, as is the case with the previous ABA 4 system. As the world's first emergency brake assistant for touring coaches, ABA 5 is also now able to perform automated maximum full-stop braking for moving and stationary pedestrians even up to a vehicle speed of 50 km/h.

Active Brake Assist 5 detects both moving pedestrians and suddenly stopping persons. The procedure in practice: If there is a risk of a collision with a pedestrian, Active Brake Assist 5 warns the touring coach driver visually and audibly and simultaneously initiates partial braking with up to 50 percent of the maximum brake force. If the driver fails to react, emergency braking is automatically initiated until the vehicle comes to a standstill.

Security and traceability are important because we are transporting valuable materials. We will implement proper operating procedures, route planning and driver controls to ensure the cargo is properly managed throughout the journey. We also monitor the movement of our vehicles and maintain proper documentation at collection and delivery points. As the fleet grows, we will continue strengthening our tracking and security measures

Company Focus

FatHopes Energy started with the simple idea that waste is a resource. From a small initiative, the brand has since grown into Southeast Asia's largest independent aggregator of waste and residue oils. This strong foundation now empowers them to expand into sustainable aviation fuel (SAF) production, shaping a cleaner and more responsible future for aviation and transport.

Founded in 2010, FatHopes have spent over 15 years building the infrastructure, systems, and partnerships needed to help industries decarbonize responsibly. With Malaysia's first SAF refinery underway, they are positioning the nation as a regional hub for next-generation biofuels.

Spotlight on ZF Aftermarket being Shortlisted for Two Innovation Awards at Automechanika Frankfurt 2026



Company Update

ZF is a global technology company supplying advanced mobility products and systems for passenger cars, commercial vehicles and industrial technology. Its comprehensive product range is primarily aimed at vehicle manufacturers, mobility providers and start-up companies in the fields of transportation and mobility. ZF electrifies a wide range of vehicle types. With its products, the company contributes to reducing emissions, protecting the climate as well as enhancing safe mobility. Alongside the automotive sector, i.e. passenger cars and commercial vehicles, ZF also serves market segments such as construction and agricultural machinery, wind power, marine propulsion, rail drives and test systems.

With some 153,000 employees worldwide, ZF reported sales of €38.8 billion in fiscal 2025. The company operates 162 production locations in 29 countries.

As one of the leading companies in the aftermarket industry, ZF bridges the gap between today's and tomorrow's needs by delivering what workshops, distributors, and fleets require across the board. With strong OE links and industry partnerships, ZF Aftermarket not only caters to today's vehicles but also anticipates future market trends. Leveraging extensive experience and specialised knowledge, ZF Aftermarket provides innovative solutions through its deep and broad portfolio of trusted brands ZF, LEMFÖRDER, SACHS, TRW and WABCO that maximise Uptime - boosting productivity, reducing waste, and driving business performance. The role of ZF Aftermarket is to support customers' success by delivering high-quality products, comprehensive services, and advanced ecosystem solutions that ensure operations run smoothly.

ZF Aftermarket's latest Fleet Management Solutions have been shortlisted for the prestigious "Automechanika Frankfurt Innovation Awards 2026", emphasising the company's commitment to reducing downtime and improving fleet operations.

The ZF Bus Connect Remote Diagnostics has been nominated in the "Data, Connectivity & Cybersecurity" category for its workshop-level remote diagnostic capabilities. Built on the existing ZF Bus Connect platform, the solution securely connects a bus's internal CAN network with ZF [pro]Diagnostics, allowing technicians to remotely access vehicle systems, read detailed diagnostic data, run commands and receive live responses from vehicles in operation.

In the "Commercial Vehicle & Fleet Innovation" category, ZF SCALAR Asset Insights has been highlighted for introducing a new approach to trailer diagnostics and fleet management. The digital analytics solution transforms diagnostic trouble code (DTC) data into a chronological health history for each trailer, providing fleet operators with visibility into the development of technical issues over time. In view of advancing telematics capabilities, this is both an innovative step and a stand-out amongst other solutions typically aimed at the tractor unit.

Together, these solutions are firmly embedded in the overall market approach of the brand. They reflect ZF Aftermarket's strategy of delivering innovative workshop and fleet management solutions that help fleets move from reactive maintenance to smarter fleet management, enabled by data. As fleet managers seek ways to improve the bottom line, ZF Aftermarket's solutions are invaluable assets to the arsenal of transport owners aiming to streamline their operations.

"Having two solutions shortlisted for the Automechanika Frankfurt Innovation Awards is a strong recognition of our commitment to developing technologies that solve real-world challenges for fleet operators, while maximising Uptime," said Benoit Dessart, Head of Business Line Digital Solutions at ZF Aftermarket. He added that the fact that these two solutions receive a lot of attention is remarkable as in today's market a lot of high tech is vying for views and ZF Aftermarket's technology continues to capture high-level attention.

"Both ZF Bus Connect Remote Diagnostics and ZF SCALAR Asset Insights demonstrate how digitalisation is creating a more connected fleet ecosystem. By linking vehicle data, workshop diagnostics and ZF technologies, these solutions help customers increase uptime, improve efficiency and make better-informed decisions."

Visitors to Automechanika Frankfurt were invited to learn more about the entire suite of solutions at the ZF Aftermarket booth. Product experts were on site to demonstrate how ZF's latest fleet management solutions can help fleets operate safely, sustainably and reliably. 

Events & Exhibitions

Global Logistics Conference

Date: 22 – 25 October 2026

Venue: Hanover Exhibition and Trade Center, Hannover, Germany

Contact: <https://conference.glafamily.com/>

2026 marks a remarkable milestone with GLA Global Logistics Alliance celebrating 10 years of excellence. We proudly present the 15th GLA Global Logistics Conference 2026 in Bangkok, Thailand.

The conference will bring together 2,000+ delegates from 130+ countries, providing a platform to network, share knowledge, and explore new business opportunities in the dynamic Asian logistics hub.

In addition to Networking, Attendees will enjoy a Cocktail Reception, Opening Ceremony, Expert Panel Discussions, VIP Gala Dinner, Executive CEO Forum, and Strategic One-on-One Meetings.

MOTTA İzmir Auto Show

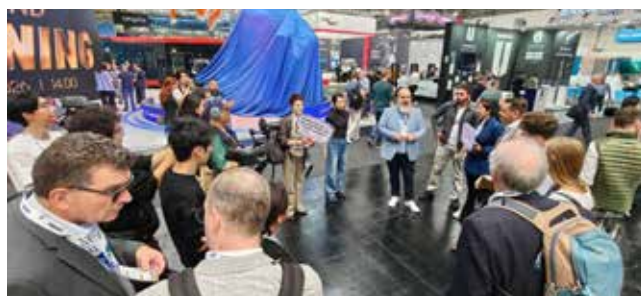
Date: 4 – 6 November 2026

Venue: Izmir Fair

Contact: <https://www.mottashow.com/>

Motta offers an indispensable experience for car enthusiasts, business professionals, and industry experts. It brings together the latest innovations, designs, and technologies in the sector, inspiring and informing visitors.

All the events at the Motta trade fair bring together domestic and international car manufacturers, and it's important not to miss these opportunities. These events within Motta offer the chance to test new vehicles, network with industry leaders, and discover future trends. For car enthusiasts and business representatives, the Motta trade fair is an unmissable experience



Singapore Urban Mobility Week

Date: 4 – 6 November 2026

Venue: Suntec Singapore Convention & Exhibition Centre, Singapore

Contact: <https://sgurbanmobility.com/>

The Singapore Urban Mobility Week (SUMW) is a premier biennial event, connecting global transport leaders, policymakers, solution providers, and industry experts who are passionate about shaping the future of urban mobility.

Jointly organised by the Land Transport Authority of Singapore, MSI Global Pte Ltd, and MP Singapore, with support from the Ministry of Transport, the inaugural edition will take place from 4 – 6 November 2026, under the theme, Drive the Future Autonomous Innovation, Smart Infrastructure, and Urban Mobility.

Automechanika Shanghai

Date: 2 – 5 December 2026

Venue: National Exhibition and Convention Center (Shanghai)

Contact: <https://automechanika-shanghai.hk.messefrankfurt.com/shanghai/en.html>

As automotive companies navigate evolving market dynamics, business expansion requires an ecosystem-driven approach whereby entire networks move into new spaces, including market segments and geographical locations. This is particularly noticeable in China's commercial vehicle sector as electrification grows across the market segment. Automechanika Shanghai brings these trends to light, enabling players to connect and strategise opportunities both at home and abroad. The fair will converge 7,600 exhibitors from 2 to 5 December at the National Exhibition and Convention Center (Shanghai) covering passenger and commercial vehicles with various powertrains.

Malaysia Commercial Vehicle Expo 2028 (MCVE)

Date: 15- 17 June 2028

Venue: Malaysia International Exhibition & Convention Centre (MINES), Malaysia

Contact: <https://www.mcve.com.my/#contact>

MCVE 2026, the Malaysia Commercial Vehicle Expo, will be held from 15- 17 June 2028 at MIECC, Kuala Lumpur. It is Southeast Asia's largest commercial-vehicle exhibition, featuring trucks, buses, parts, components, fleet solutions and logistics technologies. The event gathers manufacturers, suppliers, hauliers, workshop operators, fleet managers and government agencies. With exhibitors filling the space across 8 000 sqm, MCVE offers product showcases, industry seminars and networking sessions such as Coffee Table Talks and the Asian Trucker networking night. It serves as a key platform for discovering innovations, strengthening partnerships and understanding trends in the region's commercial-vehicle and transport industry.

Beyond GPS: The Expanding Role of AI-Powered Telematics in Southeast Asian Fleets

For years, fleet management technology has helped operators answer a relatively simple question: Where are my vehicles?

Today, connected fleets can answer many more.

Across Southeast Asia, fleet operators are under growing pressure to manage rising operating costs, improve road safety, maximise vehicle utilisation and meet evolving sustainability goals. At the same time, fleets are generating more operational data than ever before. The challenge is increasingly less about collecting information and more about turning it into meaningful decisions. As one of the world's leading connected transportation platforms, Geotab has witnessed this shift firsthand. Fleet operators are increasingly looking beyond vehicle location data and seeking insights that help them improve safety, reduce downtime, optimise fuel consumption and run more efficient operations.

Whether managing urban delivery vehicles in Singapore, long-haul trucks in Malaysia or mixed commercial fleets in the Philippines and Thailand, operators are looking for clearer visibility into how their fleets are performing and where improvements can be made.

The region's telematics market reflects this demand. Active fleet management systems in Southeast Asia are expected to grow from 2.8 million units in 2023 to 5.4 million by 2028, driven by increasing adoption of connected fleet technologies that support operational decision-making beyond location tracking.

"Five or ten years ago, a fleet operator might have invested in telematics primarily to know where vehicles were and whether they were arriving on time. Today, that's just the starting point," said Ezzanne Soh, Associate Vice President, Southeast Asia at Geotab. "Operators are using connected vehicle data to understand why fuel costs are increasing, why certain vehicles experience more downtime, where safety risks are

occurring and how assets are actually being used. Those operational questions are driving the next stage of telematics adoption across Southeast Asia."

From Vehicle Tracking to Connected Fleet Management

The first generation of fleet technology was built around visibility. GPS tracking gave operators a way to monitor vehicle locations, routes and movements without relying solely on driver updates or manual reporting.

Over time, telematics expanded that view by connecting vehicle location with information such as speed, braking, acceleration, engine performance and fuel consumption. This gave operators greater insight into how vehicles were being driven and performed.

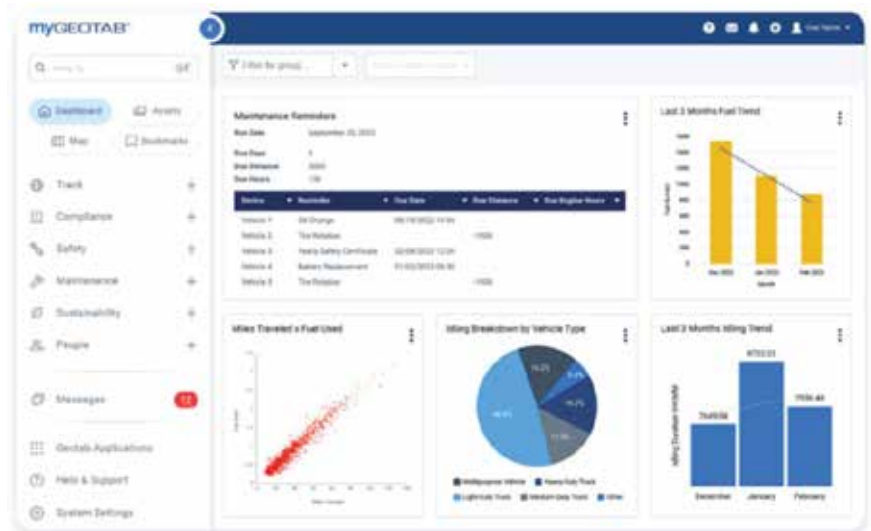
A harsh-braking event, for example, can be linked to a specific vehicle, driver, location and time. Rising fuel consumption can be examined alongside idling behaviour, route patterns or vehicle condition. Information that previously existed in separate reports can be viewed together and used to identify trends across an entire fleet. The result is a more complete operational picture than GPS tracking alone can provide.

Bringing Fleet Operations Into One View

A connected fleet can generate a significant volume of information every day. But more data does not automatically mean better decisions.

Vehicle availability, maintenance schedules, fuel costs, driver safety, utilisation rates and regulatory requirements all affect operational performance. When each area sits in a separate system, understanding the connections between them can be difficult.

