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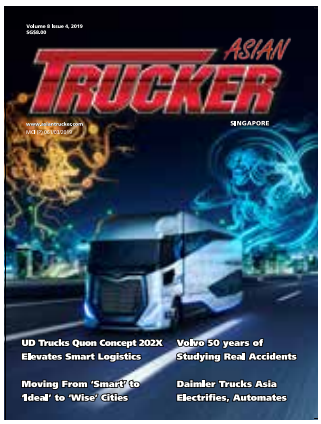

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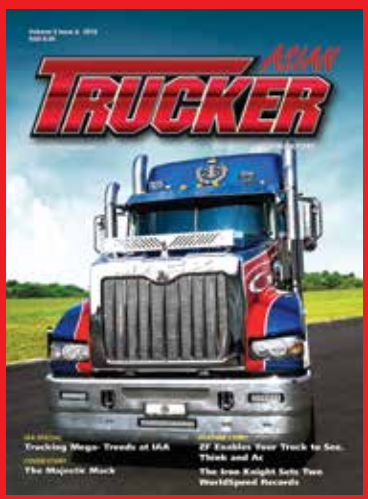

Coming to Grips with Climate Change

With Climate Change increasingly becoming a pressing issue, the automotive industry is investing money in making their products totally clean.

There is a television commercial that talks about the amount that the aviation industry contributes to Climate Change. The young announcer talks about an industry that is set for greater growth and now contributes 2.5% of global carbon emissions. Of course, she should be concerned about any contribution that is making Climate Changes happen, but that pales in comparison to the 25% the automotive industry contributes.

Squeezing Every Drop

Reducing tailpipe exhaust has long been a focus of the industry and for many years it seemed that if we could get the emissions down to an acceptable level then everything would be fine. That kind of thinking lead to automotive companies cheating on their numbers because they couldn't meet regulators' requirements. They were trying to squeeze every possible mile out of every drop of fuel and they knew they had pretty much reached the limit.

Among forward looking OEMs the thinking has changed. They no longer want to create a vehicle that is almost good enough, they want vehicles that run totally clean and contribute to Climate Change in no way.

Higher Standards

What has motivated this change? Regulators haven't changed. There are new deadlines for lowering automobile emissions. From 2021, the EU will introduce the world's most stringent vehicle emission regulations, limiting each automaker's fleet-wide average CO2 emissions by around 27%, from 130 g/km to 95 g/km. Which means that if you can produce vehicles with zero emissions then your fossil fuel vehicles can operate at higher levels.

There are idealistic leaders within companies who want to lead the green revolution and not be carried along in its wake. They want their company to be the best at creating green vehicles. Not to say there isn't good value in doing so. Hyundai will contribute EUR 80 million and Kia EUR20 million into developing Arrival's electric commercial vehicles. But they are not simply motived by being environmentally friendly. There is a market for electric vehicles. On January 19, 2020 UPS ordered hundreds of millions of euros worth of bespoke purpose-built electric vehicles from Arrival, accelerating UPS' transition to a zero emissions fleet. That initial order of 10,000 vehicles will be rolled out over 2020-2024 with the option for a further order of 10,000.

Will it Be Enough

If we are looking at the bigger picture, if companies want to be truly emission free then they have to look at their overall operations and not just the vehicles they produce. How carbon neutral are their production facilities? How carbon neutral are their suppliers?

There are standards yet to be met, but if the automotive industries' emission can be reduced to zero from the current 25% contribution, it would be massive in making the planet a cleaner healthier place. With global temperatures rising it still might not be enough to reduce the anticipated effects of climate change.

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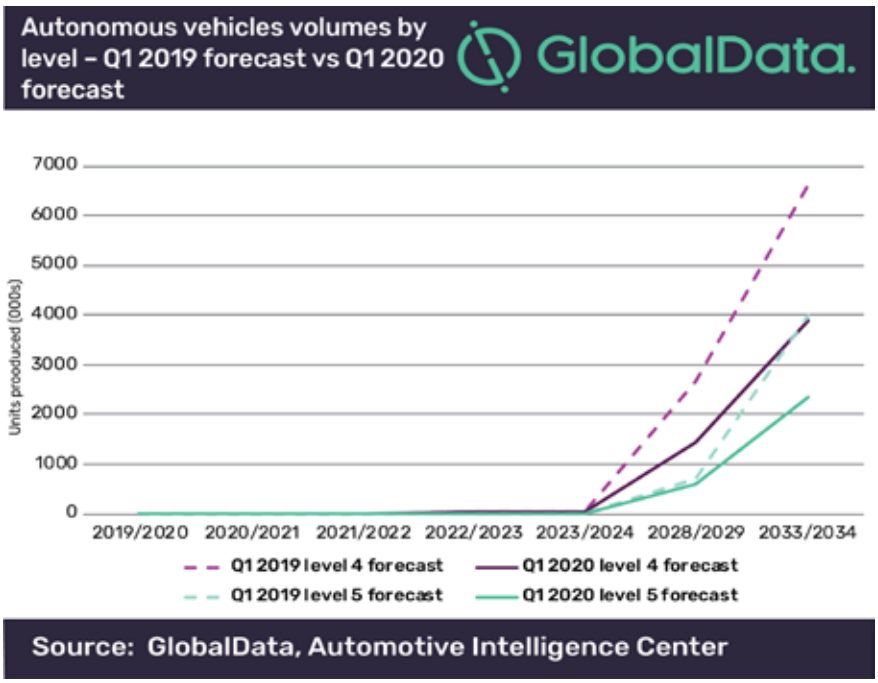
Autonomous Vehicles See Long-Term Forecasts Cut

Sobering attitudes towards autonomous vehicles see long-term forecasts cut by almost half, according to GlobalData



CES 2020 (the world's largest technology event) saw much more measured attitudes towards autonomous vehicles (AVs) than in previous years. As AV developers move beyond the technical hype and begin to tackle the immense challenge of putting safe self-driving vehicles on the road, many have realised that this goal will take more investment and more time to reach than previously thought, says GlobalData, a leading data and analytics company.

Hype Cycle

Mike Vousden, Automotive Analyst at GlobalData, commented: "Attitudes to autonomous vehicles – specifically, how soon we'll begin to see truly self-driving level 4 and level 5 AVs – have shifted in the last year. Following a classic 'hype cycle', many notable developers of AVs have come to realise that their previous timelines for deployment were far too optimistic and are adjusting their expectations to a more realistic trajectory."

Daimler board chairman, Ola Källenius and Klaus Fröhlich, BMW's board member for technical development, expressed doubt in interviews at the show that fully self-driving vehicles were imminent in the light vehicle market. For its part, Daimler said it was putting more effort into self-driving trucks because there was a clearer route towards profitability.

Task Larger than Expected

The leap from building vehicles with basic autonomous features that can pilot themselves down a single highway lane, or crawl through stop-start traffic without driver intervention, to fully self-driving ones that can safely handle all aspects of the driving task has proven larger than many expected.

Human drivers, though far from mistake-free, are surprisingly adept at balancing the variety of tasks needed to safely operate a vehicle. Software-based autonomous driving systems are often excellent at one task, but find it very difficult to handle all of them simultaneously.

Realistic Timelines

"This new-found sobriety after the initial heady excitement inspired by the promise of self-driving cars has seen forecasts for penetration of the technology cut significantly to reflect the more realistic timelines now being suggested by AV developers," Mike Vousden added.

Last year's GlobalData forecast expected the annual production of level 4 AVs – those that are fully self-driving within geofenced areas – to hit nearly 40,000 units within four years' time. However, this year's updated forecast now expects the annual production of level 4 AVs to reach a little more than 23,000 in the same period – nearly half the number previously expected.

Forecast Drops

The ten-year forecast sees a further drop in expected production volumes for level 4 AVs – last year's forecast expected annual level 4 AV production to hit 2.6 million units. However, revised figures this year now see annual level 4 AV volumes drop to 1.4 million in ten years' time – again, roughly half the previous estimate.

Expectations for level 5 autonomy – fully self-driving cars that can handle all aspects of the driving task in any scenario presented to them – have seen a similar drop. Last year's forecasts expected annual level 5 AV production to account for nearly 8,000 units in three years' time. However, the latest forecast now expects level 5 AVs to take five years to hit this volume.

Costs Mounting

In the longer term, GlobalData's forecasts now expect annual production of level 5 AVs to reach 2.3 million in fifteen years' time. This is a marked reduction from last year's fifteen-year estimate that expected level 5 annual production to top four million units.

Mike Vousden concluded: "The sheer cost of developing autonomous vehicles is beginning to mount and many companies are under pressure to generate returns on their investments. With no imminent breakthrough in fully self-driving level 4 and level 5 vehicles, some will have to reconsider their investment strategies, possibly settling for partial automation for the foreseeable future."

IVECO Delivers First Batch of 44 IVECO 682 Trucks in Indonesia

The first batch of the IVECO 682 heavy range trucks have been delivered to Pertamina Drilling Services Indonesia (PDSI), Mundu District, West Jawa Province.

(Jakarta, February 4, 2020) IVECO and its official distributor in Indonesia PT Chakra Jawara, delivered the first 20 units of an order for 44 IVECO 682 heavy-duty trucks that will be used to transport equipment for drilling operations at. Pertamina Drilling Services Indonesia (PDSI) field locations in Indonesia. PDSI awarded IVECO the tender for the supply of the IVECO 682 Tractors in 6X4 configuration with a 380 HP engine.

Quality, Durability, Reliability

The first 20 units were handed over to PDSI in Mundu District at a ceremony attended by representatives of IVECO, PT Chakra Jwara and PDSI, who included Mr. Bayu Adi Samudra, Operations Manager of PDSI; Mr. Rudhi Wibawa, General Manager of Sales and Marketing of Chakra Jawara, and Mr. Rama Widodo, IVECO Business Manager for Indonesia. The remaining 24 units of IVECO 682 trucks are scheduled to be delivered in April 2020 to support existing operations.

"The IVECO 682 that we are presenting today," stated Rama Widodo, "combines IVECO's European technology, know-how and manufacturing experience to offer our customers the optimal solution in strength, low fuel consumption and quality at a very competitive price. We are confident that PDSI will appreciate the truck for its proven quality, durability, reliability and, most importantly, the cost-efficiency that are the hallmarks of our products."

After Sales Support

Rudhi Wibawa added: "These units will be in operation in several PDSI sites in Indonesia and we at Chakra Jawara are committed to supporting them, always ensuring the highest levels of service through the continuous improvement of our after sales activities, focusing on spare parts availability and the readiness of our mechanics in all of our networks in Indonesia."

"IVECO is not a new brand for us at PDSI," Bayu Adi Samudra pointed out, "We already have 12 IVECO trucks – a combination of Trakker and Astra – in our fleet, which have been in operation for more than five years in special missions of heavy haulage. For us, the key message is IVECO and Chakra Jawara know how important it is to focus on after sales to keep the uptime of these new trucks."

Drilling Services

Pertamina Drilling Services Indonesia is a subsidiary of PT Pertamina (A state owned company in the Oil & Gas Sector) and has been in operation for over a decade in Indonesia. The company's main scope is providing service for exploration in drilling services, exploitation drilling and work over of oil, gas and geothermal fields.

IVECO's product offering is complemented by a full range of after-sales services, genuine spare parts support and financing provided by its distributor's strong local network in the country. PT Chakra Jawara offers customers a comprehensive product support package designed to maximise equipment productivity and utilisation of IVECO products. The product support organisation at PT Chakra Jawara consists of three departments, service, parts and training. All service personnel are skilled technicians who have completed IVECO product training courses.


CEO Alvin Ea

Haulio and Avantida Partner to Create Integrated Trucking – Shipping Platform

Haulio and Avantida announce partnership to drive more efficient container usage through Container Street Turn.

(Singapore, February 24, 2020) Singapore-based tech company Haulio and Antwerp-based company Avantida announced their partnership with the introduction of Container Street Turn on their platforms. The benefits are mutual and clear; with Haulio's extensive relationship with the trucking community through their digital platform offering container movements and job pooling, coupled with Avantida's elaborate relationship with ocean lines and their multi-facetted platform, the two companies believe the synergies are boundless.

More Integration

Following Avantida's launch of street turn services in Singapore with CMA CGM, it will now work with Haulio to bring their services together, offering a more integrated and all-embracing experience for both local trucking companies and shipping lines. Alvin Ea, Haulio's CEO, said, "As an open platform committed to serving Southeast Asia's container trucking industry, we are excited to work with Avantida to provide our users with the added value of street turn. We are very impressed with Avantida's growth in Europe and the Americas and are honoured to partner with them for their growth in this region."

With more congestion on the roads and around port terminals and container depots every day, bringing the two platforms together will prove to be a big benefit to all stakeholders in the logistics industry. Reducing unnecessary transportation of empty containers also aids in both organisations' cause for lowering carbon footprint for the sustainability of our environment.

Local Knowledge

Through Haulio's platform, truckers can digitally request for containers to match their import or export trips, after which the Avantida platform provides an automated connection to the ocean line's booking system where the request will be processed instantly. "We are thrilled to partner with Haulio in Singapore, and we're certain we've made the right choice to work with them given their local market knowledge and connections. This partnership will help both our businesses grow far beyond what we could each have achieved alone," said Yannick Lefevre, Avantida's Head of Global Account Management.

Thanks to the more than 3,000 daily transactions globally on both platforms combined, the foundation has been laid for a successful cooperation. With ambitions to conquer more of South East Asia together, more celebrations and good news will be announced very soon.

