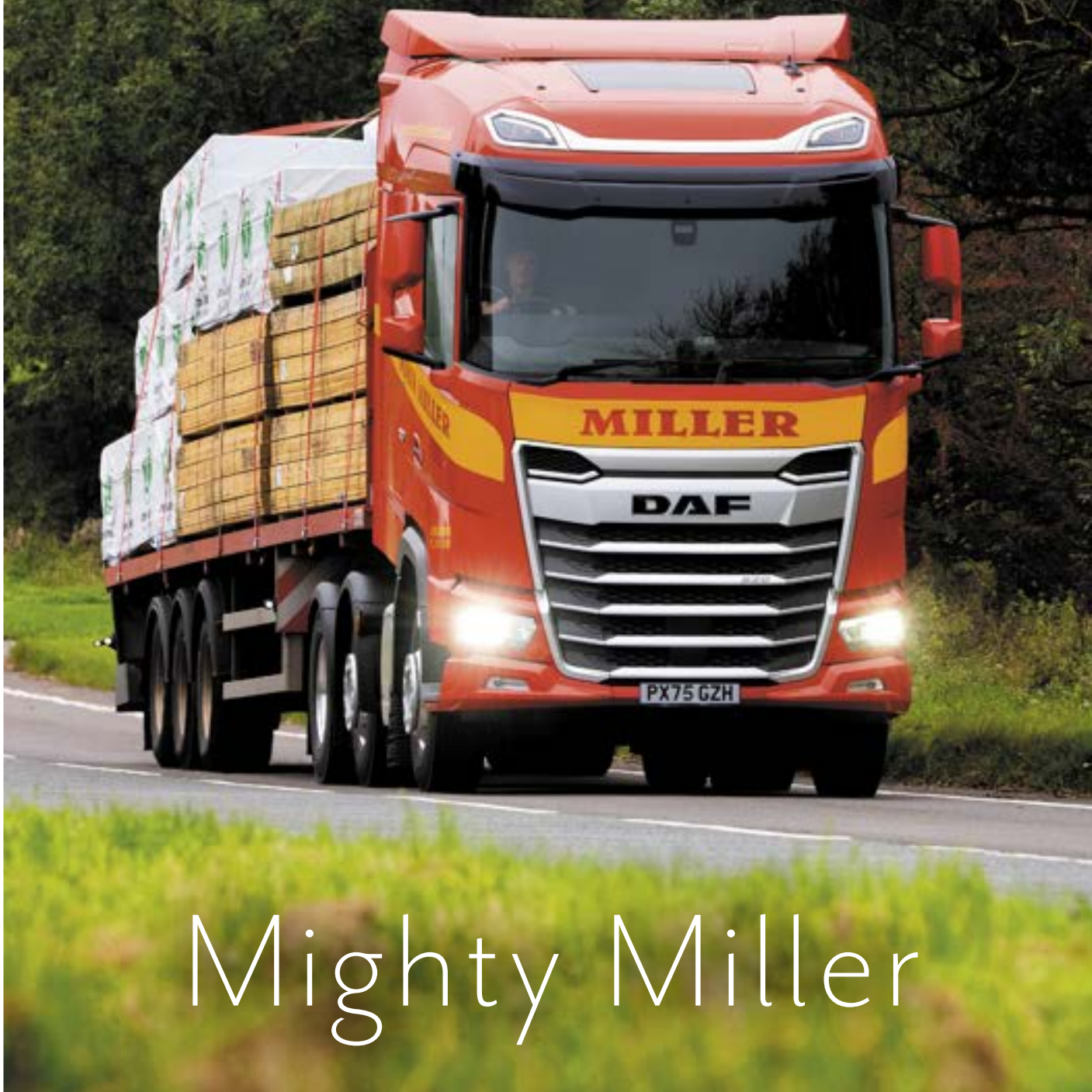


ISSUE 40 2025

DAF DRIVER

INSIDE THE UK'S #1 TRUCK MANUFACTURER



Mighty Miller

NEW GENERATION DAF ELECTRIC



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WELCOME TO ISSUE 40 OF DAF DRIVER MAGAZINE!

“Some old-school drivers have resisted the introduction of this technology, but the advantages it offers in visibility and aerodynamics more than outweigh any perceived problems.”

Publisher – Matthew Eisenegger



FUTURE SHOCKS!

Changes are moving fast in the road transport industry now, and this latest issue of *DAF Driver Magazine* shows just what has been going on behind the scenes.

There's an exclusive interview with DAF Trucks' Design Director Bart van Lotringen, who reveals the secrets behind the aerodynamic styling of the New Generation of DAF trucks. Thanks to the brave anticipation of changes to EU dimensions laws, the DAF team was able to ensure that aerodynamic revisions to DAF truck cabs also yielded great improvements in space and comfort for the driver and increased the safety of both those inside and outside the cab. A winner all round.

A key change has been the substitution of conventional mirrors for a digital vision camera system. As DAF Driver Trainer Mandy Wannerton explains, some old-school drivers have resisted the introduction of this technology, but the advantages it offers in visibility and aerodynamics more than outweigh any perceived problems. If you've not had a chance to try the DAF system yet, I'd urge you to keep an open mind until you have.