This is where an integrated fleet management platform becomes important. Instead of managing these factors in isolation, operators can bring these data streams together to create a shared operational view. The value of this becomes clear when patterns can be identified: increased fuel consumption could point to excessive idling; low utilisation rates could be a sign of underused assets; repeated safety events may indicate that targeted driver coaching is needed.



Geotab's MyGeotab platform brings fleet data, reporting and operational insights together in one platform. Image courtesy of Geotab.

Geotab's MyGeotab platform is designed around this approach, connecting vehicle and asset data with tools for productivity, safety, fleet optimisation, compliance and sustainability. Its open platform can also integrate data from different hardware and software sources, allowing fleets to build on existing systems as their needs change.

Moving Away From Reactive Maintenance

Traditional fleet management often involves reacting after an issue has occurred: investigating an incident, repairing a vehicle after a breakdown or reviewing fuel consumption at the end of a reporting period.

Connected technology can shift that approach towards earlier intervention. Vehicle diagnostic data can help teams monitor vehicle health and identify potential issues before they lead to downtime, while historical patterns can help fleet managers anticipate where maintenance or operational changes may be needed. Geotab's 2026 Telematics Trends describes the evolution as a move from reactive tracking towards data-driven anticipation of maintenance and safety risks.

How AI Is Making Fleet Data Easier to Use

As the volume of connected fleet data continues to grow, the challenge is increasingly not collecting information but making sense of it quickly. Geotab's generative AI assistant, Geotab Ace, is integrated into MyGeotab and is available to fleets in Southeast Asia. It allows users to interact with fleet information using natural language, drawing on data across areas such as vehicle performance, maintenance, fuel, trips, safety and electric vehicle data. For fleet managers, this can make it easier to explore trends and identify areas requiring attention without having to manually work through multiple dashboards and reports.

This broader shift towards connected intelligence is also reflected in Geotab Intelligence, Geotab's overarching framework for its AI capabilities. Introduced in August 2026, it brings areas including predictive maintenance, collision prevention, Geotab Ace and the MCP Connector under one framework.

Rather than representing another standalone fleet-management tool, Geotab Intelligence connects these capabilities to turn connected vehicle data into earlier, more actionable insights for fleet operations.

Improving Safety, Efficiency and Sustainability

The value of connected fleet technology also comes from its ability to support several operational priorities at once.

Safety remains an important application of connected fleet technology, but it is one part of a much broader operational picture. Telematics can help fleet teams identify driving patterns and vehicle events, while video intelligence can add further context to what is happening on the road. These insights can sit alongside data on fuel consumption, vehicle health, utilisation and other operational measures, giving managers a more complete view of fleet performance.

Geotab's GO Focus Plus AI dash cam illustrates this convergence of data sources, combining video intelligence with vehicle data and in-cab voice support. The system can identify driving events and provide additional context alongside vehicle data, extending connected fleet technology beyond location and vehicle data alone. Recently launched in Southeast Asia in 2026, it forms part of Geotab's expansion of AI-powered video telematics.

Geotab's GO Focus Plus combines AI-powered video intelligence with vehicle data to provide greater insight into driving events. Image courtesy of Geotab.

The same connected infrastructure can support priorities beyond road safety.

Fuel and utilisation data can help operators identify avoidable consumption, improve vehicle allocation and better understand how assets are being used. Maintenance insights can help keep vehicles available for productive work, while connected data can also support longer-term sustainability decisions. For fleets considering electrification, understanding vehicle usage, routes, duty cycles and charging requirements can help operators assess where electric vehicles may be suitable.

The Future of Fleet Management in Southeast Asia

The role of telematics in fleet operations continues to expand. What began as a way to locate vehicles is increasingly being used to manage some of the most important aspects of fleet performance, from fuel efficiency and maintenance planning to driver safety and asset utilisation.

For operators across Southeast Asia, the pressure to improve productivity while controlling costs is unlikely to ease. At the same time, connected vehicles are providing a richer picture of how fleets operate than ever before.

As connected fleet technology continues to evolve, that broader operational view is becoming one of the most valuable tools available to fleet managers. Fleet management solutions like Geotab are helping support that transition, giving operators the information they need to make better decisions across every area of fleet operations. 





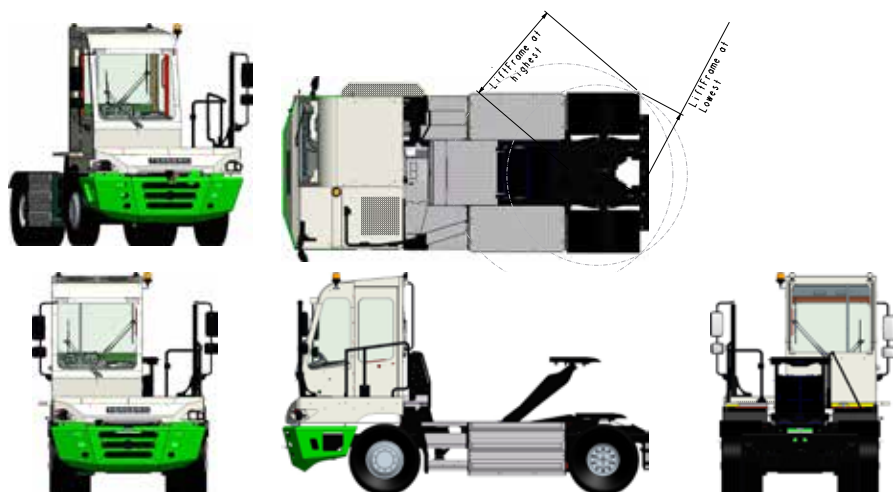
Port of Tanjung Pelepas Commissions Malaysia's First Port-bound Electric Prime Mover Fleet

Port of Tanjung Pelepas (PTP), a joint venture between Malaysia-based MMC Group and Netherlands-based APM Terminals, is the first port in Malaysia to commission and operate electric prime movers (e-PMs), reinforcing its leadership in sustainable port operations and marking another significant milestone in the nation's maritime decarbonisation journey.

The first 21 e-PMs, delivered by Terberg Tractors Malaysia (TTM), officially entered service on 11 August 2026 to support horizontal container movement within the terminal. The deployment marked the first operational rollout of PTP's e-PM fleet, which will collectively strengthen the port's sustainability ambitions, operational efficiency and commitment to greener terminal operations. Designed specifically for port operations, these prime movers are not permitted to enter public roads, but are confined to the premises of the port.

This milestone followed the signing of a procurement agreement between PTP and TTM in December 2025 for 52 e-PMs. Following the successful commissioning of the first 21 units, the remaining e-PMs are scheduled to be delivered in batches through to the end of September 2026, progressively expanding PTP's electric fleet and advancing the port's long-term decarbonisation agenda.

Malaysia's Minister of Transport, Yang Berhormat Loke Siew Fook commended, "I am delighted to congratulate PTP on yet another Malaysian first as the country's first port to introduce e-PMs, reaffirming the port's pioneering spirit and setting another national benchmark for the maritime industry. Ports around the world are accelerating their transition towards electrification, and I am pleased to see Malaysian ports, with PTP at the forefront, keeping pace with global developments. What makes this achievement even more meaningful is that these e-PMs are manufactured locally by TTM in Pasir Gudang, Johor, showcasing the strength of Malaysian talent and manufacturing capabilities."



"PTP has consistently delivered remarkable achievements, setting new national benchmarks time and again. Last year, as PTP celebrated its 25th Anniversary, it also recorded another historic milestone as the first container terminal in Malaysia to surpass 14 million twenty-foot equivalent units (TEUs) in a single year. It was also recognised by Alphaliner this year as the world's fastest-growing port, with a growth rate of 14.5 percent. I look forward to seeing PTP continue strengthening its position as Malaysia's leading transshipment hub, while further establishing itself as one of the region's most resilient and high-performing container terminals," he added.

PTP Chief Executive Officer, Mark Hardiman, stated, "These new assets are not solely about advancing our sustainability ambitions. They also form an integral part of PTP's long-term expansion programme, which will increase the port's handling capacity to 16.3 million TEUs annually by 2029, enabling us to deliver greater capacity, reliability and efficiency to support growing trade volumes and our customers' future requirements."

"We first undertook a Proof of Concept (PoC) between 2023 and 2024, which delivered encouraging results. The study demonstrated that an e-PM generates 4,000 kilograms of carbon dioxide equivalent (kgCO₂e) per month compared to 7,600 kgCO₂e for conventional units, achieving a 48 percent emissions reduction, alongside a 57 percent reduction in monthly operational costs per unit."

"As we progress towards our net-zero emissions target by 2050, PTP has established a comprehensive decarbonisation pathway to reduce carbon emissions by 45 percent by 2030. A significant part of this journey has been the progressive electrification of our equipment fleet. Between 2011 and 2023, we progressively electrified our rubber-tyred gantry crane (RTG) fleet in phases, while expanding the fleet over time, with 245 e-RTGs now in operation. The introduction of e-PMs marks another important step in this on-going transition towards lower-carbon port operations," he said.

"Beyond equipment electrification, we continue to advance green infrastructure solutions while strengthening international collaborations, including the International Maritime Organisation's (IMO) GreenVoyage2050 initiative, the Australian Partnerships for Infrastructure (P4I), and our Memorandum of Understanding (MoU) with the Port of Melbourne on sustainable port operations. Together, these initiatives ensure PTP continues to deliver sustainable, resilient and future-ready port solutions for our customers and stakeholders," he added.

TTM Chief Executive Officer, Boo Wei Ching, expressed, "TTM is proud to join PTP in their sustainability journey and remain grateful for their continued trust and confidence. We look forward to achieving greater heights in performance and innovation, in partnership with PTP."

"The commissioning of these e-PMs demonstrates the capability of Malaysian engineering and manufacturing to support world-class port operations. Beyond supplying the equipment, our teams have worked closely with PTP throughout the testing, commissioning and operational readiness process to ensure every unit performs reliably in a demanding terminal environment. We look forward to supporting PTP as the remaining units are progressively commissioned in the months ahead," he said.

With the successful commissioning of the first 21 units, PTP will progressively deploy the remaining 31 e-PMs through the end of September 2026, completing the fleet of 52 under its procurement programme with TTM. The initiative represents another important step in the port's long-term transformation, combining operational excellence, innovation and sustainability to support future growth and evolving customer requirements. 





Volvo Trucks Builds upon 100 Years Experience

Setting the stage for their 100-year anniversary, Volvo trucks used the IAA Transportation 2026 to introduce their next iconic trucks and to highlight their innovation power.

This year, Volvo Trucks had a lot of news for the market at the IAA Transportation 2026. From updated to new trucks, from improved driver assistance systems to limited edition trucks celebrating their 100-year anniversary, the stand was brimming with excitement. Joining Asian Trucker on a tour of the exhibits was Per-Erik Lindström, SVP, Volvo Trucks International, who added additional layers of invaluable input to further accentuate the many innovations on display.

A History of Innovations

Reflecting on the long and eventful history of the brand, he opined that Volvo's developments in engine and drive train technology could be the most significant to mention. For instance, Volvo trucks have been the first to be fitted with Turbochargers, back in the 1950s, in 1993, new D12 engines with a single cylinder head were introduced, and in 2019, the brand launched the first production series of electric trucks. "The I-Shift, a transmission without synchromesh are just a few examples of the innovation power we have in Volvo," he said. Building upon this rich history, Lindström is certain that the brand will





Culminating in the presentation of the latest electric truck now able to run up to 700 Kilometres on one charge and the 80-tonne electric tractor head, these innovations sum up how Volvo is continuing to evolve. "At the same time, we also demonstrating here that combustion engines are still important power train solutions. Otherwise, we wouldn't invest in them, Lindström pointed out. He also alluded to further news to be revealed shortly.

Volvo Starts Series Production of Electric Trucks with up to 700 km Range

The most crowded exhibit was Volvo's latest electric truck, highlighted by a huge number 700 hanging over it. Volvo Trucks has now started series production of its new generation of heavy-duty electric trucks. This includes the Volvo FH Aero Electric with extended range, capable of driving up to 700 km on a single charge (Range depends on external conditions such as the weather and wind resistance, as well as other factors such as total weight of the truck and the driver's performance.)

In April 2026 Volvo launched its new generation of electric trucks with improved performance, flexibility and ranges up to 700 km on one charge. Now the first trucks have rolled off the assembly line in the factory in Tuve in Gothenburg.

The production start marks a major milestone for electric truck transport. With the new Volvo FH Aero Electric and the next-generation Volvo FH, FM and FMX Electric models, electric transport is a viable solution for a significantly larger share of transport assignments than ever before.

"We are now turning groundbreaking technology into industrial reality. Starting series production of our new electric trucks is a clear proof of our commitment to lead the transformation to more sustainable truck transport," says Roger Alm, President Volvo Trucks.

"The response from customers is very positive and we see a high interest in ordering the new trucks. With longer ranges, maximum flexibility across different applications and excellent drivability, it's easier than ever to go electric."

The flagship of the new range is the Volvo FH Aero Electric with extended range. Thanks to a new e-axis technology, the



continue to innovate into the future. One current example of what he means is SSAB's green steel, which has found its way into Volvo trucks two years ago. SSAB Zero is made using recycled steel and fossil-free energy, enabling sustainable performance for industries and companies everywhere. According to Lindström, this application has worked extremely well for Volvo Trucks and it will find more and more use in Volvo's vehicles.



truck can accommodate significantly more battery capacity and drive up to 700 km on a single charge. Combined with megawatt charging capability and high payload capacity, it enables electric transport on routes that have traditionally relied on diesel trucks.

