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AG. 9/16 speed

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Double Layer

Rear Axle
Hub Reduction

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ZF Friedrichshafen
AG.

Chassis
Double Layer

Rear Axle
Hub Reduction

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CAMC- HANMA
375Hp
420Hp
EURO III

Transmission
ZF Friedrichshafen
AG. 9/16 speed

Chassis
Double Layer

Rear Axle
Hub Reduction

The State of the Haulage Industry @ MCVE 2026

Join the Association of Malaysian Hauliers (AMH) and Asian Trucker Media for a series of Coffee Table Talks at MCVE 2026.

Coffee Talk Highlights:

14 May 2026 – Credit Control: Optimizing Logistics Receivables

15 May 2026 – Session 1: Improving Industry Image & Public Perception
Session 2: The Role of Reconditioned & Rebuilt Trucks

16 May 2026 – Road Safety: Enhancing Transport System Security

AMH, representing over 200 haulier companies since 2002, is open to all businesses with a KA License (LPKP/SPAD) as well as selected affiliated businesses.

Further details will be made available in due time, and visitors to MCVE 2026 are encouraged to join these important discussions.





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MCVE 2026

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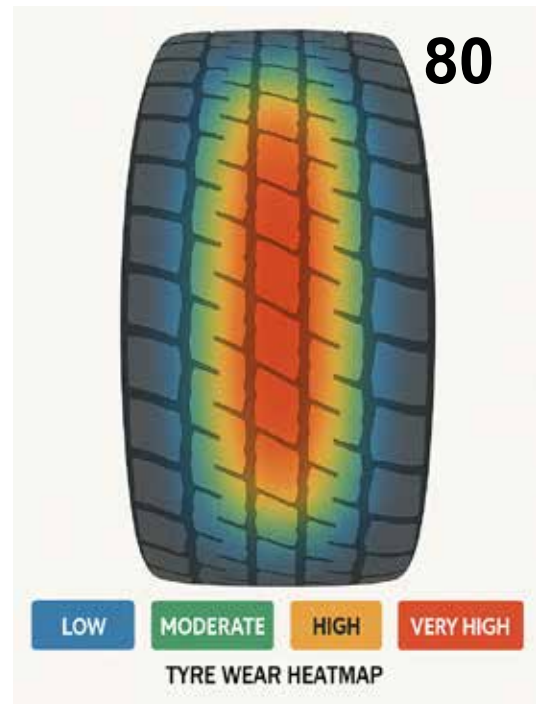
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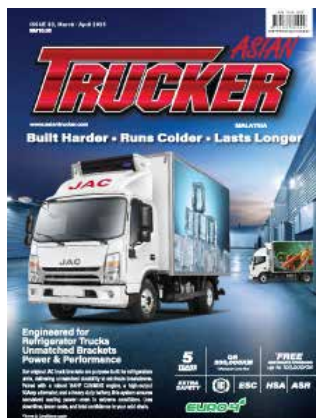
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Road Safety: The New Currency

In most of the road transport eco system a paradigm shift is taking place. There is a realisation that it is no longer just hardware that makes a product, but value-add that goes beyond the mere provision of a physical item, the truck. Truck makers are increasingly talking about solutions, while transport owners highlight that their offering goes above and beyond just moving goods. Software as a solution (SaaS) has long since become a familiar term among industry players.

Akin to hotels not telling us that they have beds, which is what we expect, nowadays, the industry talks about the added benefits clients would derive. You expect a hotel to have beds, and truck makers to sell trucks, transport companies to be able to send the right vehicle to do your job. What is now becoming a new currency is the benefits offered, in particular road safety. Part of ESG ambitions, the focus is on ensuring that not only own employees are safe while at work, but also anyone else that comes in contact with trucks.

The recent initiatives from the Malaysian government to enhance road safety have been extensively discussed by the commercial vehicle industry. Truck makers have ensured us that their vehicles come with speed limiters and other safety features. Transport companies are taking up programs to cultivate a safety culture that transcends the entire organisation, starting from the top. Opting against such investments could be seen as a cost, but in reality, it is a new currency that increases in value.

A brand with a clean record, a focus on safety, attracts better talent. Everyone wants to go home to their family at the end of the day. One has to remember that the family of those operating trucks will come in contact with the vehicles beyond a family member being involved. Everyone of us will be exposed to risks around trucks. I venture to say that a brand that actively ensures safety of society will be favoured by me in case I need their services. This extends to the brands that transport owners work for: if a brand appoints a transporter that has an immaculate safety record, I may be more likely to buy it.

One does not have to look very far to find scientific evidence and first-person accounts from those that have realised that investing in road safety pays dividends. Time and time again, the calculations around Total Cost of Ownership and preparing the annual accounts show that safety measures reduce downtime, provide better discounts from insurance providers and allow companies to charge a premium.

Evident in our current issue of Asian Trucker is that there is a lot happening in terms of road safety. Many of the articles I have curated here for you this time deal with road safety. Some are more focused on this topic, while others may only imply that what a company does contributes to safer roads. One that stands out may be one article dealing with motorbikes and how they will become safer. There is a connection as fatal accidents involving motorbikes involve motorbikes. By making the bikes safer, the truckers are also safer as a party involved in an (potential) accident. The message is clear: we all need to play a part in making roads safer and I hope that all of our readers will do whatever they can to contribute.

Drive Safe, Arrive Relaxed,

Stefan Pertz
Editor, Asian Trucker



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Swift Expands with FUSO and Mercedes-Benz Trucks

Swift Haulage Berhad has expanded its fleet with 35 new trucks supplied by Hap Seng Trucks Distribution Sdn Bhd (HSTD). The delivery of 20 FUSO TF Canters and 15 Mercedes-Benz Actros represents both a fleet upgrade and a strengthening of the partnership between the two companies.

The trucks are being deployed across Swift's services, from container haulage and land transport to warehousing and depots. They are also tied to the Shah Alam International Logistics Hub (SAILH), a project in which Swift holds a 30 percent stake. Spanning 2.8 million square feet in its first phase, SAILH is set for completion in 2025 and is positioned as Malaysia's first green-certified logistics hub. Swift has been identified as its principal logistics provider, making the new trucks an important link to future operations.

All vehicles are fitted with EURO V engines. These deliver lower emissions while maintaining safety and performance standards. For Swift, the investment marks a clear step in modernising its fleet and moving towards cleaner transport solutions.

"Our commitment is to provide solutions that combine performance, efficiency, and environmental responsibility," said Derrick Sim, Chief Executive of HSTD. "We are honoured to support Swift in advancing their logistics operations with our trusted brands, FUSO and Mercedes-Benz trucks."


Swift is scaling up as demand grows. The new fleet gives the company greater capacity to meet customer needs with reliable and sustainable transport. "The addition of these new FUSO and Mercedes-Benz trucks reflects our confidence in HSTD's

ability to deliver dependable, cost-efficient, and sustainable transportation solutions," said Loo Yong Hui, Group CEO of Swift. "This investment aligns with our goal to modernise our fleet, enhance operational excellence, and reduce environmental impact."

The partnership extends beyond the supply of vehicles. After-sales service and reliability remain critical, and Swift has emphasised its expectation for HSTD to continue supporting its fleet with the highest standards. "Looking ahead, we are excited to drive future innovation together, and we will continue to expect and demand the highest standards from HSTD in both product quality and after-sales support," Loo added.



The handover marks more than the arrival of new vehicles. It demonstrates a shared vision for sustainable logistics in Malaysia. "This delivery is more than just a handover," Sim noted. "It reflects our commitment to long-term solutions that benefit both business and the environment."

For Swift and HSTD, these 35 trucks represent the next phase of a partnership built on efficiency, reliability, and responsibility. 



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Isuzu Gets New Home in Kuantan



Isuzu Malaysia celebrated the opening of a brand-new facility in Kuantan, Pahang, on 28 August 2025, bringing a new level of customer care to owners in the area.

The new outlet situated in the Semambu industrial area on the outskirts of the city sits on a spacious industrial lot and features a comprehensive range of new features along with a bold and modern new Isuzu Corporate Identity (CI).

Operated by Dynamic Motors Sdn Bhd, the new outlet was officially declared open by Isuzu Malaysia's Chief Executive Officer Mr Tomoyuki Yamaguchi who remarked that the new home for Isuzu in Kuantan was timely in light of the growing Isuzu population in the country.

"While Isuzu prides itself with delivering quality vehicles that offer an immense level of dependable, reliable and efficient performance, we need to remain steadfast in creating a truly satisfying ownership experience. With new and

comprehensive outlets such as this latest Isuzu 3S Centre in Kuantan, we hope that our customers will be able to enjoy an elevated level of attention and service," said Yamaguchi.

Apart from its fresh and distinctive outlook, the new Dynamic Motors Isuzu 3S Centre provides generous space for customers. It sits on a 3 500 square-meter plot and features a 1 700 square-meter building including a mezzanine level that houses the administrative office. The entire ground level is dedicated to the customer experience.

This includes a very large, covered driveway for service customers to drop their vehicles off in comfort, a cozy lounge featuring a choice of relaxing swivel chairs or café-style chairs and tables for those wishing to wait for their vehicles or catch up on a bit of work. A fully stocked chiller with a variety of soft drinks and a coffee machine make the waiting time more pleasant.

Those wishing to browse the latest Isuzu D-Max models can view the two display vehicles in the spacious showroom including the hero model that takes centre stage. There's a colour palette display and an electronic brochure to make vehicle selection a breeze. Those wishing to discover the features of the D-Max more intimately can choose to take a test drive or discover the features of the models via a Virtual Reality experience.

Apart from offering the range of Isuzu D-Max and Isuzu Elf models, the new Dynamic Motors Isuzu 3S Centre is certified as an Isuzu Medium Heavy Duty (MHD) outlet enabling them to sell and service the whole range of Isuzu vehicles including the medium-duty Forward and heavy-duty Giga trucks.

In his speech, Chairman of Dynamic Motors Mr Donald Chan thanked his customers for the years of loyal support they have given the company. "Over the past 20 years, we have enjoyed the support of many loyal customers who regularly return to purchase newer Isuzu vehicles. Your support has made it possible for us to celebrate this landmark occasion today. Together with the support of Isuzu Malaysia, we hope to be able to continue serving the people of Kuantan for many more years to come," he said.

The new Dynamic Motors Isuzu 3S Centre is located on Jalan Industri Semambu 1. The showroom is open daily while the service centre is open from Mondays to Saturdays.

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Eco-Shop Adds Capacity with UD Trucks



Malaysian retail chain chooses UD Trucks Euro V range for its expanding logistics operations and sustainability commitment.

Eco-Shop Marketing Bhd (Eco-Shop), the fast-growing value-store retailer in Malaysia, has taken delivery of new units of UD Trucks Euro V heavy-duty Quester and medium-duty Croner to support its increasing transportation needs and contribute to sustainable logistics. A vehicle handover ceremony to celebrate the completion of delivery for 30 units of the Euro V trucks was held in August at Eco-Shop's headquarters in Jementah, Johor.

The momentous occasion was attended by senior management staffs of Eco-Shop, UD Trucks and sole distributor partner, Tan Chong Industrial Equipment Sdn Bhd (TCIE), whereby Eco-Shop's Chief Executive Officer and Executive Director, Jessica Ng, received the truck mock key from UD Trucks' Region Director for Southeast Asia & East Asia, Keiichiro Ochiai and TCIE's Chief Operating Officer, Loh Thim Choy.

Eco-Shop purchased its first UD Trucks in 2018 and has since been steadily expanding their UD Trucks fleet. With the new Euro V trucks, Eco-Shop now owns 61 unit of UD Trucks vehicles. The new trucks will be utilised to transport goods to all its retail outlets in Peninsular Malaysia and Sarawak.

The UD Trucks Euro 5 Quester and Croner are built with the Selective Catalytic Reduction (SCR) emission control technology to significantly improve environmental protection. With it, nitrogen oxides are 60 percent lesser and particulate matter emissions 80 percent lesser than Euro III level. When compared with Euro IV level, nitrogen oxides are 43 percent lesser. This technology renders a robust engine configuration with less sensitivity to



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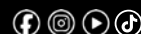


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sulfur content in fuel, thus contributing to cleaner emissions, longer engine life, less maintenance requirements and greater truck uptime.

Jessica Ng, Chief Executive Officer and Executive Director of Eco-Shop, shared, "Eco-Shop has grown to become a leading brand in Malaysia's retail landscape, offering over 10 000 quality products at affordable prices in more than 380 outlets across the country, and still counting. Our corporate mission is to make life easier for people, through our commitment to enhancing overall value comprising affordability, quality, accessibility and sustainability for communities."

"Our transportation requirements have increased significantly as we continue to build our identity as the go-to brand for households across Malaysia. We had opted for the new UD Trucks Euro V vehicles for their proven reliability, better performance with cleaner emission and trusted aftermarket support from TCIE's extensive network. We hope that these will benefit our company in terms of the smooth running of our expanded logistics operations, lowering our operational cost and enhancing our responsibility towards sustainability," added Ng.

UD Trucks' Region Director for Southeast Asia & East Asia, Keiichiro Ochiai also shared, "We are thrilled that Eco-Shop had chosen to expand their commercial fleet with UD Trucks Euro V Quester and Croner. UD Trucks is constantly focused on improving innovation and creating value by integrating efficiency and sustainability into our customers' business operations. We are fully confident that our Euro V range

carries all the advantages for boosting logistics productivity for Eco-Shop and aligns with its mission in improving life for people."

Loh Thim Choy, Chief Operating Officer of TCIE said, "We take great pride in the positive feedback from Eco-Shop about the quality of UD Trucks' vehicles and aftermarket services from TCIE. Their decision to buy more trucks from us is a testament of our commitment to going the extra mile to deliver innovation and services for their business productivity. We look forward to strengthening our partnership with Eco-Shop for a long time to come."

Loh also shared that the efficiency of SCR technology is enhanced by the convenient availability of AdBlue at all TCIE branches. AdBlue is a diesel exhaust fluid used to further reduce harmful gases from being released into the atmosphere.

For drivers' benefit, the Euro V Quester and Croner feature a new instrument cluster which provides the driver with real-time fuel coaching on fuel-efficient driving techniques.

Quester offers fuel efficiency with durability, business-ready connectedness and safety with the innovative UD Telematics and ESCOT automated manual transmission. Meanwhile, Croner offers reliability and versatility through customizable model offering, fuel-efficiency with aerodynamic cab design and drivability with the Allison automatic transmission, as well as cab space ergonomics and comfort for the driver.

The UD Trucks Euro 5 range comes with three years warranty or 300 000km, whichever comes first.



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JAC EV Trucks Power My World Logistics Forward




Having decided to be a pioneer, a thought leader, the management team of My World Logistics Sdn Bhd, decided to switch their fleet of trucks from ICE to BEV. On 24 September 2025, the first eight units of JAC i40 were handed over by CAM EV, the commercial EV line-up under Sendok Group and dealer for JAC EV light trucks.

Servicing Ikea, delivering and installing the furniture on behalf of the Swedish furniture maker, is a perfect use case for electric trucks. During the event, Mr Sri Prakash, Chief Operating Officer, My World Logistics Sdn Bhd, explained how the company decided to opt for the electric trucks. "We have been like running this transportation business for many years. To test the concept of using BEV, we wanted to deploy small trucks first." According to Prakash, the ambition is to have a 100 percent electric fleet serving the first 50 Kilometer radius around the Ikea warehouse.

Sendok Group was chosen as the vendor of record based on the dealer's deep understanding of the business model of My World Logistics. Vans are too small, bigger trucks can oftentimes not enter residential areas while the specifications also called for an electric vehicle. Hence, the JAC i40 was proposed. Thanks to the charging infrastructure that is being packaged with the vehicle, the trucks can either be fast-charged or take on new power overnight. Furthermore, the i40s come with a one-year telematics package. Through the telematics system, battery health and status are also monitored to give the new owners insights into how to operate this new type of vehicle.

Backed by a five year / 200 000 Km warranty, the 3.7 tonne trucks are designed to carry up to one tonne of payload. Using a world-leading battery from CATL, the 64-kWh capacity is estimated to support a daily driving range of up to 200 kilometres. "This is plenty for us as our jobs require us to also pause the driving while we instal the Ikea furniture," Prakash added.

Commenting on the performance of the vehicle, Prakash told Asian Trucker that he himself has been driving the i40 trucks and found them to be "Very powerful, yet smooth running." His drivers have been looking forward to being assigned to the new trucks. However, Prakash also pointed out that the new drive train technology requires training as the vehicle's behaviour differs from traditional Diesel-powered vehicles. "As we planned, this has been a bit of a learning experience. Our drivers were bound to be needing some additional training, but we have managed this well and are now in a good shape to continue with the plan to phase out all ICE engines for the designated 50-Kilometer radius in the coming few years."

Ms Gwee Chin Li, Head of Business Development of CAM Malaysia highlighted the company's readiness to supply transport companies with BEV vehicle to meet various missions. The current line-up of commercial vehicles includes vans, 7.5 tonne, 9 tonne truck, and JAC 3.7 tonne truck. For passenger transport, their 12/15 seater EV vans are monocoque bodies. 

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Tri-Mode Enhances Operations with New Volvo Prime Movers

dashboard interfaces, and the spacious sleeper cab includes comfortable resting areas for long-haul operations.

These enhancements help reduce fatigue and improve focus, ensuring drivers remain alert and safe on the road. Volvo Trucks has also made the Forward Collision Warning system with an automatic emergency braking system a standard feature in the newly updated range of heavy-duty trucks. The Cruise control with I-See is another key feature that integrates smarter cruise control technology which optimizes speed and gear change according to topography, thus contributing to fuel efficiency.