And on the subject of traditions, heavy-haulage was the last application for the once much-loved ZF 16-speed gearbox. Legislative changes mean that it can no longer be offered even for the

ultra heavy-duty prime movers that were its last bastion against the tide of the 12-speed automated transmission, but can an automated 12-speeder really take its place in a Special Types heavy haulage vehicle?

There's only one way to find out...try it out!

You can read how we got on on page 16, but again, be prepared to leave your preconceptions at home.

Nowhere is the pace of change quicker than in electric trucks. They form a small, but fast-growing, segment of the overall market in the UK and the latest innovations from DAF Trucks are already making some of the earlier designs look distinctly old-fashioned. It's hard to believe that the first electric DAFs were rolled out only in 2018, and there's now an offering for every application from 12-tonne rigids to 4x2 tractors, with a variety of battery options to enable operators to fine-tune their vehicle in terms of range, price and payload.

We know some drivers are resistant to the idea of electrics, and we aren't yet at the point where there is the technology or infrastructure to offer an electric solution for every mission, but it has to be said that you can't drive an electric truck and fail to be impressed by the experience. Find out more on page 30, and don't knock it unless you've tried it!

Enjoy the issue!

The Bigger Picture

Look out for the dynamic QR codes in this issue of *DAF Driver Magazine*. Simply open the camera on your mobile device and point it at the code, then sit back for some exciting additional content.



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MIGHTY MILLER



At the heart of Scotland's haulage industry, John Miller Ltd has established itself as a champion of reliability, operational efficiency and a partner to some of the UK and Europe's most demanding manufacturers. ►

Words: Ronnie Hitchens Photographs: Karl Hopkinson



Ops Director and occasional driver
Ewan Miller gets his hands dirty



The company's journey, steeped in family legacy and a relentless drive for technological improvement, offers a compelling case study in how modern operational choices – such as a decisive shift to a New Generation DAF fleet – shape profitability, sustainability and business reputation in today's transport ecosystem.

Back in 1979, the Scottish border town of Dumfries was home to a young haulier with a single wagon and a clear ambition. John Miller, founder of what would become the iconic John Miller Transport, started out covering local timber and general haulage. But it didn't take long for the business to outgrow its beginnings. As the 1980s progressed, the company seized opportunities to transport high-value computer parts between Ireland and Scotland at a time when the UK's tech manufacturing sector was booming.

Operations Director and occasional driver, Ewan Miller, reflects on his father's legacy: "Dad quickly built up the business," he says, "moving components for big names like IBM and Hewlett Packard. The company's lorries became well known on the roads and ferries between Ireland and Scotland. He also had major contracts with household brands such as Cadburys and Gillette, moving sensitive and high-value loads that needed to be delivered on time, every time."

The business's distinctive turquoise, white, and red livery became a familiar sight up and down the UK and across the Irish Sea. In 1995, this success was recognised at the highest level: John Miller Transport became Motor Transport Haulier of the Year; a first for a Scottish operation.

Then came change. Around the turn of the millennium, John Miller Transport was acquired by Securicor (now G4S). John stayed with the new owner as a director but, after several years, felt the call of independence once more. His new company, John Miller Ltd, made its mark with a bold new red-and-yellow livery, a focus on flatbed haulage for the construction sector, and a growing reputation for reliability.

Just-in-time

At the heart of the company's philosophy is a commitment to just-in-time (JIT) logistics. For customers, especially those in manufacturing and construction, downtime is simply not an option. "Loading and delivering just in time, every day, is what we do," Ewan states. "Our customers rely on us; their production lines depend on it. We simply must collect and deliver on time, no exceptions."

The New Generation DAF fleet is split into XG 6x2 tractors for the flat-bed 'tramping' work, while the XF 6x2s are exclusive to the tanker fleet



That operational reality places enormous pressure on both the equipment and the people involved. If even a single delivery is missed or delayed, the downstream impact on client supply chains can be severe. To minimise those risks, John Miller Ltd has carefully refined its fleet, its relationships with dealership partners and its operational procedures.

DAFs at forefront

Today, John Miller Ltd runs a 60-strong fleet: 53 DAFs and seven Scania. Over the last six years, it is the DAF marque that's emerged as the overwhelming favourite. The reasons, says Ewan, are clear; local dealership support, robust after-sales service and vehicle reliability. "Ever since 1979 we've had DAFs in the fleet," he says, "but it's only in the last few years that they've made up the vast majority. Our local dealer, Motus in Dumfries, has been exceptional. When reliability is paramount and you're running

trucks on JIT jobs, after-sales support is everything. DAF delivers that in spades."

The latest additions, 25 New Generation DAFs, including a mix of XG and XF models, show the business's nuanced approach to vehicle selection. The XGs, with their voluminous cabs, are preferred by drivers who spend the full week tramping. Each driver is typically assigned for four nights out at a stretch, so cab comfort, storage and amenities make a genuine difference to morale and retention.

"For our drivers, the XG is the gold standard, especially for longer jobs," concedes Ewan, "You need that space when you're living in a truck all week. But there's a method in the deployment. We use the XF trucks for payload-sensitive work, like tanker and walking floor operations. The lighter cab means we get more payload on those jobs, and

there's a slight edge in fuel efficiency as well."