The new truck range also includes the next generation of Volvo FH, FM and FMX Electric models. These trucks feature an all-new electric driveline designed to improve energy efficiency, productivity and driving performance, with driving ranges of up to 470 km*.

The new electric trucks will be produced at Volvo Trucks' manufacturing facilities in Tuve, Gothenburg, Sweden and in Ghent, Belgium. Volvo Trucks is a global leader in electric trucks and offers one of the industry's broadest electric truck portfolios. The electric truck offering of eight models covers a wide range of transport assignments including urban distribution and waste management, regional and long-haul and construction.

Volvo Trucks Electric Range wins "International Truck of the Year 2027" Award

The efforts made by the Swedish OEM got noticed: Volvo Trucks has received the prestigious industry award for its full electric range. This is the company's eighth win, and the second time Volvo FH Electric has won the International Truck of the Year, recognising electric transport as a viable option for more applications than ever before.

Offering a driving range of up to 700 km*, Volvo Trucks' heavy-duty electric line-up has been selected as International Truck of the Year 2027. This includes Volvo FH, FM, FMX Electric, and FH Aero Electric. The new electric range offers increased range, improved payload, and reduced charging time compared to previous models. It is designed for demanding regional and long-haul transport, city distribution, construction, and utility work.

The jury praised the way Volvo has developed its electric portfolio beyond a single vehicle or application. They particularly highlighted how a combination of longer range, different cab and chassis configurations and different solutions can be tailored to a variety of transport assignments.

"The Volvo Trucks winning range represents a major evolution of their battery-electric heavy-duty offering. With the new electric range, the company demonstrates how quickly battery-electric heavy-duty transport is moving from individual applications towards a comprehensive transport solution," says Florian Engel, Chairman, International Truck of the Year.

Roger Alm, President of Volvo Trucks, accepted the award last night during the prize ceremony at IAA Transportation in Hanover, Germany.



"I am very proud that we once again get recognised for our electric solutions. We see a great demand for our new electric trucks, and the order book is almost full. This award proves that Volvo Trucks is a trusted industry leader within electromobility. The new range makes it possible for even more operations to choose zero tailpipe emission transport," commented Roger Alm.

Since 2019, 7 000 electric Volvo trucks have driven 500 million kilometres worldwide. Today, nearly 2 000 customers in more than 50 countries trust electric Volvo trucks in their daily operations.

Volvo Trucks has a broad electric line-up with a total of eight electric truck models designed to handle a wide variety of transport assignments. During seven years of electrification, the company has built strong expertise in optimising the installed energy usage, charging, and service of electric trucks.

Commenting on the state of electrification of transportation in Southeast Asia, Lindström observes that there is a need to emphasise power generation, grid capabilities and charging infrastructure. "Here, at the IAA, we are showing the vehicles, and the technology is available." He added that Volvo is working with, for example, the Malaysian government, to address these issues. Meanwhile, a new, unlikely competitor has emerged: data centres now demand their share of the available electric power. This is where the assessment and enhancement of the power grid in a market is becoming a deciding factor for the implementation speed of electric transportation.

With global specifications applied to the Volvo trucks, solutions presented at the IAA Transport 2026 would also be suitable for Malaysia and Southeast Asian markets, of course. Lindström elaborated on this by saying that any market needs to be thoroughly evaluated prior to an introduction of any vehicle. "There needs to be a clear and sufficient need from any given market before we can offer a truck to customers there."



One more time, he pointed out that the infrastructure would need to match these requirements as well. Citing the lack of charging infrastructure in Southeast Asian markets as a possible hindrance to the full roll-out of electric trucks, the opposite is taking place in Europe with a dense network of LNG filling stations making it palatable for transporters to opt for a Volvo using gas as fuel.

The International Truck of the Year organisation was launched in 1977 and is made up of 24 commercial vehicle journalists from major trucking magazines throughout Europe. The annual award is given to the truck introduced in the market in the previous 12 months that has made the most significant contribution to road transport efficiency. Several key criteria are evaluated, including technological innovation, comfort, safety, drivability, energy efficiency, environmental 'footprint', and Total Cost of Ownership (TCO). Asian Trucker is an Affiliate Member of ITOY.

Following a series of recent improvements to the electric, diesel and gas powertrains, Volvo Trucks is making its flagship FH Aero, FH, FH16 Aero and FH16 trucks available in a brand-new special edition, updated both inside and out.

Inside the Volvo 100 Year Edition's cab, upgrades have been made for improved driver comfort and ambience. The seats have been redesigned with a new two-tone concept and created



COVER STORY

with a premium leather seat base, and an embroidered anniversary motif on the grey textile of the upper half. Tan leather details like a divider have been added in a colour which matches striping details on the truck's paintwork.

Design Director Jonathan Disley says: "The 100-year edition truck is a celebration of what we have achieved so far over the past century, and a very special truck in more ways than one. The interior is both modern and premium, as well as an homage to Volvo's history. The design was inspired by our Swedish heritage and the professionalism that comes from years of innovation and progress, alongside our customers' trust and passion."

Illuminated doorsteps and welcome light

The special-edition trucks are also equipped with unique illuminated doorsteps, alongside LED strips on the console which can be set for either red or white ambient lighting. Another new feature is a welcome light – again, featuring the anniversary motif – which is projected onto the ground outside the truck when the door is opened. The same motif is also present on the new 3D-printed speaker grilles, and the curtains in the truck feature a line-up of Volvo's various truck models from the last 100 years. A thicker, more luxurious floor mat has been added to the truck, designed in a unique black/grey mélange color with tan leather labels.

"This special edition represents the peak of Volvo's truck design and manufacture over the past century: the result of 100 years' worth of continual improvement in safety, quality, driver comfort, productivity, fuel efficiency and emissions saving," says Jan Hjelmgren, Head of Product Management at Volvo Trucks.

The Volvo 100 Year Edition trucks can be bought in most drivelines and chassis configurations that the Volvo FH Aero, FH16 Aero, FH and FH16 are currently delivered in. The Volvo FH has recently received significant powertrain updates for electric, gas and diesel models – improving performance, range, energy efficiency and power. It has also continually performed well in the Euro NCAP truck safety tests, with several configurations being named as the top-marked trucks in their segments.

The Volvo 100 Year Edition is the latest in a line of special edition models, which have previously included the Volvo FH 25 Year Special Edition, the Volvo FH Aero Euro NCAP Special Edition, and the Volvo Ocean Race Limited Edition.

Volvo Penta Tackles Power Bottleneck for Transport Electrification

Limited grid capacity and charging infrastructure remain challenges in the transition to zero-emission transport. At IAA Transportation 2026, Volvo Penta is showcasing how mobile battery energy storage can help bridge this gap by delivering reliable power where and when it is needed.

Volvo Penta is exhibiting alongside fellow Volvo Group company Volvo Trucks. At its stand, the company is showing its BESS subsystem alongside the Hivolt 380X, a complete, ready-to-deploy mobile BESS unit developed by Contour Advanced Systems and built around Volvo Penta's battery technology.

For transport and logistics operators, mobile battery-powered charging units can help shorten deployment timelines and support fast-charging needs without relying solely on fixed grid connections, lengthy permitting processes or civil works.

"Reliable power infrastructure is critical to the transition toward zero-emission transport," said Tommi Wulff, Sales and Business Development Manager at Volvo Penta. "Battery energy storage can help bring fast charging to locations where grid capacity is limited or permanent infrastructure is not yet in place. At IAA Transportation, we are showing how Volvo Penta can support this transition by providing a proven, scalable BESS subsystem that our partners can build into complete charging and energy storage systems."



Volvo Penta's BESS subsystem is built on proven Volvo Group battery technology from on- and off-highway vehicles and engineered for the demands of continuous, heavy-duty use. The subsystem combines a high energy-density battery pack with a favorable C-rate for fast charging and discharging, supported by a robust battery management system for performance, longevity and cybersecurity.





It can provide flexible charging capacity for temporary locations, events or exceptional situations where charging is unavailable or disrupted. In fixed installations, battery energy storage can also help boost limited grid connections and support high-power EV charging where demand is high.

Built through partnership

Collaboration is central to Volvo Penta's approach. By providing proven Volvo Group battery technology, a scalable BESS subsystem and application expertise, Volvo Penta gives partners a strong foundation for complete energy storage solutions. This partnership model helps customers turn core energy storage technology into field-ready systems designed around specific markets, applications and operating needs.

"Volvo Penta's BESS subsystem gives us a proven battery foundation for the Hivolt 380X," said Jacco Lemmen, Business Development Manager at Contour Advanced Systems. "By combining Volvo Penta's technology with our system integration and manufacturing expertise, we are showcasing a solution designed and made in Europe, with European components and software, and built around shared values of safety, quality and cooperation."



In 1928 the First ever Volvo Truck was Produced

It was just before 10 am on Thursday April 14, 1927, when Hilmer Johansson drove out through the factory gates in Lundby, Gothenburg, Sweden. Volvo's first ever car and driver were slightly late, as, embarrassingly enough, the car was initially unwilling to go forwards! It emerged that the pinion in the rear axle had been fitted upside down. The moment this was rectified, the car rolled out of the plant as planned.

Marking the start of an international success story in road transport, the series 1, the first ever truck manufactured by Volvo, rolled off the production line in Gothenburg, Sweden in 1928. It had a four-cylinder engine, 28 bhp and a payload limit of 1 500kg.

Back then, Volvo was a newly formed company that had only started manufacturing cars the previous year. It decided to move into the truck segment after realizing that the market lacked a vehicle that could handle the harsh Swedish climate and poor road conditions. The new Series 1, with its simple but highly functional design, delivered a level of quality and reliability that was unmatched by non-Swedish trucks. The first 500 units sold so quickly, a second batch of 500, Series 2, was manufactured shortly afterwards.

Volvo Trucks Launches new 80-tonne Electric Truck with Longer Range

At the IAA Transportation 2026, Volvo Trucks is once again raising the bar for electric truck transport. The company launches an electric truck with longer range that can handle a total weight of up to 80 tonnes – a new benchmark when it comes to heavy electric truck transport.

Volvo launches an electric truck that can handle a total weight of up to 80 tonnes. This marks a new benchmark for heavy electric truck transport.

Following the launch of its new generation of electric trucks earlier this year, Volvo Trucks is back with its next

innovation: An electric truck purpose-built for truck and trailer combinations of a total weight up to 80 tonnes. Combining high payload capacity with extended range, it opens the door to electrifying even more demanding transport assignments.

"We are proud to introduce yet another fantastic zero tailpipe emission truck, tailor-made for really heavy loads and long distances. Combined with fast-charging capabilities, we believe many customers will be interested in this new truck," says Jan Hjelmgren, Senior Vice President Product Management at Volvo Trucks.

The new truck combination is designed for markets that operate heavier transport loads than the European average – specifically a setup consisting of a rigid* truck and a trailer.

At a gross combination weight of 64 tonnes, not uncommon for heavy truck transport, the range is up to 450 kilometres on a single charge**. At a total weight of 74 and 76 tonnes, allowed in Sweden and Finland respectively, the range is up to 420 kilometres**. Sales will begin in Sweden, Norway, Finland, Denmark, the Netherlands, and Switzerland. The FH Electric rigid truck will be rolled out gradually across these markets starting in early 2027.

"High total weights in truck transport lower both transport costs and environmental impact. If we also electrify these transports, we take an important step towards more sustainable transport," says Jan Hjelmgren.

The truck features the same new, versatile powertrain found in the new generation of electric FH, FM, and FMX trucks launched by Volvo Trucks in April this year. It offers excellent driving characteristics and smooth gear shifting. The truck can be charged with Megawatt Charging System (MCS) or CCS2. The updated, longer-life batteries provide 640 kWh of usable energy. Volvo has developed an updated battery monitoring system as well as improved insulation suitable for colder climates. This allows the batteries to operate more efficiently and retain more energy.

With this new combination, Volvo is also introducing hub-reduction axles. This means the rigid truck and trailer combination can handle assignments

requiring better ground clearance under the axles, while also offering improved startability for higher gross combination weights – suitable for applications such as on-road timber transport or lighter construction work. It is also highly advantageous for driving on good roads, as the higher technical load rating allows for greater payload capacity.

As an update to the IAA Transportation 2024 (Asian Trucker reported), Lindström this year presented a hydrogen truck using internal combustion engines to Asian Trucker. "Last time we met, we did not have this option. Back then, these were still on the test bed, but now we have it, and can really drive it." In parallel, fuel cells are now being tested on the roads. Similarly to electricity as propellant, Hydrogen supply also needs to be ensured by having a sufficient network of filling stations.

Reviewing Volvo's ambition for the reduction of Carbon emissions, Lindström stated that, as far as Volvo is concerned, the technology is available, as shown during the IAA Transportation 2026. "What we showcasing here are opportunities. Such as the Hydrogen vehicles or the latest iteration of our combustion engines," he said. However, he pointed out that it requires an ecosystem that is capable of supporting these ambitions. To this extent, Volvo is also making investments into infrastructure projects. Lindström urged all stakeholders to actively contribute alongside the Swedish brand for accelerated progress though.

Volvo Trucks receives record order for gas-powered trucks

Volvo Trucks has received its largest order to date for gas-powered trucks, with the purchase of 500 Volvo FH Aero trucks by German transport company Reinert Logistics.