"We are truly honoured by Tri-Mode's trust in Volvo Truck for their first-ever prime mover collaboration with us. This partnership is built on shared values: particularly our commitment to safety, environmental care, and sustainability. Just as Tri-Mode strives to deliver secure and efficient logistics, Volvo Trucks advanced safety features, fuel efficient and driver-centric design are engineered to protect both drivers and cargo while lowering environmental impact," said Johan Larsson, Managing Director of Volvo Malaysia Sdn Bhd. The collaboration underscores Landbridge Haulage's long-term vision to progressively reduce the average age of its fleet, drive higher efficiency, and deliver enhanced value to customers and stakeholders.

With Volvo's continued support, Tri-Mode and Landbridge Haulage aim to further expand their Volvo fleet in the near future, reinforcing their commitment to operational excellence and environmental responsibility. **T**



Tri-Mode System (M) Berhad, through its wholly-owned subsidiary Landbridge Haulage (M) Sdn Bhd, in September marked a significant milestone with the official handover of four brand-new Volvo prime movers, marking the Group's first collaboration with Volvo Malaysia.

Founded in 2009, Landbridge Haulage has built a strong reputation as part of Tri-Mode's fully integrated logistics network, offering containerized deliveries, side-loaders, and curtain siders for local distribution. The addition of Volvo prime movers will support the Group's strategic fleet modernization programme — aimed at enhancing operational efficiency, reducing maintenance costs, and strengthening competitiveness in the logistics sector.

"This new partnership with Volvo is a strategic move that aligns with our broader corporate initiative to modernize our fleet. Volvo's reputation for quality, reliability, and exceptional service gives us the confidence to embark on this new chapter, while also enabling us to comply with the new Berat Gabungan Kendaraan (BKG) policy and support Malaysia's carbon neutrality ambitions," said Hew Yih Herng, Corporate Office, Assistant Manager from Tri-Mode System (M) Berhad.

The new range of Volvo's Euro V heavy-duty trucks feature aerodynamic design upgrades, enhanced driveline systems, improved driver environment, and intelligent safety. Understanding Malaysia's unique logistics ecosystem and demanding haulage industry environment, the new range of trucks is purpose-built to help businesses achieve fuel savings while enhancing driver well-being and operational safety.

Some of the standard features on the Tri-Mode Volvo trucks include the Globetrotter cab which contributes up to nine percent enhanced fuel efficiency and provides driver comfort and wellbeing. The ergonomically designed controls, intuitive

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MAN Scores Two Firsts with Delivery to TASCO



be used in long haul, this is really something where we excel. For us, it is really important to work with big logistic players, especially here in Malaysia, to prove our product here in Malaysia."

Serving top global brands, TASCO is consciously evaluating the choice of their assets in order to serve their customers, who would demand the utmost effort to comply with ESG goals.

However, beyond this, TASCO has, through their five decades-long experience in logistics, earned that the purchasing price of a truck is only half of the story. Lee added that the final decision for the MAN trucks was made as the aftersales service convinced the purchasing committee. "The spirit and enthusiasm of the MAN team have made such an impression on us that we decided to give them the nod."

Commenting further, Appelt said that this is a perfect example of how MAN works with their clients. "We talk about relationships here, as we do not want to be just one-off vendors, but actively work with those operating our vehicles to enable them to have the most profitable operation," he said. In this context, Appelt pointed out that TASCO has been actively working with the concept of Total Cost of Ownership (TCO) in order to achieve greatness. **T**

On 25 September 2025, a hand-over of 15 MAN trucks marked not just one, but two "firsts". It is the first time that TASCO has ordered MAN trucks and it is the single largest order of trucks for the logistics service provider. TASCO is a subsidiary of Yusen Logistics Co. Ltd., a subsidiary of Nippon Yusen Kabushiki Kaisha. TASCO has 25 logistics centres and 2 400 employees in Malaysia.

Running a fleet of over 500 trucks, TASCO is in the process of phasing out their EURO III trucks, replacing them with modern vehicles that use Euro V technology. The MAN TGS 28.440 was chosen after careful consideration with regards to the ambitious ESG goals TASCO is pursuing.

Andy Lee, Group CEO, TASCO Berhad, during the ceremony said "The timing has just been right for us to be changing the trucks. This is the first time we have purchased MAN trucks, and it is also the single biggest order of trucks in our history."

Needing new trucks and MAN came knocking has been the right timing, Lee pointed out. The recent completion of a warehouse and business growth require more dependable trucks. The MAN team came in at the right time and showed strong commitment.

With TASCO having a number of prominent brands under their umbrella, the newly acquired MAN trucks will be put to work in long-distance haulage. According to Lee, TASCO operates trucks that carry containers across the peninsular Malaysia, serving the ports in Tanjung Pelepas, Penang and Klang.

This, as Marc Appelt, Managing Director, MAN Truck & Bus (M) Sdn Bhd said, is aligned with the trucks' intended purpose. Appelt said that "Our trucks are running 1.2 million kilometres with one engine, at least. If you are looking for trucks to



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Strong Brands, Strong Commitment - What Southeast Asia Can Expect



Thomas Kobudzinski (Managing Director) and Maria Pilar Alonso (Area Sales Manager)

When PE Automotive's Managing Director Thomas Kobudzinski sat down with Maria Pilar Alonso, the company's newly appointed Sales Manager for Southeast Asia, the exchange focused on a shared goal: How to bring PE's strengths even closer to customers in this dynamic and fast-growing region.

Decades of Trust – and a New Chapter

PE Automotive, known under its brands PE and Monark, has been present in global markets for decades. Customers around the world value the company's uncompromising approach to quality and its engineering-driven mindset – a tradition reflected even in its name: PE – Peters Engineering. In Southeast Asia, PE is already a familiar and trusted partner for many. Now, the company invests further into the region, expanding its range, and strengthening its on-site presence.

A Product Portfolio that Delivers

In Southeast Asia, workshops and fleets already rely on a broad line-up from PE:

- Brake pads and hand brake valves – areas where PE has built a strong reputation and recently expanded its coverage.
- Water pumps, Engine cooling components, and Diesel systems under the Monark brand.
- A growing portfolio of universal parts that help workshops stay efficient.

But this is just the beginning. In the coming months, customers can expect new highlights, such as a newline of brake drums customized and innovative solutions in engine electronics and cooling. With its technical competency in braking systems, PE is also preparing targeted investments into brake valves and related applications. As Thomas Kobudzinski explains: "We are moving step by step, with a clear focus and tailored to the needs of this market."

Closer to the market, faster to customers

One of PE's strengths is flexibility – a quality especially important for Southeast Asia. The company combines a broad assortment, with competitive pricing, and

in pursuing a new approach on short delivery times through concepts like direct shipping.

Maria Pilar Alonso, who recently joined PE and will represent the company across Southeast Asia, underlines this approach: "My mission is to be as close as possible to our customers – to listen, understand their challenges, and make sure our solutions help them succeed."


Meeting Expectations – and Going Beyond

The Southeast Asian market is highly diverse, yet united by clear demands: reliability at fair prices. Workshops and fleets expect products they can trust, with coverage that supports daily operations, and a partner who reacts quickly when needs arise. PE works hard to meet these expectations – and to going a step further. With continuous investments into its Asian line-up, new product launches, and seamless digital documentation of quality processes, the company is positioning itself as a strong and future-ready partner.

Looking Ahead

The message from PE's leadership is clear: "We are ready to invest in the region, expand our line-up, and build partnerships that last." As Thomas Kobudzinski sums it up: "We know that the market here deserves dedicated investment – and we are ready to deliver just that."

For customers, this means more choice, faster access, and the confidence that comes with working with a company that puts quality and partnership first. With Maria on board and a strong local network, PE Automotive is well positioned to grow together with Southeast Asia – step by step, but with a clear direction.

On top of that its long-standing cooperation with Gegroco ensures that PE remains close to the market and responsive to customer needs. 

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FAW Heavy Duty Rigid series are built with 3 layered chassis 8+8+5mm with additional cross member. The rear axle design is using I Bar system and heavy duty mechanical leaf spring suspension. All of these features are factory made without needing any local modifications.

Meanwhile, the centre of attention was the Rhino BS 2000 foldable knuckle boom crane. With two decades in the market, Rhino BS Machinery Sdn Bhd is a well-known and reputable provider of specialist equipment. "This is the biggest crane of this type in Malaysia and we are highly confident that our clients will be satisfied," Raymond Thung, Sales and Marketing Director, Rhino BS Machinery Sdn Bhd told Asian Trucker.

Originally branded BS Crane, the machinery is produced by a Hong Kong-headquartered manufacturer. Using SSAB's Strenx steel, their cranes have long since established the company as a dependable and priceworthy supplier. "Their cranes are being sold all over the world," Thung added. What makes these cranes special is the fact that many of the components are sourced from Europe and are subject to the most stringent scrutiny when it comes to quality.

Adding a Scanreco remote control makes the Rhino BS crane safe and easy to use. According to Thung, most of the cranes sold by them are customised to meet the exact needs of the clients. Rhino BS cranes come with a three-year warranty for the structure and one year on moving parts. Echoing Wong's excitement about GS Express opting for FAW, Thung said that, he too, recommended FAW as a chassis provider for this particular project. "Eventually, GS Express took it for a test drive, which in combination with the fact that FAW has a strong aftersales support, convinced them".

GS Express Sets a Record by Adding Largest Truck-mounted, Foldable Knuckle Boom Crane

With their crane arms fully extended into the night sky, GS Express signalled to passing vehicles that something special was happening in their yard in Telog Gong. Receiving Malaysia's largest truck-mounted, foldable knuckle boom crane also marked the addition of a new truck brand to their fleet.

"Tonight is all about celebrating the delivery of this FAW truck with the Rhino BS 2000 crane mounted to it and the opening of our new workshop in these premises," Mr Gilbert Teh Kok Soon, Managing Director, GS Express Sdn Bhd told Asian Trucker. The crane will be a valuable addition the scope of work the company can provide as it not only lifts up to 35 tonnes, but do so in confined spaces. GS Express expects the crane to be very useful in warehouses and in power substations. In particular, gen sets needed on islands will be a delivery that will be made easier with the newly acquired, Rhino BS crane, which features parallel lifting capacity. "I have a full license and I enjoy driving our trucks," Teh beamed.

Having one unit of Rhino BS 1800 cranes in operation, Teh has made good experiences. However, he was looking for options in terms of the chassis, which he found in a FAW JH6 8x4. Powered by a 11 Litre FAWDE (FAW Diesel Engine), the power plant produces 420hp and is compliant with Euro V emission regulations. Albert Wong, Managing Partner, NBG Industries, proudly proclaimed that this is a first-time Chinese truck buyer. "We are very appreciative of the trust placed in us to prove that our vehicles can stand their ground against European brands," he said. According to him, what convinced them is the specification and the built of FAW 8x4 Heavy Duty rigid truck. It's built and meant for heavy haulage.



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Malaysia Commercial Vehicles Traders Association Celebrates Anniversary, Launches Own Truck Brand



The Malaysia Commercial Vehicles Traders Association (MCVTA) successfully hosted its 4th Anniversary Dinner on 16 August 2025, a landmark event that united over 350 members, industry leaders, and key government officials to celebrate progress and launch groundbreaking initiatives for member growth and industry advancement.

The prestigious event saw strong participation from a wide cross-section of the industry, including representatives from government agencies such as the Malaysia Automotive, Robotics and IoT Institute (MARII), the Land Public Transport Agency (APAD), and the Road Transport Department (JPJ). The evening was further graced by attendees from peer associations in the transportation and automotive aftermarket sectors, the Chinese Chamber of Commerce, banking institutions, and Original Equipment Manufacturer (OEM) suppliers.

The Guest of Honour for the evening was Dr Puvaneish A/P Subramaniam, President of the Persatuan Usahawan Logistik Semanjung Malaysia (PULSE). In her keynote address, Dr. Puvaneish commended the MCVTA for its significant efforts and unwavering commitment in representing the commercial vehicle industry.

"The MCVTA has shown remarkable dedication in reaching out and championing the interests of both traders and owners of commercial vehicles. The Association is rightly viewed as a custodian, safeguarding the livelihoods of transporters who fundamentally depend on the trustworthiness and reliability of the components and vehicles supplied by its members," stated Dr. Puvaneish. Puvaneish also took the opportunity to address critical challenges, proposing a dedicated academy for professional drivers' training with government support, and called for industry unity to navigate regulatory changes and champion sustainability.

President Calls for Strategic Partnership and Policy Reform

In his address, Mr. Gwee Bok Wee, President of MCVTA, outlined a clear policy agenda, calling for a reassessment of GVW limits, streamlining approval processes, and incentives to drive the green transition for commercial vehicles. Mr. Gwee called for a strategic partnership with the government. "We propose a close collaboration with the Ministry of Transport (MOT) and the Ministry of International Trade and Industry (MITI) to accelerate industry transformation and green competitiveness. Our shared goal is to position Malaysia as a premier logistics hub in ASEAN," he stated.

MCVTA Launches Groundbreaking 'JAC MCV N85' Truck and MOD Program

A highlight of the evening was the launch of a bold new initiative under the association's Commitment for Members' Growth and Sustainability. Through its members-owned company, MCV Automotive Sdn Bhd, the association launched

the JAC MCV N85, a robust 4x4 Light Commercial Truck specifically engineered for rough terrain use.

In a unique business model designed to empower its members, these trucks will be sold exclusively by MCVTA members under the association's "Member-Owner-Dealer" (MOD) program. This initiative creates a proprietary business platform solely for MCVTA members, allowing them to grow and expand their existing business offerings with an exclusive product. At the time of the launch, the first eight MODs were appointed and handed their official Dealership Agreements, marking a significant step towards collective growth.

Landmark MoU Signed with MyEG

The celebration also witnessed the signing of a Memorandum of Understanding (MoU) between MCVTA and MyEG Twocar Sdn. Bhd. This collaboration aims to jointly propose to the MOT a digitalised platform for commercial vehicle ownership transfers and other related services, designed to enhance government and industry service delivery and improve ecosystem productivity.

"Tonight embodies our vision: proactive collaboration for member prosperity and industry progress. From launching our own truck to foster member growth, to forging digital partnerships and advocating for smart policy, MCVTA is dedicated to building a smarter, safer, and more prosperous future for all," concluded Mr. Gwee.

The evening featured a dinner reception, networking sessions, and lucky draws, fostering a spirit of camaraderie and shared purpose among all attendees.



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AMH Strengthens Industry Ties with Affiliate Members



The Association of Malaysian Hauliers (AMH) has introduced its Affiliate Membership programme, opening the door for companies outside the haulage sector to formally engage with its network. The initiative is intended to strengthen collaboration across the wider transport and logistics industry.

Affiliate members will gain access to AMH's more than 200 member companies, representing almost three-quarters of Malaysia's container haulage market. To ensure focused partnerships, the number of affiliates in each segment will be capped. Benefits include visibility at AMH events, facilitated introductions to operators, and priority access to sponsorship opportunities. Membership is offered on a two-year basis.


"With affiliate members, we want more integration so that our members gain added benefits, while partners also have more opportunities to engage with the industry," said AMH President Soo Chee Yeong.

Asian Trucker Media is the first media company to join under the new scheme. Editor Stefan Pertz remarked, "This is an important step not only for us, but for the wider industry. For transport in Malaysia to thrive, all stakeholders must be involved. We are honoured to be AMH's first affiliate member and look forward to more organisations joining in this effort."

Port Klang-based Sidelifter maker Steelbro has also joined as an affiliate, bringing its expertise in container-handling equipment into AMH's circle of partners and underlining the relevance of the programme for supporting industries.

Established in 2006 from the merger of earlier associations, AMH has grown into a key representative body for container transport in Malaysia. From its headquarters in Selangor and branches in Penang and Johor Bahru, the association engages closely with ministries and agencies such as the Malaysia Productivity Corporation (MPC) to push for better operational standards. Even during the pandemic, AMH remained active, holding hundreds of virtual meetings to ensure hauliers' concerns were heard.

Manpower development has also been a priority. In response to driver shortages, AMH works with institutions such as the Malaysia University of Science and Technology (MUST) on training initiatives aimed at building a stronger workforce. Alongside training, the association supports its members in cost management and efficiency improvements.

The new Affiliate Membership adds another dimension to these efforts, creating opportunities for closer cooperation between hauliers and supporting industries, and moving towards a more connected and competitive transport ecosystem in Malaysia. 



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Smart City Expo Kuala Lumpur 2025



Smart City Expo Kuala Lumpur (SCEKL), the Southeast Asian edition of the Smart City Expo World Congress by Fira Barcelona, was held from 17 to 19 September at the Kuala Lumpur Convention Centre. With the theme “AI Cities: Shaping Our Digital Future,” the first edition in the region brought together global leaders, innovators, and city planners to explore how digital technologies and artificial intelligence are reshaping mobility and urban life.

Asian Trucker followed the discussions with a focus on transport and logistics, highlighting how solutions presented at the Expo connect with the commercial vehicle sector.

PPK Technology Sdn Bhd shared how licence plate recognition has evolved. “AI-powered licence plate recognition is no longer just about monitoring vehicles. It is about creating smarter traffic flow and safer urban environments,” said Muhammad Haziq, Technical Support Engineer. For transporters, such systems can improve road safety and fleet compliance, both of which are core issues for bus and truck operators.

Presgo Gateways Sdn Bhd highlighted its role in digital parking management and enforcement services. “Our focus is on shifting traditional systems towards technology-based platforms that improve compliance and efficiency in urban areas,” said Rasyiah Shamsudin, Chief Strategy. For logistics and passenger transport, such systems show how enforcement and vehicle management in cities are becoming more structured, directly shaping how operators plan their movements.