Fuel efficiency

It's not just reliability that's under the microscope. Fuel economy is a major aspect of the company's commercial and environmental approach. The XF tanker fleet has recently recorded a significant 0.8 mpg improvement with its 2025 DAFs; a seemingly small number, but, when multiplied across annual mileages and multiple trucks, it translates into major financial and CO₂ savings. ▶

***"EVER SINCE 1979
WE'VE HAD DAFS
IN THE FLEET"***



Many of the firm's blue-chip clients, especially those in precast concrete and timber, are under significant pressure to reduce emissions and demonstrate environmental responsibility. John Miller Ltd's continual investment in newer, more efficient trucks is, therefore, also delivering a tangible, competitive advantage, supporting their clients' drive for sustainability as well as their own.

Strategic footprint

Modern haulage isn't just about the trucks, it's about having the right infrastructure in place to move goods efficiently from anywhere, anytime. Central to John Miller's strategy is its Lockerbie base, ideally situated just off junction 17 of the M74. From there, the company can quickly dispatch vehicles further north into Scotland or south to England (and beyond), ensuring

that clients anywhere in the UK can be served at speed.

Additional operational centres in Glasgow, Carlisle, Warrington, Ellesmere Port and Stoke extend their service reach, helping the company maintain a tight grip on schedules while spreading the maintenance and support load across multiple hubs.

The human factor

None of these assets would matter without the right team. "Most of our drivers are trampers," says Ewan, who chips-in with driving when required, "they're away all week, every week. It's essential that we're giving them trucks they're happy to live in and take pride in."

Investment in the New Generation DAFs, particularly the XGs, has

delivered real benefits in retention, morale and performance. Drivers are typically assigned vehicles on a long-term basis, fostering a sense of ownership. While the XG's ample space and comfort are universally appreciated, Ewan is candid about operational realities. "Look, the XF is a well-appointed, spacious cab, but a little smaller than the XG, and sometimes drivers grumble if they see a mate with an XG. But we explain the reasoning – some jobs demand as much payload as possible, so the lighter cab helps. It's a trade-off, and our drivers understand that."

John Miller Ltd runs a mix of flatbed and bulk-liquid tanker operations. Specialised work, such as walking-floor contracts and tanker jobs, prioritise payload and fuel economy; so these are roles to which the XF units

“For our drivers, the XG is the gold standard, especially for longer jobs. You need that space when you’re living in a truck all week.” Ewan Miller



are specifically assigned. While explicit client names are kept off the record, the company is proud to be the ‘number one haulier for the UK’s leading precast concrete manufacturer, a top European timber company, and the main haulage partner to Europe’s foremost waste-to-biodiesel producer’.

The expectations from these clients are exacting. 24/7/365 operational support, total reliability and a proactive approach to emissions reduction. Ewan credits the company’s logistical flexibility, backed by a modern, well-maintained fleet and skilled staff, as key to winning and retaining significant contracts.

Family roots, professional standards

Somewhat surprisingly, Ewan is the only family member fully active in the business today. His siblings have

both taken different paths having been briefly involved at various times. The company, though, remains infused with the Millers’ emphasis on hard work, trust and integrity. That legacy is visible in day-to-day dealings, from tight-knit relationships with dealership partners to the way drivers are allocated equipment and treated as highly-valued professionals.

“As a business, we’re big enough to handle major contracts with some of the UK and Europe’s largest manufacturers, but we’re small enough to stay agile – close to our drivers, customers and suppliers,” Ewan reflects.

Future vision

Looking ahead, John Miller Ltd’s focus will remain on continual renewal; both in fleet and in culture. The

commitment to keeping the fleet modern and fuel efficient is matched by a willingness to invest in new operational systems, support tools and outreach (including, possibly, a more active presence on LinkedIn and other social media).

“In this industry, standing still isn’t an option,” admits Ewan, “Our clients need to know they can trust us tomorrow as much as they trust us today. That means new trucks, better fuel performance and always keeping the promise to deliver on time.”

From the company’s beginnings on the back roads of Dumfries to its current role as a vital link in some of Europe’s most efficient supply chains, John Miller Ltd remains a study in how tradition, innovation and partnerships can shape a business that’s built to last.



HALO DB12 S JOINS ASTON STABLE

Aston Martin has announced a new DB12 halo model, the DB12 S.

Words: Chris Russon Photographs: Aston Martin





Push to unleash 700ps



'S' badged denotes highest performance model



Taking the driver-focused DB12 as its start point, DB12 S builds on that pioneering recipe of intensely dynamic ultra-luxury performance by adding more power and even greater dynamic prowess.

Together with striking exterior changes and extensive interior enhancements, DB12 S is the new pinnacle of Super Tourer.

Joining DBX S and Vantage S, DB12 S follows the convention of applying the 'S' suffix to the highest performing derivative of an established model.

This custom began in 1953 with the glorious DB3S road-racer. More recent examples include the first and second generation Vanquish S – launched in 2004 and 2016 respectively – V8 and V12 Vantage S models introduced in

2011 and 2013, and the magnificent four-seater Rapide S, also launched in 2013.

The heart of the DB12 S is an even more potent version of the Aston Martin 4.0-litre Twin-Turbo V8. Now with 700ps – an increase of 20ps – the DB12 S offers has a 202mph top speed.

In keeping with this intensified spirit, DB12 S features a distinctive new exhaust sound character.