Volvo's gas-powered trucks are growing in volume as more markets are embracing alternative fuels that enable significant reduction of CO2 emissions. 2025 was Volvo's best sales year ever for trucks powered by gas, and 2026 will be even stronger, thanks to leading products and the favorable supply and cost of fuel.

Lindström highlighted the LNG-powered truck on display at the exhibition. Driven by demand from European clients, this vehicle is a direct answer to erratic fuel prices. LNG, with higher energy density than diesel, is one possible way to address the industry's aim to be less dependent on petroleum fuels. Being able to produce Methane out of biowaste, the gas-powered trucks immediately show reduced CO2 emissions by up to 20 percent. What makes Volvo's solution stand out is that it is based on diesel principles, not Otto engine technology. This way, there is no need to create new parts and components either. "And by using biowaste to produce methane, we are closing another cycle."

At the recent IAA Transportation fair in Hanover, Germany, transport company Reinert Logistics signed a contract for 500 Volvo FH Aero gas-powered trucks, with deliveries starting in 2027. The order came after operating a first fleet of 50 Volvo gas-powered trucks, where the positive experience in everyday use and fuel prices influenced the logistics company's purchasing decision.

"We recognised early on that bio-LNG was the right solution for us. Being able to operate our trucks with a locally produced fuel made from manure, organic waste or biogenic residues is simply brilliant. Our experience in daily operations has reinforced our determination to continue consistently along this path - also because Volvo Trucks has an excellent service network for gas-powered trucks," said René Reinert, founder and owner of the company, at the contract signing in Hanover.

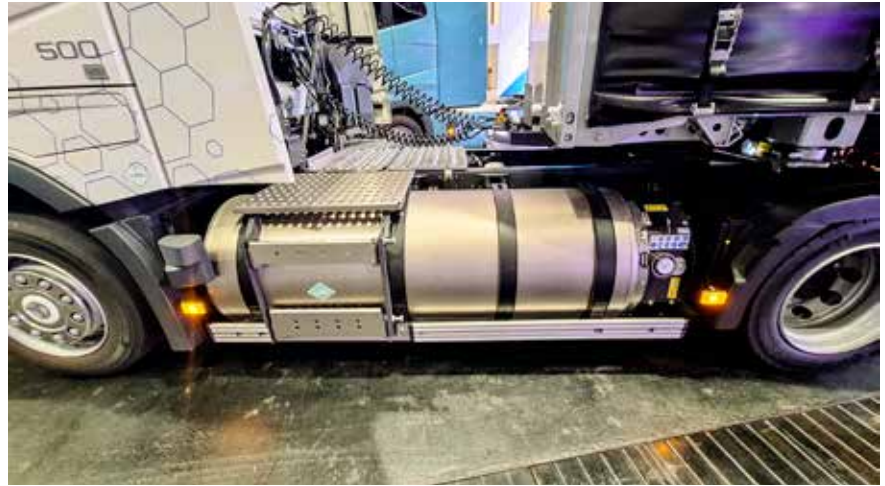
In total, Volvo Trucks has delivered more than 10,000 gas-powered trucks globally. Volvo's gas engines are offered in the heavy-duty Volvo FM, FH, and FH Aero ranges, and can run on conventional LNG (Liquified Natural Gas) or bio-LNG, a non-fossil gas derived from organic waste.

"We see an increase in demand for our gas-powered trucks and we are pleased and honored to have Reinert Logistics as a customer and partner. Volvo's gas engine technology is a leading solution in terms of power, torque, engine response, and fuel efficiency. This order shows that more sustainable transport can be a highly cost-effective alternative already today," says Jan Hjelmgren, Head of Product Management at Volvo Trucks.

Up to 1,000 km* on one tank

Volvo's gas-powered trucks can travel up to 1 000 kilometres on a single tank, making them well suited for long-haul and regional distribution, as well as construction operations. They are a practical alternative to other low-emission solutions at a time when transport operators and freight buyers are seeking more sustainable options.

In several countries, there is already a well-developed network of gas filling stations and rapidly expanding access to bio-LNG. Some examples are Germany, Norway, Finland, and Sweden where all gas filling stations now offer the fuel. According to data from the German gas and hydrogen association, bio-LNG accounted for around 98.5 percent of the fuel sold at German LNG filling stations in 2025**.



This enables many users to achieve CO2 reductions of up to 100 percent (Well to Wheel). In markets where tax incentives and public support for renewable fuels and low emissions are available, bio-LNG becomes a highly cost-effective alternative.

Volvo Trucks' strategy for decarbonisation includes battery-electric, fuel-cell electric, and combustion engines using renewable fuels.

*Range depends on external conditions such as the weather and wind resistance, as well as other factors such as total weight of the truck and the driver's performance.

** Gas und Wasserstoff Wirtschaft (German Gas and Hydrogen Industry Association), press release 18 February 2026.

Governing 100 Years: The Traditional Brand Core Values

- **Safety:** A guiding priority since 1927, focused on preventing accidents, protecting passengers, and working toward a long-term vision of zero accidents with Volvo products.
- **Environmental Care:** Commitment to using resources responsibly, reducing emissions, advancing electromobility, and driving toward net-zero sustainable transport solutions.
- **Quality:** Dedication to high standards in engineering, rigorous testing, durability, and delivering products and services that exceed expectations.

Looking at the next 100 years ahead, Lindström envisions that the need for transportation will continuously increase. "What exactly the transportation system will look like is hard to tell. However, in line with current trends, more and more automated solutions should be expected," he opined. In addition, zero emission goals and an overall changed approach to the use of resources and raw materials are likely to be agenda items.

In particular, automation is a hot topic whereby Lindström thinks that autonomous vehicles for instance will not eliminate jobs as there is a global driver shortage. Repetitive, less complex missions are prime examples of where autonomous vehicles will be adding value to the supply chain. "However, there will always be a need for highly skilled drivers. Which is why we continue to heavily invest in safety, active and passive safety systems and driver comfort." Today, automation is also helping to reduce fatigue in drivers as camera systems, active braking systems and other tools help the driver to focus on driving without getting stressed out. Identically to engine technology seeing multiple solutions, the trend in automated driving is going to co-exist with trucks driven by humans "For many, many years to come."

Thus, in Lindström's view, the developments around the cabin have been among the most significant milestones in the company's history. Tilting cabs, driver comfort and the notion of ensuring safety have been guiding principles for the brand. "In fact, if you look at our three core values, they are all still valid today, although these are part of the foundation we laid upon inception, a century ago." 



ARCHION: Bold Move for a Changing Industry

ARCHION looks beyond consolidation, leveraging two established brands to tackle technology, decarbonisation and new competition.

Asian Trucker spoke to Mr Karl Deppen, President & CEO, ARCHION Corporation about the future of commercial transportation in the context of ARCHION's inception as a means to address the industry's demands for bold thinking and collective strength. ARCHION represents the coming together of two pioneering companies: Mitsubishi Fuso Truck and Bus Corporation and Hino Motors, Ltd: united by a shared vision to shape the next era of commercial mobility. Through the FUSO and HINO brands, ARCHION offers a comprehensive portfolio of light to heavy-duty vehicles and mobility solutions. Both brands maintain their distinct identities and dedicated customer support, while leveraging our combined strengths in R&D, manufacturing efficiency, and supply chain optimisation to drive sustainable growth.

The motivation to set up ARCHION stems from the clearly visible trends in the industry. Deppen cites the rapid development of technology, decarbonisation of drive-train and the quest to harness the benefits of digitalisation as well as autonomous driving as the drivers of the transport industry. "What we also see is the emergence of new competitors, characterised by very aggressive practices, utilising huge overcapacities in their home markets and pushing volume into the markets" he said. Thus, the two partners in the conglomerate have joined forces to accelerate research and development as well as having a stronger financial basis. While the shares of ARCHION may only be publicly traded for a short while now, the idea for this new organisation was hatched three years ago. "We have seen the signs and decided to react early."

Both brands have a very clear, distinct brand promise and we are going to leverage on that

With both partners bringing strong brands, solid financial footing, strong structures and long-standing success to the table, this is merging two partners that will be able to ramp up scale and to better compete globally. "We have to be clear: this is a strategic move, not some desperate measure," Deppen underlined the long-term ambition of ARCHION. He believes that the organisation is now emerging stronger and better prepared to



face today's challenges. In particular, he highlighted that either brand has strong partnerships with other stakeholders while they each enjoy loyal customers that are distinctively following either brand.

In particular, the combination of the two brands will lead to a high market share. Being market leader in Indonesia, having strong presence in the Malaysian market as well as Thailand hints at the fact that these are strong brands. This is where Deppen and his team sees the biggest opportunity for synergies. With the similarities between the vehicles is the starting point: with decades of improvements made to the respective trucks, the differentiator is in the sales and service networks as well as brand affinity of the customers. "Both brands have a very clear, distinct brand promise and we are going to leverage on that," he added.

The technical side of truck development is where ARCHION is aiming to realise the most synergies. As the trucks are very similar, as mentioned before, there are common product foundations that can be standardised across products, thus achieving significant economies of scale. For example, a customer may not place an emphasis on who makes the rear axle of the truck. It is performance that matters more and issues like the availability of AMT gearboxes for their application. Though the new cooperation will be large organisation, through the amalgamation of the two brands, complexity can be eliminated. Bringing together technical platforms will allow ARCHION to do so. That said, Deppen assured that either brand will remain clearly identifiable.

Of course, besides the opportunities, there are also challenges that Deppen highlights. One such is the move of many markets to implement EURO V (and higher) emission



norms. "We need to be able to supply the technical solutions to meet these stringent rules and regulations. Feedback we receive from the market is about the added cost layered onto the vehicles whenever there is a step-up in these emission norms."

"We have also received a lot of positive feedback. Not just from customers here in Japan, but also in overseas markets."

He went on to say that it is the job of the truck manufacturer to find solutions to compensate for this and to provide users with products that are profitable and efficient while enjoying a better product. Time needed to adjust products to the many markets is another challenge, which Deppen asks people to view as a requirement to ensure that they will receive the best possible product. "Of course, getting all the legal aspects addressed in a satisfactory manner was not an easy task when we started with the inception of ARCHION." With over three years of planning and the inclusion of key stakeholders, the group has achieved all this satisfactorily with today the office being a place where one wouldn't be able to tell who used to work for either brand.

"We have also received a lot of positive feedback. Not just from customers here in Japan, but also in overseas markets." The move to form ARCHION is also made to address the increasing number of new entrants to the markets. Pointing out that many of these new challengers are typically competing on price only, Deppen pointed out that ARCHION will offer something that goes beyond just that: an extensive dealer network, expertise in workshop management, high spare parts availability and technical knowledge. In addition, one argument that is often overlooked is the re-sale value of FUSO and Hino vehicles. "What we offer is not just a truck, we offer peace of mind." The mission is clear in Deppen's mind: there will always be someone that is cheaper. However, both brands have a very clear, distinct brand promise and ARCHION is going to leverage on the fact that the two brands have always been known for dependability and reliability.

Not without a hint of a smile Deppen admitted to Asian Trucker that FUSO's SuperGreat is among his favourite trucks, having been at the helm of FUSO for four years. Having a truck driving license, he himself also evaluates and experiences the vehicles first hand. "What stands out in Asia is the way smaller vehicles are used in road transportation. This is a concept that I really like, and it is actually a lot of fun driving modern-day LCV and Medium Duty trucks." Looking ahead, Deppen said that customers should look forward to being able to access even better vehicles. Mentioning other brands, Deppen said that "It is really amazing to see all the technical advancements that we have made, together, as an industry, pushing environmental considerations into the foreground, enhancing driver comfort and profitability for transport owners."

In conclusion, the task ahead for ARCHION, and the entire industry, is clear but not an easy one. Especially the Southeast Asian markets are in upheaval: it is the discussion about propulsion technology that is currently heavily discussed. From Biodiesel to electric drive-trains, Hydrogen, to price hikes for fuels and automation, these are important issues that ARCHION vows to address. "While each of these technologies has its own set of challenges, we will ensure that we will have a solution ready to address these," Deppen emphasised in closing. **T**





NBG Industries Opens New Factory

On 24th of September 2026, NBG Industries opened the doors to their new factory in a grand event, marking a new milestone in their history of manufacturing trucks in Malaysia. The new facility sits on a land size of 3.05 acres, with a built-up area of 2 acres and is located in Telok Gong. Going forward, the facilities will be housing the assembly of light duty trucks and heavy rigid trucks.

Speaking to Asian Trucker was Datuk David Ngu Ung Woo, who shared that the new facility was required to address a number of needs that NBG Industries has in order to serve their customers. "It is more than just an assembly plant, as it serves as 1-Stop Total Solution Centre for FAW Trucks in Malaysia," he said. In addition the premises will also be housing the paint booths as well as being a central spare parts warehouse. Customers operating in the area will be pleased to know that the facilities also function as a service and maintenance centre.





Gearing up for future needs, NBG Industries is currently in discussion with their principal, FAW China, regarding the addition of capabilities to handle electric trucks in the newly opened facilities as well.

According to him, the location was chosen for its proximity to the ports (Westport & Northport), as well as its closeness to most logistics' companies and warehouses. Telok Gong is known as a hub for the haulage industry.

Having spent several months readying the assembly plant, David Ngu said that the main challenge was the transition period. "We could not fully halt operations to relocate entirely to the new site. Therefore, we had to manage both, the new and our existing, old, facilities simultaneously while maintaining our commitment to customers in terms of after-sales service and parts supply."

With the new facilities, NBG Industries maintains two assembly plants. Telok Gong is serving Peninsular Malaysia, while a second facility will be located in Sibul, Sarawak.