From the mapping sector, GrabMaps’ Manager Hesson Mak explained that its tools are being expanded with more detailed road information. “We are enhancing navigation by including secondary and connecting roads, giving operators more complete data to plan routes and manage traffic,” he said. For fleets, richer mapping data can mean more accurate route planning, less congestion time, and more predictable schedules.

Local government agencies also underlined the operational impact of these systems. “Real-time monitoring of traffic incidents allows us to respond

faster and coordinate better across departments,” commented Nina, spokesperson for Majlis Bandaraya Pulau Pinang. For commercial vehicles, faster responses to incidents reduce downtime and improve the reliability of scheduled services.

Ericsson, the Swedish telecommunications and networking company, shared during the Expo that “AI-powered cameras help track commercial vehicle fleets, detect potential issues, and improve route management.” For fleet operators, this translates into better visibility of assets, safer operations, and reduced unplanned stops.

For Malaysia, the Expo provided more than a showcase of digital systems. It demonstrated that innovation in traffic management, enforcement, mapping, and fleet monitoring is tied to efficient and safer transport. With companies showing practical solutions, the event confirmed that smart city technologies have direct relevance to logistics, trucking, and bus operations in the region. **T**



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Event in Focus: Singapore Urban Mobility Week 2026

The Singapore Urban Mobility Week 2026 to Convene Global Transport Leaders in Driving Sustainable, Inclusive and Intelligent Urban Transport

As part of reimagining the future of transport in response to rapid digitalisation, population growth and climate imperatives, Singapore will host the inaugural Singapore Urban Mobility Week (SUMW) from 4 to 6 November 2026. SUMW is a premier biennial event, connecting global transport leaders, policymakers, solution providers, and industry experts committed to shaping the future of urban mobility.

An initiative jointly organised by the Land Transport Authority of Singapore (LTA), MSI Global Pte Ltd, and MP Singapore Pte Ltd, with support from the Ministry of Transport, SUMW offers a timely platform to spotlight practical strategies, regulatory developments, and emerging technologies that will shape the mobility agenda across Asia and globally.

Mr Ng Lang, Chief Executive of LTA said: "Singapore is proud to offer a platform for international collaboration. We welcome industry leaders, policymakers, and innovators to Singapore Urban Mobility Week, where practical, forward-looking solutions will define the next chapter of sustainable urban transport."

Themed "Drive the Future: Autonomous Innovation, Smart Infrastructure, and Urban Mobility", SUMW will bring together the rail, bus, autonomous, shared mobility and intelligent transport sectors under one roof. The event will feature a dynamic exhibition, high-level conference and strategic networking opportunities.

Exhibition: Innovation in Action

The SUMW exhibition will showcase the latest land transport innovations – from electric and autonomous vehicles to intelligent infrastructure, AI applications and sustainable mobility systems. Exhibitors will represent the full spectrum of the land transport ecosystem, including:

Public and Shared Transport, Electric and Autonomous Vehicles, Smart and Digital Technologies, ITS and Connectivity, AI for Mobility, Vehicle Systems and Components, Energy and Charging Solutions, Rail and Bus Manufacturers, System Integrators for Rail, Roads and ITS, Supply Chain and Logistics – First and Last Mile, Transport Planning and Infrastructure, Mobility Services and Platforms, Data and Network Infrastructure, Operations, Safety and Maintenance.


High-Value Connections and Thought Leadership

SUMW will serve as a strategic forum where infrastructure investment, policy alignment, and procurement decisions take shape. A Hosted Buyer Programme will match transport solution providers with senior decision-makers from agencies and operators, catalysing business opportunities and partnerships.

"MSI Global is happy to support LTA and co-organise this strategic biennial forum along with MP Singapore. With stakeholders from over 50 countries expected, Singapore Urban Mobility Week provides a rare opportunity for regulators, operators and solution providers across Asia's dynamic cities to connect. It is where ideas meet implementation, and partnerships take shape to power the next decade of sustainable transport innovation," added Mr Chua Chong Kheng, Chief Executive Officer of MSI Global Pte Ltd.

Conference Programme: Shaping the Future

The conference will include a Leaders Summit and Industry Forums, bringing together global policy and industry leaders as well as innovators, to exchange best practices and advance sustainable, resilient and intelligent mobility systems.

With a comprehensive exhibition showcase and conference programme, and the support of global industry players, SUMW is set to be a landmark event in Asia and beyond. 

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DC02



DC03-AI



DI01-AI



DI02



DI03



DI04-USB



DI05



DE01

AI-Powered Dashcam Software



DASHCAM SOFTWARE



DASHCAM APP



PTM Accel Opens New Isuzu 3S Centre in Puncak Alam



PTM Accel Sdn Bhd, a long-term partner of ISUZU Malaysia, has officially opened today a brand-new and modern 3S Centre situated at Taman Perindustrian Alam Jaya in Puncak Alam, Selangor as a strategic move to better serve its customers and to expand its reach to a larger market base through fresher appeal and enhanced experience. With it, PTM Accel covers several catchment areas of the Klang Valley.

The new 3S Centre is purpose-built to offer customers the latest range of Isuzu commercial vehicles - including light, medium, heavy-duty and prime mover trucks, as well as a multitude of aftermarket services and genuine parts. It is also PTM Accel's

latest 3S Centre to embrace and feature the new Isuzu corporate identity and brand essence.

The design element of the 3S Centre showcases Isuzu's vibrant brand identity and contemporary look and feel, from the façade to its customer reception and lounge area. All these are aimed at providing the customers with cozy ambience, quality service and the new Isuzu experience.

Isuzu Malaysia's Chief Executive Officer, Tomoyuki Yamaguchi shared, "The opening of this new 3S Centre is a significant milestone which demonstrates PTM Accel's and Isuzu's shared commitment in delivering innovation and quality service to our customers. It is strategically located, modern and equipped, all to provide them with easy access to our wide range of commercial vehicles and dependable aftermarket support for consistent optimisation of their business operations.

"The facility is well-prepared in terms of servicing capacity and is supported by our team of skilled Isuzu technicians. I



provides comprehensive health report for all truck segments upon diagnosis of the vehicle, so that customers can better make informed decision with regard to their fleet.

Furthermore, several of the servicing bays are dedicated as Fast Service Lanes for handling uncomplicated maintenance and repair work. This helps to ensure a smoother workshop process whilst providing more convenience and improved uptime for customers.

"For customers seeking new purchase, I'm glad to share that there will be trucks on display on the spacious floor for customers to view and inspect while being attended to by our sales personnel. We are excited to welcome our existing and new customers to this 3S Centre to experience and benefit from our market-leading services and capabilities," added Soo. 

believe these are what our customers would expect from us as the top selling truck brand in the country and as always, we look forward to further enhancing their truck ownership experience with Isuzu." What makes this particular workshop noteworthy is its size and the fact that it will only cater to Isuzu's trucks, not the D-Max.

Meanwhile, Soo You Guan, Founder of PTM Accel Sdn Bhd remarked, "We are proud to open our doors in Puncak Alam and look forward to serving the local business community and fleet operators in the area. Enhancing the customer experience has been a key motivation behind the development of our new 3S Centre. Thoughtfully designed with customer comfort and operational efficiency in mind, it aims to deliver exceptional support in both sales and aftersales service. At PTM, we are committed to building lasting partnerships with our customers. Our team takes the time to understand each customer's business operations and transport needs in order to recommend the most suitable and effective truck solutions. Beyond vehicle sales and servicing, we also go the extra mile by offering complimentary driver briefings and hands-on training sessions conducted by our certified in-house Isuzu Train-the-Trainer (TTT). These sessions are designed to equip drivers with essential knowledge on the proper operation and care of their Isuzu trucks, ensuring optimal performance and extended vehicle lifespan."

Occupying a space of 4046.86 square metre, the new 3S Centre includes a large workshop area comprising 30 state-of-the-art servicing bays exclusively for commercial trucks and has a full inventory of spare parts. The workshop also





Making Road Safety a Priority

A review of an industry initiative by the Malaysian Defensive Driving and Riding Centre Sdn Bhd promoting zero road crash and zero fatality for truck fleet operators.

Over the past months, the Malaysian government has mandated new legislation to enhance the safety of road users. Among the prominently featured initiatives is the mandatory use of seat belts for bus passengers and the implementation of speed limiting devices (SLD). Overloading is another practice JPJ and related authorities are tackling. Here, Weigh in Motion technology (WIM) uses various sensors to measure the weight, axle counts, speed, and other characteristics of a moving vehicle without requiring it to stop. Through the calculation of dynamic vehicle forces, WIM systems can estimate the static weight and axle loads of vehicles, providing data for traffic management, pavement analysis, and commercial vehicle enforcement.

Those involved in road safety would argue that it will all start in the yard. It is the transport owners that will need to take the appropriate steps to ensure that laws are adhered to and that drivers are well trained to spot and defuse any potentially harmful situation. Having spent decades in this field, Datuk Suret Singh is now helping the introduction of a new, innovative road safety program. Pouring all his knowledge into the development of this program, he hopes that transporters will take up the course in order to fortify their operations by way of making them safer from within.

Singh is housing the course with the Malaysia Defensive Driving & Riding Centre (MDDRC), which is a subsidiary of Safety Driving Centre, Petaling Jaya (SDC). MDDRC is focused on promoting Safer Fleet and Logistics Operations in Malaysia and the ASEAN region. The company combines practical driver training and theory-based modules to instill a safety-first culture across Malaysia's transport and logistics industry. MDDRC is an accredited centre for PERKESO training on Safety Riding and Commuting.



Datuk Suret Singh, Advisor Malaysian Defensive Driving & Riding Centre Sdn Bhd

MDDRC equips company CEO's, safety managers, safety teams and drivers with the tools, skills, and strategies necessary to prevent road crashes and save lives via a comprehensive training framework. – Datuk Suret Singh

Having spent considerable time crafting the syllabus, Singh and his colleagues are now offering the "Safer Logistic Fleet Program by MDDRC". The program itself is accredited as industry best practice by Chartered Institute of Logistic and Transport (M). It is also recognized for additional fleet insurance discounts by leading insurance companies for Operators undergoing our program targeting CEO's, safety managers, safety teams, drivers and the entire eco system of safety.



Recently, MDDRC has achieved a major milestone by successfully implementing its Safer Fleet Logistics Operations program for the a leading group of companies, a leading industry player moving construction materials and bulk goods. Singh explained how the program works by saying that “MDDRC equips company CEO’s, safety managers, safety teams and drivers with the tools, skills, and strategies necessary to prevent road crashes and save lives via a comprehensive training framework.” Said framework includes the following focus areas:

- Defensive driving for truck drivers: Practical and theoretical training to focus on driver attitude and aptitude, hazard perception, risk anticipation, and crash avoidance techniques instilling a new mindset that all road crashes are preventable provided immediate and contributory causes of road crashes are effectively addressed.
- Enlisting CEOs and Safety Managers and safety teams to drive safety culture and practice in their organizations.
- Enhancing usage of in-vehicle safety technologies. This includes driver cabin cameras to detect high-risk behaviours (such as, fatigue, smoking, and mobile phone use). Other available technologies include blind spot detection speed limiters and flat tyre protection systems especially for the two front tyres.
- Pre-journey safety clearance for driver and vehicle stringent checklist to determine drivers’ fitness to drive and vehicles road worthiness for a perfect journey.
- Driver traffic summons monitoring by company safety teams and administration.
- Safety gap analysis for collision avoidance as basis for new safety interventions.
- Medical screening covering urine and blood test for new drivers and annual screening for existing drivers.
- Internal safety audits. (Every six months)
- Inspiring drivers and instil safety values as the new mindset and daily practices.

In addition, MDDRC’s Safety Fleet Logistics Program also emphasizes ICOP requirements compliance, and knowledge of Road Traffic Rules 1959 And Highway Code regulations. MDDRC training program for safer logistics includes the following: -

- Guidelines for night driving.
- Skid prevention.
- Avoidance of vehicle roll over.
- Dangers of driving under influences.
- Use of personal protective equipment.
- Emergency response procedures as well as for fatigue management and compliance with maximum 8 hours of driving per day.
- Route planning and proper driver’s interchange.



**Adli Ahmad Ghazi, Group CEO
Malaysian Defensive Driving &
Riding Centre Sdn Bhd**





MDDRC has recently completed internal safety audits for API-MDC group of logistic fleet operators. New road safety practices implemented by API-MDC includes the following: -

- 24-Hour fleet monitoring: continuous oversight through the Central Command & Control Centre to detect and correct unsafe driving in real time.
- Driver cabin cameras to enable Monitoring of high-risk behaviours such as mobile phone use, smoking, and driver fatigue.
- Driver traffic summons monitoring by way of regular tracking of drivers' summons is designed to promote safety compliance and accountability.
- Speed limiters to control maximum vehicle speed will, reduce risks of speed-related crashes.
- Stricter pre-journey safety checks for drivers and vehicles to ensure driver is fit to drive and vehicle is safe for each journey.
- Annual company awards to recognize and appreciate driver's performance and their contributions to fleet safety.

Why the Necessity for 24-Hour Fleet Monitoring?

MDDRC proposes a 24-Hour Fleet Monitoring towards achieving a zero-road crash target. This real-time oversight enables proactive intervention, route compliance, and safety assurance. It ensures that no unsafe driving behaviour goes undetected, making logistics operations safer, more efficient, and compliant with highest safety standards.


Why priority for Leadership Engagement in road safety?

MDDRC believes that road safety is not just the responsibility of drivers, but it must be a CEO/MD and safety manager plus safety team driven agenda. At MDDRC, we engage with top management to embed safety as organizational culture. By placing company leadership "in the driver's seat," ranking road safety as top organizational priority.

Calling Upon the Industry to Make a Difference

Through Safer Fleet Logistics Operations. MDDRC is establishing a new safety model and framework to promote higher road safety standards which are financially sustainable and replicable fleet safety practices for all truck operators in Malaysia and the ASEAN region.

MDDRC invites logistics operators, fleet owners, government agencies, and corporate leaders to join hands in creating a safer road environment for all road users. "Together, we can reduce road crashes, save lives, and set a new benchmark for road safety excellence in Malaysia."

Datuk Suret Singh is a prominent Malaysian figure known for his leadership in road safety, transportation, and community service. A former Director-General of the Road Safety Department of Malaysia, he played a pivotal role in formulating and implementing national strategies to reduce traffic accidents and improve public awareness on safe driving. With decades of service, Datuk Suret Singh has been a strong advocate for stricter enforcement of traffic laws, better infrastructure planning, and education programs to instil safety culture among Malaysians. Beyond government service, he has also contributed to corporate boards and community organizations, sharing his expertise in governance, policy, and sustainable development. Recognized for his dedication, he has received national awards and honours that highlight his influence in shaping safer roads and a more responsible transport system. Datuk Suret Singh remains a respected voice in Malaysia's public discourse on mobility and safety. 





Acquisition of Iveco Group: Radical Change

By: Gianenrico Griffini

Public acquisition offer of €3.8 billion, to be finalised by the first half of 2026, by India's Tata Motors for Iveco Group. Prospects and challenges for the new automotive reality

After the rumours of recent times, the official confirmation arrived at the end of July. Iveco Group and Tata Motors have reached an agreement to create a leading player in the transport sector with global reach, product portfolio and industrial capabilities. The news marks the end of a journey that began in 2021 with China's state-owned FAW (First Automotive Works) failed acquisition of Iveco for purely political reasons, the rapprochement with Hyundai Motor Company with the Memorandum of Understanding (MoU) signed in March 2022 to explore joint business opportunities, and Iveco Group's divestment of the firefighting division. That was announced in March 2024 and culminated in the effective sale of Magirus to the German holding company Mutares earlier this year. The €3.8 billion acquisition of Iveco Group will take place through a voluntary Public acquisition offer (Opa) by Tata Motors. The Tata Motors takeover bid, which is expected to be finalised in the first half of 2026, is conditional on obtaining the necessary legal approvals - in the areas of mergers, foreign direct investment, the EU Foreign Subsidies Regulation and financial regulation - and the separation of the Defence Business, which includes the industrial entities of Iveco Defence Vehicles (IDV) and Astra. And it was precisely on 30 July that the signing of the definitive agreement was announced for the sale of this business sector by Iveco Group to Leonardo, Europe's leading company in the defence and security sector, for a total amount of €1.7 billion. Leonardo, in turn, last year established a 50/50 joint venture with Germany's Rheinmetall - under the name Leonardo Rheinmetall Military Vehicles (LRMV) - with the aim of forming a new European core for the development and production of military vehicles. The divestiture of the Defence Business, which effectively cleared the way for the Tata Motors takeover bid, will create a national player in the land defence sector at a European level, with the size and skills necessary to compete successfully on a global scale.