The new quad tailpipe stainless steel sports exhaust system has been tuned to accentuate the engine frequencies throughout the rev range for added depth and potency.

Calibration changes to the powertrain have optimised the Launch Control system, reducing gearshift times by

“The technology we introduced with the DB12 now allows us exceptional scope to explore a new depth of character and capability within the same vehicle platform”



Quad tailpipes distinguish the 'S' model

more than 50 per cent and contributing to a 0.1sec improvement in 0-60mph time, which is now just 3.4 seconds.

Aston Martin engineers have further honed the throttle pedal calibration, introducing a more progressive throttle pedal feel with a new S-specific drive-by-wire throttle map to give the driver a greater sense of connection and control.

Another significant upgrade for the DB12 S is the standard fitment of Carbon Ceramic Brakes which offer increased braking performance and thermal capacity together with a significant reduction in unsprung weight.

Aston Martin director of vehicle performance, Simon Newton said "The technology we introduced with

the DB12 now allows us exceptional scope to explore a new depth of character and capability within the same vehicle platform. With DB12 S we have carefully engineered a host of detailed changes, which, preserve signature levels of refinement, boost vehicle performance and amplify driver engagement. Having added this greater dynamic and performance bandwidth to DB12 S, we believe this elevates the Super Tourer ethos to a thrilling new level."

Visually, the new DB12 S reflects its bolstered performance and sporting feel with a striking new look. Starting at the front, the DB12 S is identified by new dual element front splitter and bonnet louvres.

Moving to the flanks, the DB12 S features gloss black sill additions

and also continues the tradition of carrying S badges in key locations, specifically, on the bumpers just below each side strake.

At the rear there's a fixed rear spoiler with a new rear diffuser, which allows stacked pairs of exhaust tailpipes.

Amongst the options offered on DB12 S are an Alcantara heated sports steering wheel, and the iconic Aston Martin wings applied to the seat headrests by an industry-first technique using both embossing and debossing for precision and sculptural depth.

The DB12 S is available to order now, in Coupe and Volante form, with prices starting from around £220,000 and deliveries are scheduled for the start of 2026.





BEAST OF BURDEN



Will DAF's shiny new XG 530FTT demo truck be beast enough to do Bernard Hunter Ltd's donkey work?

Words: Stevie Walker

Photographs: Mark Ballantyne



*“LOADED WITH ALL THE NECESSARY GUBBINS
THAT MAKE IT A HEAVY-HAULAGE TRACTOR UNIT”*



Truck has 12-speed gearbox

DAF Press and Demonstration guru Mandy Wannerton's eyes lit up when she spotted the field of donkeys from the offices of Bernard Hunter Mobile Cranes and Metal Recycling Ltd. Managing Director Mark Rafferty explains that the donkeys—currently munching their way through a valuable section of real estate within the company's 18-acre premises—are seen as a lucky charm at Bernard Hunter Ltd and have been a constant throughout the company's near 80-year history.

The one time the beasts were moved to different pastures, during the particularly hot summer of 1976, a string of unlucky events ensued until the donkeys were brought back on

site. For this reason they remain. That and, of course, the fact that they bring a smile to the faces of everyone who visits. We aren't here to admire the donkeys, however. Our visit to the former Gilmerton Colliery site, situated within spitting distance of Edinburgh city centre, is to put to work an entirely different kind of beast—this one without the hair and pungent aroma, and hopefully a lot easier to handle. It comes in the shape of DAF's latest demonstration truck, the XG 530 FTT.

Spec'd by Ed Miles, DAF Product Marketing Manager, the FTT is task-ready and loaded with all the necessary gubbins that make it a heavy-haulage tractor unit. Ed is passionate about his job; as part of the team that brought to life the UK30 Special Edition

XG+530 model unveiled at RTX25, he knows how to make a truck look good. Stunning though it is, this FTT is no show pony (there's definitely an equine theme running here). It has been designed with a purpose: to demonstrate the capabilities of the 12-speed Traxon gearbox with the latest heavy-haulage software in the environment it was created for.

Many throughout Europe involved with spec'ing trucks for heavy haulage have mourned the loss of the 16-speed ZF gearbox. Its wide range of gearing made it the obvious choice for heavy applications. Both 12- and 16-speed Traxon options were originally offered on the DAF Range, but the 16-speed version has now been withdrawn from the European market by ZF.



Kerb-view door and camera give excellent vision



Parked among the sea of yellow and blue Bernard Hunter cranes, the metallic red XG sticks out like a sore thumb—albeit a very attractive sore thumb. The cranes, which range from little tow-along site lifts all the way up to the 700-tonne behemoth Liebherr LTM1650-8.1, are some of the most cutting-edge in the industry and the superstars of the Bernard Hunter show. But working quietly in the background, hauling the ballast weights, extra jibs and other paraphernalia required for every lifting task, are the heavy-haulage tractor units—a mixture of Mercedes and DAF. These beasts of burden often gross upwards of 120 tonnes: no lightweight task.

DAF has been present since 1999, and Bernard Hunter Ltd can lay claim to Scotland's first-of-its-kind XF 510 FTT back in 2007. For this reason, it is the ideal place to showcase the XG and put it through its paces.