IVECO wins prestigious iF DESIGN AWARD 2020 for the IVECO S-Way

IVECO has won the prestigious iF DESIGN AWARD 2020 for the IVECO S-Way in the Automobiles/Vehicles Category of the Product Discipline. Recognised as a symbol of design excellence, the annual award competition is organised by iF International forum Design GmbH, one of the oldest independent design institutions in the world.

Innovation & Elaboration

The IVECO S-Way was selected by the international jury of 78 independent experts from 7,298 entries submitted from 56 countries. The criteria for selection were the degree of innovation and elaboration, looking at the product's uniqueness, execution and workmanship; functionality, including usability, ergonomics, safety; aesthetic and emotional appeal, spatial concept; corporate responsibility in terms of production efficiency, consideration of environmental standards and carbon footprint, social responsibility and universal design; and positioning of the product.

Thomas Hilse, IVECO Brand President, stated: "It is an honour to receive such a prestigious award. It is an important recognition from an authoritative independent jury that we have achieved our aim: redefining the idea of customer centricity with a vehicle that uses design and the latest innovations in connectivity and automation to provide a complete solution that will make our customers and drivers unstoppable."

Redesigned Cab

The IVECO S-Way perfectly meets the criteria: its cab is entirely redesigned around the driver's and owner's needs. The cab design provides drivers with first-rate living and working conditions while addressing their safety. It provides a complete package of features developed with a focus on driver centricity, sustainability and a new, extended level of connectivity – everything logistics operators need to ensure their fleets top-level uptime, efficiency and productivity in order to succeed in today's fiercely competitive market.

IVECO S-Way design intent is extremely focused in translating technical and aerodynamical features in a harmonious and integrated body capable of communicating at the same time technology and power, dynamism and balance, refined aesthetic and quality.

Typical Italian Design Heritage

IVECO S-Way is characterized by all the styling cues that identifies the IVECO DNA such as the logo dominating the highly detailed and strongly identifying grille, the sharp headlamp sight, and the precious surfaces and balanced proportion typical of the Italian design heritage.

The vehicle expresses his best in the aesthetical integration of the several components typical of his architecture: the front hatch and the bumper area share the big grille in order to hide the strong division line between the cab and the chassis, while the corners wrap around the vehicle giving a refined sense of continuity between the front and the side of the truck. The upper roof, designed to maximize the interior living space, contributes to the front size impression giving strength and stability.

The exterior design is strictly driven by aerodynamics, the air intake beside the headlamps regulate the air pressure along the lower side, cleaning the turbulences generated by the wheels, while the rounded cab corner guides the airflow smoothly along the upper side.

IVECO S-Way has been developed also as a first in class living and working space. The position of the cab floor is optimized to reach a perfect balance between easy accessibility (just 3 steps are needed to get in) and easy walk through (the engine tunnel is very low, allowing easy movements in the interiors. The living space is also maximized thanks to the new roof profile, dimensioned to allow easy in-cab movements in standing position.

CAPAS 2020

The show pinpoints new energy sector to drive continuous growth in Southwest China's automotive market.

Serving as a business gateway into Southwest China's evolving automotive market and supply chain, the Chengdu International Trade Fair for Automotive Parts and Aftermarket Services (CAPAS) has gradually risen, becoming one of the region's most reputable automotive trading platforms. In 2020, CAPAS will turn its spotlight onto the E-mobility & Infrastructure zone. The zone debuted back in 2016, and since then, it has continued to advance alongside the growing market. This year, the fair will strengthen its product categories, scope of onsite services, as well as the number of fringe events that serve the needs of all industry players.

The seventh edition of CAPAS is set to open from 21 to 23 May 2020 at the Chengdu Century City New International Exhibition & Convention Center, China. To further promote the prosperous automotive industry and facilitate sales growth in Southwest China, CAPAS 2020 expects to gather more than 600 domestic and international exhibitors. Their latest products, services and technologies will cover the 48 000 sqm show floor.

In recent years, automotive market sales and production volumes in Southwest China have rapidly expanded, with Chengdu playing a leading role in these developments. According to reports, the number of passenger vehicles across three provinces of Yunnan, Guizhou and Sichuan, as well as Chongqing city have exceeded 28.89 million units becoming one of the fastest growing regions in China. What's more, sales volumes in the Sichuan province topped second in the chart; Chengdu also ranked second in terms of car ownership across all Chinese cities. These positive influences also spread into the automotive aftermarket. Latest statistics from the Sichuan Provincial Department of Transportation revealed that the number of repair and maintenance workshops in the province has reached 31 697 outlets.

At the same time, many development plans and industry-friendly policies support the local auto parts and new energy vehicles sectors. As a result, the region has seen the gradual development of more vehicle production, auto parts manufacturing and aftermarket services within the automotive supply chain. With extensive resources and a local understanding on the dynamic market, CAPAS will continue to explore potential development opportunities, as well as facilitate the market's opening up for those who look to expand their business in the region. Mr James Yu, Deputy General Manager of Messe Frankfurt (Shanghai) Co Ltd, commented: "Throughout the years, CAPAS has continued to utilise its seven themed zones and adjusted the show's offering to address changing market needs. To highlight, this year's featured Emobility & Infrastructure zone will present the most cutting-edge technology to promote new energy vehicles and its development in the region."

Mr Yu continued: "Moving forward, we will coordinate closely with Southwest government bodies to integrate industry resources and meet major developmental objectives."

CAPAS 2020 Promotes Provincial New Energy Trends and Policies

With the provincial government investing heavily in the new energy sector, numerous developmental policies support the expansion of production capabilities in Southwest China. Policies such as the "Plan for the Development of New Energy and Connected Mobility Industry 2019" by the Sichuan Provincial Government offers a scheme to optimise the production lifecycle; from innovation and production to end user experiences, which feedback into the industry transformation.

In light of these drastic changes, the E-mobility and Infrastructure zone, once again, will highlight the region's new energy vehicle sector. In the 2019 edition, the zone attracted 28 renowned new energy brands including BYD, Geely, JAC Motors, Porsche, Roewe, Tesla and Volkswagen to name a few. Top-tier

players like AIWAYS, Qiantu Motor and WM Motor also displayed their latest new energy car models in various sectors across the show floor. Elsewhere, themed fringe events like the Made in Chengdu Supply and Demand Business Matching Conference for New Energy Vehicle Products provided an effective channel for business networking among participants.

CAPAS 2020 will further expand the zone's offerings, bringing a wider scope of cutting-edge products, equipment and technologies for the new energy and connected vehicle sectors. Visitors will see a line-up of batteries, motor and electric control systems, charging piles and operation systems, as well as connectivity solutions. These products and technologies can help participants reveal unexplored business opportunities, in addition to accelerating the development of the sector in Southwest China.

CAPAS will hold a range of key events to match the needs between suppliers, dealers and end-users. Events include conferences, business matchmaking, project presentations, store visits, skills and technical training sessions, and seminar discussions. Carmakers and auto parts manufacturers will benefit from more cooperation and unfolding investment opportunities, which also help to foster industry development as a whole.

Featured fringe events like the China New Energy Vehicle International Cooperation Conference 2020 will return to the fair with more in-depth knowledge sharing. Other events include the Automotive Industry Projects Presentation on Sichuan Province and the Made in Chengdu Supply and Demand Business Matching Conference for New Energy Vehicle Products. In addition, CAPAS will invite representatives from government agencies, industry associations, and speakers from the car manufacturing, new energy and connected vehicle sectors to share insights at its concurrent events. Visitor delegations from along the Belt & Road will also be present at these insightful events.

Alongside upgrades to the E-mobility & Infrastructure zone, six other enhanced zones include Parts & Components, Commercial Vehicle, Accessories & Customising, Repair, Supply Chain & Chain Stores, Tyres and Made in Sichuan.

CAPAS is jointly organised by CCPIT-Auto, Messe Frankfurt (Shanghai) Co Ltd and CCPIT-Sichuan. CAPAS is the only automotive trade fair in Southwest China that Messe Frankfurt (Shanghai) Co Ltd organise, and is the second automotive trade fair in the subsidiary's portfolio.

MAN Launches The Best MAN Ever

New features, new design, millions of hours of work by staff and input from professional drivers has resulted in the outstanding new MAN family of trucks.

MAN Truck & Bus, after five years of intensive work and for the first time in 20 years, has presented to the world in the Spanish port city of Bilbao a new generation of MAN trucks. The new generation is the result of a total of twelve million hours of passionate work by the 2,100 people directly involved in the project – and the pride of more than 36,000 dedicated MAN employees worldwide. The launch of the new truck has a big hit. From the beginning MAN has involved drivers and customers in the development of the new generation, so their requirements could be embedded in the new vehicle.

Transformational Trucks

When welcoming his international guests at Bilbao port's Event Dome, Joachim Drees, CEO of MAN Truck & Bus SE, left no doubt that they could expect a very special evening: "Our new MAN truck generation represents the transformation of the entire company. Toward a company that is completely focused on the customer and their needs."

The introduction of this newly developed truck generation was completely oriented towards the

Test drive in the simulator Manuel Eichleiter testing operability of the new cockpit on a virtual tour.

changing requirements of the transportation industry and sets new standards for – among other things – assistance systems, driver orientation and digital networking. The new truck generation thus represents the development of MAN Truck & Bus from vehicle manufacturer to a provider of intelligent and sustainable transport solutions.

Sustainable Solutions

Andreas Renschler, CEO of TRATON SE, who also warmly welcomed the guests in Bilbao noted: "We at TRATON Group will change the transport sector. By providing our customers with precisely the solutions they need to remain competitive and sustainable as the sector changes."

And the sector is changing with new vehicles being built to reduce their impact on climate change, being built to be the safest ever, and designed for the modern driver as the new truck is not only office, but home. The new Generation, following in the tread prints of its predecessors, brings a new level of comfort, safety, efficiency, reliability, service as well as connectivity and digitalisation.

With fuel savings of up to 8%, the new MAN Truck Generation achieves significant reductions in CO2. The newly developed turn assist helps prevent serious accidents in urban traffic – four years before the legally prescribed introduction. The lane change assistant warns the driver of adjacent vehicles.

Simplifying Business

Today, the requirements in all areas of the transportation industry are more diverse and complex than ever – forecasts for the future indicate that fundamental transformation of the industry is in 'full gear'. This brings great challenges with it – the transport volume in the EU alone is forecast to increase by 40% in the next 20 years. At the same time, strict legal regulations are intended to reduce CO2 emissions by 15% by 2025 (with an additional reduction of 30% by 2030). To intensify the challenges is the growing shortage of drivers, not just in Asian, but worldwide.

The increasingly comprehensive digitalisation across all logistics processes sets a fast pace for transport companies and they look to OEMs for solutions. "Our customers expect us to provide them with answers to these questions, and rightly so," Joachim Drees points out. "For their sake, we need to be one step ahead of these changes with all their direct and indirect effects. This is a huge, but at the same time, extremely exciting task – it means that we need to think in different, new dimensions as the manufacturer of our products. We do this with our new truck generation."

Four Core Topics

This approach is why the new MAN truck generation offers everything customers and drivers have always valued and expected from their MAN vehicles – but even better. It unites tried-and-true virtues with absolutely future-oriented

developments designed to take the burden off freight forwarders and drivers and make their daily work easier, despite increasingly complex conditions. In doing so, MAN focusses on four core topics: the driver in their workplace, the vehicle's efficiency and its reliable usability, as well as the strong and competent partnership for customers.

In order to optimise the truck as workplace and adjust it to best meet the requirements of the driver, their performance and motivation need to be placed at the forefront. After all, the decisive building blocks for a transport company's economic success are the commitment and satisfaction of drivers. This is why the new MAN truck generation sets standards in terms of user-friendliness, optimum ergonomics, operation which is more intuitive and reliable, networking with digital devices and applications and, last but not least, optimum space, a well-thought-out storage concept and perfect sleeping comfort – all this geared towards needs which were determined based on experience.

The Vario passenger seat in the new MAN TG series can be turned inwards

The new MAN Truck Generation: Two new MAN vehicles from the TGL (right) and TGM (left) series, both with the CC cab, can be converted into fire service vehicles.

Reducing Driver Strain

MAN consistently included the expertise and feedback of drivers and business people throughout the entire development process. Modern assistance systems such as the newly developed turn assist, the traffic jam assistant as well as lane change assist reduce the strain on the driver and ensure increased safety in road traffic.

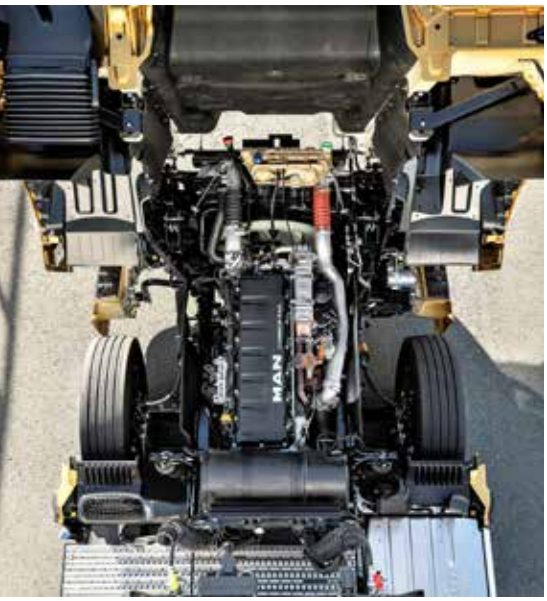
Perfectly formed and functional like never before: the new TG features a dynamic exterior design with highlights such as LED headlights and the new radiator grille. Holger Koos and Rudolf Kupitza have developed a design for the truck that combines progress and tradition. So, a true MAN.