Good news and some questions

The Tata Motors takeover, if successfully completed, would bring together the resources of companies with highly complementary product portfolios and capabilities, with essentially no overlap in industrial structure or geographic presence, creating a stronger, more diversified entity with a significant global presence and sales of more than 540 000 units per year. Together, Iveco and the commercial vehicle business of Tata Motors will have combined revenues of about €22 billion, split between Europe (about 50 percent of the total), India (about 35 percent) and the Americas (about 15 percent) with attractive positions in emerging

markets in Asia and Africa. According to the joint statement by Iveco Group and Tata Motors, "the combination of the two companies will be better positioned to invest in and provide innovative and sustainable mobility solutions, leveraging the two supplier networks to serve customers globally. It will also unlock superior growth opportunities and create significant value for all stakeholders in a dynamic market. By preserving the industrial footprint and employee communities of each group, the expectation is that this complementarity will facilitate a smooth and successful integration process. Finally, in the context of the rapid and ongoing transformation of the transportation industry, the strategic combination of the commercial vehicle business of Tata Motors and Iveco Group will transform both entities, creating a robust platform with a global customer base and diversified geographic footprint." The positive aspects of the agreement include a commitment from Tata Motors to support Iveco Group's business strategy, to support Iveco in implementing and accelerating these plans, and to work together to ensure business growth. In the segment of transport vehicles, the Italian company has so far pursued a multi-energy approach based on offering vehicles with traditional diesel engines, natural gas engines (compressed or liquefied) and battery electric (BEV) and hydrogen fuel-cell (FCEV) trucks. This product development plan has been accompanied by a strategy of growth through partnerships. Examples of this are those with Hyundai in the field of fuel cells for commercial vehicles and buses, with Ford Trucks - the economic commitment is €343 million - for the joint development of a new generation


of cabs compliant with EU regulations for direct driver vision that will reach the market in 2028, and with Plus for autonomous driving vehicles. Under the terms of the Iveco-Tata agreement, Iveco's Board of Directors will continue to drive decisions for long-term growth and maintain the competitiveness of the business. This is a pragmatic approach, in many ways similar to the one successfully adopted by the American Paccar Group in 1996, when it acquired the Dutch truck manufacturer DAF. Tata Motors is also committed to the long-term development of the combined group and to no significant restructuring or closure of plants or production sites owned or used by Iveco Group. Finally, the Indian company guarantees the permanence of Iveco's headquarters in Turin and the respect and maintenance of Iveco Group's corporate identity, integrity, core values and culture, as well as its main brands and logos.

Timing, investment and market positioning

The news of the acquisition of Iveco Group by Tata Motors comes at a particularly sensitive time for the commercial vehicle market in Europe. There are several reasons for uncertainty. On the one hand, signs of weakness emerging from the registration figures for the first half of this year, with a drop of 15.4 percent at EU level for trucks over 3.5 tonnes and 13.2 percent for light commercial vehicles. On the other hand, the unknowns linked to global economic growth and the European regulatory framework for reducing CO2 emissions from transport vehicles. These require vehicle manufacturers to make a 15 percent reduction this year compared to the 2019-2020 reference period (to reach -45 percent by the end of the decade), unless the European Commission adjusts the targets following consultations with vehicle manufacturers. In addition to all this, major alliances are being promoted by the main players in the automotive sector to ride the current energy and technology transition. Among the most relevant initiatives are Milence, a joint venture established in 2022 between Daimler Truck, the Traton Group and the Volvo Group for the creation of a network of battery-electric truck (BEV) charging stations in Europe, Cellcentric (Daimler Truck and Volvo, 2021) for the joint development of fuel cells and, more recently, Coretura (Daimler Truck

and Volvo Group, 2025). The latter for the development of a software-defined vehicle platform. In this rapidly evolving and particularly challenging context for all OEMs, the shortening of the timeframe for the completion of the public offer by Tata Motors plays a crucial role in ensuring the new industrial reality is fully operational. On the contrary, an excessively long timeframe could hinder Iveco's performance in the immediate term and slow down to some extent the implementation of strategies towards long-term objectives.

Iveco as premium brand

In the context of the new company, following the completion of the acquisition by the Indian group, a number of hypotheses can be formulated regarding Iveco's positioning. Which will probably have the role of Premium brand for over-regulated and mature markets, alongside Tata's more traditional product offering, aimed at countries with transport operators particularly sensitive to the purchase cost of vehicles, such as India. The role of a premium brand in a highly competitive EU market would, however, require substantial investment on the part of Tata Motors. Both to maintain the market benchmark position acquired by the Daily and Eurocargo ranges, and to expand Iveco's presence in the heavy segment, where its share of the EU market remains below 10 percent. This, in turn, means widening Iveco's major markets, beyond the traditional ones of Italy (32-33 percent above 3.5 tonnes), Spain (19 percent) and France (around 10 percent) and, upstream, increasing the production capacity of the Spanish plants (currently 26-27 thousand vehicles in two shifts). It will also be necessary to decide whether to keep the production of conventional trucks (in Madrid) and electric trucks (currently in Ulm, Germany, with an installed capacity of 2 thousand trucks on two shifts) separate or to integrate them into a single assembly line, a solution adopted by other truck manufacturers. In the truck sector, the non-overlapping nature of the two product ranges - for Iveco, Daily, Eurocargo, S-Way, X-Way and T-Way, for Tata, Ace, Intra, Yodha, Prima, Signa, Ultra, LPT - will facilitate the natural positioning of the two brands in different geographical contexts, with possible synergies in areas such as South America, Africa and Asia. Looking ahead, Iveco could also take advantage of the evolution of those non-EU markets in which transport companies are gradually moving from basic, low-cost trucks to medium-priced vehicles and, subsequently, to those in the premium segment, capable of ensuring comfort, low fuel consumption, a high utilisation rate and low operating costs (TCO). This is a phenomenon that, for example, has been taking place in China for some years. In the Asian country, the segment of European-style premium vehicles, which in the past accounted for about one percent of the total heavy-duty market (around 800-900 thousand units per year) has shown conspicuous growth and, according to some observers, could even reach 15-20 percent by the end of the decade. 





Under the Cover of Darkness

Four-week pilot project for night-time crossing of the Brenner Pass from Raubling (Germany) to Bolzano with MAN eTGX electric trucks. No traffic restrictions on the A12 in Tyrol and savings of up to EUR 60 000 per year



With the advent of electric trucks, logistics is also changing its face, operating methods and schedules. This has happened along the Brenner motorway, the scene of a four-week test involving MAN's battery-powered (BEV) eTGX trucks, which were used for night-time crossings of the Austrian section, prohibited for diesel-powered trucks, even those of the latest generation engines. The choice of the Brenner route for the pilot project with electric trucks was not accidental. In fact, over 70 percent of trade flows between Italy and the countries of the European Union pass along this route. In figures, this means around 2.37 million lorries every year and more than 50-53 million tonnes of goods. The aim of the joint MAN-Dettendorfer test – a family business based in Raubling, a long-standing partner of the Bavarian manufacturer and a pioneer in sustainable logistics – is to ease traffic on the Brenner Pass. But also to avoid concentrations and congestion of transport vehicles – such as access for groups of 300 vehicles per hour, known as “dosages” – reduce CO2 emissions and noise pollution, and ensure greater continuity of supply, especially during collective holiday periods, when car traffic adds to that of industrial vehicles.

Night-time transport with electric lorries along the Brenner route has been theoretically possible since 2021. However, until now, there have been no vehicles capable of completing the mission and no charging infrastructure suitable for long-

distance trucks. With the MAN eTGX, which has been in series production at the Munich plant since last June, it is possible to cover up to 800 kilometres daily with a single intermediate recharge, regardless of weather conditions. Thanks to the exemption from the night-time driving ban on the A12 (Inntal) motorway in Tyrol, eTrucks can operate without time restrictions on the entire cross-border route between Germany and Italy and vice versa. This is a particularly attractive solution for the cold chain logistics sector, for the transport of pharmaceutical products under temperature-controlled conditions (ATP) and for time-critical supply chains.

For the environment and your wallet

Crossing the Brenner Pass at night is potentially a strategic solution that can have positive effects on the environment, journey times and operating costs. According to a simulation, the use of around 300 electric lorries at night can reduce waiting times at the Kufstein border crossing during the day by one hour. In addition, eTrucks make a substantial contribution to climate protection, with an average annual saving of around 95 tonnes of CO2 per vehicle, based on a total mileage of around 110 000 kilometres. This means that with 300 vehicles in service every day, 28 000 tonnes of carbon dioxide are avoided per year, an amount equivalent to the emissions of a small town. Noise pollution is also drastically reduced, as demonstrated by the 12-decibel difference during

acceleration between a BEV and a truck with an internal combustion engine. In addition to the environmental benefits, there are also economic advantages for operators with eTrucks in their fleets. This applies in particular to companies whose vehicles travel more than 110 000 kilometres on German motorways – where there is a total exemption from tolls – which achieve savings of up to EUR 60 000 per year (RM 295 000), and those operating on cross-border routes. For example, on the A13 in Austria, electric vehicles benefit from a reduction of up to 75 percent, especially at night. In Italy, on the other hand, the toll differences between diesel vehicles and BEVs along the Brenner route to Bolzano are still minimal. Over a three-year period, the typical period of use for transport vehicles in logistics, toll savings provide an overall economic advantage on TCO (Total Cost of Ownership) of more than 15% compared to diesel vehicles. Added to this are lower energy and maintenance costs, exemption from road tax and the growing availability of charging infrastructure along the route. Practical examples show that charging costs are around EUR 0.41/kWh at night in Raubling (Germany) and around EUR 0.38/kWh in Bolzano. In addition, energy recovery from electric vehicles along the downhill section of the mountain route can reach up to 40 percent, which translates into greater powertrain efficiency and extended operating range.

The technical differences explained by the expert

The numerous advantages of using eTrucks on the Brenner route were discussed by Allestitenti & Trasporti during an exclusive interview with Roman Sitte, Senior Vice-President and Head of Sales Europe at MAN Truck & Bus. "With the support of one of our long-standing customers, the Dettendorfer Group," explains Sitte, "we have tried to demonstrate, in black and white, the numerous benefits of using electric heavy goods vehicles during the night in today's economic and environmental scenario. The Austrian section of the Brenner motorway, characterised by a high and uninterrupted flow of traffic in a steep, enclosed valley and by night-time driving bans on diesel lorries, is the ideal location for a pilot project of this kind. In the current situation, traffic congestion, the quota-based entry of 300 articulated lorries, delivery delays, air pollution and noise pollution are a burden for everyone: residents, drivers, logistics operators and customers".


Are eTrucks the ideal solution to all these problems? "There is still a lot to be done at European level. It is a fact that there are still major disparities within the EU in terms of the regulatory framework, policies to encourage the purchase of zero-emission lorries, and the development of electricity grids and public charging networks. All this creates a climate of uncertainty among transport companies, which operate on tight profit margins."

What are the main arguments for convincing logistics operators to purchase electric vehicles? Business case simulations? "Absolutely. It's something we do every day when we talk about e-mobility. However, the most compelling motivation comes from our customer's clients, who are committed to meeting CO2 and other environmentally impactful gas reduction targets, in line with the recommendations of climate science (Science Based Target Initiative). And we believe that it is also worthwhile from an economic point of view. Over a three-year period, the use of eTrucks for long-haul missions can be 15 percent more cost-effective than a traditional diesel truck. Obviously, a lot depends on the routes, the cost of fuel and electricity, and the possible installation of a photovoltaic system on site. Overall, the operating costs per kilometre of a BEV – relating to energy, maintenance and repairs – can be 50 percent lower than those of a traditional diesel truck. Not to mention the advantages associated with motorway tolls". From an operational point of view, how do eTrucks fare on the Brenner route? "MAN has devoted considerable research and development efforts to maximising the energy recovery of eTGXs when driving downhill. On a hilly route such as the Brenner motorway, we recorded average consumption of 93 kWh/100 km for a standard 40-tonne articulated lorry. On downhill sections, it is possible to recover up to 150 kWh, which means extending the operating range by another 160 kilometres without resorting to recharging."

Bolzano's first one-megawatt charging hub for heavy-duty trucks

A new era in heavy transport is dawning on the Brenner motorway. Last May, in fact, the first 1 MW charging point in Italy for heavy-duty vehicles, built by Alpitronic, was inaugurated in the Firmian park near the Bolzano Sud toll gate. The Power



Unit, consisting of eight modules with a maximum total power of 1 MW, is the heart of the system, which powers two dispensers. To date, there are three charging spaces available. The first column, closest to the Power Unit, features the traditional CCS2 (Combined Charging System) connector with a maximum power output of up to 600 kW, as well as the new 1 000 kW MCS (Megawatt Charging System) connection. The main advantage of ultra-fast charging for heavy-duty vehicles equipped with batteries with installed power ratings between 300 and 600 kWh is the reduction in downtime in relation to the increase in operating range. Alpitronic's MCS allows the tractor unit of an articulated lorry to be recharged within 45 minutes of the mandatory break required by law every four and a half hours of driving. In fact, it takes just 30 minutes to recharge a truck equipped with 500 kWh batteries, half the time required by the systems available to date. This, in turn, allows for an enhanced range of 500 kilometres, which varies depending on the altitude profile of the route and the outside temperature. The second dispenser at the Bolzano facility houses two 600 kW CCS2 connectors. The novelty in this case is not the connector, but the maximum power output. There is another aspect that makes the Bolzano South hub interesting for the industrial vehicle sector. The presence of a power unit with an output of 1000 kW will allow three vehicles to be charged quickly at the same time, with the available 1 000 kW being distributed between them. Finally, there is another special feature. Thanks to the 2 000 kVA transformer installed by Autostrada del Brennero, the facility is already equipped to accommodate a second 1 MW charging system in the future, thus doubling the station's capacity. 

Built to Fit: Engineering HOWO Trucks for Demanding Operations

No two operations are alike. By tailoring HOWO trucks to specific challenges, SMHE helps operators boost performance, cut cost, and keep fleets running at their best



With highly specialised missions, and focused organisations, it is seldom possible to simply buy a truck “off the shelf”. A thorough process to analyse the exact needs of a customer is a must and it sets the operator up for success as their new asset will be meeting the requirements exactly. Asian Trucker investigated the question why is there a need for customisation on the example of HOWO trucks. Khoo Keh Hann, General Manager of Sino Mobile and Heavy Equipment Sdn Bhd (SMHE) provided the insights, setting the stage by reiterating that “Every business has unique demands, and trucks should be built to match those demands. A quarry operator, a construction fleet, and a highway logistics company all face very different challenges, which means a one-size-fits-all truck is rarely the best solution.”

At SMHE, customisation is not about luxury or appearance; it is about delivering engineered solutions that serve a clear purpose, improve efficiency, reduce downtime, and extend the vehicle’s lifecycle. The HOWO-TX series, with its flexible cab options, axle choices, and body designs, provides the ideal foundation for tailoring trucks to each client’s operational needs.

In short, Khoo is not talking about fancy deco, but smart business solutions.

When talking about customisation, it is never about cosmetic upgrades or decorative features. It is about engineering that support business outcomes. Adjusting axle ratios, reinforcing structures, or upgrading cabins are decisions that directly improve fuel economy, driver comfort, and operational productivity. These enhancements create measurable benefits, helping customers operate more efficiently, reliably, and cost-effectively. In short, Khoo is not talking about fancy deco, but smart business solutions.

Each of the models sold by SMHE in Malaysia offers varying customisation options, depending on the purpose of the vehicle. Currently, SMHE’s product line-up comprises of these three models:

Rigid bucket

Customers can specify body size, material, and hydraulic systems to suit their operations, while ensuring compliance with JPJ regulations. A common setup is a 14 cubic meter body built from H850 high-strength steel, fitted with a front-mounted HYVA tipping cylinder. It is reinforced for abrasive loads but designed to remain within approved payload limits.



Prime mover

Most logistics fleets choose the 4.2 axle ratio for long-haul operations, as it offers fuel savings over long distances. Customers also often prefer the TX-F sleeper cab over the standard TX-M day cab, as it provides more space, wider sleeper berths, and pneumatic suspension seats that significantly improve driver comfort.

Mixer

The HOWO TX 8x4 mixer runs on a Rear Engine Power Take-Off (REPTO) that delivers steady torque from the engine to the hydraulic pump, motor, and drum reducer, keeping the mix consistent even when the truck is idling or moving slowly on-site. The drum is inclined at 12°, enabling faster, cleaner discharge with minimal residue. This directly improves turnaround times and boosts productivity on construction sites.

Cost: A Concern?

Customisation may influence both cost and delivery time, depending on the complexity of modification. A standard prime mover can usually be delivered more quickly, while a reinforced tipper body may take longer due to fabrication, and mixers with customised hydraulic systems may require additional sourcing and installation time. While this can mean higher upfront costs, the long-term returns in reduced downtime, improved efficiency, and greater durability make it a smart, worthwhile investment.

At SMHE, every recommendation begins with a clear understanding of the customers' daily operations.

In view of the cost implications, a clear process needs to be in place to determine if a customer should deviate from the standard variant. "At SMHE, every recommendation begins with a clear understanding of the customers' daily operations" Khoo stresses. If the work involves highway logistics with lighter loads, a standard prime mover is usually the most cost-efficient choice. However, when operations involve steep terrain, heavy loads, or long-haul routes, adjustments such as different axle ratios, stronger bodies, or sleeper cabs are recommended.

The goal is not to over-customise, but to ensure each truck is optimised for its actual working environment – delivering safety, reliability, and efficiency.

To the Extreme

"One of the most demanding projects we handled was for a quarry operator transporting abrasive aggregate over steep, uneven terrain with constant dust and impact. To address these challenges, we built a tipper body from H850 high-strength steel with a 6mm floorboard and 4mm sideboard, paired with a HYVA front tipping cylinder," Khoo said. Said truck was specified with MCP16ZG planetary axles in a 4.77 ratio, powered by the MC11.44-50 engine (440 hp, 2,100 Nm) and HW25712XST 12-speed gearbox. With a designed gross vehicle weight of 50 000 kg and gradeability of 37 percent, the truck delivered the torque, durability, and stability required for one of the harshest quarry environments while carrying loads within the BDM limit.

Legal aspects

Of course one cannot just modify a commercial vehicle at will. "Every vehicle must comply with regulatory requirements before being registered for use. At SMHE, all modifications are carried out within these legal frameworks





and tested against safety standards, including ECE R29 cab safety compliance.” In line with recent MOT rulings, every HOWO-TX is also equipped with a speed limiter device (SLD), and SMHE is an approved JPJ SLD verification workshop. This ensures that even customised builds are fully compliant and legally supported.