Isuzu Expands GIGA Range with Latest EURO V Prime Mover

Latest models offer higher efficiency and cleaner emissions

Isuzu Malaysia Sdn Bhd (IMSB) has further expanded the offering of its heavy-duty GIGA range by launching today, four new EURO V compliant prime mover models to cater to the growing market demand for high performance, durable and cleaner emission trucks.

The new 2026 Isuzu GIGA prime mover range is available in Automatic Manual Transmission (AMT) and Manual Transmission (MT) options. The models include the EK5 410T (MT), EK5 410T (AMT), EW5 410 (MT), and EW5 460 (AMT).

The launch, hosted by IMSB's senior management team and held in the company of customers and the media, reflects the company's promise to offer a wider and enhanced prime mover range in tandem with customers' demand for higher efficiency in a constantly evolving market landscape.

IMSB's Chief Executive Officer, Tomoyuki Yamaguchi, said at the launch, "The logistics industry represents a key aspect of the economy, yet it is facing unprecedented challenges such as rising operational costs, market competition and regulatory requirements to reduce air pollution. The launch of our new high-performance GIGA EURO V prime mover truck range is in response to helping our customers overcome those challenges and help them in their business."





"As a global truck manufacturer, Isuzu is committed to continuously create new value in transportation, through innovative transport solutions that support businesses, enrich society, and sustain the environment in an ever-changing industry landscape," he said.

EURO V Standard GH11 Engine Delivers on Power, Fuel Efficiency and Environmental Protection

For fleet operators dealing in heavy haulage, the new GIGA prime movers are set to surpass expectations with strong engine performance. All the models are equipped with the powerful EURO V-emission standard Blue Power GH 11 Diesel Engine. This 11-liter with six-cylinder heavy-duty diesel engine is powerful yet fuel efficient and produces clean emissions. Supported by a 405-litre capacity fuel tank, the engine is built to generate torque in a wide revolution range. The MT models come with 9-speed gear whilst the AMT models have 12-speed gear.

A key highlight is it utilises the Selective Catalytic Reduction System (SCR) Technology which reduces nitrogen oxides emission, thus contributing to enhanced environmental protection, better fuel efficiency, and improved long-term cost of ownership with lower maintenance requirements. AdBlue, a diesel exhaust fluid applied in vehicles with SCR technology to reduce the release of harmful gases is also available at Isuzu service centers nationwide.

Equipped with Comprehensive Safety Features Safety is a non-compromising aspect and the new Isuzu GIGA prime movers come equipped with a range of technologies. The SRS Airbag, with pretensioner seatbelts, provides added occupant protection.

The Anti-lock Braking System (ABS) and Electronic Brake Force Distribution (EBD) upgrades function together by automatically distributing the ideal brake force for all wheels based on the weight of the load, road condition and speed.

For the EK5 410T (AMT) and EW5 460 (AMT) model, the Electronic Vehicle Stability Control (EVSC) safety feature plays a crucial role for active safety. It monitors



steering input and wheel speed to prevent rollovers, skids, and loss of control by automatically reducing engine power and applying individual brakes to stabilise the vehicle during critical maneuvers or slippery road conditions.

State-of-the-Art Cabin Functionality and Comfort

The cabin is designed with a focus on the driver, providing spaciousness, comfort and an array of dashboard functionality to maximise ease of driving. The instrument cluster provides real time driver-coaching to ensure safety and efficiency. Its simplified design allows drivers to comprehend the information easily and quickly.



There is also a 2DIN AV navigation

system that carry a host of multimedia features including a 7-inch touchscreen controls panel with equaliser and more, Apple CarPlay and Android Auto (wired & wireless connection), hands-free Bluetooth, USB ports and FM radio.

Comfort is further enhanced by the cabin suspension systems with air below, a component which uses compressed airbags at the rear of the cabin to absorb chassis vibrations and road impact. This feature reduces driver fatigue and improves comfort and stability. 



Deauto Electrifies Transportation with e Aumark



Known for their involvement with Chinese heavy-duty trucks, the latest offering from Deauto closes a gap in their portfolio. Also an appointed Foton distributor for the past four years, the latest truck offered by Deauto is an electric 7.5 tonne vehicle.

Imported as CBU, the e Aumark is a compactor, suitable to address the needs of waste collection businesses operating in tight urban environments. Considering that such missions are operating on tightly controlled and fixed routes, an electric truck is a perfect fit as an entry to the electrification of transportation.

According to Vincent, Vincent Hoo, Chief Operating Officer, there have been enquiries about this type of vehicle and thus, Deauto is responding to the demand by offering the e Aumark in this configuration. "We have, of course, assembly capabilities and we will be bringing in CKD kits once the demand justifies this." Besides the compactor, many other body options and configurations are possible to be realised using the rigid chassis of the e Aumark. The vehicle is equipped with a 15/30 kW rated/peak power outlet, it is suitable for various applications such as urban logistics distribution, refrigerated transportation and urban sanitation.

As a use-case, the e Aumark is deemed to be a vehicle with many advantages: as it is to be charged at night, there is no need to schedule time for fuel stops, thus increasing efficiency. Those having driven it report that it is easy to handle while operators will be enjoying lower road tax. Additionally, the maintenance cost is expected to be lower as electric trucks have fewer components. As there is no need for gearbox and engine oil changes, there is additional savings to be realised. However, as the initial purchasing price of the vehicle is higher compared to ICE-engine vehicles, Deauto is urging those interested in electric vehicles to apply a Total Cost of Ownership (TCO) approach.

Safety is, of course a key concern for all operators and the e Aumark features a host of safety equipment. Packed with EBD and ASR, the vehicle ensures comfortable driving. Meanwhile, it is equipped with ABS and optional driver and passenger airbags provide enhanced driver protection.

To service this type of vehicle, owners may head to selected workshops in Deauto's service network. With the switch to this new propulsion method, workshops are currently being upgraded as electric trucks require different tools and jigs. Meanwhile, spare parts supply is ensured through Deauto as they are stocking the most common parts for this new model. Here, Deauto leverages on the experience of the Chinese principal as the vehicle has been in operation for some time, being new to Malaysia but not other markets. In looking at the

service history of the e Aumark, Deauto can already deduct the parts and components to stock.

Having been in production for some time, the e Aumark has seen numerous improvements and the current model is offering a driving range of up to 200 Kilometers, which fast charging gets the truck back on the road within 90 minutes. The new-generation CATL battery features enhanced safety and reliability. The vehicle has completed stringent testing to verify over 300 000 Kilometres of reliability with a low risk of thermal runaway.

According to Hoo, now would be a good time for operators to start their electrification journey. He concluded that "Fuel prices will surely not come back down while electric vehicles are the future, being more economically in the long-run." 







BYD T35 Electric Light Truck makes Southeast Asian debut in Singapore

Inchcape Plus, Singapore's leading green mobility solutions provider, announced the highly anticipated arrival of the BYD T35 10-foot electric light truck in Singapore. This follows its successful global debut at the Japan Mobility Show 2025. Singapore proudly stands as the first market in Southeast Asia to launch this revolutionary vehicle, marking a powerful stride towards sustainable urban logistics in the region.

As a premier dealer of BYD electric commercial trucks in Singapore, Inchcape Plus has been at the forefront of the green transformation, providing fit-for-purpose electric vehicle solutions specifically tailored to meet business operational needs for businesses, big and small. To ensure a seamless transition for fleet owners, Inchcape Plus also provides award-winning, trusted after-sales support, designed to bring more value and convenience to owners throughout the vehicles' lifecycle.

In support of Singapore's vision of 100 percent cleaner energy vehicles by 2040, the introduction of the BYD T35 under the Inchcape Plus banner highlights Inchcape Plus' commitment to helping businesses align with national sustainability targets, support them in transitioning to electric fleets, and drive transformative change in commercial sectors towards a greener future together.

Expanding the green fleet with light-duty to heavy-duty solutions

Addition of the BYD T35 electric light truck to its portfolio strengthens Inchcape Plus's comprehensive commercial vehicle ecosystem, offering businesses a highly versatile fleet selection. This launch builds upon the momentum of January 2025, when Inchcape Plus unveiled the BYD Commercial Mobility Hub and launched the advanced BYD T9R electric heavy-duty truck as its authorised distributor.

By bridging the gap between heavy-duty logistics - championed by the T9R with its 320km range and zero emissions - and agile, urban last-mile delivery served by the T35, Inchcape Plus now offers a full-spectrum, green mobility solution capable of supporting commercial operations of different scales.

"The BYD T35 is a shining example of the sustainable solutions Inchcape Plus is bringing to the region. The vehicle offers a compelling blend of efficiency, safety, and sustainability that can be a strategic asset for businesses in Singapore. As the first market in Southeast Asia to welcome the T35, we are proud to support the nation's sustainability vision and EV adoption roadmap," said Mr. Jimmy Toh, Director, New Energy Commercial Vehicle & Vehicle Lifecycle Services of Inchcape Plus Singapore.



Purpose-built for Modern Small Businesses, Logistics Operators, and Fleet Owners

The T35 maintains driving license requirements (Class 3) ideal for small enterprises, logistics operators, and construction fleets. Its unladen weight of less than 1760kg and height under 1.98 meters grant access to HDB multi-storey parking, significantly widening its range of applications within Singapore's urban landscape. Furthermore, its Gross Vehicle Weight (GVW) positions it to benefit from government incentives from January 2026, offering a strong return on investment for fleet owners and SMEs.

At its core lies BYD's proprietary Blade Battery, globally recognised for its unrivalled safety and performance. This 100 percent electric powertrain delivers robust power (150kW / 340Nm torque) with zero tailpipe emissions. With a practical range of 367 km on a full charge, the T35 ensures businesses can operate efficiently and sustainably, one delivery at a time.

The Blade Battery is certified by rigorous standards including UL1642 and UN ECE R100.03, proven through extreme tests to ensure maximum thermal stability and protection. Beyond the battery, the T35 boasts:

- A high-voltage multi-in-one system for robust electric control and comprehensive vehicle protection
- Advanced EBS + ESC (Electronic Braking System + Electronic Stability Control) coupled with front axle disc brakes for enhanced braking stability and shorter stopping distances
- A high-strength cage body, meeting stringent European R29 collision standards, offering 360° occupant protection for drivers and passengers

Designed for Comfort, Control, and Efficiency

Drivers will appreciate the fully floating cab and air-suspension seats, which significantly minimise vibrations and bumps, ensuring comfort even on long routes and varied terrains. Smart convenience features like an intuitive LCD display, keyless entry, and one-touch start immediately elevate the everyday driving experience, allowing drivers to focus on the road ahead.

In the fast-paced world of logistics, downtime is lost revenue. The BYD T35 addresses this head-on with remarkable efficiency:

- Charges from 20 percent to 80 percent in just 36 minutes, keeping fleets on the move with minimal interruption
- A multi-level regenerative braking system reclaims energy, extending driving range and reducing wear on brake components, thereby lowering maintenance costs
- The Battery Thermal Management System maintains optimal battery temperature, extending its lifespan by over 10 percent for long-term operational value



Backed by BYD's Global Strength

The BYD T35 is a testament to BYD's vertically integrated R&D and supply chain, spanning from advanced battery production to innovative vehicle design. With a proven global presence across Europe, North America, and Asia, BYD's commitment to clean mobility is undeniable, having saved over 97 billion kg of carbon emissions worldwide to date. Inchcape Plus is proud to bring this global leadership to Singapore, empowering local businesses with world-class sustainable solutions. **T**





SANY e263S: The First Chinese Tractor Unit tested by ITOY



636 kWh battery capacity, up to 730 kW peak power and a gross combination weight of 42 tonnes: with the e263S, SANY has filled the last remaining gap – for the time being – in its European electric truck range. The International Truck of the Year (ITOY) Jury drove the new all-electric 4x2 tractor unit on a test route around the European headquarters of SANY and Putzmeister. Asian Trucker is an Affiliate Member of ITOY.

And there it is. Parked on the far left of the impressive line-up of trucks in front of Putzmeister's headquarters in Aichtal, the SANY e263S almost looks a little understated. White cab, two axles, fifth wheel – just a perfectly normal electric tractor unit.

SANY has arrived

With well over 100 units sold and an established service network, SANY has now gained a foothold in Europe. For SANY, the e263S is more than just another model. It completes a range that, until now, has consisted primarily of rigid chassis: the familiar four-axle e435, which we were able to drive with the International Truck of the Year jury in 2025, as well as the new three-axle e345 and e360 chassis.

SANY's European portfolio now also includes the e263S, a 4x2 tractor unit with a 4 000 mm wheelbase for both construction and logistics applications – from tipper and walking-floor trailers to curtainsiders, containers, refrigerated transport and silo operations.

The chassis layout is conventional: 4x2, a 4 000 mm wheelbase, an overall length of 6.64 metres and a fifth-wheel height of between 1 160 and 1 180 mm. Both front and rear axles feature air suspension. Technically permissible axle loads are nine tonnes at the front and 13 tonnes at the rear.

Almost 1,000 hp at the eAxle

In the e263S, SANY combines an 800-volt architecture with a dual-motor eAxle and a two-speed transmission. According to the specification sheet, continuous output is 420 kW, while peak output is an impressive 730 kW – equivalent to almost 1 000 hp. Maximum motor torque is 1 760 Nm, with, as is well known, a multiple of that available at the wheels.

That is quite a statement, particularly since our first encounter took place without a trailer. An unladen tractor is hardly a serious challenge for a powertrain designed to move a gross combination weight of up to 42 tonnes. What is interesting, however, is that the road-ready e263S tips the scales at a relatively moderate 10.9 tonnes.