Much time has been spent getting the demo FTT right. With a 9-tonne front axle on 385/65 tyres and a 26-tonne air-suspended rear bogie on 315/80 Goodyear tyres, the truck looks task-ready—especially with the heavy-duty Jost (JSK38C1) fifth wheel. The decision to specify air suspension, against the industry norm of steel parabolic springs, comes with a slight weight-carrying penalty but offers potential customers the benefits of air:

improved ride and comfort, the ability to raise and lower ride height, and the axle-load monitoring facility to check imposed weight on the kingpin. Rydam Universal has added to the good looks of the truck with a stylish catwalk and a side-mounted tool locker on the 3.90m chassis.

The steepest route we could find out of the Scottish capital—the A68—immediately throws an enormous climb at us, and I instantly realise I've forgotten to knock off Eco mode. Not the place to be at 100-tonne gross on a climb like this. With the correct selection made, the XG knuckles down with a whole new gearing strategy, eating up the seemingly endless



climb. My co-pilot for the run, veteran trucker Billy Moffat, is ultimately the man DAF has to impress. With 20 years under his belt at Bernard Hunter Ltd, Billy is amazed at how quiet the big DAF is; his own truck “would have been roaring its head off on this climb.”

As the gradient lessens, the 12-speed Traxon springs to life with lightning-fast changes. This is what the software is all about: making changes that would be impossible with a manual and negating the need for the 16-speed version. It gets the best out of the 530 horses. Extremely fast gear-changes result in minimal loss of engine speed and momentum, yielding increased

speed, improved fuel economy and reduced engine stress.

The performance impresses us both.

The descent is equally impressive. With the DAF MX engine brake working in combination with the ZF Intarder, the 500kW of stopping power is outrageous, rendering my right foot redundant for the entire descent.

Controlled by the right-hand stalk, I use positions 1 and 2 to hold speed, only occasionally using the third position on the tightest corners.

Packed with all the latest ADAS safety kit required to conform with European

*“PACKED WITH ALL
THE LATEST ADAS
SAFETY KIT REQUIRED
TO CONFORM
WITH EUROPEAN
LEGISLATION”*



The author, Stevie Walker



Yard is filled with cranes....



....and the field with donkeys.



Billy Moffat

legislation, there is a lot going on in the XG: Drive-off Assist, Side and Turn Assist, Lane Departure Warning, Speed Limit Recognition, Drowsiness Detection—the list is endless, with lights and alarms gently making the driver aware of impending doom. It would be easy to assume that all this could be a little overwhelming for old-school drivers like Billy, but quite the contrary: he seems to have

embraced the technology and, like me, recognises the benefits of systems that take much of the sting out of driving. One thing I didn't have to concern myself with is the truck— it pretty much looks after itself; I just have to point it in the right direction.

I have been astounded by both the gearbox and the engine-braking system. The fast and precise gear-

changes, coupled with the feeling of control delivered through the powerful braking system, are what make this an impressive heavy-haulage tool. The whole package appears to have impressed Billy: the comfort, quietness and overall performance are a gigantic leap from his current vehicle—impressive enough that he says he would be more than happy if the FTT were his next truck.



HUNTER'S HISTORY

With one eye on the future, investment in the latest technology has always been key to the success of Bernard Hunter Ltd. The past, however, is equally important to Managing Director Mark Rafferty, who holds onto many of the values that underpin the company and have steered it on the right path to where it is today.

With awards in health and safety and staff training, this is a company that does not cut corners, implementing a maintenance programme that far exceeds the requirements of its sector.

The company was founded in 1946 by Bernard Hunter Senior. After surviving the horrors of World War II, Bernard was determined to forge a path to success using his grit and determination. With his newly-wed wife, Christina (Cuthbert), the couple made many sacrifices to create a future together. Through buying, selling and operating ex-military vehicles at their Seafield Road site—along with scrap-metal recycling, crane hire and even an Esso filling station selling cut-price fuel after the 1957 Suez crisis—the business grew steadily.

They eventually outgrew their Seafield Road site and moved to their current Gilmerton Colliery premises in 1972, and from here the business continues to flourish. Bernard Hunter Senior died in 1971 at the tender age of 49—a short but colourful life in which he made every second count. His legacy shines through and remains a part of Bernard Hunter Ltd to this day.



Mark Rafferty, MD with Murdo





LISTEN TO THE FORMAN

P&L Forman has a smart DAF XG530 drawbar used for hauling hay and straw; so naturally we headed to north Lincolnshire to see it.





A-frame dolly trailers are favoured

P&L Forman & Sons was founded in 2001 by Paul and Linda Forman. Paul has always been involved in agriculture and moving hay and straw, while Linda comes from a haulage background—her father owned a large haulage company in the '70s.

Paul passed his HGV test in 1981 and drove for a haulier moving hay before buying a DAF 85.400 in 2002 to move straw from Lincolnshire to Wales. The 85CF remained the only truck until 2009, when a 95.480 XF was added to the fleet.

Paul, now 65, and Linda made their youngest son Fred a partner in the

business after he passed his HGV test aged 18. He now runs the operation alongside his parents at Withcall, near Louth in the Lincolnshire Wolds.

Two frontline drawbar prime movers handle most of the work: a 71-plate XF530 Space Cab and a new 73-plate XG530. There is also a 2016 manual XF510 currently off the road, and an XF460 held in reserve.

"I do like DAFs; I like the product and the parts backup," says Fred.