Although fleet owners may have well-equipped workshops and highly trained technicians, SMHE strongly advises against in-house modifications to be carried out. The reason being is that modern trucks are highly engineered machines where the chassis, drivetrain, suspension, and hydraulics are designed to function together as one integrated system. Khoo added “Unauthorised modifications can disrupt this balance, compromise safety, and even void the warranty. By working with SMHE, customers are assured that all modifications follow Sinotruk’s standards, use genuine components, and remain fully compliant with regulatory requirements.”

Keeping them Going

Regardless of the extend of customisation carried out, vehicles are subject to a stringent service regime. Operators should always adhere to the recommended

service intervals and only use genuine parts to maximise uptime and value retention.

SMHE’s clients will be at ease, knowing that they are being covered. “For customised trucks, the overall maintenance schedule remains largely the same, as all modifications are done in line with Sinotruk’s engineering standards.” At SMHE, we support our customers through authorised workshops in Klang Valley, Ipoh, and Johor, and our mobile service teams are also equipped to respond to breakdowns on-site. With proper preventive maintenance and professional support, operators can ensure maximum uptime and long-term reliability.

Summing the topic up, Khoo said that “At SMHE, we view truck customisation as a strategic investment rather than an added luxury. By tailoring HOWO-TX trucks to match the specific requirements of different industries, we help businesses improve efficiency, reduce costs, and operate with greater safety and reliability.” As Sinotruk’s official distributor, all modifications are carried out with genuine parts and full factory support, ensuring customers enjoy the right solution for their operations together with complete peace of mind through warranty and after-sales service. “In the end, our philosophy remains simple - The Right Truck for The Right Job.” 





ZF Provides Market Outlook and Update

Being a barometer for how economies perform, the automotive aftermarket is an important component of the eco-system. ZF provides an outlook and update.

In this Asian Trucker exclusive, we hear from ZF's regional leadership team about the trends in the market, providing transport owners with insights into how they should prepare their businesses for the months ahead.

Providing a regional perspective is Mr Teoh Chee How, Vice President Asia Pacific Division Aftermarket:

Southeast Asia's automotive aftermarket is undergoing a dynamic and rapid expansion. The key characteristics of this growth are:

- **Accelerated Growth:** Vehicle ownership is rising quickly, and with the average vehicle age increasing, demand for maintenance and repair services continues to climb, forming a solid market foundation. At ZF Aftermarket, we see tremendous potential for growth, particularly in markets like Malaysia, Singapore, Indonesia, Vietnam, and the Philippines, where economic expansion and urbanization are increasing the need for robust transport solutions.
- **Ongoing Upgrades:** While traditional, fragmented repair shops still dominate, new business models—such as chain operations, branded services, and digital platforms—are emerging rapidly. These innovations are driving improvements in efficiency and customer experience.
- **Significant Transformation Opportunities:** E-commerce platforms and digital tools are becoming more widespread. Given the diverse nature of regional markets, localized operations and capability building are critical to success.



Teoh Chee How, Vice President Asia Pacific Division Aftermarket

"Overall, the market is at a pivotal stage. It is shifting from fragmentation to integration, and from traditional practices to modern solutions. The potential is enormous," he summed up the current market sentiment.



Kenneth Tang Teck Wei,
Head of ZF Aftermarket,
ASEAN & Taiwan

Constantly analyzing the market directions, he and his colleagues identify major trends that are affecting ZF Aftermarket. According to him, there are several major trends currently shaping our operations and strategic direction in Southeast Asia's automotive aftermarket:

- 1) Digital Transformation: The adoption of digital tools—from fleet management platforms to predictive maintenance systems—is accelerating. Customers expect faster, data-driven service, and we're investing in technologies that improve efficiency and transparency.
- 2) Shift Toward Electrification and Sustainability: With the rise of electric vehicles (EVs) and stricter environmental regulations, we're seeing a shift in service requirements. This includes new training, tools, and infrastructure to support EV maintenance and sustainable operations.
- 3) Regional Integration and Localization: Southeast Asia is highly diverse, and success depends on localized strategies. We're focusing on building regional hubs, like our new office at PTP Port, and partnering with local experts to better serve each market.
- 4) Workforce Development and Skills Gap: As vehicle technologies evolve, there's a growing need for skilled technicians. We're addressing this through technical training programs and partnerships like ZF [pro]Service to ensure service quality remains high.
- 5) Customer Expectations and Service Experience: Customers are increasingly looking for convenience, reliability, and transparency. This is driving demand for certified workshops, digital booking systems, and faster turnaround times.

Teoh said that "These trends are not just challenges—they're opportunities to innovate, grow, and deliver greater value to our customers."

Recently, ZF has divested its workshops in Singapore and Thailand. Adding ZF's perspective to the transaction, Mr Kenneth Tang Teck Wei, Head of ZF Aftermarket, ASEAN & Taiwan offered insights. "ZF's decision to divest its workshops in Singapore

and Thailand reflects a strategic shift in how we approach aftermarket services in Southeast Asia. From operating our own service facilities, we are focusing on building a strong partner network that can deliver the same high standards of service, but with greater flexibility and local expertise," he explained.

The long-standing collaboration with Kian Chue Hwa (KCH) and TRU Automotive (TRU) is a key part of this transition. Both are a well-established and trusted names in the region. Their certification as a ZF [pro]Service partner ensures that customers continue to receive OE-quality service, genuine parts, and technical support. This arrangement allows ZF to maintain service excellence while optimising our footprint and responding more dynamically to market needs.

"Ultimately, this is about creating a more scalable and sustainable service model; one that leverages strong local partnerships to deliver consistent value to our customers across Southeast Asia," is his conclusion.

This connects immediately to ZF's growth strategy for the aftermarket in Southeast Asia over the next few years. Tang continued:

"Firstly, we need to seize the opportunities presented by Southeast Asia's vibrant market and establish a clear regional strategic footprint. In particular, we should fully leverage the region's natural advantages in port infrastructure; many Southeast Asian countries host world-class ports that serve as key logistics hubs for global trade." By aligning ZF's operations with these strategic locations, the brand aims to significantly enhance supply chain efficiency and shorten delivery lead times. The new warehouse at the Port of Tanjung Pelepas (PTP), which officially opened in June, is a prime example. "Through the strategic advantages of PTP, we are better positioned to serve customers across the region with greater speed and reliability."

Secondly, deepening regional presence and localized operations ZF is committed to strengthening its presence across Southeast Asia by investing in localised operations. This includes building teams with regional expertise, adapting solutions to meet specific market needs, and collaborating closely with local partners. By aligning global

capabilities with local insights, ZF aims to deliver more responsive, efficient, and customer-centric services.

What's more, building a comprehensive aftermarket ecosystem, ZF's strategy focuses on creating a holistic aftermarket ecosystem that integrates genuine parts supply, certified service networks, digital tools, and technical support. Through partnerships with trusted service providers, ZF ensures consistent service quality while expanding its reach. This ecosystem approach enables ZF to support customers throughout the entire vehicle lifecycle, from maintenance to modernization.

Understanding clients' mentality and search for optimal TOC, the ZF [Pro Service] is an important offering for the market, which Mr Goh Wee Kiang, Head of Business Line Commercial Vehicle, ASEAN is passionate about. ZF [pro] Service is a cornerstone of the brand's aftermarket strategy in Asia Pacific Region and globally. It's designed to maximize uptime and service quality for truck, trailer, and bus fleets by partnering with highly qualified commercial vehicle workshops. As of now, the program has expanded to over 3 100 workshops across 89 countries, and we are actively growing our footprint in key Southeast Asian markets.

"In countries like Thailand and Malaysia, we've already certified partners such as Kian Chue Hwa (KCH), Alliance Gear & Parts Solutions (AGS) & Yon Ming under the ZF [pro]Service banner, ensuring that customers continue to receive OE-quality service even as we shift from direct workshop operations to a partner-driven model," Goh said.

These are workshops with a strong customer focus, technical expertise, and a commitment to quality. Ideal candidates to be added to the network are independent commercial vehicle workshops that want access to ZF's full product portfolio, diagnostic tools, OE-backed training, and digital support. Partners also benefit from regular visits by ZF experts and fast access to genuine parts through our global distribution network.

"Becoming a ZF [pro]Service partner means joining a global network with high standards and strong support. It's not just a badge—it's a commitment



to excellence and future readiness in a rapidly evolving market," Goh encouraged interested parties to come forward to work towards becoming accredited as ZF [pro]Service partner.

Tang has a message to those transport owners who want to be more pro-active about when it comes to service and maintenance: "There are opportunities for ZF to partner with transport owners in adopting preventive practices and strategies toward vehicle service and maintenance. Too often, maintenance is reactive and with rising operational demands and tighter delivery schedules, downtime can be costly."

First, he encourages owners to establish a structured maintenance schedule. Regular servicing not only extends vehicle lifespan but also improves safety and fuel efficiency, with the objective to reduce downtime.

Second, leveraging digital tools for fleet management is increasingly important. These platforms can track service history, send maintenance reminders, and even monitor vehicle health in real time; supporting owners to make data-driven decisions.

Third, select certified service providers and products with reliable quality from authorized channels. For example,

working with ZF [pro]Service guarantee access to genuine parts and trained technicians.

In today's rapidly shifting global economy, where businesses increasingly pivot toward Asia, the ability to capitalize on opportunities hinges not only on strong products but also on robust aftersales support. Transport companies expanding or restructuring in the region face diverse operating conditions, complex regulations, and rising customer expectations for reliability and uptime. As detailed in ZF's market analysis, this makes the presence of a trusted aftersales partner with a wide and capable service network a decisive factor for success.

Beyond ensuring access to genuine parts, robust processes and technical expertise, such networks provide the localized knowledge, preventive maintenance programs, and digital tools necessary to keep fleets operating efficiently. As industries become more interconnected and competition intensifies, strong partnerships in aftersales are no longer optional, but essential enablers of growth. Organizations that secure service alliances built on quality, consistency, responsiveness and the concept of Total Cost of Ownership (TCO), will be best positioned to exploit Asia's opportunities while ensuring sustainable, long-term performance. 

Enhance Business Efficiency with PETRONAS SmartPay



Fleet managers today juggle rising costs, government requirements to utilise government incentives and the need to run leaner operations. The PETRONAS SmartPay card was designed with them in mind – a simple tool that tracks fuel spend in real time and provides operators the insights to make quicker, smarter decisions.


Fuel costs in Malaysia are not the same everywhere – with Diesel priced higher in Peninsular Malaysia after subsidies were lifted. For fleet operators, PETRONAS SmartPay makes it easier for businesses to apply for available

RON95/Diesel subsidies (SKPS/SKDS) and keep costs under control. As subsidies are tied to individual trucks, SmartPay's real-time tracking helps ensure consumption is recorded accurately and benefits flow back to the business.

Even with the Diesel subsidy quota in place for eligible public and goods transport vehicles since 2024, many companies continue to apply for subsidised fuels and SmartPay gives them a practical edge. Operators can enjoy government-subsidised fuel price instantly at the pump and track fuel subsidy quotas via SmartPay Online, making manual fuel claims and tracking a thing of the past. Fleet managers can track drivers' fuel spend, set limits to prevent overuse, and manage both Diesel and petrol vehicles on one platform.

PETRONAS SmartPay offers three flexible card payment plans to suit different business needs, including a postpaid option with a RM6 000 credit limit and 30 days interest-free for eligible applicants. Additionally, there are no joining fees or annual charges, helping businesses reduce operational costs while increasing efficiency.

Transporters can boost savings further by pairing SmartPay with PETRONAS Dynamic Diesel Euro 5 with Pro-Drive, which has been shown to deliver up to 20 percent better fuel economy. For added convenience, PETRONAS' ROVR service can even refuel vehicles directly at their location.

In addition to PETRONAS SmartPay's real-time control and security advantages, with PETRONAS having the largest network of stations nationwide, fleets are always within easy reach of a refuelling point wherever they operate. Those seeking further information about the offering are encouraged to contact PETRONAS via the Mesralink hotline. 

Isuzu Builds Autonomous Driving Test Course


Japan's first dedicated autonomous driving test course for commercial vehicles in Mukawa, Hokkaido. Full-scale operations start in summer 2027, accelerating real-world implementation of autonomous trucks and buses.

Isuzu Motors Limited will establish a new dedicated autonomous driving test course ("Test Course") within the grounds of Isuzu Hokkaido Proving Ground Co., Ltd., (IHPG), a member of the Isuzu Group. The initiative aims to accelerate efforts to drive the adoption of Level 4 autonomous trucks and buses. Looking ahead, Isuzu intends to open the test course to companies and organisations outside the Isuzu Group, including autonomous driving startups, automotive parts suppliers, and the transport infrastructure sector, thereby helping advance the deployment of autonomous driving technologies throughout society. Full-scale operations are slated to begin in September 2027.

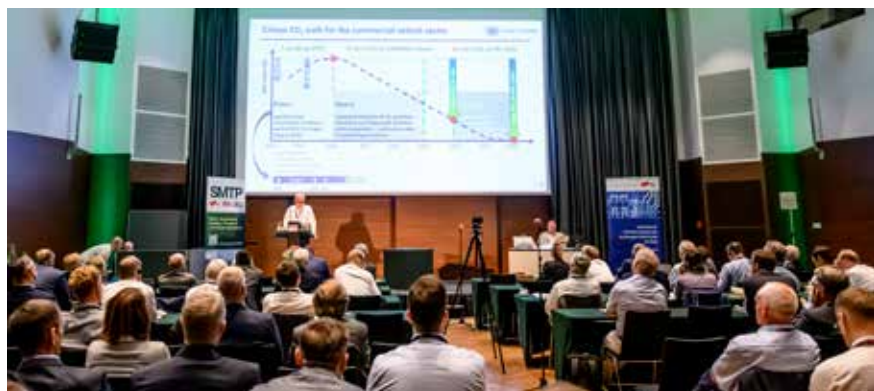
The new test course will be developed on approximately 190,000 m² within the vast grounds of IHPG. The course will feature multiple testing areas, including simulated urban streets, highway merging and exiting sections, and rural roads. The areas will also be equipped with various traffic infrastructure. This will make it possible to safely reproduce complex driving scenarios that are difficult to conduct on public roads, enabling the verification & validation of autonomous driving technologies. Partial use of the course will begin in the summer of 2026, with full-scale operations slated for September 2027. The key features are listed below.

This course is Japan's first dedicated autonomous driving test course established by a commercial vehicle manufacturer. It is designed to accommodate large-class vehicles, including long, heavy vehicles such as articulated buses and truck trailers. The course is positioned as the core hub for the development of autonomous driving technologies in the Isuzu Group. In addition to conducting comprehensive testing of sensors, AI models, and control technologies for autonomous vehicles, the course will also be connected to both domestic and overseas facilities via high-speed IT networks, allowing real-time sharing and utilisation of test data.

A new test and research facility will be constructed adjacent to the test course, with plans to provide maintenance space for autonomous vehicles as well as workspaces for collaboration partners. The test course will function as an open innovation hub, promoting research and development of autonomous driving technologies and real-world testing through collaboration with startups along with other public and private partners.

By leveraging this test course, Isuzu will work with national and local governments as well as research and academic institutions to help establish safety standards, testing protocols, and other related operational guidelines for the real-world deployment of autonomous driving solutions. The test course will also be used to advance the collection and verification of data required for Level 4 autonomous driving certification and compliance with international regulations. Through these efforts, Isuzu aims to facilitate the coexistence of people and autonomous vehicles in society. 

Shell Offering Practical Pathways for Commercial Vehicle Low-Carbon Transition



that the vehicle has achieved significant energy-saving effects through technological innovation, many attendees spoke highly of it, believing that it provides "Chinese experience" for the global commercial vehicle industry. A large number of visitors at the venue also proactively scanned the QR code to obtain the electronic version of the white paper, hoping to gain an in-depth understanding of the entire process of the Starship 3.0 Hybrid from R&D to implementation, as well as the underlying technical logic and practical value.

On September 4, 2025, at the 20th Symposium on Sustainable Mobility, Transport and Power Generation (SMTP25) held in Graz, Austria, Shell and FAW-Jiefang jointly released the global white paper titled Research On Innovative Technologies For High Efficiency And Low Carbon Emission Of Heavy Duty Commercial Vehicles In China. Focusing on the forward-thinking insights and innovative technologies of the Starship 3.0 Hybrid project, this white paper provides an innovative paradigm for the global low-carbon transition in transportation with Chinese wisdom. Jolin Cui, Commercial Vehicle Magazine, Beijing, reports.

As a pioneering initiative dedicated to improving the energy efficiency of commercial vehicles, the Starship 3.0 Hybrid project has undergone multiple rounds of technological iterations since its launch. The current Starship 3.0 Hybrid has achieved an ultra-low drag coefficient of 0.24—a leading figure in the heavy-duty commercial vehicle sector. More notably, the vehicle is equipped with FAW-Jiefang's intelligent powertrain hybrid system and runs on Shell's renewable diesel blend. Through the synergistic innovation of aerodynamic optimisation and powertrain technology, it ultimately delivers the core advantage of "low fuel consumption under full load".