The almost 100-kilometre test route around the Putzmeister and SANY headquarters in Aichtal near Stuttgart was therefore more about getting acquainted than conducting a meaningful energy-consumption test. The first impression is noticeably more premium than that of the chassis we drove in 2025. The cab and its interior are well presented. In particular, the full air suspension suits the ambitions of the e263S.

SANY is not positioning it merely as a yard or distribution tractor, but as a vehicle capable of handling a long working day on the road. Even running solo, it rides exceptionally smoothly. The powertrain also feels very mature; you have to pay close attention to notice the single gearshift at all.

636 kWh for 550 km

SANY has gone all-in when it comes to energy storage. The current specification lists 636 kWh of LFP battery capacity. SANY claims a range of more than 550 kilometres for the e263S. Charging is via CCS at up to 400 kW. Particularly interesting is the dual-sided "Dual Gun Charging" concept, which – where suitable infrastructure is available – allows charging at up to 700 kW. Who needs Megawatt Charging anyway?

Things get interesting behind the cab. One feature in particular is likely to attract the attention of bodybuilders and specialist transport operators.

SANY offers no fewer than three PTO options. In addition to an electric ePTO interface, there is a separate mechanical PTO driven by its own electric motor, delivering 85 kW for short periods and 45 kW continuously. There is also a transmission PTO rated at 210 kW and 980 Nm.

This also explains why SANY is explicitly not restricting the e263S to conventional long-haul curtainsider applications. Tipper trailers, walking floors and silo vehicles are all included on the application list. Particularly in these sectors, powerful PTOs can determine whether an electric tractor is a genuine full-scale replacement for a diesel truck in everyday operation or only suitable for selected routes.

Inside the Cab

And with that, into the cab. SANY simply calls it the “Cabin 329E high roof”. More important is what it contains: an almost flat floor with no engine tunnel, a digital driver display, central multimedia screen, air-suspended driver’s seat, heated steering wheel and seat, refrigerator, automatic climate control, DAB+ and Bluetooth.

Equipment levels are good, and so are the materials. Only the displays look slightly milky, although the Chinese manufacturer promises improvements here in the near future. The same applies to the refrigerator latch, which is somewhat eager to snap shut when you are taking out a cold drink and quickly tries to slide back underneath the bed.

One detail from the presentation particularly catches the eye: SANY explicitly describes the setup as a “Digital cockpit with hard switches”. In other words, yes, there is a display – but not every function is hidden behind layers of touchscreen menus.

For a working vehicle, that is no minor detail. A truck cockpit has to function at night, with gloves on and on poor roads, rather than merely looking modern on an exhibition stand. In this respect, SANY clearly listened very carefully during development. Visually, the workplace now follows European conventions much more closely. SANY itself refers to an “EU styled interior cabin design”. That makes the direction of travel clear: the e263S is not supposed to be tolerated as a cheap electric alternative; ideally, it should be regarded as a fully-fledged competitor.

By then, the enormous one-piece flap currently covering the three storage compartments at the front of the cab will no doubt have been redesigned as a three-piece solution as well. In terms of driver assistance, SANY follows the relevant regulatory requirements and offers a comprehensive package. AEBS, lane-departure warning, blind-spot and moving-off information systems, pedestrian and cyclist warnings, driver fatigue monitoring, ISA, ESC and EBS are all included, as are a 360-degree camera and front parking sensors.

China delivers, Aichtal builds trust

The e263S may be new to Europe, but heavy-duty electric trucks are far from experimental territory for SANY itself. Kevin Eichele, Head of Product & Business Development at SANY eTrucks Europe, presented figures that put the scale of the operation into perspective: “In 2025 alone, we delivered 22,150 electric tractor units in China. In total, more than 50 000 units are now in operation and have covered more than 3.02 billion kilometres between them. In 2025 alone, SANY also sold 6 041 electric concrete mixers in China, achieving a market share of 31.9 percent.” Eichele sums up the company’s ambition as: “Transformation made affordable.”

A Strong Network

For European fleet customers, however, the word “affordable” will not be defined by purchase price alone. Availability, repair times, spare parts and, ultimately, cost per kilometre are what matter. This is where Putzmeister comes in. The company is based in Aichtal, employs around 3,500 people and generated revenue of €1.2 billion in 2024.

For the e263S, SANY outlines a three-tier service concept comprising Alltrucks or customer workshops, Putzmeister Service, and finally specialists for high-voltage and battery-related issues as well as SANY R&D in China.

Across Europe, the company refers to a network of 650 service workshops, 24/7 roadside assistance and spare-parts availability of more than 95 percent from a warehouse in Germany. That is probably where the real challenge for the coming months lies: less in the technology itself than in building trust. A Chinese electric truck can offer all the power, battery capacity and range in the world – but if the transport operator does not know who will connect the diagnostic equipment on a Friday evening in the event of a breakdown, 730 kW will not be of much help.

The e263S itself should not be the problem

Following our brief test, it would be premature to pass a final verdict on the SANY e263S. Energy consumption, real-world motorway range, recuperation at 40 tonnes, the behaviour of the two-speed transmission under load and charging performance across a complete fast-charging session all still need to be put to the test.

What can already be said is that SANY is not entering Europe with the e263S as a hesitant first attempt. A 636 kWh battery, 800-volt architecture, 400 kW CCS including Dual Gun Charging, up to 730 kW of drive power, full air suspension and three PTO solutions add up to a technically very confident package. On top of that comes a cab whose developers have clearly paid much closer attention to European expectations than was the case with some earlier Chinese trucks.

Above all, however, the e263S closes a strategic gap. Following four- and three-axle models, SANY now also has a tractor unit in its European line-up. 





ZF Aftermarket Turns Vehicle Data into Faster Repairs

Repair processes are becoming more digital, but many fleets and workshops still work across separate systems. From issue detection and diagnostics to service planning and parts procurement, critical steps in the repair journey often take place in separate systems, creating delays and inefficiencies. At Automechanika Frankfurt 2026, ZF Aftermarket is demonstrating how open digital workflows connect existing customer systems with ZF and partner solutions, bringing critical steps together and enabling customers to move from problem detection to completed repair with greater speed, transparency and efficiency.

"Our goal is to help our customers resolve issues faster and manage increasing complexity more effectively. Today, ZF Aftermarket connects more than 2 000 fleets and 50 000 workshops across the aftermarket ecosystem, turning individual interactions into a more coordinated, data-driven service network. By bringing together remote vehicle data, diagnostics, workshop operations and parts procurement, we are creating practical solutions that help maximise uptime and deliver measurable value every day," said Philippe Colpron, Head of ZF Aftermarket.

The value of integrated digital workflows becomes evident through a fleet vehicle's repair journey. By connecting remote vehicle data with diagnostics, workshop operations and parts procurement, ZF helps fleets and workshops move from fault identification to repair completion in one coordinated flow.

Remote Diagnostics for Earlier Fault Detection

When a technical issue occurs, faster access to diagnostic data can make the difference. ZF Bus Connect, ZF Aftermarket's telematics and fleet management solution for buses, can be linked with ZF [pro]Diagnostics, ZF's workshop-grade

diagnostic software, through a CAN Tunnel connection. This allows technicians to remotely access vehicle diagnostic systems and begin troubleshooting before the vehicle arrives at the workshop, helping fleets maximise uptime and improve operational efficiency.

Vehicle data from the vehicle's CAN network is transmitted via the ZF Bus Connect infrastructure and made available remotely within ZF [pro]Diagnostics, giving technicians access to diagnostic capabilities such as ECU information, diagnostic trouble codes, live sensor values and diagnostic routines. While traditional telematics solutions typically provide alerts and status notifications, the combination of ZF Bus Connect and ZF [pro]Diagnostics enables comprehensive remote diagnostic sessions, helping identify root causes earlier and enabling maintenance decisions before vehicles reach the workshop.

The same CAN Tunnel setup can also be used with third-party diagnostics providers, allowing existing diagnostic environments to be integrated into remote service workflows.

Digital Service Coordination for Fleets and Workshops

Once the root cause has been identified, the next challenge is turning diagnostic information into a repair plan. This is where many processes still rely on phone calls, emails, and manual coordination between fleets and workshops. To address this challenge, ZF Aftermarket is linking ZF [pro]Manager, ZF's virtual front desk for workshops, with fleet management solutions to turn service demand into structured digital service workflows. One example already implemented is the integration with Vandy, a partner fleet service platform that helps fleet operators manage service demand and coordinate workshop appointments digitally. In this setup, vehicle condition information can be converted into service cases, workshop availability can be matched with service requirements, and repair appointments can be scheduled through a digital process. Going forward, the same principle will also apply to ZF fleet solutions such as ZF Bus Connect and ZF SCALAR, ZF's fleet orchestration platform for commercial vehicle operations. This will support a broader ecosystem in which fleet data, workshop capacity and service coordination work together seamlessly.

Within this ecosystem, ZF [pro]Manager acts as the workshop's 24/7 digital front desk, bringing workshops, fleets and service partners together through a single digital interface. Fleet operators can identify workshops with the right capabilities for a specific service need, book appointments digitally and track service progress through Vandy, reducing administrative effort and improving transparency across the repair journey. Through its open API architecture, ZF [pro]Manager can work with both ZF and third-party solutions, allowing customers to bring existing processes and platforms into one workflow.

Data-Driven Parts Ordering After Diagnosis

Planning a repair is only effective if the required parts are available when the vehicle reaches the workshop. To eliminate delays between diagnosis and parts purchase, ZF Aftermarket also integrates diagnostic data directly with distributor ordering systems.

With 95 percent coverage of the passenger car segment on European roads, ZF MultiScan gives workshops a broad diagnostic foundation. When combined with electronic distributor parts catalogs, it helps

them move seamlessly from vehicle diagnosis to parts identification and ordering. Following a diagnostic scan, vehicle and fault information are transferred directly into the integrated parts catalog.

Workshops receive immediate recommendations for compatible parts together with pricing and availability information, eliminating the need for manual fault-code interpretation and separate catalog searches.

The benefits are tangible: parts recommendations are driven by diagnostic data, helping workshops identify the correct part the first time. The time spent between diagnosis and procurement is significantly reduced, enabling workshops to process more vehicles per day. For more complex repairs involving multiple systems, a single scan can generate a comprehensive parts overview, providing a complete picture of required components in one workflow.

"Digitalisation only creates value when it makes every day work easier. For our customers, that means solutions that work with the systems they already use, not another layer of complexity. Openness and partnerships are therefore central to our strategy. By integrating with partner solutions, we enable our customers to build workflows that fit the way they already operate," said Benoit Dessart, Head of Business Line Digital Solutions at ZF Aftermarket.

From Data to Uptime: Creating Value Across the Aftermarket

As vehicles generate more data and service requirements become more complex, collaboration between stakeholders across the aftermarket will become increasingly important. By bringing together vehicle data, workshop expertise, service demand, diagnostics and parts procurement, ZF is helping its customers reduce complexity, increase transparency and keep vehicles on the road. Together, these connected workflows demonstrate how ZF Aftermarket is moving beyond individual products to creating an open aftermarket ecosystem for vehicles, fleets, workshops and distributors. 





Shell and FAW TRUCKS Advance Immersion Cooling Battery Technology for Commercial Vehicles



Shell Lubricants ('Shell') and FAW TRUCKS have reached an important milestone in the development of battery thermal management technology for commercial vehicles.

A jointly developed battery pack featuring Shell's immersion cooling fluid technology has been successfully tested on the Shell Starship 3.0 Hybrid concept truck, ready for future use in FAW TRUCKS's hybrid commercial vehicles. This milestone reflects Shell's continued investment in technologies that help improve commercial vehicle efficiency and support the industry's transition toward lower-carbon mobility.

Cara Tredget, Vice President of Mobility & Lubricants Technology at Shell, said "Innovation is at the heart of how Shell is helping shape the future of mobility. As commercial vehicles continue to evolve, so do the technologies needed to support them. By working closely with OEMs (original equipment manufacturers) like FAW TRUCKS, we're developing advanced fluid solutions designed to support evolving vehicle technologies, including electrification powertrains and thermal management systems. The Shell Starship Hybrid vehicle demonstrates what's possible when collaboration and innovation come together."

The new battery pack uses Shell's electrically insulating immersion cooling fluid to surround battery cells, enabling more effective heat management than conventional battery cooling approaches. Having successfully completed industry-standard testing, the battery pack was integrated into the Shell Starship Hybrid for vehicle validation under demanding commercial vehicle operating conditions, including sustained high-power charging and discharging.

Initial vehicle validation indicates potential improvements including 1:

- Up to 98 percent increase in maximum gradability
- 0.8 percent improvement in energy efficiency*
- Potential battery life improvement of up to 32 percent

The battery pack has also undergone industry-standard testing and Starship vehicle evaluations, with independent verification by China Automotive Technology and Research Center Co., Ltd. (CATARC). Final performance data will be released following completion of the validation process.

"Battery thermal management is becoming increasingly important as commercial vehicles demand higher power, greater efficiency and faster charging capabilities," said Wang Jianyu, President of Commercial Vehicle Development Institute of FAW TRUCKS. "By working with Shell, we have combined FAW TRUCKS' expertise in commercial vehicle engineering with Shell's advanced immersion cooling technology to develop a solution for these evolving challenges. Validation on the Starship Hybrid brings us closer to commercial application, with the potential to enhance performance, durability and safety for the next generation of hybrid commercial vehicles."