Colour Me MAN

Golden topaz, phantom blue and anthracite grey: these three colours were used for the new series for its market launch. The MAN designers are sending out clear messages with the choice of colours: "The gold paintwork stands for value and tradition. It signals that the truck can withstand the highest demands regarding reliability and value retention," explains Holger Koos, head of vehicle design at MAN. The blue paintwork also evokes positive associations, symbolising sustainability and future viability. The designer is thinking in particular about the future range of alternative drives for MAN trucks. The message of anthracite grey, in turn, is obvious: grey like a rock, durable and indestructible. This colour signature is especially intended for the new TGS as a construction site vehicle in heavy terrain.

Retaining Value

Value retention is not only reflected in the colour selection, it is a guiding principle that shapes the entire design. "Our customers want the new truck to be immediately recognisable as a MAN," says Rudolf Kupitza, head of truck design. The design team has taken a cautious approach to the truck's exterior design, not wanting the predecessor generation to appear outdated compared to the successor. This resulted in the new TG being externally geared toward family similarity with the existing vehicle portfolio. The new truck's designers are nevertheless clearly showing indications of progress and the future. "We have further developed the strengths of the MAN truck through its design," says Kupitza. "The new vehicle arouses more emotions, yet at the same time it has improved functionality."



The redesigned front end creates an intense emotional expression. "We have elaborated even more of the lion's face on the MAN truck," Kupitza points out. Beneath the striking chrome moulding with the lion logo, the black radiator grille forms the lion's mouth. This creates an even more powerful appearance, since the black trim continues to the bumper area.

Ready to Pounce

"The dynamically shaped structure of the bumper simultaneously reminds us of a feline predator that is ready to pounce," says chief designer Holger Koos, describing the vehicle's appearance. "Viewers may not be

The driver navigates through the main menu with the large lower rotating ring on the MAN SmartSelect.

aware of these features, but they feel the impression of animalistic force and dynamism in the new TG."

The new LED headlights help make the new truck the Lion King. Their curved shape suggests the fierce eyes of the predator. "Although we have taken care not to make the truck too aggressive," says designer Kupitza. "A MAN truck is a sympathetic road user."

Design Dynamics

The increased design dynamics continue on the side of the cab. The projections behind the side window (internally referred to as 'aerodomes') are more obviously presented as a visual brand element for MAN trucks. Their number has been reduced from five to three to make the lines more prominent. The contour has become sharper. Sharp like a lion's claws.

The side windows, wind deflectors, door handles and door handle beading were also given dynamism in their design. The expression of muscular agility in design is not merely an optical plaything, it gains in terms of aerodynamics resulting in a positive effect on fuel consumption. The shape and position of the mirrors has been slightly changed, with the effect that the driver now has a wider field of view.

Loving Design

The designers have expended a lot of loving work on the lateral indicator units: these are chrome-plated and have the MAN logo on them. "Such subtleties emphasise the high quality of the vehicle and generate emotions," says Rudolf Kupitza. The MAN designers' conclusion: the new TG looks modern, but not over-styled. It embodies precision, quality, value retention and reliability. These are strengths that are significant in the transport business.

The driver's workplace has been subjected to a revolution. The cab and cockpit have been completely redesigned. The focus was on ease of operation, ergonomics and high living comfort. Ten years of research and development with 742 test users made the perfect cab possible.

Remarkably, often it is small things that make for big changes. For example, the three-finger-wide switch right next to the steering wheel. This is the new electric parking brake, which used to be a pneumatic lever located in its own centre console next to the driver's seat. But there is no longer a centre console in the new generation. "I noticed that straight away," says 31 years old Manuel Eichleiter, a professional driver since 2009. Eichleiter is enthusiastic about many new features such as the free through-passage in the cab. "That is an improvement." He quickly got used to the new means of manually activating the parking brake.

Distinguishing the New Generation

The developers did not orient themselves to the previous model for the new truck, but rather to the everyday work of its drivers. This approach is noticeable in the vehicle: "The vehicle has been completely redefined," says Dr Britta Michel, who is head of the Central HMI Research department and along with her team was instrumental in its development. The HMI team at MAN involved many test users to help develop the optimum cab equipment: from drivers for drivers.

Almost a thousand truck drivers have given their verdict as test users. Manuel Eichleiter drove many kilometres in the simulator and gave his opinion in workshops on the concept for ergonomics. Many months later he saw the result as a prototype. "I like it," he then pulls the drawers below the dashboard. "A4 fits in easily," he says contentedly. More space in the cab – because the centre console is gone. The fact that it has disappeared has further advantages.

Complete Interior Redesign

The cockpit and cab have been completely redesigned to make the driver's work as easy as possible. All user interfaces are designed for ease of operation. The driver's workplace and living space are more comfortable than ever before.

The gear selector lever is now located on the right-hand side of the steering wheel; an ergonomically shaped steering column switch in a convenient position. Its rotational movements are optimally matched to hand movements. The driver uses the steering column switch to operate automated driving programs, a further development of the previous gear shift programs. Their operation has become much more convenient – thanks to uniform design of the graphic display screens. These are designed so that every driver, regardless of their training and experience, can manoeuvre the vehicle as efficiently and safely as possible.

New Digital Display

The large digital TFT display behind the steering wheel is also new. The speedometer and rev counter are only displayed virtually and cropped, leaving plenty of room in the middle for more information such as which assistance systems are activated. The imagery is self-explanatory and concise.

"There are more and more functions in the cockpit, but they still have to remain clear for the driver," explains Holger Mohra, Head of Vehicle Functions and HMI. "Our new concept is a success in this respect."

Readability for All

The basic ergonomic design of the cockpit provides a clear separation between display and operation. The distance between large displays and driver is based on the television principle: a comparatively large distance improves readability for drivers of all ages.

The controls, on the contrary, are all convenient and can be accessed safely without moving from a seated position. The infotainment and navigation system, which are displayed on a 12-inch screen, have been significantly enhanced. Control is via a rotary push-button integrated into the dashboard: the MAN SmartSelect. It can be operated blindly via a menu selection ring. Supported by a palm rest, the infotainment system can be operated safely and intuitively via MAN SmartSelect, even given the vibration influences of an air-sprung driver's seat – always while maintaining a comfortable seating position. "A real highlight that nobody else offers," says Manuel Eichleiter.

Scania platooning trials.

Commercial Vehicle Industry Addressing Climate Change

Climate change is a major challenge facing the entire world and commercial vehicles contribute significantly to carbon emissions, but what is the industry doing to reduce the impact by trucks? Floyd Cowan looks at the technologies being developed by OEMs.

In a speech entitled, "A Low-Carbon and Climate Resilient Singapore" by Senior Minister and Coordinating Minister for National Security Teo Chee Hean on February 28, 2020, he addressed Singapore's approach to the climate change challenge. "In urban transportation, we are already a global pioneer in limiting vehicle population and reducing traffic congestion. Major investments in public transport and active mobility infrastructure will pave the way for 9 in 10 of all peak period journeys to be made using "Walk-Cycle-Ride" transport modes by 2040."

Green Vehicles

"These policies tackle the urban transport issue systematically," he continued, "not just individual pieces of it. We tackle it at its root where the most gains in energy and carbon efficiency are reaped. But we will also move towards enhancing the overall carbon efficiency in urban transport through the large-scale adoption of green vehicles. As announced by Deputy Prime Minister Heng, we will phase out internal combustion engine vehicles by 2040, and have all vehicles running on cleaner energy. MEWR and MND will say more about how we will provide incentives and lay the enabling charging infrastructure to achieve this."

These efforts will make a significant difference. But how quickly they can be realised depends on technological advancements, and how quickly manufacturers can bring attractive, cost-efficient electric vehicles to market.

A Sustainable World

All brands know that to be relevant in today's world, regardless what their product is, they must be green and responsible if they want to be taken seriously by consumers. Those in the Commercial Vehicle Industry know that they must do their part if real progress is going to be made in fighting climate change.

At Scania they believe there is no single solution for transforming the transport system into a sustainable one. "Rather, a holistic approach is called for, considering the specific transport assignment and the maturity of the transport and logistics infrastructure in different parts of the world." Scania's approach is based on three pillars: Energy efficiency, Alternative fuels and electrification, and Smart and safe transport.

Prosperous & Pleasant

Hino has a similar approach: "The world we want to create is a sustainable world that is prosperous and pleasant to live in, where people and goods can move freely and in an optimized way in a society that is worry-free, safe, and earth friendly."

Reducing the fuel consumption of heavy-duty trucks is a major issue in the Climate Change challenge. The Hino Profia Hybrid is equipped with the world's first hybrid

control system to significantly improve fuel consumption by using AI to predict gradients on routes based on 3D map information. In addition, both environmental performance and safety performance are achieved through standard equipment featuring advanced safety technology, such as the Pre-Crash Safety and the Sight Around Monitor System.

Lightweight and Streamlined

Before the 'holistic approach' was a thing OEMs were constantly working on reducing fuel consumption – an approach that saved their customers money as the price of fuel was high. Streamlining and reducing the weight of a truck were the central focus of efforts to squeeze every last mile out of a drop of fuel.

A streamlined vehicle is still important for reducing fuel consumption – regardless of the type of fuel being consumed. For example, the fuel consumption of the Actros has been steadily reduced over the past decades. In typical long-distance transport operations, for example, savings of up to 15% have been achieved between 2011 and the introduction of the new Actros from 2019. The new Actros is even more economical than its predecessor on motorways by up to as much as 3% and in inter-city traffic by up to 5%. In addition to the optimised Predictive Powertrain Control (PPC) cruise control and transmission control system, new rear axle ratios and aerodynamic improvements to the truck's cab make a major contribution to this reduction in consumption.

Fuel Cell-powered Heavy-duty Trucks

For some time, research and development has been done in not just reducing emissions from the fuels being used but looking for alternative fuels that will provide the needed power, but will burn clean. The automobile industry is being pressured to reduce exhaust gas/carbon emissions from mobility products in order to address the on-going global challenge of reducing humanity's environmental footprint.

In January 2020 Isuzu Motors and Honda R&D Co signed an agreement to undertake joint research on heavy-duty trucks, utilizing fuel cells (FC) as the powertrain. Isuzu has been striving to promote the utilization of low-carbon and sustainable energy. To that end, Isuzu has been researching and developing various powertrains including clean diesel engine, engines for natural gas vehicles (NGVs) and electric vehicle (EV) powertrains, which accommodate a broad range of customer needs and how vehicles are used.

The Ultimate Technology

In parallel, Honda has been working toward the realization of a carbon-free society and, to this end, in addition to hybrid and battery electric vehicles, Honda has been researching and developing fuel cell vehicles (FCVs), the ultimate environmental technology, for more than 30 years.

eActros Being Charged

There are still issues that need to be addressed to popularize the use of FC and hydrogen energy, including issues related to cost and infrastructure. These issues need to be tackled not only by individual companies but more expansively through industry-wide initiatives. Against this backdrop, Isuzu was striving to expand its line-up of next-generation powertrains for heavy-duty trucks, and Honda was striving to expand application of its FC technologies beyond use for passenger vehicles, which will represent progress toward the realization of a hydrogen society. Sharing the same technological research goals, the two companies reached an agreement to conduct joint research on heavy-duty FC trucks.

Fuel Cell Vision

Through this joint research, Isuzu and Honda will not only realize the clean, low-noise, low-vibration heavy-duty trucks customers are waiting for, but also promote expansive discussions by the industry so that the use of FC trucks and hydrogen energy can contribute to the future prosperity of the logistics industry and all other industries in our society and to the early realization of a hydrogen society.

Daimler Trucks & Buses celebrated the world premiere of the FUSO brand fuel-cell prototype "Vision F-Cell" at the 2019 Tokyo Motor Show in Japan, thus further strengthening its activity in the hydrogen field. The FUSO brand is using this prototype to test the possibilities of fuel-cell technology for various commercial vehicles. The 7.5-tonner has a drive with a maximum output of 135 kW. The range is up to 300km. The "Vision F-Cell" electric powertrain architecture is basically comparable to that of a battery-powered truck - apart from significantly reduced battery power and additional hydrogen tanks.

Enter DAF

DAF Trucks has joined the game by starting field testing of the CF Hybrid with the aim of gaining experience in daily use. The Dutch transport operator Peter Appel is now using two of these innovative trucks to supply supermarkets in the heart of the Netherlands. The DAF CF Hybrid is 100% electric in urban areas and uses clean diesel technology out of town. The innovation

Customer operations will provide important findings which will be directly incorporated into the further development of the eActros.

truck combines best of the both worlds by driving with 'zero emissions' in town, thereby ensuring both long range and flexibility outside urban areas.

The DAF CF Hybrid innovation trucks are equipped with the extremely efficient 10.8 litre PACCAR MX-11 diesel engine (330 kW/450 hp), a ZF electric motor (75 kW/100 hp, peak power: 130 kW/175 hp) and a special ZF TraXon gearbox for hybrid powertrains.

Recharging Options

DAF's electric motor gets its energy from an 85 kWh battery pack, which recharges when the diesel engine is being used. During diesel operation the electric motor functions as a generator and delivers energy to the battery pack. In the future it will also be possible to charge the battery at a (fast) charging station.

When the battery is fully charged, the DAF CF Hybrid has an electric range of 30 to 50k, depending on the total weight of the truck-trailer combination, which is more than enough to drive into and out of urban areas without producing any tailpipe emissions.