At this year's SMTP25 symposium, the jointly released white paper Research On Innovative Technologies For High Efficiency And Low Carbon Emission Of Heavy Duty Commercial Vehicles In China by Shell and FAW-Jiefang can be regarded as a "comprehensive guide" for the low-carbon development of China's heavy-duty commercial vehicle industry. Far beyond a mere technical summary, this white paper starts from the actual needs of the industry, systematically sorts out the current development status of energy-saving technologies for heavy-duty commercial vehicles in China, and uses the successful practice of the Starship 3.0 Hybrid project as a core case study to analyse pathways for the industry's low-carbon transition from multiple dimensions. It includes not only an interpretation of policy-driven trends but also delves into technological innovation, elaborating on the application scenarios and effects of key energy-saving technologies such as aerodynamic optimization, hybrid power, and renewable fuels. Additionally, it combines the characteristics of China's freight market to explore methods for improving freight efficiency in different transportation scenarios. Furthermore, the white paper directly addresses existing challenges in the industry and puts forward a series of targeted and actionable recommendations, aiming to further advance the in-depth implementation of energy conservation, emission reduction, and freight efficiency improvements for commercial vehicles.

As one of the 14 registered members of SMTP, Shell set up an exclusive booth and an informative display board at the conference venue. This display board became a popular spot where attendees paused to view the content and engage in discussions. The booth not only showcased the core technical parameters and actual operational data of the Starship 3.0 Hybrid but also used intuitive graphics and text to help international top scholars and industry experts clearly recognise the breakthroughs made by China's commercial vehicle sector in the low-carbon field. Upon learning

From technological innovation to industry empowerment, Shell and FAW-Jiefang have not only achieved breakthroughs in the field of commercial vehicle energy conservation through the Starship 3.0 Hybrid project but have also brought Chinese practices to the international stage through the white paper. Their presence at SMTP25 not only demonstrates the achievements in the low-carbon transition of China's commercial vehicle industry but also builds a bridge for exchanges and cooperation in the global sustainable transportation field. In the future, with the further promotion of Starship 3.0 Hybrid technologies and the gradual implementation of the recommendations put forward in the white paper, China's heavy-duty commercial vehicle industry is expected to accelerate its progress in energy conservation, emission reduction and efficiency improvement, and contribute more to the development of the global sustainable transportation sector. 





Scania CEO Warns: Hauliers May Be Put on Quotas for Diesel Trucks

Truck manufacturers cannot afford billion-euro fines from the EU – and the consequence may be that hauliers will face rationing on new diesel trucks. Hauliers in Europe risk facing artificial restrictions in the coming years when trying to purchase new diesel trucks. This warning comes from Scania CEO Christian Levin in an interview with Lastbil Magasinet.

The reason is the EU's requirement that truck manufacturers must reduce CO₂ emissions from new trucks by 45 percent by 2030, compared to 2019 levels. If the industry fails to meet this target, they face multi-billion Euro fines.

According to Levin, the consequence could be that manufacturers will have to introduce quotas for how many diesel trucks can be sold in each market. "Then we'd have to calculate per market how many diesel trucks they can get. Then they'd have to prioritize between customers and tell them, 'You can buy one instead of two,'" Levin says.

He emphasises that this scenario is realistic unless sales of electric trucks rise significantly in the coming years: "Yes. Stranger things have happened at the EU level," he adds.

Unrealistic Targets Without Supporting Conditions

The EU has set a target for the industry to achieve a 45 percent CO₂ reduction by 2030. According to Levin, this effectively means that about 38 percent of all new trucks must be battery-electric vehicles (BEVs).

"But that's not going to happen. Unless we quickly reach TCO (total cost of ownership) parity between diesel and electric trucks, unless infrastructure is expanded faster, and unless the power grid is strengthened so companies can connect quickly – it simply won't work," says Levin.

He also highlights that the truck market is very different from the passenger car market: "The EU looks a lot at passenger cars, but there's a big difference. They say, 'we'll fine the manufacturers, so customers will be forced to buy electric.' But our customers won't buy a machine that doesn't generate income. A truck is an investment in return on investment. It's a mistake to think that just because it has rubber wheels, it's like a car."

Billion-Euro Fines Loom

If the industry misses the targets, it faces fines in the billions. Levin provides an example:

"Let's say we go from 1.5 percent heavy electric trucks in Europe, which is the current level, to a 15 percent BEV share in five years. Even then, we'd be paying just under two billion Euros in fines."

He finds this absurd: "It's absurd that it's the manufacturers who have to pay the fines – not those building the charging infrastructure, not the power grid operators, not the politicians, and not those who use transport services."

Urgent Need for Clarity

The first level of fines kicks in already in 2025, with a target of 15 percent CO₂ reduction, which Levin believes Scania and its competitors will meet. But the outlook for 2030 is far more uncertain. "I need a clear signal by next year at the latest, so we can possibly prepare to implement a quota system. There's no other way – we simply can't pay the fines. It's not feasible," he says.

He also fears the broader consequences if the EU doesn't find a solution: "We're responsible for 106 000 employees, a huge industrial system. We pay billions in taxes to European countries because we make profits. Are we supposed to get rid of this? That concern weighs heavily on me and my colleagues – it's extremely uncomfortable."

New EU Commission Offers Hope

Despite his concerns, Levin sees a glimmer of hope: "The EU today talks not just about going green, but also about competitiveness. There's a big difference between the new Commission and the old one. Even the Dutchman Wopke Hoekstra, the Green Commissioner, is also talking about competitiveness. So I'm hopeful that we can find a solution to this problem." **T**

The Technology of HAMMAR Sideloaders

Taking a look at one of the most useful assets for the haulage sector, we discover that Sideloaders are highly versatile with applications that may not be obvious.



A HAMMAR Sideloader is a special type of truck-mounted lifting system designed to handle and transport shipping containers. Instead of relying on cranes or forklifts, the sideloader uses powerful hydraulic cranes mounted on the trailer itself to lift containers on and off the ground or even transfer them to another trailer. Asian Trucker spoke to HAMMAR in Sweden to find out more.

Considering that a Sideloader is a unique and sophisticated asset, one should address the question what one should look out for when considering using one. The most important thing a Sideloader must do well is to ensure safe and stable container handling under various operating conditions. This is a result of multiple systems working together, such as stabilizer design, crane geometry, safety monitoring systems, and operator control systems.

Hydraulics vs electric: is there a “better” solution and why?

Different methods could be used to move the arms and with them the goods. Hydraulics is the much better and durable solution, and is currently the only viable one for heavy handling. Electric systems require more complex components, specialized maintenance skills, and typically result in higher overall cost. Further,

electric actuators and power sources (motors, batteries, control units) are larger and heavier when scaled to match hydraulic lifting capacity. Lastly, hydraulics currently work better under heavy loads, with better and smoother control, and better resistance to shock and impact.

A gear-based system would be too large, heavy, and mechanically complex for Sideloader-scale loads. It would also handle shock and load-holding worse than hydraulics. For today's heavy handling, hydraulics still deliver the best force density, control, and robustness.

Sideloaders in Military applications

One of the largest differences between military applications and civilian ones is that they primarily use 20' containers and that they want the capability to handle the containers at remote locations. As such, most Sideloaders sold for military applications are mounted on rigid trucks, which has superior maneuverability and terrain handling.

They often have special requirements, such as using low-reflective colors, the ability to operate in complete darkness (no lights visible on the Sideloader), or having reliable back-up systems such as being able to operate the Sideloader cranes with an external system in case of a breakdown.





There are also some special applications HAMMAR is exploring, such as using our Sideloaders to lift military vehicles which requires additional lifting tools.

The Maximum Capacity

Theoretically, there's no fixed maximum that matters - Sideloaders are essentially mobile cranes, and cranes have lifted well over 20 000 tonnes in record cases. So in theory, a Sideloader could be scaled far beyond any realistic need. But at that point, would it even be considered a Sideloader? It would also be entirely impractical.

In practice, you're limited by factors like container corner casting ratings, road laws, ground pressure, stability, and structural weight. Today, the heaviest lift ever done by a Sideloader was a test lift of 65 tonnes, with a maximum declared SWL of 52 tonnes. Hammar is exploring possibilities beyond that for non-container loads, but nothing is decided yet - and if it happens, it's something for the future.

Optional Functionality

The optional functions Hammar offers are too many to list and vary between markets. Here are some examples: for the European and North American market the telescopic chassis is popular, which allows you to extend and retract the Hammar into different lengths. This is partly because there are laws that require this when transporting 45' or larger containers, and partly because of the narrow operating areas.

Available from HAMMAR is a drawbar coupling which allows you to pull a trailer behind the Hammar. This is popular in Australia, Sweden and Finland because

local regulations allow long total lengths and high gross weights, making transports more efficient. For example in Finland a total length of up to 34.5 metres and a total gross weight of 76 tonnes is allowed.

A more niche market specific function exist in Iceland, where they have reefer containers that protrude approximately 100 mm beyond the rear corner castings. This is solved allowing the crane to slide back another 100mm and by having two positions for the twist lock on the back crane.

A HAMMAR Sideloader on rigid trucks

This has been done by Hammar since around 1976. It's the best solution if you only handle 20' containers and the containers weighs around 25 t or less, or simply if you need the maneuverability. It's most commonly used in military applications, on islands where 40'+ containers are rarely, if ever, in use, or specific applications where only 20' containers or flat racks are used.

No Second Hand: End of Life

Hammar Sideloaders are known for their long service life, often lasting decades with proper maintenance. But eventually, like all heavy equipment, they reach the end of their operational lifespan.


At that point, the recycling process is fairly straightforward, especially in Sweden where a well-developed circular metal economy exists. A typical Sideloader is composed of about 90-95 percent steel, including the chassis, cranes, stabilizers, and frame structure. So when a unit is decommissioned, most of it is sent to certified metal recycling centers.

To recycle a HAMMAR Sideloader, the equipment is dismantled, usually by cutting down larger assemblies, and the steel is sorted by grade. From there, it's processed through modern furnaces, which use up to 98 percent recycled steel in their production, significantly lowering the carbon footprint compared to virgin steel.

Non-metallic components like hydraulic hoses, wiring, electronics, or rubber pads are separated and disposed of or recycled according to environmental regulations.

In some cases, older units are also used as parts donors, especially for hard-to-find components, extending the life of other machines in the field.

The most radical design produced?

Definitely the latest Hammar Drumloader that was produced and delivered to the UK last year. Designed to handle high-voltage cable drums weighing up to 52 metric tonnes, this is the strongest Sideloader ever built. It was tested with a static weight of 65 metric tonnes, beating the previous record of 60 tonnes that was noted by Guinness World Record. Not only is it the strongest unit, it required a sophisticated lifting system for handling the cable drums, and a specially designed chassis to be able to transport them. 





Autonomous Goods Transport Vehicle Debuts in Malaysia

Malaysia Unveils Next-Gen Driverless Goods Transports



During the recently held Smart City Expo, one exhibit stood out to us as it was an autonomous delivery vehicle. Presented in an eye-catching colour, the Zelos vehicle was the talking piece for Autonomous Logistics Solutions Sdn Bhd (ALS). We spoke to Alan Chong, Managing Director of the company. “We are a company that is born and bred in Malaysia. The founders, the partners, including myself, specialise in warehousing, telecommunications, and EV. The business came about when we joined forces, having noticed there is a gap in terms of the logistics solution that we have been acquiring.”

This gap, which management team identified, could be closed with the use of autonomous, Level 4, vehicles. Evaluating suppliers of such solutions from Europe, China and even on our own shores in Malaysia. Eventually, the best-fit solution was found in Suzhou, and sourced from Zelos. “It may not be the perfect solution; however, certain gaps can be addressed through different means,” Chong said.

Zelos has been in business for close to four or five years as a technology company that started off as a supplier to the autonomous vehicle industry, focussed on R&D components. Their breakthrough was their Z5 level 4 autonomous vehicle. It runs on a certain capacity which enables them to actually deploy logistics solutions locally. Ever since then, they have expanded their product line from Z5, Z8 to Z10.

Chong explained that the Z10, is a vehicle with 1.5 tonne capacity. This was the product ALS felt it could seriously address Malaysia’s logistics needs because only high capacity

vehicles such as this can really address Malaysian logistic needs. Falling into the N1 category, it is intended for commercial use. Meant for high volume, industrial use, this is the vehicle ALS is going to trial now for the Malaysian market.

"We're focussing on logistics solutions. The means here is through the use of this vehicle, through the autonomous element to it, we are offering a solution, rather than just hardware" Chong admitted that bringing in a Level 4 autonomous vehicle has its certain challenges: at the moment, the regulatory framework as well as road safety components stop at Level 3 of the autonomous framework approval. ALS is ready and is already working with multiple government agencies in Malaysia, including but not limited to MOT, JPJ, MIROS (Malaysian Institute of Road Safety Research) and Futurise to identify a roadmap to ensure the vehicle is road safe and compliant and is safe for other drivers that are sharing lanes with us.

"Number one, enterprise-grade readiness to conduct a POC within a closed compound and secure road access with government agencies. This is our target for the next six months. I mean, the interesting bit is that, if you look at the different levels of autonomous driving, level four is usually characterised by operating in confined areas."

Considering that autonomous vehicles are a new thing in Malaysia, Chong expects that there will have to be a lot of exploration and education done by ALS and other participating parties. Using the concept of an emergency lane, he said that the way we use such infrastructure needed to be established too. "There's also a reason why there is the emergency first responder with proper wording, proper shielding, proper warning sign that says, I am an ambulance. You need to make way for me. Certain road users do not respect that. It takes time to educate the road user. The emergency lane priority goes to emergency function." He and his colleagues use this as a blueprint on how to communicate about autonomous vehicles.

As the Z10 is a level four autonomous vehicle, there is no driver inside. To communicate the implications, ALS


is thinking of putting a huge warning sign onto it, indicating this vehicle is driverless. "We are not saying that accidents will not happen from day one and we need to pro-actively think ahead about how to avoid most of them."

The Zelos Z10 is best suited for use in closed compounds. With a battery capacity good for around 200 kilometres, it should be operating for about six hours before it has to be re-charged. Fundamentally, a re-thinking will need to take place in Chong's opinion. With the Z10 being able to run 24/7 with charging intervals, this asset will need to be managed differently than humans operating a goods transport vehicle.

Being a business asset, one cannot discuss a vehicle like this without touching upon the aspect of cost. Here, ALS are moving away from being a cost centre, but instead they want to position themselves beyond a cost centre. The idea is to become solution pathway. "Because if you put us as a cost centre to compare with your existing vehicle or van or whatever, it will always be a losing battle. But instead, we say, we are optimising the route and uptime."

In many instances, the work around autonomous vehicles is truly an exploration, as we are breaking new ground in terms of use and applications. There have been two significant "Aha!" moments for Chong and his colleagues. In one instance, the Z10 was programmed to follow a certain route when Chong stood in its path. The Z10 was stopping as it detected an obstacle and safety protocols kicked in. "It did exactly what it is supposed to do and it was good to see how that works. It gives us confidence."

Moving the vehicle into the hall at the Smart City Expo, the LIDAR of the Z10 detected a gutter underneath the concrete. Programmed to not risk any damage to itself or surrounding infrastructure, the machine assumed that the structure would be too weak and refused to move over the area it identified as problematic. This, as Chong explains, is the machine learning component in the background, ensuring that the safety framework is constantly expanding in order to address any potentially hazardous situations.

ALS is currently looking for suitable first-mover pioneer clients who would want to explore potential uses of the Z10 in their operations. 





UD Kuzer SKE 155: A Light-Duty Truck Built for Urban Demands

The UD Kuzer SKE 155 is a compact, robust truck engineered for city environments where payload, manoeuvrability, and safety are paramount.

Engine and Performance

The truck is powered by a 5.2-litre 4HK1-TC turbocharged diesel engine, delivering 155 PS and 410 Nm of torque. It is paired with a six-speed manual transmission featuring overdrive, optimised for lower engine RPMs at higher speeds. This configuration enhances fuel efficiency and engine longevity, making it well-suited for both stop-start urban traffic and highway driving.

Payload and Chassis

Available in 7.5-tonne and 8.5-tonne Gross Vehicle Weight (GVW) configurations, the 7.5-tonne variant offers a payload capacity of 4 880 kg—approximately 600 kg more than its predecessor. The truck's reduced unladen weight and optimised chassis improve productivity without necessitating a move into heavier classes. Its compact dimensions and agility make it ideal for last-mile logistics, retail deliveries, and light regional runs.

Safety Features

The cab meets ECE R29 crash safety standards. Standard safety systems include Anti-lock Braking System (ABS), Electronic Brakeforce Distribution (EBD), Anti-Slip Regulation (ASR), and driver airbags, providing enhanced safety in urban traffic and boosting operational confidence.




Cabin and Driver Comfort

The cab design prioritises ergonomics and convenience. LED headlamps improve visibility, while remote central locking, in-cabin storage, and USB charging ports enhance driver comfort. The aerodynamic cab shape contributes to fuel efficiency, particularly in stop-start city driving.

Emissions Compliance

The Kuzer SKE 155 complies with Euro IV emissions standards, offering a cleaner alternative to older trucks and assisting operators in meeting environmental regulations.

Ownership and Support

A 5-year or 300 000 km warranty covers manufacturing defects. UD's Extra Mile services provide scheduled maintenance, genuine parts, roadside assistance, and priority repairs. TCIE's nationwide dealer and service network ensures uptime and reliability. 

UD Kuzer SKE 155 – Key Specifications

- Engine: 5.2-litre 4HK1-TC turbocharged diesel
- Power: 155 PS
- Torque: 410 Nm
- Transmission: 6-speed manual with overdrive
- GVW Options: 7.5 tonnes / 8.5 tonnes
- Payload (7.5t variant): 4 880 kg
- Brakes: Dual circuit hydraulic with ABS, EBD, ASR
- Safety: SRS airbag, ECE R29 cab certification
- Emissions: Euro IV compliant
- Cab Features: LED headlamps, remote central locking, USB charging, in-cabin storage
- Warranty: 5 years or 300 000 km
- Support: UD Extra Mile services, nationwide TCIE dealer and service network





Game-Changing Range-Extender eHGV Trailer Technology

Electrogenic, the British EV technology company, has partnered with Berkeley Coachworks, to provide its proprietary Software Defined Vehicle (SDV) software, together with its battery and rapid charging system expertise for the game-changing Bulldog carbon-fibre e-Trailer.