The battery pack is being evaluated for potential use in future FAW TRUCKS hybrid commercial vehicles. Shell will continue to develop immersion cooling fluids for broader commercial vehicle applications while leveraging experience gained through the Starship program.

*A 0.8 percent vehicle-level energy efficiency improvement is considered significant in the commercial vehicle industry, particularly as it was achieved through optimisation of a single hybrid battery system rather than changes to the core powertrain. 

You can
SELL
YOUR
USED TRUCK
here!

ASIAN
TRUCKER



Asian Trucker Launches Market, a Convenient Site to Sell Used Trucks

Offering transport owners a convenient, fast and easy way to list their used commercial vehicles for sale, the Asian Trucker "Market" is now live on <https://market.asiantrucker.com/>

Here, those wishing to divest a used commercial vehicle can list them for the industry to see and buy. Only a few simple steps are required to set up an account and once your account is activated, listings can go live straight away.

Listing any type, size and age of commercial vehicles is easy with just a few clicks and fields to complete before the listing

will go live on the platform. The Market allows for single listings as well as bulk uploads if there are several vehicles up for sale.

There is only one flat fee for each listing, which Asian Trucker charges as an admin fee. Each listing will be active for a full month before the seller can decide to extend for the same amount or simply lapse it with the listing being deleted.

Asian Trucker also offers sponsorship packages of the portal and encourages those wanting to discuss comprehensive options to get in touch.

Kargo's Approach to Electrification of Transportation

The idea of becoming a Uber-like platform for logistics was starting point for Kargo. We trace their origin story and learn about their future ambitions.



Asian Trucker met with Mr Tiger Fang, Co-founder & CEO, Kargo Technologies (Kargo), in Singapore, where he is currently based to be on the ground for the next stage of Kargo's expansion in Southeast Asia. At first sight, the business already emerges as a technology-based enabler to the transport industry. "Having gained a lot of experience working in Uber, my aspiration was to create something that would be best described as a logistics service, based on the same principles as the ride-sharing service," he opens the description of Kargo.

Thousands of Cases for EV

Aiming at a certain clientele, conscious of ESG matters, Kargo has focused on the top tier brands since its inception. With the strategic direction of only using electric trucks and vans, Kargo has since been able to attract some of the world's biggest

brands. Fang explained that an old, less environmentally friendly truck would also get the job done, in essence, but considering the push to better protect the environment, ICE-powered vehicles did not enter the equation about how to run the business. In his view, the use of renewable energy is another step above and beyond the minimum requirements for reduced emissions. Having accessed both ICE and electric vehicles, Kargo has also found that electric vehicles have now started to be more profitable than their fossil fuel powered brethren.

"We need to pause here for a minute and discuss this in the context of customer needs. In reality, the type of propulsion technology may not be a focus for customers of logistics companies. What they care about is the timely, safe and dependable delivery of their goods," Fang explained. In addition, the annual performance review by clients is always centred on the notion of having to find ways to lower prices. Today, the TCO (Total Cost of Ownership) using an ICE-powered truck is substantially higher compared to an electric truck according to him. This, in his words is the reason Kargo is becoming increasingly more successful in matching transport owners with clients needing their services.



We make EV adoption effortless by managing the entire transition, from vehicle procurement and maintenance to depot charger installation, so fleets can go green without taking on operational friction.

Operating now in Indonesia, Malaysia and Singapore, the platform has some 40 000 vehicles in their roster (at the time of writing). Fang urges operators to evaluate their energy needs differently as Malaysia and Indonesia subsidise their fuels. However, they also subsidise their electric energy. Both countries are at the lower end of the spectrum when it comes to cost of fuel and energy. Kargo would retain a 15 percent commission on any job brokered through their online platform. With reduced cost to operate an electric vehicle, this would mean a driver (the owner) would retain more from any job after having paid for the main costs involved. In addition, the cost of maintenance is now around 50 percent less of the cost incurred in the upkeep of a Diesel vehicle. Calculations made by Kargo show that any way one would look at the cost now, being it Kilowatt cost per kilometre for example, electric vehicles win.

Overcoming Financing as Hurdle for Electrification

Access to financing has been a heavily debated issue in the transportation industry. Driver-owners are often not able to secure loans to become independent with the ownership of one vehicle, especially larger vehicles. With electric trucks still being significantly more capital-intensive to start out with at the moment, this problem is further exacerbated. Renting vehicles is oftentimes the only option for drivers to start their journey into independence. As financial institutions would not be very likely to underwrite the risk of an owner driver purchasing an electric truck, the adaptation is somewhat slowed down. Up until a year ago, the lack of access to financing for electric trucks has been hindering Kargo in their ambition to electrify transportation. Fang was able to structure his offer in a way that a driver would rent electric trucks from Kargo, with Kargo owning the vehicles, managing the financing and risks associated with it. We make EV adoption effortless by managing the entire transition, from vehicle procurement and maintenance to depot charger installation, so fleets can go green without taking on operational friction."

With electric vehicles, things change as there are fewer components on board worth tampering with, you have more control over and access to the vehicle

Over the past 12 months, things have changed, tipping the scales in favour of electric vehicles. While a year ago, Fang and his colleagues had to scream on top of their lungs to convince people to try BEV, today, range anxiety is rapidly dissipating, vehicles and batteries are getting cheaper, charging faster and generally, more knowledge about how to manage electric trucks is readily available. Meanwhile, charging infrastructure has been developed and nowadays, there are charging points available along the routes serviced by Kargo's clients. Thanks to telematics and fleet management tools, charging can be scheduled in a manner that is least disruptive to the operations. As an analogy, Fang uses Google Maps, which gives the shortest route, while fleet management systems for electric vehicles would calculate the best route considering the load, customer locations, charging times and resting times. "Again, this is why we understand ourselves as a technology company, not a transportation business."

Maybe it's Tinder for Transporters?

What Fang and his colleagues have learned and come to appreciate is that managing a truck fleet is not an easy task. Having tried to run a significant number of trucks themselves, Kargo has been saddled with unforeseen obstacles and sometimes somewhat amusing events. At one point, all mufflers had disappeared from their vehicles. "With electric vehicles, things change as there are fewer components on board worth



tampering with, you have more control over and access to the vehicle." Ultimately, Kargo remains true to the ambition to allow truck drivers to own their vehicles. Signing up is done through an online registration requiring uploading certain documents and photos of the vehicle. Importantly, a partner offering a truck on the platform will have to specify what type of missions they are able to fulfil.

It is the matching of clients with specific requirements to truckers that is making Kargo successful. For instance, the term agricultural products is rather wide, and could include cargo like horse manure, which may not be something the next customer would have wanted to be on the truck prior to his job. By knowing what type of jobs are coming up a few days in advance, Kargo matches the contract partners with high precision. Rather specific and highly unusual was the request to transport nuclear waste, which Kargo has been able to match-make as well to the satisfaction of all parties involved.

This precision in match-making stems from the learning process Kargo had to go through. "There is a lot that can go wrong in transportation, and we have seen a lot of this happening. However, each of these instances have been learning opportunities for us and we have been able to convert this into something that further improves our services," he reflected on the journey he has been on since the inception of the company in 2018. A highlight in the career was the recovery of stolen goods. "I know what you think: high value goods. No: tons of ketchup!" Apparently, a syndicate targeted trucks carrying sauces and Kargo was able to have the thieves apprehended with the help of local law enforcement. 🔥





Malaysia's First Level 4 Robovan Takes to Public Roads in Cyberjaya

A year after the official introduction of the vehicle to the market, Autonomous Logistics Solutions trials their Robovan in Cyberjaya, readying it for commercial roll-out.

It has been a year since Autonomous Logistics Solutions Sdn Bhd (ALS) showcased their Zelos vehicles as the first driverless cargo carriers at the Smart City Expo (Asian Trucker reported in issue 85). The pioneer of autonomous vehicles in Malaysia has since been focused on preparing its technology, operations and ecosystem for real-world deployment on Malaysian roads. Asian Trucker met with Alan Chong, Managing Director of the company, in their operations centre, for an update.

Creating the Framework

When ALS showcased their autonomous solution in October 2025, there was no legal framework for such vehicles. At the time, buses had already gone through the process of obtaining approvals to operate, but not cargo-carrying vehicles. As Chong explains, the issue is that the Zelos vehicle, what ALS now calls Robovan, does not fit into any scheme previously in existence. For instance, there is, by definition, not even a space for a driver anymore. Working with Ministry of Transportation and JPJ department dedicated to Level 4 autonomous vehicles, ALS has paved the way for the introduction of the vehicle to public roads.

"As this is the first time such a vehicle is being used, the questions went both ways. We were asked by the authorities what it would take to make things happen while we also asked them what they need to get things done. It went both ways," Chong said. Eventually, the approval process required the involvement of six government agencies. Almost a carbon copy of this process was the discussion regarding insurance. The need for insurance was undeniable, however, neither insurance company had

any framework for the coverage of automated machine delivery. Chong added that this has now also been put in place, whereby the insurance premiums are understandably high as this is the very first such vehicle to be insured. "Insurance is now custom-made and curated and now covers private compounds and public roads."

Creating a Use Case

Chong went on to explain that the overall approval process required a demonstration of the vehicle's capability and safety via a use-case. This in turn requires a Malaysian institution to back the trial for the development of such use-case. Such an institution needs to have the right prerequisites, such as significant size, ability to use the vehicle frequently and in a realistic scenario. Through the frequent use of the vehicle, a sufficiently large enough set of data was created in partnership with Pos Malaysia.

Running on the Road

Having achieved the milestone of obtaining approvals from all six authorities involved, the Robovan is now allowed to operate on a 15 Kilometer-spanning test route in Cyberjaya. As a practical test, the operation is now gathering insights into how the vehicle will be driving on public roads and what it takes to manage the vehicle.

At the heart of this is the autonomous vehicle operator. While this function is currently housed in the operations room of the ALS office, theoretically, such operator can manage the vehicles from anywhere. Communication with the public is also important and thus, signage has been put up to inform motorists that they are sharing the road with an autonomous vehicle. "Human intervention is still a highly important aspect of running Level 4 autonomous vehicles. The operator will dispatch the vehicle, make sure it is reaching its destination," said Chong. In case of a breakdown or device failure, the operator is to be sent to the site to manage the incident. "Which is why we are limiting the area we currently operate in." One of the most common disruptions at the moment are people deliberately stepping in front of the vehicle, which will trigger a safety function that immediately halts the Robovan. All these are actually caught on camera, in a live feed to the operation room. At the time of writing, the ALS Robovan had clocked 1 500 Kilometres of driving alone. "We now hope to be able to receive the first official number plate within the next weeks to deploy the vehicle for a customer."

Purposeful Deployment

As ideal clients, ALS is looking for companies that have to deal with highly repetitive, short trips in limited areas. For instance, airports, i.e. luggage and cargo movement, or industrial parks where a whole supply chain could be found, would be the preferred first deployments. The idea is to take away the burden of these tasks not requiring a great deal of planning. This will also free up human capital. In China, where the Zelos vehicle is manufactured and in operation, one operator manages up to 100 vehicles. Here, Chong thinks that initially, one operator will handle 20 units. Asked about the notion that these vehicles will result in loss of jobs, he cites the example of ATMs. "What we want to automate are the highly repetitive tasks, the ones that do not add a lot of value. If we look at banks, the same thinking applied, however today, there are more bankers, who deal with the more complex transactions. The same would apply to road transport where we acknowledge that complex, long distance transportation will still require a human driver for a long time."

Those interested in utilising Robovans should address the three Cs as Chong explained, standing for Cost, Control and Covid. Cost should be viewed as total cost of ownership, including the salaries of drivers. If there is a case to be made that the Robovan is cheaper to operate, then companies may choose this option. "Many are surprised to see that there isn't any human inside and we are not even allowed

to have a person inside." In addition, cost would be cheaper as the vehicle is essentially an electric van, devoid of many components that make ICE-powered vehicles more costly to service and maintain.

Companies always want control over their vehicles. Control is a challenge, due to unpredictability and the Robovan has to be equipped with telematics by default to address this challenge. This allows fleet owners to have total control over the vehicle right from the start. For instance, the Robovan will stop if rain becomes so heavy that a human should also no longer continue to drive. Lastly, Covid is a synonym for any such event, which Chong and his team think will likely happen again.

Summing the current situation up, Chong said that, although it was a long, tough process, the team is happy to have passed crucial milestones. "It is satisfying to now see clients asking for us to provide them with Robovans. Having been and once you see these vehicles in full operation in China, fully deployed, you see the vision. And we operate at lower cost, proven now."

The 6 Levels of Vehicle Autonomy

Level 0 (No Driving Automation): The human driver controls everything. The car may provide safety alerts or temporary emergency braking, but it does not drive itself.

Level 1 (Driver Assistance): The car handles a single automated task, like steering or acceleration/braking (such as basic or adaptive cruise control). The human must monitor everything else.

Level 2 (Partial Driving Automation): The car can control both steering and speed at the same time. Examples include systems like Tesla Autopilot or GM Super Cruise, but the human must stay alert and ready to take over instantly.

Level 3 (Conditional Automation): The car can handle all driving tasks under specific conditions, such as highway driving. The human can look away but must be ready to take back control when the vehicle asks.

Level 4 (High Automation): The vehicle drives completely on its own in specific areas or conditions (geo-fenced). It does not need a human driver inside these zones (seen in some robotaxis like Waymo).

Level 5 (Full Automation): The vehicle drives completely on its own anywhere and in any condition. It needs no human attention, steering wheel, or pedals.