The XF530's body includes an over-cab canopy that offers extra load length, but as Fred says: "Bales over the roof can be a pain if you need to tilt the cab."

Most drawbars you see on the road these days have centre-bogie trailers with two or three fixed axles mounted centrally. Old-style A-frame dollies are now rarely seen in the UK, but Forman's prefers this setup. Says Fred: "They carry the load better and there's less tyre wear with them."

Drawbars offer more advantages than simply load length; they are more operationally flexible than artics.

"We can do split drops, and they can be easier for some deliveries." The trailer can be dropped, giving easier access to farms where longer trucks can't get in. Forman's has one centre-bogie trailer, worked with the XF530, but it will be changed soon.



Reversing drawbars is not as difficult as many believe, and drivers soon adapt. Although the company specialises in hay and straw, having flatbeds means it can carry many other materials. Adds Fred: “We often haul timber and bricks as return loads. If it fits on the truck, we’ll carry it!”

However, when the company is flat out on its core business, it can be more cost-effective to return empty than risk being delayed by a backload that interferes with the next straw collection. “Basically, we’ll do any backloads if they fit in with us, but if we can get one, it really needs to be the same day.”

“We have a lot of loyal farmers who use us,” says Fred, “but we’ve had to

adapt to what they want, and farms are moving to bigger bales. We run at 16ft 6in high, which is the maximum.”

There are other challenges too: “There’s often no internet in some areas we go to, which makes Satnav difficult—and that’s a problem when some farms are really hard to find the first time. You do need good route knowledge.”

Fred drives the XG530 and Will Lovely drives the XF530. Two casual drivers fill in the gaps for holiday cover, sickness or extra work, bringing the spare trucks out when needed.

For the XG530, DAF came up trumps on the product, the price and the lead time. Fred says R&M contracts “don’t work

for us, as we still need to maintain the trailers at the same time.”

Forman’s opts for twin-tyre tag axles on its rigid chassis, and all trucks have front air suspension and transmission retarders. They typically cover about 115,000km a year, “and we keep them until they drop,” says Fred—“which is usually about ten years.”

The move to the New Generation XG meant a price increase over the old XF, but given a ten-year lifespan and major cab improvements, it hasn’t been an issue. The XG also has “every option ticked.”

With drivers doing nights out, the company has moved from single-bunk



A trend to larger bales means loads top-out at 16ft 6in



*"I DO LIKE DAFS;
I LIKE THE
PRODUCT AND THE
PARTS BACKUP"*



sleepers to high roofs for more living space. Drivers usually do three nights out a week but tend to get home midweek. And cabs don't get much better than the XG, although the temptation to go for the larger XG+ has been resisted. The XF530 has a Space Cab rather than a Super Space Cab, but it has a canopy which the XG does not.

Given the brick-like aerodynamics of a fully laden straw lorry, the fact the XG is returning 7.5–8mpg when loaded—depending on weight and weather—is very good for this kind of

work. Empty, it manages around 13–14mpg.

The XF530 returns around 7mpg loaded and 11–12mpg empty. “The XG is so much better on fuel, and the gearbox is excellent,” adds Fred. Over the truck's life, the fuel saving will more than offset the higher purchase price. The trucks carry a 27-tonne payload.

The XG530 was supplied through Ford & Slater in Lincoln. There have been no issues with the vehicle,

barring the occasional software-update recall. “It hasn't had a spanner on it yet,” laughs Fred.

“DAFaid is very good indeed. We had a pump go in mid-Wales, and it was sorted that day. DAF is also very good with parts supply.”

In graphite grey, with alloy wheels, smart side lockers and Danish headboards, Forman's DAFs certainly stand out. But they're not just there to look smart—they're there to work. And by all accounts, they do that very well indeed.



ELECTRIFY

Words: Dean Barrett

Photographs: DAF Trucks



ELECTRIFYING CHANGE

ING CHANGE

Electric trucks are evolving fast: DAF's latest offerings tick all the boxes from 12-tonne rigids to 4x2 tractors with long-haul cabs ▶



XB Electric is lightweight option

DAF began its journey into electric transport back in 2018 when the first battery-electric versions of the LF and CF appeared on European roads. Since then, the manufacturer has steadily developed its BEVs to produce what a modern electric truck needs to deliver in real-world distribution.

Now, that early progress has culminated in a new generation of zero-emission products: the XB Electric, XD Electric and XF Electric. Together, they give operators BEV options for everything from urban multi-drop to regional distribution and long-distance trucking.

The timing is important. Under current European legislation, CO₂ emissions from trucks and buses must fall by 43% compared with 2019 levels by 2030. According to Raoul Wijnands, DAF's senior product manager for testing, achieving this target will require around 400,000 electric trucks to be in operation across the continent. That's a huge number, but DAF is positioning itself to ensure customers can begin their transition with confidence.

Of course, charging infrastructure across Europe and the UK will have to keep pace. But part of DAF's approach has been to design electric trucks that can integrate easily into existing fleets where shorter routes, predictable duty cycles or

return-to-base operations already make battery-electric transport a realistic and attractive option. By offering multiple battery capacities, motor outputs and body configurations, DAF is ensuring these vehicles can serve a broad range of applications from day one.