The Bulldog project is a key pillar of the government backed eFreight 2030 consortium, part of the Zero Emission HGV and Infrastructure Demonstration programme funded by Department for Transport, delivered in partnership with Innovative UK and chaired by Sir Vince Cable, which is working to shape the future of low-carbon road haulage.

The partnership, launched today at the CENEX show, will see Berkeley Coachworks leverage Electrogenic's sector-leading (SDV) operating system, 'EG-OS', as well as its Defence sector experience and battery and charging expertise, to complement Berkeley Coachworks' revolutionary trailer technology for the Bulldog e-Trailer, as well as other future eHGV logistics solutions.

Steve Drummond, Chief Executive Officer, Electrogenic said that "We're delighted to announce this partnership with Berkeley Coachworks, and to help to supercharge the development of its Bulldog carbon-fibre e-Trailer.

The project is an exciting part of the work being carried out by the eFreight 2030 consortium, an important initiative shaping the next chapter of long-haul HGV transport. We're proud to be contributing to the project, and to be playing our part in the vital drive towards the decarbonisation of road haulage."

Electrogenic is known globally for its innovative EV powertrain solutions, including turn-key electric powertrains for car manufacturers (OEMs), powertrains and energy supply tech for Defence applications and a popular range of 'drop-in' EV conversion kits for classic cars. All Electrogenic projects feature the Oxford based firm's sector-leading, proprietary EV technology, which encompasses both hardware and software.

At the heart of Electrogenic's technology, and key to the Berkeley Coachworks project, is the firm's proprietary, in-house developed 'EG-OS' (software defined vehicle) control software. The game-changing EG-OS has been designed from the ground up to work as the key to unlock the next generation of software defined vehicles for independent auto-manufacturers and the Defence sector.



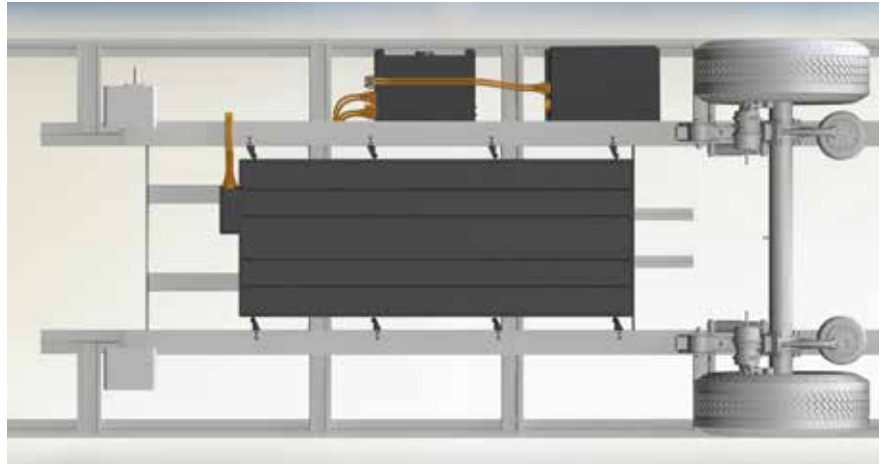
Electrogenic's SDV operating system offers transformative freedom when selecting components, while also giving total configurability, allowing for the precise definition of performance characteristics, drive modes and much more besides. It enables rapid prototyping and ensures a product, such as the Bulldog e-Trailer can be precisely optimised within the parameters set out, with no need for compromise.

The Bulldog e-Trailer, conceived by engineering company Berkeley Coachworks, will deploy Electrogenic's technology to help deliver a ground-up rethink of what the trailer can be - reimagining it for an age of electric mobility. While it is at its heart a trailer, it is much more than that: it is a 180kWh rolling power unit that can be connected to an electric HGV (eHGV), boosting its range by 50 percent - all with no loss in payload and seamlessly integrated with Electrogenic's 'EG-OS' software.

The efficiency of the e-trailer is also transformed thanks to drag-reducing Formula 1 ground-effect aerodynamic tech on its underside, and it is light weight: the body is made from carbon-fibre, while the floor is constructed from a durable, strong and sustainable wool-composite.

"The venture between Berkeley and Electrogenic represents the perfect synergy of two uniquely innovative businesses - Berkeley Coachworks' expertise in advanced trailer engineering and Electrogenic's cutting-edge electric powertrain technology. Together, we are pioneering a lightweight battery system that will redefine efficiency and sustainability in the semi-trailer sector. By harnessing the capabilities of two highly innovative and supremely talented engineering teams the Berkeley-Electrogenic partnership will go from strength to strength," Martin Rees, Chairman, Berkeley Coachworks, commented.

The Bulldog e-Trailer is a key element of the eFreight 2020 consortium, a collaboration between Heavy Goods Vehicle (HGV) fleet operators, vehicle manufacturers, data analytics companies, battery manufacturers, energy suppliers, service station operators, finance companies, Research and Technology Organisations (RTOs) and trade associations.



Set up in 2022, and chaired by Sir Vince Cable, the consortium seeks to transform the heavy goods vehicle market in the UK, creating a widescale switch from diesel to electric power across the industry by 2030, and entirely electrifying the sector by 2035.

Background on Electrogenic's Technology

Electrogenic's innovative powertrain solutions, whether bespoke conversions, its popular range of 'drop-in' kits, turn-key electric powertrains for car manufacturers or a range of Defence applications - feature the firm's sector-leading, proprietary EV technology.

All Electrogenic powertrains are defined by their quality and depth of engineering, developed in-house by Electrogenic's research and development team, which comprises automotive engineers, programmers, and electrical experts.

All Electrogenic powertrain solutions reflect its commitment to developing and manufacturing its own technology – giving it a unique level of control and flexibility. These elements include EG-OS, Electrogenic's sector-leading proprietary in-house SDV control software, microprocessor design for driver interface and vehicle body control, as well as digital dashboards. The driver controls also receive attention, featuring a range of different drive modes, as well as regenerative braking-based hill-descent control functions for offroad vehicles including the Land Rover Defender.


Electrogenic's conversions also use highly innovative mechanical componentry, including a unique system for creating high-density battery packs, as well as exceptionally compact in-line and transverse reduction gearboxes, all manufactured by Electrogenic in the UK. The neat packaging solutions ensure that for each 'drop-in' kit variant, the vehicles' existing structure and architecture are preserved, with no cutting or drilling required. This approach ensures that all Electrogenic conversions are entirely reversible.

All conversions feature 6.6kW AC charging and CCS rapid charging for total convenience.

Company Focus

Oxford, UK-based Electrogenic develops tailor-made electric vehicle powertrain systems, incorporating the brand's world-leading, award-winning, proprietary technology. Electrogenic built its reputation on sympathetically converting beautiful classic cars to all-electric drive and continues to carry out hand-crafted bespoke conversions for individual clients at its headquarters.

Electrogenic also leverages its sector-leading technical knowledge to develop 'turn-key' EV powertrain solutions for car manufacturers and a range of technology solutions for Defence applications.

The company is led by Steve Drummond, who brings with him three decades of engineering and finance experience in both the energy and climate change sectors. 

Operational Mastery in Tyre Management: From Performance Metrics to Profitability

In the business of logistics, every kilometre counts. But behind every successful delivery and every cost-efficient route is a complex dance of operational decisions - many of which ride, quite literally, on tyres. While tyres may seem like standard consumables, their management holds the key to maximising fleet efficiency, minimizing downtime, and driving long-term cost savings. The question is no longer should fleets invest in tyre management - it's how deeply they embed it into the very core of their operations.

As the logistics sector evolves under the twin pressures of performance optimization and ESG compliance, operational tyre management has emerged as both a cost strategy and a sustainability imperative. This article unpacks the real-world factors - technical, strategic, and procedural - that truly matter in operational tyre performance. We go beyond procurement, diving into pressure, load, alignment, casing care, digitalization, and failure analysis, all the way to future-facing sustainability metrics. This is the new lens through which tyre mastery must be viewed.

Tread Selection: Matching the Road, Maximising Performance

A surprisingly common operational mistake is using the wrong tread design for the wrong route. Tyres with aggressive lug patterns, designed for off-road traction, are sometimes deployed on smooth highways, causing excessive rolling resistance and wasted fuel. Conversely, highway treads on mixed-service or construction routes wear out prematurely and dangerously, lacking the grip needed for mud, gravel, or wet conditions.

Effective fleet operations take application-based tread selection seriously. Tyre procurement should consider not just brand or price, but the specific duty cycles the tyre will endure. Fleets operating across different terrains must maintain a diverse tyre inventory that matches regional needs. In Southeast Asia, for example, wet traction is a critical factor year-round. Ensuring the right tread pattern for rain, urban braking, and heat dispersion can have a measurable impact on both performance and tyre longevity.

When tread design is matched to actual route conditions, operational teams achieve more uniform wear, safer vehicle handling, and significantly lower fuel consumption - all of which directly feed into improved cost-per-kilometre (CPK) performance.

Pressure & Load: The Unseen Power Duo Driving Tyre Life or Death

In the world of fleet tyre operations, pressure and load are inseparable partners in performance - and when one fails, the other will turn against you. Tyre pressure is the invisible hand that quietly dictates casing life, rolling resistance, and fuel efficiency. Load, meanwhile, is the silent weight pressing down on every kilometre of service life, shaping how a tyre flexes, grips, and ultimately wears out. Together, they decide whether your tyres are cost-saving assets or profit-draining liabilities.



LOW

MODERATE

HIGH

VERY HIGH

TYRE WEAR HEATMAP

PRESSURE-LOAD INTERACTION



**CORRECT
INFLATION/LOAD**

UNDERINFLATED

OVERINFLATED

Consider this: a mere 10 percent underinflation may seem harmless, but it can slash casing life by up to 15 percent, rob you of 2–3 percent in fuel efficiency, and generate excess internal heat that quietly eats away at structural integrity. Overinflation isn't innocent either - it crowns the tread, shifting the load onto a narrow strip down the centre, accelerating wear and compromising traction. Yet, pressure errors rarely operate alone. They are magnified - sometimes catastrophically - by poor load discipline.

An overloaded axle doesn't just consume tread faster; it bends the sidewall beyond its intended flex, inflicts hidden damage on the carcass, and sets the stage for failures that may strike hundreds of kilometres later. In multi-axle setups, the danger is even greater, as weight is rarely distributed evenly without careful oversight. One axle running "heavy" can be enough to destroy the most expensive tyre in your fleet well before its time.

This is why forward-thinking fleet operations treat pressure - load balance as a mission-critical parameter - not a line item in the SOP. Each axle position has a defined load-carrying capacity, and every tyre fitted there must be inflated to match that load precisely. Today's best fleets deploy real-time Tyre Pressure Monitoring Systems (TPMS) and onboard axle load sensors to keep every position in check; every second the vehicle is on the road.

The human factor remains just as vital. Warehouse loaders and yard crews must be trained, audited, and empowered to follow manufacturer load indexes to the letter, not by guesswork or convenience. When pressure and load are actively managed together - tracked, logged, and enforced down to the individual axle - tyres reach their full design life, retread potential remains intact, and fleets unlock real cost-per-kilometre savings.

Pressure keeps the footprint stable. Load keeps the structure honest. Together, they are the unbreakable foundation of operational tyre excellence - ignore them at your peril.

Alignment and Rotation: Invisible Wear, Visible Cost

Operational inefficiency often hides in plain sight - like the telltale signs of misalignment or skipped rotations. Slight misalignment causes uneven wear patterns such as feathering or cupping, which in turn lead to reduced tyre lifespan, noisy rides, and lower fuel efficiency. Worse still, irregular wear may render tyres unfit for retreading, wasting what could have been an additional tyre lifecycle.

Fleet operations need to enforce a structured alignment and rotation routine. Ideally, alignment should be checked every 20,000 to 25,000 kilometres or during every major service. Rotation, too, should be based not just on mileage intervals but on actual wear patterns captured

ALIGNMENT & ROTATION WEAR PATTERNS



FEATHERING

LIKELY CAUSE

Improper toe angle

OPERATIONAL IMPACT

Increased fuel consumption



CUPPING

LIKELY CAUSE

Suspension problems

OPERATIONAL IMPACT

Poor handling



ONE-SHOULDER WEAR

LIKELY CAUSE

Improper camber angle

OPERATIONAL IMPACT

Reduced retreadability

through tread depth mapping or visual inspection. When wear is distributed evenly, tyre casings remain structurally sound, retread success rates go up, and the vehicle itself handles more safely - especially in emergency manoeuvres.

The operational value of alignment isn't limited to tyres. Properly aligned wheels reduce strain on suspension systems and minimise fuel drag. In short, alignment is not a technical formality - it's a bottom-line contributor.

Casing Management: The Untapped Value in Every Tyre

Casing is the unsung hero of tyre economics. While the outer tread may wear and be replaced, the casing - the structural foundation - can often be used two or even three times if managed correctly. Yet in many fleets, casings are damaged, discarded, or rejected far earlier than necessary, often due to poor handling, underinflation, or late-stage failures that go undiagnosed.

Operational excellence in casing management begins with inspection. Shearography or digital X-ray scanning before retreading decisions are made can identify internal separations or flaws invisible to the naked eye. Casings should be tagged, barcoded, or RFID-enabled to enable full traceability from deployment to retread return. This creates a closed-loop system where casing performance is tracked, failure types are analysed, and casing rejection rates become a measure of operational discipline.

When casing care becomes a frontline practice, fleets drastically reduce total tyre spend, minimise environmental impact, and achieve greater predictability in tyre lifecycle planning.

Failure Analysis: Turning Incidents into Intelligence

Every failed tyre is a data point waiting to be decoded. Yet in many operations, failures are simply replaced and forgotten. There is no visual documentation, no root cause analysis, and no learning loop to prevent recurrence.

To embed continuous improvement into tyre management, operations teams must treat every failure like a warranty case - regardless of whether the tyre is new, retreaded, or scrapped. Photos should be taken, failure types categorised,

and inspection notes uploaded to a centralised system. Patterns will emerge; repeated sidewall bulges in overloaded axles, consistent tread separation due to over-speeding, or casing failures linked to specific driving styles.

When failure analysis becomes routine, the operation gains something invaluable: clarity. And with clarity comes control.

Digitalisation: Visibility Transforms Everything

The future of tyre operations is digital - and it's already here. With the advent of smart sensors, telematics, and integrated tyre management systems, fleets can now monitor every critical parameter in real time. Pressure, temperature, load, wear, and even tyre ID can be tracked, logged, and analysed.

At the depot level, digital platforms streamline casing grading, track retread returns, and automate tyre inventory updates. Managers gain visibility across regions, depots, and vehicles, empowering them to make data-informed decisions - not gut-based guesses. More importantly, digital systems create accountability at every level - from driver to technician to logistics director.

When operations embrace digitalisation, tyre management shifts from reactive maintenance to predictive control. The result? Lower cost per kilometre, fewer breakdowns, and a culture of proactive performance.

ESG Integration: The New Benchmark of Operational Responsibility

Tyre management doesn't end with wear - it ends with disposal or recovery, and that brings us squarely into ESG territory. As global standards tighten and customers demand sustainability reporting, tyre-related emissions, waste handling, and resource recovery are under growing scrutiny.

Progressive fleets are now measuring casing recovery rates, tracking retread-to-new ratios, and partnering with certified recyclers or pyrolysis facilities to process end-of-life tyres responsibly. Scope 3 emissions reporting is making tyre lifecycle data a compliance necessity - not just a green marketing claim.

Operationally, this means sustainability must be built into tyre policies: from selecting low rolling resistance tyres, to extending tyre life via retreading, to ensuring scrap is properly categorised and not sent to illegal dumpsites. The data generated in tyre operations can - and should - feed directly into ESG disclosures, giving stakeholders confidence in the fleet's ethical footprint.


In a future where green fleets win contracts and capital, operational tyre management becomes a sustainability asset as much as a performance tool.

Final Thoughts: Mastery Lies in the Details

In the grand scheme of logistics and transportation, tyres seem deceptively simple. But operational mastery lies precisely in those small details - pressure here, alignment there, casing handled just right, failure logged, route matched to tread, and every scrap tyre accounted for.


When a fleet gets all these moving parts right - not just once, but consistently - it unlocks more than cost savings. It unlocks stability, uptime, accountability, and resilience.

Yes, frameworks like KL Sigma 5 and KL SC³ still support the philosophy. But this is where the rubber truly meets the road: on the operational frontlines, where performance is decided not by intention, but by execution.

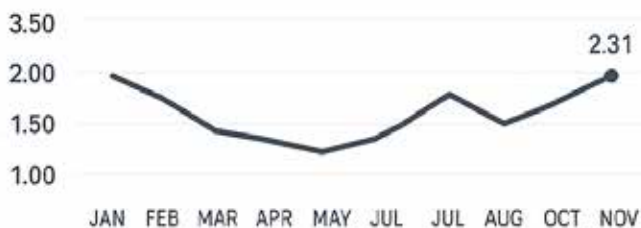
And in the age of high cost, high scrutiny, and high expectations, that execution is what separates the good from the great. 