No Single Solution

"With a cleaner future in mind, for DAF there is no one single technological solution for the broad spectrum of transport requirements," according to Ron Borsboom, executive director of Product Development. "That's why we are testing different technologies. Fully electric is a good alternative for urban distribution, clean diesel technology an excellent option for longer distances – partly due to new types of fuel – and for the long term we are having a closer look at hydrogen as well. With the field test of the CF Hybrid, we want to assess not only its electric/diesel technology performance but also how suitable it is in terms of daily use by our clients."

Electrification

While some companies still see a future for the internal combustion engine others are researching and developing electric mobility. The low noise levels and the absence of exhaust emissions mean that electric-powered heavy trucks can help improve the working environment for drivers and construction workers. The lack of exhaust emissions will also have a significant and positive effect on air quality in cities with many ongoing construction projects. The lack of engine noise means that trucks can work around the clock. This creates new opportunities for efficiency improvements, such as large construction projects and transport in urban areas. The total climate impact of the transport sector can be reduced by the use of heavy electric vehicles for regional transport.

Martin Daum, Member of the Board of Management of Daimler AG, responsible for Trucks & Buses believes that to reduce CO2 e-mobility is the way to go: "At Daimler Trucks & Buses we are clearly committed to the goals of

the Paris Climate Protection Agreement and thus to the decarbonization of our industry. Having CO2-neutral transport on the road by 2050 is our ultimate goal. This can only be achieved if competitive conditions for CO2-neutral transport are created for our customers in terms of costs and infrastructure. Truly CO2-neutral transport only works with battery-electric or hydrogen-based drive."

Charging Infrastructure

Daimler Trucks is a pioneer of electric mobility: on the one hand, with electric trucks in worldwide customer use, and on the other, with a holistic ecosystem including consulting and infrastructure services for electric-truck customers. As an additional step, the E-Mobility Group of Daimler Trucks & Buses is now launching a worldwide initiative to establish a charging infrastructure for battery-electric trucks. The initial focus is on charging stations installed at the depots of truck customers.

Within the framework of the initiative, the E-Mobility Group is bringing together the main players – e-truck customers, power grid operators, energy suppliers, charging hardware manufacturers and charging software providers – thus promoting shared infrastructure solutions for truck customers within the network. Workshops have been taking place for some time now. The first joint pilot projects for setting up charging infrastructure at truck depots have also already been implemented or are in preparation. The initiative is called "eTruck Charging Initiative" and is part of the E-Mobility Group's holistic approach to provide truck customers with the best possible entry into e-mobility.

Saving with Platooning

Platooning also provides savings in terms of consumption. Although fine adjustments are still required in this respect, it is a step in the right direction and this means less fuel consumption, less expenditure and lower emissions.

Trucks travelling in convoy use the slipstream of the vehicle ahead. Platoon trucks currently maintain a distance of 15 to 21 metres between each other. "A reduction down to between 10 and 15 metres could increase the fuel savings further from 4% at present up to 10%", states Sebastian Völl, Project Manager for Autonomous Driving at MAN. The slipstream effect would also increase if the GPS-based cruise control functions (MAN Efficient Cruise, MAN EfficientRoll) were used – this was not possible during the practical testing due to requirements imposed by the authorities.

The Goal is Clear

Scania is also running platooning trails in Singapore. "Scania is pioneering in this field," says Claes Erixon Head of Research and Development at Scania, "which has the potential not only to save lives in traffic, but also to significantly decrease the environmental impact of transport."

The commercial trucking industry is committed to eliminating emissions from the vehicles it makes. They are taking different approaches, some of which may have better results than others, but their efforts will result in a planet that has cleaner air than what it does now.

The energy for a range of up to 200 kilometers comes from 240 kilowatt-hour lithium-ion batteries.

Fuel Filtration

In order to maintain an engine's performance over a long duration of time, the fuel system must be protected against contaminants such as dust, abrasion or water. Fuel filters prevent the ingress of contaminants into the injection system and the combustion chamber.

Today, high-performance multigrade filter media are used. These can be designed to be fitted in the tank unit or as spin-on filters, filter units or "classic" in-line filters. Fuel filters are generally installed between the mixture preparation unit and the fuel tank. In order to meet the high requirements of modern engines with regards to fuel cleanliness, modern filters must be capable of filtering out 95 – 99.5 % of particles 4 µm in size.

In Germany, for example, a diesel fuel cleanliness of 10 mg/kg must be achieved. In countries outside of Europe, this limit is often significantly exceeded.

Spin-on fuel filters are available in the standard design, as well as in a wide range of special designs. Image: Hengst

Fuel filter inserts, such as the Energetic® insert from Hengst, are located in a housing integrated in the engine. When the filter is changed, the housing remains attached to the engine.

In-line filters come in the form of mesh or paper filters and are installed directly in the fuel line. They are available in a wide range of designs. The filter housing is made of aluminum, sheet steel or synthetic material, depending on the application. When the filter is changed, the workshop professional replaces the entire line filter. Image: Hengst

Spin-on filters for vehicles manufactured by the South Korean brands Hyundai and Kia (Hyundai Motor Group). The filter medium features a two-stage filtration system. The first barrier for contaminants and water is made from a cellulose-based medium, while the second barrier is made from a water-repellent mesh to remove residual water particles. According to the manufacturer, the guaranteed filtration efficiency is 99.6 for particles in the 4-µm size class. The water separation is greater than 90 percent. Image: UFI Filters

In modern diesel engines, protection of the high-pressure fuel injection systems is crucial. High-pressure pumps, control valves and injection nozzles are subjected to heavy loads. The fuel is injected at pressures of up to 2,500 bar, meaning that even very small particles of dirt or drops of water can cause, and in the worst case scenario, even result in a system failure.

These components are lubricated using the fuel exclusively, which is why they react in such a sensitive manner to such small contaminants. The high-pressure pumps and the injection nozzles have very tight fittings. The higher the pressure, the cleaner the fuel must be. Particles in the fuel can have an effect similar to bullets when under high pressure. This can result in internal leakages with a loss in the injection quantity, through to a total failure of the injection system.

In accordance with Euro 6 provisions, modern diesel filter modules must guarantee a filtration efficiency of at least 96 percent for particles up to 4 µm in size. Biodiesel fuels can be even more problematic, since these are often heavily loaded with particles. Therefore, the requirements placed on the filter media used in diesel fuel filters are particularly high. They are made from special paper or nonwoven material.

Replaceable fuel filters for diesel engines, such as the one shown here for the Honda Civic and CR-V, are engineered as individual replaceable elements. Other designs can also feature additional functions, such as a water drain screw, connections for the fuel heating system and a water level indicator. Image: Mahle

New Hardox HiAce Meets Wear Challenges in Acidic Environments

The Hardox wear plate product range of abrasion-resistant steel has a worldwide reputation for being both hard and tough, fighting wear in the most severe conditions. Hardox HiAce is the latest product in the range, targeted at applications in acidic and corrosive environments.

The recycling business poses particular challenges to steel. Municipal solid waste, often referred to simply as garbage, is one example of a material that creates a low pH acidic environment that accelerates wear in garbage truck bodies and refuse containers. Other conditions that have the same effect are when transporting wood chips and if chemicals such as sulfates and chlorides are present.

Hardox HiAce has been developed to withstand these conditions. At low pH levels, the wear mechanism is different than in a more pH-neutral environment. The acidity oxidizes the steel's surface, making it more prone to wear even if the body or container is made with a hard material.

Hardox HiAce introduces new opportunities to fight acidity and corrosion

Hardox HiAce drastically slows down the oxidation process, allowing the full hardness of the material to counteract wear. In a regular environment, Hardox HiAce will perform the same as a 450 HBW steel. But in conditions with lower pH levels, the equipment service life is up to **3 times longer** compared to a 400 HBW steel.

Apart from the additional wear resistance in acidic environments, Hardox HiAce has the toughness it takes to perform as a structural material in garbage trucks, recycling containers, tipper and dump bodies and other heavy-duty equipment.

Hardox HiAce also works in freezing conditions, with a guaranteed impact energy of 27 J at -20 °C (20 ft-lb at -4°F). It is available in thicknesses of 4-25.4 mm (5/32 - 1 in.). Hardox HiAce has similar mechanical properties as Hardox 450. It can be processed by the same kind of machinery used for other Hardox grades.

Hardox HiAce for more payload, less fuel and reduced CO2 emissions

The increased wear resistance in garbage trucks and other equipment allows for the use of thinner plate without jeopardizing the service life. Thinner steel plate means more payload when fully loaded. And when traveling empty, a lower-weight truck saves on fuel and reduces CO2 emissions.

Hyundai's Hydrogen Mobility Solution Wins 2020 Truck Innovation Award

The 2020 International Truck of the Year Truck Innovation Award 2020 Award validates Hyundai's pan-European initiative for applying clean mobility for commercial vehicles.

(Seoul) At the end of 2019 it was announced that Hyundai Motor's Hydrogen Mobility Solution won the second-ever International Truck of the Year (ITOY) Truck Innovation Award for 2020. Hyundai Motor Company and H2 Energy set up its joint venture (JV), Hyundai Hydrogen Mobility, in April 2019. The goal of the cooperation is to expand Europe's hydrogen mobility ecosystem by implementing the use of fuel cell trucks. The joint entity began its active progress toward clean mobility in Switzerland with the company's plans to deliver 1,600 fuel cell electric heavy-duty trucks by 2025. The JV will spread its reach for an innovative pan-European solution for the commercialized fuel cell vehicle market.

The Judges

The ITOY Truck Innovation Award is determined by a jury of 25 commercial vehicle editors and senior journalists who represent major trucking magazines from Europe and South Africa. They gather to evaluate technological innovations and contributions to energy transition within the commercial vehicle industry over recent years. The jury voted at Solutrans, an industrial and urban vehicle show, held in Lyon, France.

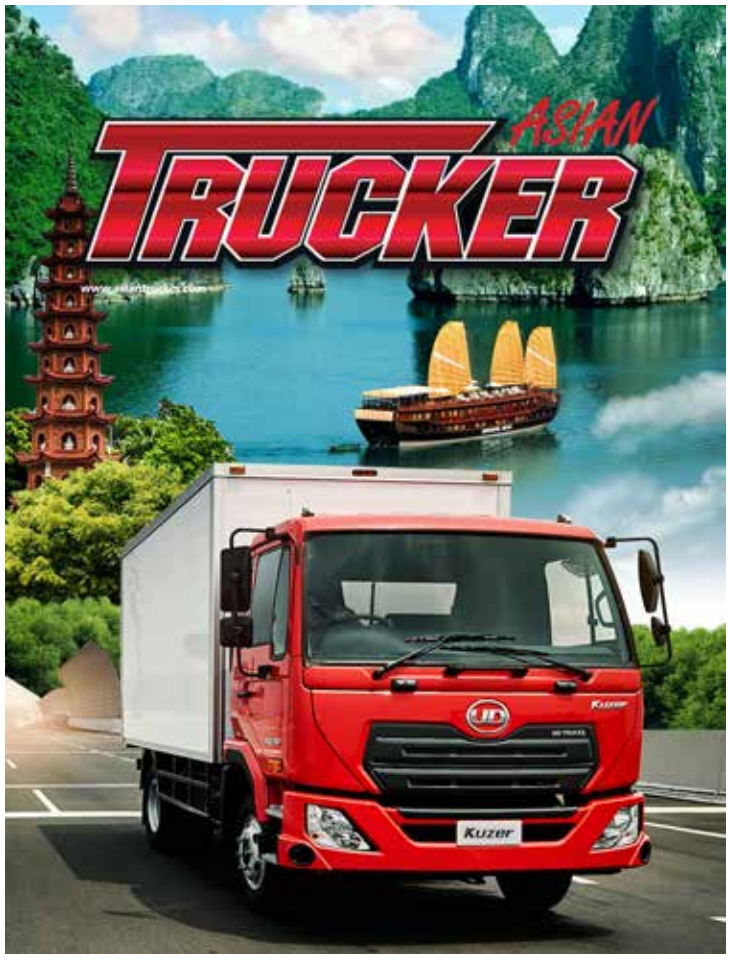
The jury highly acknowledged Hyundai Hydrogen Mobility Solution's global approach to the paradigm shift toward clean energy-driven mobility in the commercial vehicle sector. The project's fleet of Xcient fuel cell electric heavy-duty trucks aims to confirm the technical and commercial readiness of vehicles, fuelling stations and hydrogen production techniques to be deployed across Europe.