The smallest of the three new BEVs is the XB Electric: available as a 4x2 rigid at 12, 16 or 19 tonnes. Battery choices for the 12-tonner are 141kWh, 210kWh or 282kWh packs, with options for the two larger batteries only on the heavier trucks. Power comes from either the 120kW EX-M1 motor or the 190kW EX-M2 motor, depending on gross vehicle weight. Operators can choose between Day Cab and Extended Day Cab versions,



XD Electric is available as rigid or tractor

and range is up to 350 km depending on specification and conditions.

DAF's XD Electric offers the widest flexibility. It's designed for regional, urban and national distribution and is available with Day Cab, Sleeper Cab or High Roof Sleeper. Configurations include 4x2, 6x2 and 6x2 rear-steer rigids, plus a 4x2 tractor. Power options span the EX-D1 and EX-D2 motors, giving outputs from 170kW to 350kW. Battery packs are available in 315kWh, 420kWh or 525kWh capacities. GVWs range from 20.5 to 29 tonnes, while GCWs reach up to 50 tonnes. Maximum range is over 500 km, though DAF suggests 350–420 km is a realistic working figure

when running at full weight in hilly conditions.

The XF Electric is positioned for the top end of the market. It uses the same three battery capacities as the XD and exclusively features the EX-D2 motor, delivering 270, 310 or 350kW. Cab choices are Sleeper or High Roof Sleeper. GVW and GCW limits mirror those of the XD, and maximum range likewise matches its mid-range sibling.

Test drives

A varied test route around Eindhoven showed how the new electric trucks perform in a variety of real-world scenarios. Our route included a

*“THE 190KW
MOTOR
PROVIDES BRISK
ACCELERATION
AROUND TOWN”*



XB Electric has conventional mirrors



XD Electric as SWB rigid



XD Electric in 6x2 rear-steer

long motorway loop, tight village roads, A-roads, roundabouts, chicanes and slower sections with cyclists, pedestrians and changing traffic conditions.

The XF 350 FT Electric was the first truck of the day and it provided a superb introduction to DAF's new generation of BEVs. Configured as a 4x2 tractor at 40 tonnes gross, it came paired with a two-axle trailer and a High Roof Sleeper Cab.

The specification was representative of a premium driver-oriented long-distance set-up: Xtra Leather Air driver's seat, Xtra Comfort Mattress, fridge, cinema-style passenger seat and the familiar pull-out table that many DAF drivers swear by. The XF feels built for long stints of uninterrupted cruising. With the 350kW motor delivering instant, smooth torque, the truck gathers pace easily and maintains it with almost no effort.

What stands out most, however, is the level of quietness. Without engine noise, the cab becomes a calm, spacious workspace where conversations with co-drivers are refreshingly crystal clear. It's an environment that encourages smooth driving and reduces fatigue.

Visibility is excellent thanks to DAF's digital mirrors, excellent Corner View camera and Kerb View Window fitted low in the passenger door. Together they give an uninterrupted awareness of the truck's surroundings. This test vehicle achieves a three-star London DVS rating.

Regenerative braking is managed via a three-stage stalk, which becomes intuitive very quickly. The large power gauge on the driver's display makes it easy to see when the truck is drawing energy and when it is feeding power back into the batteries.

DAF was keen to demonstrate its 'intelligent one-pedal driving' set-up, which means the driver can for the most part adapt to using just the throttle to control acceleration, cruising and braking. It soon becomes the natural way to operate the truck, especially when planning smooth deceleration for roundabouts or tighter sections.

On the motorway, stage one or two felt ideal, though we stepped up to stage three when decelerating on a couple of shorter off-ramps. Of course, the service brakes are also on hand, but with enough foresight you may not need to use them

too often. The route featured a broad mix of conditions: long motorway runs, flowing A-roads and a handful of tighter sections including narrow roundabouts and chicanes. These are the places where an electric powertrain's smoothness truly shines. The XF handled it all with confidence, maintaining an even, predictable feel throughout. For operators who want a premium long-distance electric solution, the XF delivers a quiet, refined and highly capable driving experience.

After the XF we tried the smallest truck in the range: a 4x2, 14.5-tonne XB 190 FA Electric rigid with an Extended Day Cab. This part of the test route took us through a tight village, complete with narrow lanes, tree-lined verges, wide cycle lanes and a 30km/h limit. It was exactly the kind of environment where an electric distribution truck needs to excel – and the XB rose to the challenge.

The cab layout is practical and intuitive, ideal for fleets. Controls are straightforward, and everything a driver needs is close at hand. The XB on test used conventional mirrors and carries a three-star DVS rating. Despite the more compact footprint compared with the XD and XF, the driving position feels generous enough for a full working day.

A single-stage regenerative braking system is fitted to XB, controlled by a simple button on the steering wheel. While basic compared with the multi-stage systems in the larger models, it works cleanly and consistently. Drivers looking to maximise energy recovery simply need to choose their moments carefully – lifting early on approach to junctions or roundabouts and using smooth throttle control during slower sections. For typical distribution cycles involving shorter routes and regular returns to base, this is more than adequate.

The 190kW motor provides brisk acceleration around town and power delivery is reassuringly smooth. It feels nimble and easy to place on the road, even when navigating the tight pinch points common in Dutch village streets.