TYRE MANAGEMENT

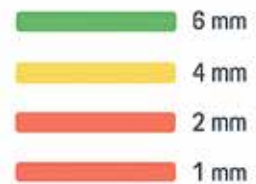
PRESSURE & LOAD STATUS

AXLE	PRESSURE	LOAD	
Steer	8.3 bar	5.8 ton	
Drive	7.5 bar	7.3 ton	
Trailer	6.1 bar	9.5 ton	

COST/KM TRENDS



TREAD DEPTH ALERTS



CASING TRACKING



**REPLACEMENT
DUE**






The afternoon belonged to technology specialists. Slimstock explained how control towers keep supply chains visible and responsive. Pando AI demonstrated artificial intelligence in planning and demand prediction. TEXTS Inc linked AI with IoT, showing how data collected at every stage can change the way fleets, warehouses and shipments are managed. These were practical demonstrations of how logistics is already being reshaped.

Among the exhibitors, IGL Coatings added a different perspective by highlighting protective technologies for automotive and industrial use. Their presence was a reminder that efficiency is not only about speed and data but also about keeping assets durable and reliable in tough conditions.

The event drew participants from across the supply chain, reflecting logistics' role in supporting many sectors. Conversations often returned to resilience, digitalisation, sustainability, and the need to build systems flexible enough to withstand disruption.

By evening, LogiSYM Platinum Malaysia 2025 had met its goal. It pulled leaders and specialists into one space, surfaced challenges, and sparked ideas that will continue to circulate long after the event.

Asian Trucker was present to follow the discussions and connect them with the realities of road transport. For our readers, the themes of efficiency, technology and cooperation are not abstract conference jargon. They shape the fleets on the highways, the drivers behind the wheel, and the operators running depots and yards. What unfolded at MITEC was not only a logistics symposium but also a snapshot of the forces steadily reshaping the transport sector in Malaysia and the region. 



LogiSYM Platinum Malaysia 2025 at MITEC

On 27 August, MITEC drew the attention of the region's supply chain community as LogiSYM Platinum Malaysia 2025 unfolded in Kuala Lumpur. The day was filled with conversations, technology showcases and direct exchange between policymakers, operators and technology providers. The subject was logistics, but the scope extended to trade, mobility and industry as a whole.

The opening moments set a serious tone. Dr Marco Tieman welcomed the delegates, followed by MATRADE's S. Jai Shankar and LogiSYM's Nazery Khalid. Each address underlined Malaysia's logistics sector taking on a more complex yet more connected role in the global economy. From there, AutoStore took the floor with a session on automation, making the case for machines as partners in navigating uncertainty.

Two CEO panels drew strong interest. One explored global megatrends including shifts in trade routes, digitalisation and sustainability. The other turned to ports and shipping, where operators and shipping leaders debated how the maritime sector is adjusting to changing cargo flows and higher efficiency demands. These sessions gave delegates a sense of how decisions at the top filter all the way down to drivers, warehouses and yards.

At midday, attention shifted to the Malaysia Machinery, Automation and Logistics Expo (MALT), where delegates were guided through exhibits showing solutions in intralogistics and process management. From conveyor systems to automated storage, the displays put technology into tangible form. For many, this bridged the high-level panel discussions with the everyday tools needed to run warehouses and yards.



Focus: tlacSEA 2025

*transport logistic Southeast Asia and air cargo Southeast Asia (tlacSEA)
2025 to Advance Regional Connectivity and Logistics Transformation*

As Southeast Asia continues its rise as a global trade and logistics powerhouse, transport logistic Southeast Asia and air cargo Southeast Asia (tlacSEA) will convene over 10 000 logistics professionals, more than 300 exhibitors, and 90+ expert speakers from October 29–31, 2025, at Sands Expo & Convention Centre, Singapore. The event will spotlight supply chain innovation, cross-border connectivity, and sustainable logistics across the region.

With rising intra-ASEAN trade, surging e-commerce activity, and a push for decarbonization, Southeast Asia's logistics systems are undergoing rapid transformation. tlacSEA 2025 offers a timely platform for governments, solution providers, freight forwarders, and shippers to explore opportunities in digital integration, infrastructure development, and regional alignment. From AI-enabled freight optimization to multimodal innovations and green logistics strategies, the event will showcase the technologies and partnerships shaping the future of supply chain connectivity.

Indonesia: Driving Digital Transformation for Logistics Efficiency The high cost of national logistics continues to challenge Indonesia's competitiveness. As an archipelagic nation with complex geography, Indonesia is turning to digitalization and technology to build an efficient, integrated, and globally competitive logistics ecosystem.

As Southeast Asia's largest economy, Indonesia is rapidly modernizing its logistics sector to support a growing industrial base expected to contribute over 21 percent of the national GDP by 2030. Strategic infrastructure projects—including the Trans-Sumatra Toll Road, port upgrades, and expansion of logistics hubs beyond Java—are opening new trade corridors across the nation.

On August 15, 2025, tlacSEA Connect Indonesia took place in Jakarta in partnership with the Indonesian Chamber of Commerce and Industry (KADIN) and national logistics associations at Menara KADIN Indonesia. The half-day session brought together policymakers, manufacturers, logistics providers, and technology innovators to explore Indonesia's digital ambitions and its strategic role in enhancing regional trade flows.


Key focus areas included:

- Boosting trade efficiency across Indonesia's multi-island logistics networks
 - Digitizing port operations and streamlining customs through national platforms
 - Advancing cost reduction strategies in logistics to support GDP growth targets
- Regional Platform, Global Reach

Held in Singapore, one of the world's most connected logistics hubs, tlacSEA 2025 offers a central stage for regional players to engage with global innovation, policy dialogue, and commercial opportunities.

Alongside its dynamic exhibition showcase, tlacSEA 2025 will continue to advance Southeast Asia's role in driving logistics innovation, trade integration, and supply chain resilience at scale. The conference program will feature country-focused sessions—including follow-ups to the Jakarta roadshow on Indonesia's logistics transformation—as well as deep dives into key markets such as Malaysia, Vietnam, and others. These sessions will offer targeted insights into national priorities and their alignment with regional strategies for growth and collaboration.

Looking Ahead

With Southeast Asia at the forefront of global trade transformation, tlacSEA 2025 will unite industry leaders, innovators, and policymakers to shape the next decade of logistics and connectivity. Catalyzing partnerships, policy alignment, and sustainable growth, the event will provide a unique platform for turning bold ideas into practical solutions—driving progress not only for the region but for global supply chains. 

ASEAN NCAP and MIROS Host SHIFT 2025



The International Conference on Safety and Holistic Innovation for Future Vehicles (SHIFT 2025) will take place 28 to 30 October 2025. SHIFT 2025 is a groundbreaking conference bridging academia and industry, creating a dynamic platform for collaboration and innovation. Organized by ASEAN NCAP and MIROS, this event is designed to bridge the gap between local characteristics scientific research and real-world application.

With motorbike riders and children being the most vulnerable in traffic, especially when it comes to accidents with heavy vehicles, this year's event showcases a number of highlights that will focus on these high risk groups.

ASEAN Motorcycle Target

The year 2026 marks the debut for the 2026–2030 ASEAN NCAP Assessment Protocol.

Building on its success in the car safety domain, ASEAN NCAP recognized the need to focus on motorcyclist safety as well. With ASEAN NCAP AEB Car to Motorcyclist Test Protocol Version 1.0, an ASEAN Motorcycle Target (AMT) was introduced.

It was created as part of ASEAN NCAP's broader effort to improve road safety for motorcyclists, who are particularly vulnerable to traffic accidents.

The AMT is engineered to replicate a scooter with rider motion, capable of reaching 60 km/h in line within the speed requirement of the ASEAN NCAP AEB Car-to-Motorcyclist Test Protocol Version 1.0 is now available on ASEAN NCAP website.

The AMT will be introduced by the company 4activeSystems GmbH, who will be present at the SHIFT 2025 and subsequently they will also have a representative to give a technical talk to the audience.

ASEAN CPD Dummy: Advancing Child Safety through Innovation

The Child Presence Detection (CPD) Dummy has been developed to represent the average ASEAN infant at approximately 12 months of age. Designed with precision and realism in mind, the dummy can replicate natural infant breathing patterns ranging from 20 to 50 breaths per minute and maintain a realistic body temperature between 35°C and 37°C. It also features articulated limbs and head movement, enabling lifelike motion that better simulates a real infant's presence in a vehicle.

MIROS will conduct a live demonstration showcasing the CPD Dummy's advanced capabilities during Day 3 of SHIFT 2025. This event marks an important milestone

in ASEAN's child safety initiatives. Looking ahead, the ASEAN NCAP assessment protocol incorporating CPD will be officially introduced as part of the 2026–2030 Roadmap.


The development of the CPD Dummy is the result of a collaborative effort between the Malaysian Institute of Road Safety Research (MIROS), ASEAN NCAP, Universiti Teknologi Malaysia (UTM), ACTS Smart Solutions Sdn Bhd, and the China Automotive Engineering Research Institute (CAERI). This partnership underscores a shared commitment to advancing automotive safety innovation and child protection in the ASEAN region.

Additionally, during the SHIFT 2025 there will be three keynote speakers:

Mr. Seigo Watanabe, Japan Automobile Manufacturers Association (JAMA). Presentation title: The Future of Vehicle Safety Technology: Japan Perspective

Mr. Wang Guojie, China Automotive Engineering Research Institute (CAERI). Presentation title: EV Safety, Technology and Assessment

Mr. Yang Jialin, China Automotive Technology and Research Center (CATARC). Presentation title: Introduction of C-NCAP new side impact and frontal impact barriers research

ASEAN NCAP and MIROS are committed to reducing road traffic fatalities and serious injuries involving motorcycles, which remain the most vulnerable group of road users in the region. By setting clear, evidence-based goals and aligning them with global road safety frameworks, ASEAN NCAP and MIROS demonstrate its determination to address a long-standing challenge through collaborative action and innovation. 

Cultural Uniqueness of Trucking

We travel to experience and celebrate the differences in other cultures. It is exciting to see how people abroad go about things. Sometimes we adapt habits we have experienced when immersing ourselves in other's lives. Having experienced trucking in many countries, there could almost be themed travel to highlight what makes trucking special in a country. In my view, trucking can reflect the culture of a country.

Although I have never been to the US, there is plenty we can see about their trucking (culture). It is the size, the shape of the vehicles that is a manifestation of the conditions we see in the country. Roads are wider, cities are more spaciouly designed, allowing for the conventional trucks to be longer, with a hood sticking out from under the cabin. The fact that the cities are designed differently also hints at the fact that the US is a rather young country whereas European cities started growing hundreds of years ago, when transportation looked very different.

Then I see the pictures of the drivers displayed on the back of the truck in Japan. This might be the simplest form of a trucking subculture called Dekotora. Dekotora is more than just adorning a truck with some funky stickers. It is the transformation of the vehicle into rolling showcases of outlandish interior and exterior. Some trucks may even have chandeliers in their cabs. To me, it is very Japanese, an outward expression of creativity and a bit rebellious. It is a breakout from the conformity and hierarchy that the country is known for in my view.


In Malaysia, I see two aspects standing out. Firstly: food and everything that connects with it. Truckers pick specific routes for a restaurant or food stall along the way why the fleet owners typically have lunch or dinner meetings to discuss important topics. Secondly: striving for creative solutions. Challenges are met with innovation and a certain craftiness one may not find in many other countries. I guess, this is the reason why Malaysia is the second largest market for Sideloaders as they solve a number of problems the industry is facing.

I cannot reflect on this without having to look back at my origins. Germany is an interesting country when it comes to trucking. Home to inventions like the Diesel engine, trucks (and cars) themselves and trolley cars,



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we are a very regimented lot. Everything is about discipline, which may also stifle things sometimes. We adhere to rules and regulations and there are a lot. No truck moves on Sunday and the communal living on the R&R is laden with stipulations and rules, spoken and unspoken.

Australian truckers are a topic many of my editorial colleagues write about. The ruff and gruff Outback has shaped a sub-culture that many admire, though they may have never experienced it first-hand. The size of the country, paired with the need to supply remote cities with sufficient supplies has given way to the fabled roadtrains. My recent research unearthed one company operating roadtrains offering a self-drive experience for those that want to give it a try. Truckers generally are admired in Australia. An adventurous group of people they are, still seeking new frontiers, just like the settlers back in the day. 


TII KAMAG delivers heavy-duty vehicles for POSCO's new electric arc furnace in South Korea



The transformation of steel production towards greater sustainability is progressing worldwide. The use of electric arc furnaces (EAFs) is considered a key technology for significantly reducing CO₂ emissions in the steel industry. One of the pioneers in this field is POSCO, South Korea's largest steel producer. At its Gwangyang site in South Jeolla Province, POSCO is currently constructing a state-of-the-art EAF plant with a planned annual capacity of 2.5 million tonnes and is relying on transport technology from TII KAMAG.

Commissioning is scheduled to begin in 2026. For in-plant heavy-duty transport in the new steelworks, POSCO has chosen solutions from TII KAMAG. As part of the project, three specially developed vehicles were delivered: a more than


22-meter-long KAMAG Industrial Lift Transporter (IHT) with two underfloor driver's cabins, designed for the safe transport of pallets carrying up to 500 tonnes of molten steel. With a payload capacity of 518 tonnes, it is among the most powerful solutions of its kind.

The delivery is complemented by two KAMAG Slag Pot Carriers (SPC) in platform type, each offering a payload of 100 tonnes and intended for the efficient removal of slag. The project was carried out in close collaboration with TII KAMAG's long-standing local sales and service partner Kilwoo. This international cooperation ensures that POSCO not only receives high-performance vehicles but can also rely on dependable service during ongoing operations. 



Hap Seng Trucks Distribution Delivers Five Units of MB Actros to TASCO Haulage Berhad



another five Actros handed over today, the fleet supplied to TASCO now stands at 128 units. According to HSTD, these numbers represent a milestone worth celebrating; a testament to shared success, mutual confidence and the belief that long-term collaboration creates lasting value. 

On 25 September 2025, Hap Seng Trucks Distribution marked another milestone with the delivery of five Actros trucks to TASCO Haulage Berhad (TASCO). Since 2010, TASCO has placed its trust in Hap Seng Trucks Distribution (HSTD), and together the two brands have built a strong and enduring partnership. Over the past 15 years, a total of 87 units of Mercedes-Benz Trucks and 36 units of FUSO Trucks, making it a grand total of 123 units have been delivered to TASCO. With the addition of



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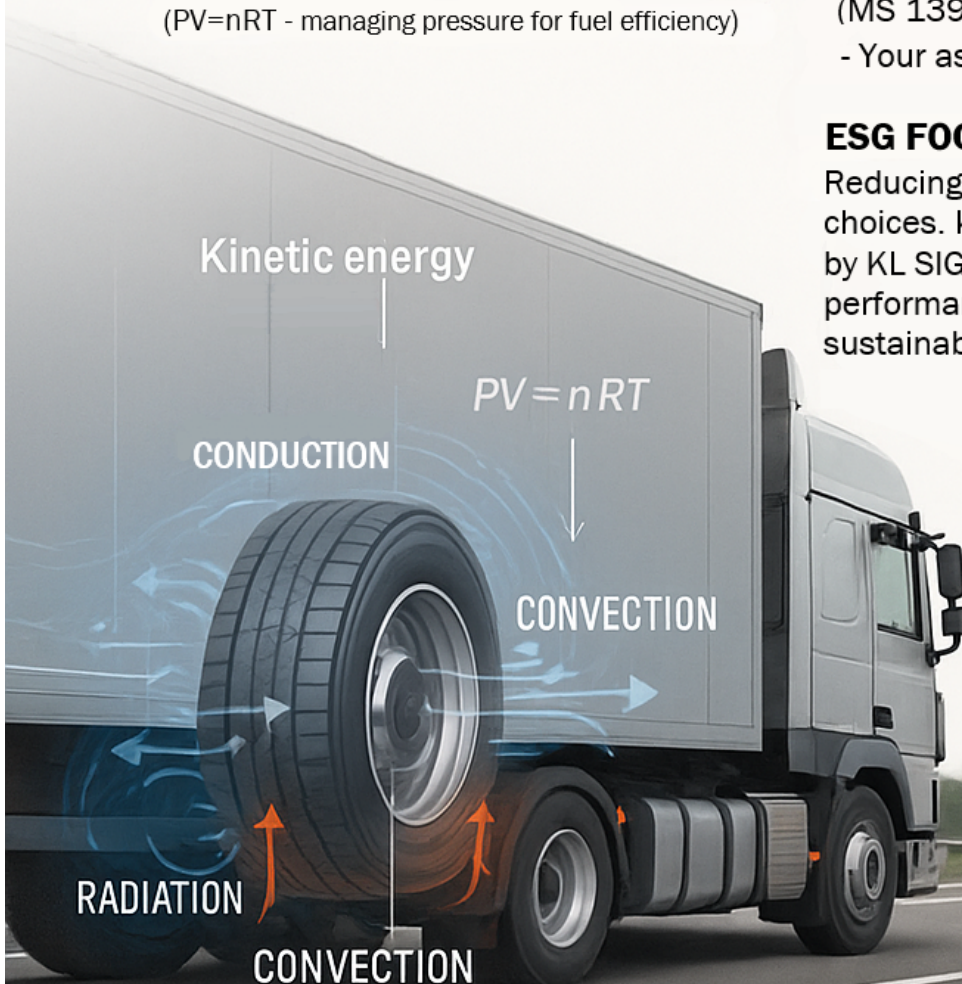
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- **Kinetic Energy & Load Distribution Analysis**
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(Conduction, Convection, Radiation)
- **Tyre Performance Standards**
(MS 1394 | MS 224)
- Your assurance of safety & quality.
- **Gas Law Compliance**
($PV=nRT$ - managing pressure for fuel efficiency)

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Reducing new tyre waste starts with smart choices. Kit Loong's ESG journey - powered by KL SIGMA 5 - extends tyre life, boosts performance, and closes the loop through sustainable retreading and recycling.





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