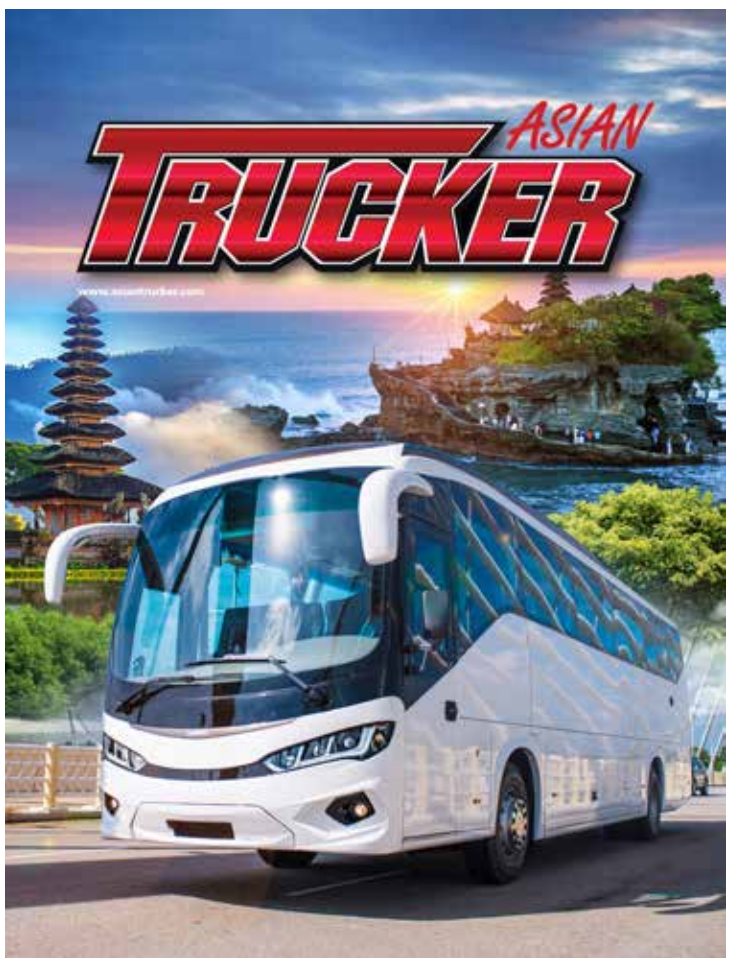
Validation of Approach

"Earning recognition from renowned international jurors that determine the annual ITOY awards is a validation of our approach to commercializing hydrogen-powered fuel cell trucks in Europe and around the world," said Edward Lee, Head of Hyundai Commercial Vehicle Business Division. "The joint venture between Hyundai and H2 Energy was established to accelerate our Fuel Cell Electric Vehicle (FCEV) Vision 2030, and we're honoured that this prestigious group of journalists has recognized our efforts."

In October 2019, Hyundai revealed its commercial truck mobility vision at the North American Commercial Vehicle (NACV) Show in Atlanta, Ga. At the show, Hyundai debuted the HDC-6 NEPTUNE Concept, a hydrogen-powered Class 8 heavy duty truck and Hyundai Translead's HT Nitro ThermoTech Concept, an energy-efficient refrigerated trailer.

The International Truck of the Year was launched in 1977, and currently maintains associate members in the growing truck markets of China, India, South Africa, Australia, Japan, Iran, and New Zealand, as well as 24 jury members that represent leading vehicle magazines throughout Europe. The global combined truck-operators readership of the 24 ITOY full jury members' magazines and eight associate members exceeds one million.





Asian Trucker Country Specials 2020

For the first time, Asian Trucker is dedicating stand-alone issues of the magazine for the commercial vehicle industries of other countries – all in one dedicated issue.

These country specials will be a one-time only issue which will allow readers to delve into other commercial vehicle markets besides Malaysia, Singapore and Thailand. The countries chosen for 2020 are Vietnam and Indonesia – markets that we haven't previously featured that extensively. Being deep-dives, this will be essential reading material for anyone that is planning to enter these markets or wanting to expand existing bases.

With an expected GDP growth of seven percent, Vietnam is now one of the most dynamic emerging countries in the East Asian region. Given the strong economic growth, future projected freight flows are expected to rise overall, resulting from an increase in production and consumption. Seeing as roads account for almost 70 percent of freight volume in the country, the commercial vehicle industry in Vietnam is poised for growth.

For the country specials, we will cover as many aspects of the industry as we can. Some of those include legislative challenges, industry players, market intelligence, expansion into the Vietnamese market and many more. We are also going to contact government bodies to provide us with as much data and information as possible.

The sky is the limit with the country specials and we look forward to hearing your feedback.

Hyundai and Kia Invest in Arrival to Co-develop Electric Commercial Vehicles

Hyundai and Kia Motors get into e-mobility with a significant investment in UK electric vehicle start-up Arrival.

Hyundai Motor Company and Kia Motors Corporation in mid-January announced a strategic investment of EUR100 million (US$110 million) in a new partnership with Arrival, a UK-based electric vehicle start-up.

Providing Clean Mobility

Through the partnership, Hyundai and Kia plan to introduce competitively priced small- and medium-sized electric vans and other products for logistics and on-demand ride-hailing and shuttle service companies. Arrival's scalable electric platform can be adapted for multiple vehicle categories and types which Arrival, Hyundai and Kia will explore for the development of a range of Purpose Built Vehicles (PBV).

The partnership with Arrival will help Hyundai and Kia meet the rapidly growing demand in Europe for eco-friendly commercial vehicles and accelerate the brands' transformation from car makers to clean-mobility providers.

Joint Development

Albert Biermann, President and Head of Research and Development Division for Hyundai Motor Group, and Denis Sverdlov, Chief Executive Officer of Arrival, signed a contract for investment and the joint development of electric vehicles at the headquarters of Hyundai and Kia in Seoul. Of the total investment, Hyundai will contribute EUR80 million; Kia EUR20 million.

"The eco-friendly vehicle market in Europe is expected to grow rapidly due to the introduction of further environmental regulations," said Biermann. "Through the joint development of electric commercial vehicles with Arrival, we will be able to gain a competitive advantage and progressively establish our leadership in the global eco-friendly vehicle market, with Europe at the forefront."

Game Changer

Arrival's CEO Sverdlov added: "Arrival has created a game-changing product category - Generation 2 Electric Vehicles. Hyundai and KIA make world-class vehicles with uncompromising quality. This strategic partnership will empower our companies to scale Generation 2 Electric Vehicles globally."

Arrival's Scalable 'Skateboard' EV platform

Founded in 2015, Arrival has production plants and R&D centres in the US, Germany, Tel Aviv, Russia and the UK. The company's strength lies in its 'skateboard' vehicle platform with a modular component structure, a cost-effective base which incorporates a battery pack, electric motor and driveline components.

Fully-scalable to accommodate multiple vehicle types, the platform can be used to accelerate vehicle development to meet diverse customer needs. Currently, Arrival is carrying out pilot projects with multiple logistics companies in Europe using cargo vans manufactured with the technology.

Regulations to Drive Growth

With the rapid global growth in online shopping, the volume of light commercial vehicles in urban areas has increased. The demand for eco-friendly commercial vehicles is expected to continue growing as environmental regulations tighten. From 2021, the EU will introduce the world's most stringent vehicle emission regulations, limiting each automaker's fleet-wide average CO2 emissions by around 27%, from 130 g/km to 95 g/km.

By working with Arrival, Hyundai and Kia plan to supply eco-friendly vans and other commercial vehicles - built in volume and based on Arrival's platform - to European logistics companies and mobility companies that provide on-demand ride-hailing and shuttle services.

PBVs to Underpin Growth

Hyundai and Kia recently announced the development of a fully electric PBV. Hyundai presented its PBV concept as one of the smart mobility solutions at CES 2020, in January. At its CEO Investor Day on January 14, 2020 Kia announced its plan to develop a PBV for shared service companies and logistics companies.

Youngcho Chi, President and Chief Innovation Officer at Hyundai Motor Group, said: "This investment is part of an open innovation strategy pursued by Hyundai and Kia. We will accelerate investment and cooperation with companies with advanced technology such as Arrival, to respond to the rapidly changing eco-friendly vehicle market."

Good for Everyone

"We are excited to come out of stealth mode with our partnership with Hyundai Motor Group, and our complementary expertise will allow us to rapidly design, build and roll out vehicles together. Accelerating electric vehicle adoption is good for everyone - for people, business and the planet and we are pleased to undertake this mission with our partners Hyundai and Kia," added Avinash Rugoobur, Chief Strategy Officer of Arrival.

The partnership with Arrival enables Hyundai to accelerate its 'Two-track' strategy to deliver battery electric and hydrogen fuel cell solutions for the European commercial vehicle market. To further support that strategy, Hyundai recently established Hyundai Hydrogen Mobility (HHM), the joint venture between Hyundai and Swiss hydrogen energy company H2 Energy. It aims to export 1,600 hydrogen fuel cell trucks to Europe by 2025, following the first export to Europe on January 3, 2020 as part of a pilot programme.

Open Innovation

Under the 'open innovation' spirit, Hyundai and Kia are exploring partnerships with various businesses to build a leadership position in the rapidly expanding global EV market. In May 2019, Hyundai and Kia invested KRW 100 billion (US $90 million) in Rimac, a Croatian high-performance electric vehicle company, focusing on collaborative research to secure capabilities to lead the global high-performance electric vehicle market. In September 2019, Hyundai and Kia also invested in IONITY, Europe's largest high-power electric vehicle charging network, and set the stage for sales expansion of EVs within Europe.

Scania and the Safety Revolution

Safety is in Scania's DNA. Among its key innovations are stronger cabs and emergency brakes to provide better protection for drivers and their fellow road users.

It's a familiar situation for all truck drivers: you are about to make a right turn at a crossroads. The inner-city street is busy with rush-hour traffic, pedestrians and cyclists. Having checked the side-view mirror, you put the indicator on and start turning.

Side Detection

Suddenly an alert sounds in the cab: something is moving in your blind spot! You brake the truck and discover a stressed cycling father on his way to pick up the kids from daycare. Phew! – Saved by the Scania truck's built-in safety feature: Side Detection.

"This is the latest advanced driver assistance system in our trucks," says Adam Claesson, Senior Engineer for active safety systems at Scania. "We think it will contribute a lot to reducing what is a common accident that often has tragic consequences."

Constant Focus on Safety

The Side Detection function is the latest safety feature from Scania, but throughout its history the company has focused extensively on all aspects of safe transport – vehicles, drivers and fellow road users.

The focus areas include passive safety (protecting the driver and other road users if an accident occurs) and active safety (preventing accidents from occurring at all). This means building safe, ergonomic cabs, as well as developing clever hardware solutions and intelligent support systems.

Safety is in Scania's DNA

"Safety is a part of our DNA," Dan Loftén, Expert Engineer for crash safety within Scania states. "Historically, Scania has invested vast resources into the area, and we often strive to go beyond the stipulated road and vehicle safety legislation."

Or, as Adam Claesson puts it: "Safety is part of our goal of driving the shift in the transport industry. Not only do we want to save the environment, we also want to save lives."

New Era for Safety in the Transport Industry

The early 2000s ushered in a new era of transport and traffic safety. Active electronic systems to enhance the driver's performance were introduced, including the Electronic Stability Program. Introduced in 2004, this feature stabilises the truck when there is a risk of skidding, overturning or jackknifing.

Claesson adds, "And in 2013, we introduced advanced emergency braking (AEB). It's a fantastic feature that reduces the risk of the vehicle colliding with the one in front. In my view, AEB is one of the most important active safety features in today's vehicles, along with lane departure warning and our new side detection functionality."

Scania Introduces the World's First Side Curtain Airbag

With the launch of the company's new truck generation in 2016, Scania took safety to a new level. The company introduced the world's first side curtain airbag for trucks and the new truck generation also includes a stronger cab, where ultra-high strength steel has been used.

"During the development of the new truck generation, we spent an enormous number of man-hours on crash simulations and crash testing," says Loftén. "In total, we crashed over 40 trucks. We also used the latest technologies, such as Thor, the world's most advanced crash test dummy.

Timeline

Throughout the company's history, Scania has constantly added new features to ensure the safety of drivers and others on the road.

New Road Safety Observatory for the Asia-Pacific Region

Jean Todt, the UN Secretary-General's Special Envoy for Road Safety and FIA President

Fighting road fatalities and injuries with better crash data is the goal of the new road safety Observatory.

(Stockholm, February 18, 2020) The establishment of the first regional Road Safety Observatory in the Asia-Pacific region was announced in Stockholm on the eve of the 3rd Global Ministerial Conference on Road Safety. The conference gathers ministers and policymakers from across the world to set the future direction for road safety action.

Epidemic Proportions

The road safety crisis in Asia and the Pacific has reached epidemic proportions. More than 2,000 people lose their lives on the road every day in the region, according to estimates. Many more sustain serious life-changing injuries.

Road crashes cause enormous human suffering; they also result in significant economic and social losses. Halving the number of fatalities and injuries over a 24-year period could increase the GDP per capita by up to 22% in some Asian countries, according to recent research by the World Bank.

Reliable Road Crash Data

The Asia-Pacific Road Safety Observatory (APRSO) will support countries of the region in boosting their capacity to collect, analyse, and share reliable road crash data, with the objective to drastically reduce the number of road deaths and crash injuries in the region.

"The gathering of reliable road safety data can drive long-lasting policy changes," said Jean Todt, the UN Secretary-General's Special Envoy for Road Safety and FIA President. "I am pleased to see that a joint initiative of the FIA, the World Bank and the ITF has led to the creation of the Asia-Pacific Road Safety Observatory. It represents a new opportunity for governments in the region to work with their partners in public health, transport, law enforcement, civil society and the private sector to promote targeted interventions to reduce the number of deaths and injuries on the roads."

Sharing Big Data

Measuring the performance of road safety interventions is essential to ensure investments are effective. Yet the availability and quality of crash data that can guide effective policies varies significantly across Asia-Pacific countries.

"The ITF looks forward to bringing all our know-how on crash data to the Asia-Pacific Road Safety Observatory and making it available to the countries of the region. Better data will make a big difference in securing political support for effective evidence-based road safety interventions in a world region that is more affected by the road crash epidemic than many others," added Young Tae Kim, ITF Secretary-General.

The Data Gap

The Asia-Pacific Road Safety Observatory (APRSO) will address the data gap. It will also promote cooperation, the use of best practices, and the scaling up of effective policies and evidence-based interventions across the region.

The APRSO will build on the experience of the Latin America and Caribbean Road Safety Observatory (OISEVI) launched in 2012 and the African Road Safety Observatory (ARSO) launched in 2018. It is a joint initiative of the World Bank, the Fédération Internationale de l'Automobile (FIA), the International Transport Forum (ITF), the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) and the Asian Development Bank (ADB). The APRSO receives financial support from UK Aid through the Global Road Safety Facility (GRSF). Technical support also comes from the World Health Organization and UNESCAP.