MAN Forms Strategic Partnership with RMMV and WB Group Reviving Polish Brand STAR



MAN Truck & Bus, Rheinmetall MAN Military Vehicles (RMMV) and WB Group have announced a strategic partnership aimed at strengthening their joint capabilities in the European defence market. The cooperation was unveiled at the MSPO International Defence Industry Exhibition in Poland. The partnership is intended to combine the companies' complementary technological, industrial and operational expertise in order to address the evolving requirements of European armed forces more effectively.

Under the 'European Defence Initiative', MAN Truck & Bus, RMMV and WB Group intend to explore opportunities for the joint development, integration and production of defence solutions. By combining proven vehicle platforms with cutting-edge technologies and mission systems, the partners aim to create a competitive and scalable offering for customers across Europe.

A particular focus of the cooperation will be the development of scalable, interoperable military mobility solutions tailored to the operational requirements of European armed forces. These solutions are expected to draw on the proven transport and mobility platforms of MAN Truck & Bus and RMMV, complemented by WB Group's advanced command, communications, reconnaissance, and unmanned systems.

The partnership will also enable the three companies to jointly assess new business and technology opportunities, leveraging their respective experience, engineering expertise, industrial know-how and established market positions.

Through the cooperation, MAN Truck & Bus, RMMV and WB Group aim to strengthen their combined industrial offering and contribute to the development of resilient and sovereign European defence capabilities. STAR Re-activation MAN Truck & Bus also used the MSPO to announce the reactivation of the STAR brand in Poland for military logistics and support vehicles.

To spur further business in the military sector in Poland, MAN also opens up together with its joint venture



(JV) Rheinmetall MAN Military Vehicles (RMMV) for extended partnerships with bodybuilders or other companies under the umbrella of the STAR brand. MAN has bundled its military activities in its joint venture together with Rheinmetall. MAN showcased at the fair a vehicle based on a MAN TGS 6x6 for military logistic purposes labeled with the brand STAR.

In the future, non-combat military vehicles based on MAN truck platforms – used by organisations such as armed forces, the Red Cross, emergency services and fire brigades – will be offered under the STAR brand in Poland, combining a proud national heritage with modern vehicle technology, MAN's engineering expertise and a strong local footprint.

"The growing demand for logistics capabilities and the shifting geopolitical realities require strong industrial partnerships and reliable solutions. With our 'Made in Poland' approach and our revived STAR brand, we are combining local production, a strong service network and close cooperation with Polish partners to develop mission-oriented transport solutions," says Alexander Vlaskamp, CEO of MAN Truck & Bus.

Polish tradition meets modern MAN technology

STAR is one of Poland's most traditional commercial vehicle brands and has shaped the country's civil and military logistics for decades. Founded in 1948, STAR became one of Poland's most recognised commercial vehicle brands and contributed to both civilian and military transport for decades. The brand gained international recognition when a STAR truck formed the basis of the first Popemobile used by Pope John Paul II in 1979.

Following MAN's acquisition of the STAR truck business, STAR vehicles increasingly incorporated MAN technology while maintaining their strong local identity. Today, more than 10,000 STAR vehicles remain in service, and the relaunch of the brand combines this heritage with modern MAN engineering and production capabilities.

Future STAR trucks will be based on the current MAN TGM and TGS series and benefit from their modern technology, the latest assistance systems and the highest safety standards. The chassis for these vehicles are manufactured at MAN's Kraków plant.

Long-term commitment to Poland as a business location

The relaunch of STAR is part of MAN's long-term commitment in Poland. For more than 30 years, Poland has been one of MAN's most important markets and production hubs in Europe. Only recently, the company signed a memorandum of understanding with the Polish government for investments of around 1.2 billion euros in the Krakow site.

The plan is to expand production capacities, prepare the next generation of MAN vehicles and further strengthen local value creation. In this way, MAN is consistently expanding its industrial presence in Poland and creating additional prospects for growth and employment. Today, MAN employs around 7 000 people in Poland. The company operates two production sites in Kraków for trucks and Starachowice for buses plus a Modification Centre in Sady. Additionally, the MAN TGE is produced in Poznań.



In 2025, MAN delivered around 9,000 vehicles in Poland, supported by a network of almost 40 sales and service locations across the country. The company's truck plant in Kraków is currently being expanded into a full-scale manufacturing facility. As part of the investment, the production area will more than double from around 130,000 m² to 270,000 m². The site will be capable of producing up to 300 vehicles and cabs per day and will play a key role in manufacturing the next generation of MAN trucks, including electric vehicles.

About the partners

RMMV: Rheinmetall MAN Military Vehicles (RMMV) is a joint venture between Rheinmetall AG (51 percent) and MAN Truck & Bus SE (49 percent), headquartered in Munich. The company is one of the leading suppliers of military and militarised wheeled logistics vehicles and develops, produces and sells vehicle solutions for armed forces worldwide. The portfolio includes the highly mobile HX trucks and military variants of the MAN TGX and TGS series. RMMV combines Rheinmetall's military systems expertise with MAN's commercial vehicle and production expertise, thus making an important contribution to the military mobility and defence capabilities of numerous NATO and partner countries.

WB Group: WB Group is Poland's largest private defence and technology group and a leading provider of advanced military systems for armed forces worldwide. The company develops and integrates solutions in communications, command and control systems (C4ISR), reconnaissance, drones, loitering ammunition, cybersecurity, and vehicle and system integration. With its technological expertise and strong roots in the Polish defence sector, WB Group is a key partner in the development and delivery of modern, interoperable defence solutions. 

Who was Driving? Closing the Identity Gap in Shared Fleets

By: Joseph Cimand, founder of Tracking Hardware UK



NFC 2in1 Keypad



RFID cards work much the same way and often double as building-access passes. That is convenient, but it also means the card lives in a wallet that may never make it into the cab, and cards remain easy to swap.

Smartphone driver-login apps remove the extra hardware and suit gig and last-mile work, where drivers already rely on a phone. The weak points are flat batteries, personal-device policies, and the simple habit of not logging in.

PIN keypads take a different route: the driver keys a personal code before the vehicle will move. There is nothing to carry, lose or pass on, and when wired through the tracker the code can also act as an immobiliser, so an unidentified vehicle will not start. The trade-off is that a code can be shared verbally where discipline is poor, and drivers must remember it.

Modern telematics has made the vehicle almost completely transparent. A fleet manager can see where a truck went, how fast it took a corner, how long it idled and how hard it braked. Yet one deceptively simple question often has no reliable answer: who was actually behind the wheel?

On any fleet where vehicles are shared — container-haulage prime movers running around the clock, pool vans passed between shifts, relief drivers covering routes — the tracker records the asset, not the person. Behaviour scores, incident reviews, fuel and mileage claims and duty-of-care records are then built on an assumption. When something goes wrong, that assumption is exactly what fails to hold up.

Driver identification is the layer that closes the gap, and operators have four broad options, each with trade-offs.

iButton fobs and tags are the long-standing default. They are cheap and simple, but they are physical objects: drivers lose them, forget them, or quietly hand one to a colleague, which defeats the purpose.

10-Digit keypad



5 Digits Keypad



There is no universally correct choice. A single-shift owner-driver operation has very different needs from a 200-vehicle fleet with high turnover. What matters is matching the method to how the fleet actually runs, and being honest about each failure mode: anything a driver must carry can be lost or shared, and anything optional will sometimes be skipped.

The direction of travel is clear, though. As insurers, regulators and customers increasingly ask fleets to prove not just where a vehicle was but who was responsible for it, capturing driver identity reliably is shifting from a nice-to-have to a basic expectation. **F**

NSLOA Welcomes Euroricambi Group as Affiliate Member

NSLOA, the Negeri Sembilan Lorry Operators' Association (Persatuan Pengusaha Lori Negeri Sembilan) is based in Seremban. It is a non-governmental association (NGO) that brings together and represents logistics and lorry transport operators around the state.

On 23 September 2026, the association officially welcomed Euroricambi Group as an Affiliate Member. Commenting on the induction was Mr Daniele Chiumiento, Area Sales Manager, Euroricambi Spa. Speaking to Asian Trucker, he said that "The work of the association, NSLOA, is important to drive the industry forward. It is our duty and honour to be involved in this and to support the association."

The determination of the Taddei's family has led to the establishing of a group of leading companies in the aftermarket industry. Euroricambi Group, which started out as a small workshop, has grown to become the big industrial reality it is today as a result of constant updating and thanks to the continued focus on production processes, material and technologies. This is why Euroricambi Group's products have become the go-to solution for mechanics all over the world. 



TyreXpo Asia returns to Singapore in 2027 alongside AutoMROtive

Following the successful co-location of the TyreXpo Asia and AutoMROtive in Bangkok, Thailand in May 2026. The two events will return to Singapore from 17th to 19th March 2027 at Sands Expo & Convention Centre.

TyreXpo Asia Singapore 2027 will bring together international tyre brands from over 90 countries whilst the AutoMROtive event will showcase solutions focusing on the maintenance, repair and operation (MRO). Together the two events will provide a comprehensive platform connecting the international tyre and automotive aftermarket ecosystems

It is anticipated that TyreXpo Asia 2027 will bring together industry professionals including manufacturers, distributors, suppliers and product innovators throughout the tyre and automotive aftermarket sectors.

The events will showcase the latest advancements in tyre technologies, automotive repair solutions, tyre and automotive equipment, tools, parts, accessories and related services. Reinforcing the show as a crucial event towards driving forward future innovation and partnerships in the global tyre and automotive ecosystem.

Alwin Seow, Event Director at Informa Markets states, "We are pleased to bring this expanded industry platform to Singapore in 2027. By connecting tyre and automotive aftermarket sectors under one roof, the events will create greater opportunities for industry professionals to discover new solutions, exchange insights and build valuable partnerships." 





50 Years of International Truck of the Year - the winners returned

History came to life at IAA Transportation 2026 in Hanover: In Hall 22, 20 International Truck of the Year winners spanning five decades came together in one unique exhibition.

From the 1979 Volvo F7, the oldest vehicle on display, to iconic trucks and rare gems such as the Renault Magnum, Volvo FH and MAN F2000, all the way to the 50th International Truck of the Year, the 2026 DAF XD Electric.

And the story continued at IAA Transportation 2026 with the brand-new International Truck of the Year 2027 also joining the exhibition, immediately following its official award presentation at the Night of the Stars on 14 September.

20 winners. 50 years of truck history. One unique gathering in Hall 22 / Stand A72. 



Geotab launches Unified Investigations Solution

Geotab, a global leader in connected operations, video telematics and AI-powered insights, today announced Geotab Investigations, a unified solution for safety, compliance and operations teams to accelerate the resolution of road incidents.

Fleet organisations regularly need to investigate incidents such as collisions, customer or citizen complaints, property damage or safety violations. These investigations often involve multiple stakeholders, including operations teams, safety managers, insurance providers and legal teams. The process is often manual and fragmented, which creates several challenges including operational inefficiency and legal, compliance and reputation risk.

By leveraging existing telematics data to create a unified operational view, Geotab Investigations enables teams to achieve faster incident resolution while significantly reducing manual effort. Drivers also benefit when incidents are investigated using accurate data, helping fleets determine what actually happened and reducing the risk of incorrect blame.

Key Features of Geotab Investigations

- **Data-Driven Incident Search:** Instantly locate all telematics-based vehicle activity associated with an incident using location and time-based search.
- **Event Timeline Reconstruction:** Understand the full sequence of movement by combining trips, driver behaviour, speed events and location data to reconstruct a precise timeline of what occurred before, during and after an incident.
- **Supporting Evidence Integration:** Bring context into one place by attaching and organising external materials such as notes, emails, reports, documents, photos and video alongside telematics data to provide the full story behind every event.
- **Structured Case Workflow:** Create and maintain structured cases with clear stages from open to closed, ensuring incidents are tracked, governed and auditable.
- **Review & Decision Support:** Provide stakeholders with complete, time-aligned records that support operational decisions, insurance claims, compliance needs and internal review. 

Video telematics powered by AI to improve driver safety and prevent costly accidents



Act on the most urgent risks in seconds.

Geotab's all-in-one AI-powered video telematics solution provides the ultimate safety net for your team. Our smart AI detection identifies risks like tailgating or drowsiness in near real time, delivering instant in-cab alerts that help drivers stay sharp and get home safely.

For managers, the guesswork is over. Our connected workflow prioritises the highest risks first, turning hours of video into actionable coaching moments. Protect your drivers, exonerate your fleet, and elevate your safety standards with the power of AI.



Prevent accidents

Move from recording accidents after they've happened, to preventing them via near real-time AI alerts to mitigate distracted driving, tailgating and drowsiness.



Unified Safety

Access both video and vehicle data in one integrated platform through MyGeotab. Plus, hand-pick the best tools to reach your operational goals through the Geotab Marketplace.



Indisputable Video Evidence

Turn uncertainty into proof. Secure the visual evidence needed to shield your drivers from wrongful liability and reduce insurance premiums.



Ready to transform your fleet?

Visit geotab.com/apac/ to learn how our video telematics solution can drive your business forward.



Mercedes-Benz
Trucks you can trust



THE ACTROS: BUILT FOR THE LONG HAUL, TRUSTED FOR LIFE.



Telligent Safety System:

Includes Active Brake, Lane Keeping, Stability & Attention Assist.



OM470/OM471 Engines:

Up to 449hp and 2200Nm of torque, paired with seamless PowerShift 3 transmission.



Sustainable Power:

Euro V compliant and B30 ready for cleaner performance.



Biodiesel
B30
Ready



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Creating
Value
Together

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