Political Will to Succeed

Guangzhe Chen, Global Director for Transport and Regional Director for Infrastructure in South Asia, The World Bank, pointed out: "The Asia-Pacific Road Safety Observatory is the culmination of a two-year process led by the World Bank, the Asian Development Bank, the International Transport Forum and the FIA, that involved consultations with many countries and regional institutions. The consultations revealed that there is strong political will to tackle the road safety crisis in the region, but that solutions must be based in evidence and tailored for each country's reality. The World Bank and GRSF stand ready to support countries with sound policy advice and investments on safer infrastructure, enforcement, and safer speed management."

"This Observatory," added Bambang Susantono, Vice President of the Asian Development Bank, "is a product of a concerted effort from the development community to better support countries in Asia and the Pacific in their efforts to improve road safety."

KAMAZ Takes First Two Places at Dakar Rally 2020 in Truck Category

Hino Team Sugawara Photo

Relocating the Dakar Rally in 2020 to Saudi Arabia brought new elements to the iconic race.

Hino Team Sugawara Photo

KAMAZ-master Photo

The Saudi Arabia event marked the opening of chapter three in the history of the Dakar Rally-the first two being its years in Africa and South America. The stages were set on terrain and climate reminiscent of North Africa that brought back memories of the Dakar Rallies of days gone by. The difficulty levels of the courses were not as high as previous editions as competitors were spared the high altitudes and massive dunes such as found in South America. Of the 144 bikes, 23 quads, 83 cars, 46 SSVs (small buggies) and 46 trucks-a total of 342 racers-that started out of Jeddah, 96 bikes, 12 quads, 57 cars, 31 SSVs and 28 trucks made it to the finish line in Qiddiya. The overall finish rate was 65.5%, higher than the 57.8% rate of the previous event.

KAMAZ Dominates

The breath-taking race, which lasted for almost two weeks, came to its end in Qiddiya on January 17. The first stone of this city, which will become the capital of entertainment and culture in Saudi Arabia, was laid in 2018. The spacious suburban complex, located about 40k from Riyadh, will consist of theme and entertainment parks, world-class sports centres and polythematic art centres. Opening is scheduled for 2023.

Once again, as they have done for so many years the KAMAZ team dominated the Truck Class. Andrey Karginov claimed his second Dakar Rally triumph and spearheaded a 17th Dakar victory for KAMAZ, but the Russian truck manufacturer didn't quite have it all its own way in the Saudi desert. Siarhei Viazovich's hood MAZ truck took the third place giving MAZ a podium position for just the second time in its history. This race was the debut for a hood MAZ truck in the Dakar Rally. The Belarusians started strongly as they pulled ahead from the start. They were in second place in the opening stage and were leaders during two subsequent stages. After that the initiative passed to the Russian crew. They took over the top two places and over the stages increased the gap between them and the ones following.

Rocky Finish

The 2019 winner, Eduard Nikolaev, and runner up Dmitry Sotnikov dropped out of contention in the opening week. Sotnikov's hunt for Dakar success ended when the Russian hit a rock on Stage 3 and spent two hours carrying out repairs, while Nikolaev had a nightmare and hopes of a fourth successive Dakar win were gone when he had to spend a night in the desert after engine issues during Stage 5.

The latter stages saw some impressive dune-hopping duels between Karginov, Sotnikov and Shibalov, but

KAMAZ-master Photo

in reality Karginov's overall win was never in doubt and he ended more than 42 minutes ahead of Shibalov. Viazovich spoiled the KAMAZ one-two-three by hanging on to third after a smooth and steady fortnight in the desert.

Short Final Stage

The final special stage was a short one at 167 km. While the course was not difficult and mainly consisted of off-road sections, racers were met with dunes along the way. After this, teams moved on to Qiddiya near Riyadh on a 117 km neutral zone and arrived at the goal venue. The integrated leisure resort slated for Qiddiya, also has an F-1 circuit. Competitors raced the 13km "Qiddiya GP"- the closing spectacle of this event-before appearing on the podium. This GP was an unofficial competition section so racing times were not reflected in the competition results.

Czech driver Ales Loprais lost more than two hours in sands and dunes of the Rub' al Khali Desert, clearly demonstrating that one can lose achieved advantage and high position in the general classification in a moment. Therefore, the task of KAMAZ-master crews for the last day was a calm finish for the result. Moreover, the time margin over the rivals allowed the Russians not to take risks on the track.

A Difficult Victory

The best time on the twelfth stage was achieved by Andrey Karginov, who became a two-time winner of the Dakar. Anton Shibalov has silver in the race. And for KAMAZ-master team this title became the 17th in history.

"I am happy that we managed to delight our numerous fans and partners of the team," stated Vladimir Chagin, KAMAZ-master team leader. "It was a difficult victory, each member of KAMAZ-master team did everything to achieve it. The Dakar in the Arabian Peninsula made everyone happy with interesting routes and breath-taking struggle. I sincerely congratulate everyone who followed our performance and helped the team to prepare for this difficult race!"

Mad Max

Looking like something straight out of Mad Max, the Kamaz truck embodies everything that's crazy and wonderful about the Dakar. The Kamaz truck competed in the Truck Category (T4.2), a class for modified trucks. The Kamaz's 1,150bhp is on a completely different level, with the truck putting out close to 10 times the power of a regular family hatchback. Developing such power is no simple task, and the Kamaz has a huge 13-litre six-cylinder turbocharged engine.

Everything about the Kamaz truck is big. Take those huge tyres – they weigh a colossal 150kg each, turning even relatively simple tasks like changing a wheel into something a lot more demanding. The Kamaz weighs 9.5 tons, but unlike regular trucks, it boasts an ideal 50:50 weight distribution, which is perfect for handling. The Kamaz's 13-litre Dongfeng Cummins engine runs on diesel, and can drink up to 200l per 100km when pushed to its maximum. It's enough to necessitate a truly massive 1,000l fuel tank, which is situated over the rear wheels to help achieve that perfect 50:50 weight distribution.

Hino Team Win

Hino Team Sugawara's Car 1 (HINO500 Series) crewed by Teruhito Sugawara/Hirokazu Somemiya/Yuji Mochizuki finished the final special stage in 15th place overall in the Truck Category. This result took them to 10th place overall in final general rankings, and hands the team its 11th straight win in the Under 10-litre Class.

Hino Driver Teruhito Sugawara in Car 1 noted, "We came up against tough and punishing situations in taking on this challenge on new terrain in Saudi Arabia. Although we had difficulties such as the trouble on Car 2, I'm happy with the results that we were able to deliver."

Initially, the distance of the final special stage was 374 km, almost 50% of which was laid through dunes and sands, a third of the route was gravel and stony sections, the rest was an asphalt road. But due to construction works at the oil facility near the sports track, the rally organizers decided to reduce it to 167 km. Such a change, when the fate of the title is being decided, little chance for drivers and riders left to make a leapfrog and try to jump into first place in the overall standings of their category.

Big Shock Racing

Big Shock Racing, a professional racing team, has been participating in the Dakar Rally since 2003. The team develops and builds racing

vehicles, organizes motorsport events and allows other professional riders and amateur enthusiasts to take part in the Dakar Rally. Big Shock Racing was created in 2016 by a partnership of the KM Racing team with a Czech brand of energy drinks Big Shock. Team boss Martin Macik founded the older team in 2008 but has participated in the famous race since 2003.

Driver Martin Macik, navigator Frantisek Tomasek and mechanic David Svanda, got Charles, their yellow Iveco truck, successfully across the finish line despite many small shocks. In the last, 12th stage, the Czechs finished third and won fifth position in the overall ranking. Big Shock Racing became the best private team in the category. Charles, the team special, developed and built by Martin Macik Sr in the Sedlcany workshops, proved to be very successful at its first start in the world's most demanding rally when it kept pace with other factory-made vehicles.

KAMAZ-master Photo

Big Shock Racing Photo

Broken & Blown

The crew was able to cope with a broken clutch, blown tires, and finishing one stage with only the rear-wheel-drive. "We are at the finish and we are happy," Martin Macik reported. "We reached the overall result due to our careful, calm approach. We succeeded, we finished third in the last stage, and fifth overall. Both of my teammates were absolutely great. Frantisek navigated brilliantly, we did not wander, he was certain of what he was doing. David could cope whenever needed. The atmosphere in the cabin was cheerful. The mechanics were working hard day and night, so I would like to thank them for that. Charles, our truck, did great, it sailed the final heavy dunes smoothly."

For the Big Shock Racing team, the Dakar adventure continued after returning to the Czech Republic. At the 'Obsessed with Dakar' events that took place in January and February, the drivers and other team members met fans in Prague, Brno, Ostrava, Bratislava, Jablonec, Ceske Budejovice, Zlin and other cities. The project 'Respect Road – I do not race on the road', prepared by Martin Macik together with the RMD CR, along with videos, pictures and talks were a part of the events.

Jeddah to Qiddiay

The 42nd edition of the Dakar took competitors from the shores of the Red Sea in Jeddah, around the canyons and mountains of the western part of the country, over the dunes of the Empty Quarter and all the way to the Qiddiya Sports and Culture Complex.

2020 Dakar Rally Truck Race Results
Andrey Karginov (RUS) 46h 33m 36s
Anton Shibalov (RUS) +42m 26s
Siarhei Viazovich (BLR) +2h 4m 42s
Dmitry Sotnikov (RUS) +2h 55m 28s
Martin Macik (CZE) +3h 28m 8s

Extreme Off-road Unimog Trucks Assist Chile Expedition Team

Driving two Unimog U 5023s the scientific expedition team improved safety on the volcano and set a world altitude record at 6694m.

(Stuttgart) For 70 years, the Unimog has been a celebrated vehicle when it comes to scientific expeditions in all places and climates around our earth. And now a ten-strong expedition team led by Matthias Jeschke has climbed the highest volcano in the world, the Ojos de Salado in Chile, with two Unimog U 5023 vehicles.

Emergency Radios

The team's task was to install four emergency radio units at various high-altitude camps on the volcanic mountain. In an emergency, each of the four units can be used to create a radio connection with the three other base camps of the Ojos del Salado. This system will improve the safety both for mountaineers and scientific researchers.

The Ojos de Salado measures 6893m and is thus the world's highest active volcano. The volcano is in the Atacama Desert – one of the driest places on earth and is part of the notorious Pacific Ring of Fire.

New Altitude Record

After the expedition team made it to the Amistad high-altitude camp at 6100m with the two Unimog U 5023 and had completed the installation of the fourth emergency radio unit there, the team set about achieving another milestone: breaking the altitude record for wheeled vehicles. This was achieved by one of the two Unimog trucks at an altitude of 6694m. Never before had vehicles climbed to such heights anywhere around the world.

The expedition was supported by Mercedes-Benz Special Trucks which provided two extreme off-road Unimog U 5023 vehicles of the latest generation to carry the expedition team and all of their equipment to these extreme altitudes. To ensure the vehicles were ready to tackle the challenges of such extreme altitudes, both Unimog trucks were equipped with special tyres, strong winches and special bodies with variable centre of gravity balancing developed by the specialists at the Unimog Museum, Unimog bodybuilder AS Söder and by engineers from the Unimog development team.

A Double Record

With this, the owner of the Extreme Events company, Matthias Jeschke, and his team didn't just beat their own record with a Mercedes-Benz Zetros in 2014, they also set the absolute world record for a wheeled vehicle driving at altitude.

According to Jeschke, the head of the expedition, both vehicles "mastered the extremely steep and rocky passages thanks to a combination of the best, reliable technology, a balanced centre of gravity and amazing tyre technology to bring the materials and equipment to these enormous heights. At no point in time around the world have motorised altitude expeditions taken two trucks simultaneously to such an altitude." A double world record for the two Unimog U 5023 vehicles and a further step made in scientific exploration in the Pacific Ring of Fire.

Tay Kay Poo Wins UD Extra Mile Challenge 2019

UD's Extra Mile Challenge inspires truck drivers to be smart and professional when they get behind the wheel.

Mr. Tay Kay Poo of NSL OilChem Waste Management Pte Ltd, was crowned UD Trucks Singapore Extra Mile Challenge champion on Thursday, 30 January 2020. The UD Extra Mile Challenge is UD Trucks' global driver competition. There are local market qualification rounds, and the best driver selected in each market qualifies for the Global Final at the UD Experience Center in Ageo, Japan, where finalists compete to find out who is the ultimate driver.

Smart Drivers

Competing against 20 other contestants during the qualifying round on October 19, 2019, Mr. Tay and four other participants made it to the local finals that were held on November 9, 2019. This was the third Extra Mile challenge for Singapore, and the concept for this year promoted "Smart Drivers" where trucks drivers are not just a person behind the wheel, but they can also be smart and professional.

During the pre-qualifying round, drivers gathered to understand the rules of the competition and perform their best skills at three main stations – pre-inspection station, driving skill station, and safety and fuel efficiency station. They were then assessed, and the top five drivers were selected. On November 9, 2019, these top five drivers were tested on their driving skills, safety and fuel efficiency by driving on the actual road, clocking in a total distance of 8.62km.

Driver's Appreciation

Drivers and customers were also encouraged to share their thoughts about the event and the trucks they operate. Mr. Joseph Heng, General Manager of UD Trucks Singapore handed out certificates of participation to all drivers.

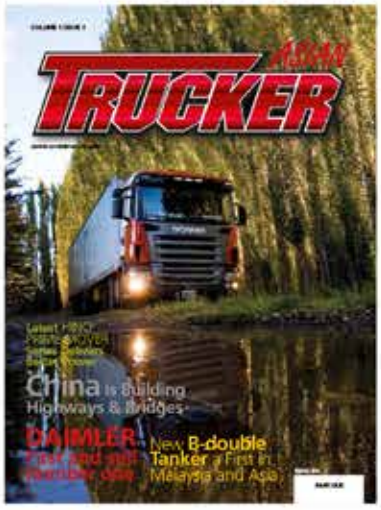
In conjunction with Chinese New Year and Driver's Appreciation Night, on January 30, 2020, UD Trucks Singapore held a dinner and karaoke session to announce the winner. The evening started off with the tossing of Yusheng, followed by a welcome speech from Mr. Heng to thank the customers for their continuous support in UD Trucks.

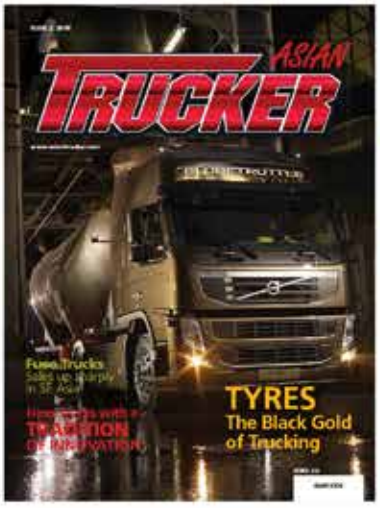
Winners

Mr. Tay Kay Poo of NSL OilChem Waste Management Pte Ltd was crowned the winner of the 2019 Extra Mile Challenge on this evening. The first runner up went to Mr. Ng Sin Aik of Hock Seng Heng Transport and Trading Pte Ltd while the second runner up went to Mr. Pachayappan of CWT Pte. Limited. Mr. Tay will be one of the finalists who will represent the Singapore market in the global final in Japan this April.

"UD Trucks is committed to going the extra mile for smart logistics," said GM Heng. "As a company, we know that the driver is integral to maintaining smart logistics, this is why our aim is to motivate and develop as many ultimate drivers as possible through such competitions. The UD Extra Mile Challenge serves as a symbol for UD Trucks' going the extra mile for customer success and commitment to support all aspects of smart logistics."

Subscription Form





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Singapore's First & Largest Prime Mover Washing Event

Singapore's first prime mover washing event to celebrate Christmas with prime mover drivers was led by logistics start-up Haulio, together with the Supply Chain Employees Union and Health Promotion Board.

(Singapore, December 25, 2019) In light of the spirit of Christmas, local logistics start-up, Haulio, organised Singapore's first prime mover washing event on December 21, 2019. More than 80 drivers across various haulage companies turned up to get their heavy vehicles washed.

Important Industry

Teaming up with the Health Promotion Board, health checks were also made available for drivers, who were also taught simple exercises to encourage healthy living. More than 500 welfare packs were distributed as a token

of appreciation for the drivers' hard work. PSA Corporation, Meiji Holdings, Lion Corporation, Volvo Singapore and Allswell Trading were proud to sponsor the packs.

"Logistics is a key enabler of industry. It is an essential service, not unlike basic infrastructure. Without it, the economy comes to a halt," said Mr Choi Shing Kwok, former Permanent Secretary, Ministry of Transport. Yet, how many times has a container truck driven past without us giving a thought about the men and women behind the wheel and the importance of the cargo they are carrying? The haulage community never rests, constantly driving Singapore's S$300 billion economy — unnoticed.

First Time Event

A 36-year-old Chinese national, who has driven a prime mover truck for more than 10 years, said that this is the first time the industry has seen an initiative like this, expressing his appreciation for the health checks and goodie bags.

"We are heartened to see drivers from across the industry supporting us for this event," said Alvin Ea, CEO and co-founder of Haulio. "We hope to continue working together with our partners to bring this industry to greater heights."

Liebherr's Mining Division and the Heavy Haul

The Liebherr Group's Mining division supplies the international mining industry with large machines for the extraction of raw materials in open-cast mining environments.

The success story of the Liebherr Group is linked inseparably to the person who founded it. It is the story of Hans Liebherr, a qualified master builder, tireless tinkerer, pragmatic businessman and successful pioneering enterpriser. In this Asian Trucker exclusive, we take a closer look at the mining division and their products.

AT: How would you describe the design process for heavy equipment such as mining haul trucks? Is weight reduction an issue, for example?
The design process for Liebherr mining trucks is based on the customer. We conduct extensive market research and evaluate key performance criteria including, but not limited to: vehicle weight, speed on grade, productivity, serviceability, reliability, ease of assembly, and total cost of ownership. Each of these are interdependent upon each other, working together to contribute to the overall performance of the machine.

To ensure maximum productivity, our product management department guides key strategic market decisions. Our engineering department reviews the criteria and develops an optimized design to meet customer needs. Throughout the design process, regular cross-functional design reviews occur to provide feedback and keep the voice of the customer at the forefront of our work. Designs are then released, parts are procured, and designs are field-validated as a final check that customer requirements have been met.

Liebherr's design process begins and ends with customer requirements to ensure their satisfaction.

AT: How are the requirements for mining haul trucks different from those running on roads?
The requirements for an off-highway

haul truck differ greatly from any vehicle that drives on roadways. Semi-trucks typically run 8-12 hours on well-paved roads, carrying weights up to 18 t / 20 tons, using 400-700 horsepower.

A mining truck needs to run continuously on rough haul roads, often uphill, and with heavy payloads in the dump body. Mines run 24 hours a day, 7 days a week, 365 days a year, so the trucks need to maximize their operating hours per day to reach production targets.

Along with the demanding hours, mining haul trucks are also expected to carry more weight--literally. The Liebherr T 284 payload capacity is up to 375 t / 413 tons, usually of rough, abrasive material (like rocks).

In order to carry so much weight and operate continuously, Liebherr haul trucks require far greater power than any kind of vehicle you will see on the highway. The T 284 is one of the largest haul trucks in the world, and requires 4 024 horsepower (3 000 kW) to be able to do its job.

AT: What are the benefits of using these giant machines vs using smaller trucks?
Operating a larger truck enables the mine to achieve a cheaper cost per tonne, which is the main calculation the mine will use to determine whether operations are profitable. Larger trucks can carry larger payloads, while requiring fewer trucks in a fleet. This means that customers are able to move more material with fewer trucks.

AT: How do you service / repair mining equipment and vehicles which weigh literal tons?
Our customer support comprises a global network of Liebherr regional service organizations who prioritize the customer's success. Experienced multi-lingual teams with a variety of skills, technical knowledge, and resources are available for tailored assistance to customer-specific projects and site requirements.

Such tailored assistance programs may include:

A. Assembly & commissioning support
B. Proactive machine inspections to assess condition & enhance performance
C. Technical assistance on call 24/7 or with permanent on-site base
D. Diagnosis & troubleshooting support
E. Maintenance & repair jobs, supervision or turnkey
F. Structural component inspections and repairs
G. Maintenance contract up to full MARC, tailored to customer's requirements
H. Technical training courses & e-learning training packages
I. Operator training at commissioning & refresher training

AT: How do you ship the mining haul trucks to the mine-site where they are deployed?
Shipping a 200+ metric ton truck is no easy feat, which is why Liebherr Mining maintains an entire External Logistics department. For each project we utilize a logistics study, to review all regulations in terms of oversized cargo. This study provides the context for any necessary adaptations, in terms of dimensions and weights of future convoys.

The truck is dismounted in many modules, and the configuration is adapted to fit the equipment used to transport the truck. Special attention is given to the repartition of weight and the center of gravity, in order to safely perform loading and lashing activities. Different authorizations may be required to transport the components, depending upon the destination. Different modes of transportation are also utilized, depending upon the requirements of the journey: maritime, etc.

Brief history about Liebherr and its Mining Division

The Liebherr Group was founded in 1949, when Hans Liebherr invented the mobile tower crane. Today, the company is comprised of 45 000 employees in 130 companies across all continents, with divisions including but not limited to construction, refrigeration, aerospace, hospitality, and mining. Liebherr remains a family-owned company to this day.

The mining division includes a worldwide network of affiliates, as well as three factories:

Liebherr Mining Equipment in Newport News, Co. in the U.S.A. was founded in 1995 and manufactures large ultra-class mining trucks designed to handle payloads of 375 t/413 tons of coal, iron ore, copper ore, and gold ore for the international mining industry.

Liebherr-Mining Equipment Colmar SAS in Europe was founded in 1961 as the first production company in France. Today this factory produces 15 different models of hydraulic-track travel gear and more, with operating weights from 21 – 100 tons.

Liebherr-Werk Telfs GmbH in Austria was founded in 1976 and is responsible for the development and manufacture of hydrostatically driven crawler tractors and loaders, pipe layers, and telescopic handlers.

Liebherr's move into the mining industry has set standards in open-cast mining operations worldwide in regards mining trucks, hydraulic excavators, and dozer line. Liebherr is continuously growing its innovative capacity with a dedicated focus on quality, to ensure maximum customer value in all product areas.

Because of the long-term partnerships with our logistics service providers, we are constantly working together to improve the safety and efficiency of such transports. Once everything arrives on a mine-site, a Liebherr crew begins assembling the equipment.

AT: What does driver training look like? Personnel operating these mining haul trucks would have been trained specifically for these jobs.
As an Original Equipment Manufacturer (OEM), Liebherr provides training to customers and their employees, either on-site or at our factory, in the operation and maintenance of our mining equipment.

The Liebherr haul truck operator training is a three-level progressive blended training program consisting of eLearning, classroom, and practical training. By the conclusion of the course, students have gained an in-depth operational knowledge of the Liebherr haul truck cab controls and switches, fault handling, hazardous situation control, braking systems, startup procedures, shutdown procedures, and operational applications.

Liebherr Mining training centers provide modern classroom settings, equipment simulators, and customized training packages. All mining instructors are factory-certified.

AT: Autonomous vehicles are said to be extremely suitable for mining operations. Are there any autonomous vehicles available or in planning?
Liebherr Mining Equipment has noted an increased market demand for advanced technologies in both manned and unmanned haulage applications. We

are constantly striving to generate value for customers through retrofits and upgrades, unrivalled customer service, increased payload capacities, machine health and diagnostics monitoring, operator assistance systems and more. We are actively developing products to meet market demands as our customers seek to implement technologies to enhance operational safety and deliver operational efficiencies through integrated automation of the mining value chain.

AT: What is your take on electric mining haul trucks?
The electric drive is the future of mining trucks, as opposed to the old mechanical drive still seen in many of our competitors' trucks. More and more customers are looking to make the shift to initiate more sustainable mining practices by minimizing emissions. Electrification is one way to achieve that goal in some markets.

Trolley Assistance Systems are another convenient way to reduce emissions, while also drastically lowering fuel consumption, significantly reducing the cost of ownership.

AT: Do you develop equipment that is matching in terms of performance? I.e., is there an excavator that pairs or matches with a specific mining haul truck?
The Liebherr product line contains a shovel that perfectly matches with each off-highway haul truck. The bucket size, material density, fill factor (percentage of the bucket filled per pass), maximum suspended load for the shovel, and truck payload are all critical factors in determining the perfect match between the two pieces of equipment.

Liebherr trucks reach fill capacity in approximately 3-5 passes. It is important to use a compatible match, as overfilling the truck can lead to a reduction in components over the lifecycle of the truck, while under-loading the truck will lead to a decrease in productivity and a higher cost per tonne of material moved.

AT: What are some of the current market trends in your segment of the commercial vehicle industry?
There is a focus within the international mining industry on enhanced performance through digitalization. The use of assistance systems and autonomy is rising within the industry, as customers seek to optimize efficiency and productivity of their operations. Automation is also attractive to mine-site operations due to the enhanced safety during use.

AT: What are some of the key challenges that your industry is facing?
Mining is a challenging industry, one that is always changing. Our company and our products are built to withstand extreme environments—such as Collahuasi, Chile.

4 000 meters above sea level, a fleet of Liebherr T 284 trucks equipped with the High Altitude Package are hard at work hauling copper. Such conditions can drastically reduce productivity, or wreak havoc on machines if not properly equipped.

By considering the challenges faced by our customers, we adapt and remain a valuable resource of service and support, overcoming our own industry challenges in the process.

AT: Anything you want to add?
Liebherr Mining Equipment Newport News, Co. is proud to offer a comprehensive product range to our mining customers including mining trucks, hydraulic excavators, and crawler dozers. We are continuously expanding and improving our product range and the optional features of each.

We will be on full display at MINExpo 2020 in Las Vegas this September. We look forward to greeting many of our customers, fans, and worldwide affiliates at MINExpo, the world's largest international mining trade show. See you there!

Daimler Trucks Sales Down in 2019

(Stuttgart) Daimler Trucks ended the financial year 2019 with a solid result in a challenging environment. With an operating profit (earnings before interest and taxes, EBIT) amounting to 2.5 billion euros, 2019 was the third most successful financial year in the history of the business division, despite a decline (minus 11% compared with 2018). Revenue equated to 40.2 billion euros and was thus above the level of the previous year of 38.3 billion. The return on sales for 2019 was 6.1% (minus 1.1 percent compared with 2018).

From the third quarter of 2019 the company felt the beginning of an economic normalization in key markets and reacted immediately. Overall, following the record year of 2018 that had sales of 517,300, 2019 sales were down 6% to 488,500 units. Daimler Trucks adjusted its global production accordingly in the third quarter of 2019.

For 2020 Daimler Trucks is anticipating further normalization of the demand which has been particularly high in recent years. In the key truck sales markets the company is expecting rather unfavourable general economic conditions. In Japan, Daimler Trucks anticipates a significant decline in demand for heavy-duty trucks.

"2019 was a solid year for Daimler Trucks," stated Martin Daum, Chairman of the Board of Daimler Truck AG. "We responded to the economic headwind in key regions and adjusted our production. We want to and will permanently cut our costs. This is why we have intensified our efficiency measures. We will continue to lead the transformation in our trade. The earnings power for extensive investments in future technologies is the key to success. This is how we can achieve a sustainable transformation to emission-free, automated and connected transportation of the future."

KAMAZ launches New Assembly Line in Uzbekistan

(Uzbekistan) Kamaz has launched a new chassis assembly line for Kamaz vehicles in Samarkand, Uzbekistan in cooperation with UzAutoTrailer. Established in the new production building, the new assembly line has a total area of 7400 m2. With modern technological and auxiliary equipment, the line will be able to produce over 300 trucks per year. An assembly and installation section have been organised in the building for gas equipment on the Kamaz chassis. The organisation of the new assembly line has made it possible to go to a deeper degree in the production technology of Kamaz chassis, using localised batteries, fuels and lubricants, gas cylinders and other components manufactured in Russia.

Large-scale production of Kamaz vehicles started at UzAutoTrailer in November 2017, with a set of superstructures and semi-trailers manufactured by the Uzbek partner. The presentation of Uzbek-made Kamaz trucks took place in March 2018. The company started sales of Kamaz trucks after a few months and production volume of finished vehicles on Kamaz chassis has since exceeded 1800 units. There are over 18 vehicles in the current model range of Kamaz trucks manufactured at the plant, with load capacities from 10 to 36 tonnes.

Tarsus Group Acquires Tyrexpo Series

(London) Tarsus has acquired the TyreXpo series of events from Singapore-based organiser, SingEx. The acquisition adds a complementary brand to the automotive events in the Tarsus portfolio and gives the group access to an adjacent market. TyreXpo was launched in Singapore in 1997 and now provides one of the leading meeting places for the tyre industry, with many of the world's most important suppliers to the industry participating. Favourable market conditions in recent years have led to key tyre manufacturers investing heavily in East and South Asia and the region now accounts for more than 50% of global tyre manufacturing. According to industry sources, Asia is the largest and fastest growing market for tyres globally and is forecast to grow at a CAGR of 8.75% through to 2023.

Tarsus Group CEO Douglas Emslie highlighted the strategic fit of the acquisition: "The TyreXpo series acquisition aligns with our approach of investing in high growth opportunities and markets. This is an exciting vertical for Tarsus and complements our existing presence in automotive industry events."

TyreXpo Asia is firmly established as a must-attend for the industry in the region and beyond. The biennial event is held at Singapore EXPO and the 2019 edition attracted over 200 exhibitors across an exhibition area of 12,000sqm and saw 2,506 visitors. Key to the event's ongoing success is the resilient demand for tyres irrespective of mobility trends and the future-proofed nature of the industry. Under Tarsus Group ownership, the event will have an increased focus on the TBR (truck & bus radial), OTR (Off the Road)

and PCR (Passenger Car Radial) sectors coupled with a buyer programme to grow the number of international buyers at the event.

Increased global participation will be a focus for the event going forward, said Tarsus Asia CEO, Nino Gruettke: "The Tarsus Asia team are excited to roll out the next phase of development for TyreXpo series – a key priority will be to bring the world's leading buyers to Singapore and truly internationalise the event."

The next edition of TyreXpo Asia is scheduled for March 2021 at Singapore EXPO.

Daimler Group Indonesia Announces New Entity

Daimler Group Indonesia expands its organization by introducing a new business entity, PT Daimler Commercial Vehicle Manufacturing Indonesia (DCVMI), as a result of the implementation of the new group structure, PROJECT FUTURE, by the German Daimler AG on a global scale.

The newest establishment will be primarily focusing on the production and assembly of Mercedes-Benz commercial vehicles for the Indonesian market, while PT Daimler Commercial Vehicles Indonesia (DCVI) will be serving as the sole sales agent for the distribution of Mercedes-Benz commercial vehicles. DCVMI will be expected to carry on the success that has been achieved by DCVI through the factory in Wanaherang, West Java, such as the launching of the Axor type Mercedes-Benz heavy-duty truck back in 2017, which added to the range of commercial vehicle models that are assembled locally by Daimler. Additionally, improvements such as the brake test, speedometer test, and shower test have been added to the assembly and testing facilities of the Wanaherang plant. These new additions will serve as tighter quality control of each Mercedes-Benz vehicle in ensuring its safety.

Daimler AG spent two years intensively preparing for the implementation of PROJECT FUTURE for the purpose of dividing its various businesses around the world into separate divisions. The group structure was finally launched in 2018 with the intention to begin a structural transformation that will prove to be visionary, with three independent entities under the Daimler AG umbrella: Mercedes-Benz AG (responsible for Mercedes-Benz passenger vehicles and vans), Daimler Truck AG (responsible for seven global brands of Trucks and Buses), and Daimler Mobility AG (responsible for mobility services and financial services).

Tim Grieger, Head of DCVMI, hopes that the presence of the new entity will encourage the Mercedes-Benz commercial vehicle division in Indonesia to be more focused and competitive in accordance with the functions and goals of each entity. "The structural change in this organization is part of our commitment to the market in Indonesia, with the hope of bringing success to future mobility with our sustainable business strategy in Indonesia."

Strong Performance for DAF in 2019

2019 was a good year for DAF Trucks. Its market share of 16.2% in the heavy duty (16+ tonne) segment puts DAF in the Top 3 of largest truck manufacturers in Europe. DAF's share of the market in the Light segment grew from 9.0% to 9.7%. "Our first class trucks and services, combined with an excellent dealer network, put us in a strong position to achieve further growth," stated Harry Wolters, president of DAF Trucks.

Growth In & Outside Europe

In 2019, the European truck market for the 16+ tonne segment totalled 320,000 trucks, more or less the same number as the year before. "The European economy was strong last year, which led to a high demand for transport, including new trucks," said Wolters. "Our market share of 16.2% in the heavy segment is the second highest in the history of DAF."

DAF sold 7,900 trucks outside Europe. The company introduced the new generation of Euro 5 and Euro 6 trucks to Russia, Belarus, Ukraine, Latin America, Australia and New Zealand. In Taiwan, DAF remained the market leader amongst European brands in the heavy segment. In South Africa, sales rose by more than 20%, whilst in Bayswater, Australia, production of the versatile DAF CF commenced in the factory of parent company PACCAR. DAF also sold more than 3,000 PACCAR engines to leading manufacturers of coaches, buses and specialised vehicles all over the world.

Record After Record

"In 2019," added Richard Zink, Board of Management member with responsibility for Marketing and Sales, "we sold a record number of DAF MultiSupport Repair and Maintenance contracts, supplied a record number of clients with the DAF Connect online fleet management system, and delivered a record number of DAF Used Trucks to their new owners. There certainly is no shortage of ambition, and that is why we are working together with our dealers to strategically expand our network of over 1,100 professional dealers and service points. Last year our independent dealers opened a total of 50 new dealerships in Europe, South America, Asia and Africa."

In 2019, DAF produced 52,746 CF and XF Series trucks and 11,344 LF Series vehicles. "European truck demand remains strong due to steady European economic growth," Wolters pointed out. "We expect 2020 to be another good year for the European commercial vehicle market, but down on 2019, and in the range of 260,000 - 290,000 trucks. And we are ready to grow further, too – the market values, the reliability, low operational costs and high level of driver comfort of our fantastic trucks. Furthermore, our comprehensive range of tractors and vocational trucks offers tailor-made solutions for all transport requirements."

Bridgestone Notice of Office Relocation

BRIDGESTONE

(Singapore) Bridgestone Tyre Sales Singapore Ptd Ltd has been relocated to the following address, sharing the same office space with the company's regional headquarters – Bridgestone Asia Pacific Pte. Ltd.

The new office address is as follows:
Bridgestone Tyre Sales Singapore Pte Ltd
83 Clemenceau Avenue #08-01/ 08, UE Square Singapore 239920
Tel: 65-6540 4008 **Email:** enquiry.singapore@bridgestone.com
Website: www.bridgestone.com.sg

This new integrated office allows the company and its regional headquarters to allocate resources in a more efficient manner and focus on providing the best products and services for consumers and customers in Singapore.

JAC Light Truck Wins Three Awards

(Beijing) Three models of JAC light truck, the Shuailing All-round Express Version, Kangling J6 and Junling V5 won the title of "fuel-saving champion" in their respective groups at the 12th China International Energy Conservation Competition that was held in Beijing at the end of December 2019.

The Shuailing all-round truck was equipped with Greenjet engines independently developed by JAC, which was a new power developed jointly by JAC and Bosch of German, Ricardo of Britain and other world-renowned companies. Eight advanced technologies such as four cylinder inline, high pressure common rail, turbo charge, timing chain + gear drive, SCR post-processing, etc., have significant fuel-saving effects.

The new Kangling J6 model, mainly targeted at users of short and medium distance express delivery and urban distribution services, is equipped with Yunnei D25 power, which has stronger power and faster speed. This engine uses single-cylinder 4-valve technology, which effectively improves the efficiency of intake and exhaust while greatly improving fuel efficiency, which can save fuel of 8% -10% compared to competing products.

The T28 power applied to the Junling V series is superior in starting, speeding up and explosive power. It is equipped with a noise-reducible chain drive system, so the driver gets a smoother and more comfortable driving experience. It adopts new designs such as double overhead camshafts and single cylinder four valves, which are more conducive to the intake and exhaust efficiency of the engine at high speeds, thereby improving fuel consumption and engine performance.

Daimler Divides Divisions

(Stuttgart) The Daimler Group has separated the car and van and the truck and bus businesses into two new subsidiaries, taking effect at the end of October 2019. Three legally independent stock corporations now operate under the parent company Daimler AG: Mercedes-Benz AG is responsible for Mercedes-Benz Cars & Vans. All Daimler Trucks & Buses activities are conducted at Daimler Truck AG. Daimler Financial Services, which has been legally independent for many years, was renamed Daimler Mobility AG in July, and it is also responsible for mobility services. With these three subsidiaries, Daimler is strengthening its customer focus and increasing the Group's agility. Daimler AG continues to be the only listed company. As the parent company with approximately 6,000 employees, it will be responsible for governance, strategy and control functions, and will provide Group-wide services.

Mercedes-Benz AG and Daimler Truck AG are German stock corporations subject to codetermination and are based in Stuttgart. As required by law, the supervisory boards of the two companies will each comprise 20 members, ten representing the shareholders and ten representing the employees.

Daimler Truck AG is responsible for the global truck and bus business. Approximately 100,000 employees worldwide develop, produce and market products and services from Daimler Trucks & Buses. With its subsidiaries, Daimler Truck AG is one the world's largest manufacturer of commercial vehicles.

"Our customers are at the focus of everything we do: We work for all who keep the world moving. We can only be successful if we make our customers successful – and we do this with products that combine two things: local market requirements and our globally leading technologies," stated Martin Daum Chairman of the Board of Management of Daimler Truck AG.

Show(s)topper: the ONE Event that Stops the World and Keeps it Going

When I was a little boy, I was fascinated by the black and white movie 'The day the Earth stood still'. And it is the exact feeling that I get once a year when the lunar calendar indicates that it is time for one of the most celebrated events in the year that literally grinds business to a halt and yet pushes the economy forward: Chinese New Year.

Trucks to the Fore

As the event does not come as a surprise, businesses anticipate the impact. Orders are increased, stocks are piled, and warehouses filled with goods to be pushed out to the shelves. It is the transporters that need to accommodate the increased need for capacity to move merchandise of all kinds. It is the weeks leading to Chinese New Year that herald the good news for the transporting man.

Driving off the Cliff

And then, just like that. Both feet on the brake, retarder and intarder all engaged, the world comes to a stop. Trucks vanish from highways as their captains for once cannot be convinced to be clocking in for work. It is that one time of the year where the lure of easy money to be made is no competition for the pull of family and the traditions of the time.

A few days in, the impact of the truckers being off duty becomes apparent: markets run out of fish, fresh fruit becomes scarce and toilet paper becomes an in-demand commodity. It is during these 15 days that one realises just how much we depend on road transportation.

Driving it Home

With the drivers all gone home to see their loved ones, the world economy has the parking brake on, everyone is waiting in anticipation for the return of the otherwise oftentimes loathed lorry lugging goods along the highway.

Chinese New Year being a lengthy festival with many obligations, it takes some time for the drivers to go back to work. They make good use of the festival and they should as they are usually out and about at all times, sometimes not seeing their families for extended periods.

Economic Driving Force

However, "CNY" is also a good indicator of what the year ahead will look like. Gifting friends, family and business partners is a must and the size and value of the presents is usually an indicator of the sentiment in the community. Ang Pau money also needs to be handed out and the annual ritual is surely one way to spur the economy.

Same Procedure Every...

Even after two decades in the region, it still amazes me how this one festival can immobilise entire economies. Even in places that are not dominated by Chinese. Christmas might be more "advertised", but the impact comes nowhere close to CNY. Fasting may take a whole month, however things still move at a reduced, yet acceptable pace. What fascinates me even more is how much drivers impact the entire proceedings. In a few months I will be mumbling the following words again, knowing that once the drivers come back from their hometowns: Klaatu barada nikto!

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