Ride comfort is impressive for a smaller rigid. It maintains the same calm found in the XD and XF, contributing to a relaxed, unhurried driving style. For operators looking for a dependable, quiet and energy-efficient urban truck with DAF's familiar ergonomics, the XB Electric fits the bill perfectly.



XF Electric can run up to 50 tonnes



XF Electric 4x2 tractor



Charger availability is key to success



DAF Electric vehicles are already in operator service

The final truck of the day was the 30-tonne XD 350 FT Electric, a 4x2 tractor with a Sleeper High Cab, and a two-axle trailer featuring a steered rear axle. With its combination of motorway, town and mixed rural sections, the XD had the most varied drive of the three – ideal for showcasing its versatility.

From the moment the combination was rolling, the XD felt reassuringly sure-footed. Visibility is excellent – this model achieves a four-star DVS rating – and the driver's environment is roomy, uncluttered and well thought out.

As with the XF, the XD uses a three-stage regenerative braking system. One-pedal driving becomes second

nature, especially once you've located the 'sweet spot' in the accelerator that allows the truck to maintain speed smoothly during cruise. Lifting the pedal lets regen step in, recovering energy and slowing the vehicle without fuss. Stage zero allows the truck to free-roll, which is helpful on long, gentle descents or when you want to maintain momentum.

Performance from the 350kW motor is strong even under load, and the combination felt agile throughout the route. Roundabouts, junctions and short bursts of acceleration were all handled confidently, while motorway sections highlighted the XD's relaxed cruising style.

Across the XB, XD and XF, DAF's electric line-up leaves a consistently strong impression. Each model is thoughtfully engineered for its intended role, offering smooth performance, excellent refinement and the reassuring familiarity of DAF's latest cab environment and ergonomics. The regenerative braking systems, power delivery and display layout all contribute to a driving experience that's easy to adapt to.

DAF's approach demonstrates clear readiness for the industry's transition toward zero-emission heavy vehicles. These trucks deliver quiet operation, strong performance and impressive smoothness – qualities that drivers will appreciate immediately.



DAF WIN BIG - INTERNATIONAL TRUCK OF THE YEAR 2026

DAF's New Generation XD and XF Electric trucks have been named International Truck of the Year 2026, marking a major milestone for the Dutch manufacturer and underscoring the rapid rise of zero-emission heavy vehicles across Europe.

The award—widely regarded as the most prestigious honour in the commercial vehicle sector—was presented to company president Harald Seidel during a ceremony at the Solutrans exhibition in Lyon, France. The win represents DAF's third International Truck of the Year title in just five years, following victories for the New Generation XF/XG/XG+ in 2022 and the New Generation XD in 2023.

A win rooted in efficiency

Each year, the jury of the International Truck of the Year organisation selects a model launched within the previous twelve months that delivers the greatest contribution to road-transport efficiency. Evaluation covers technology, comfort, safety, drivability, environmental impact, energy efficiency and overall operating costs.

For 2026, the panel of 23 leading commercial-vehicle journalists from across Europe singled out the XD and XF Electric models for their standout energy efficiency, long driving ranges, and advanced electric architecture. Jurors praised the smooth, almost seamless driveline behavior and the trucks' modular design, which allows operators to tailor battery capacity and axle configurations to different applications.

Florian Engel, chairman of the jury, noted that DAF's decision to combine a central electric motor with a traditional rear axle delivered impressive results. He said the setup achieves energy efficiency on par with e-axle systems while offering ideal weight distribution and broad operational flexibility.

Power, range, and real-world capability

The award-winning trucks are powered by PACCAR's EX-D1 and EX-D2 electric motors, producing between 170 kW (230 hp) and 350 kW (480 hp). They can be equipped with battery packs ranging from 210 to 525 kWh, enabling more than 500 km of zero-emission range on a single charge. With optimised charging strategies, operators can achieve over 1,000 km per day—an important benchmark for both regional and long-distance use.

Designed for urban distribution and full-scale logistics operations alike, the XD and XF Electric models combine low-mounted cabs, excellent aerodynamics, and advanced digital camera systems to maximise visibility and safety.

Pride—and momentum—for DAF

Calling the award "a moment of pride," president Harald Seidel said the recognition highlights the company's commitment to shaping the future of zero-emission transport. He added that the accolade affirms the brand's dedication to delivering efficient, comfortable, and safe vehicles to its customers.

With its latest win, DAF strengthens its position as a leading innovator in the transition to electric road transport—signaling that the race toward cleaner logistics is not only accelerating, but reaching new milestones faster than ever.



NOSE FOR EFFICIENCY

DAF Trucks' Design Director Bart van Lotringen unlocks the secrets to the New Generation DAF's improved aerodynamics.

*Words: Brian Weatherley Photographs: DAF Trucks
Reproduced courtesy of Commercial Motor*



We've come to Eindhoven's Hall B10, otherwise known as the 'DAF Experience Centre' where customers can see its latest products, to talk to DAF Trucks' Design Director Bart van Lotringen about what makes the New Generation cabs so aerodynamically 'slippery'. The 'flame' red DAF XG+ behind us is the perfect example of that all-important attention to detail. For the record, the flagship model in the New Generation range is also has the biggest sleeper cab on the market.

In 2014 DAF took the decision to develop a new range of heavy trucks with completely new cabs to replace the long-running XF and CF. Good news, only lurking in the background was the fact that the European Commission was looking at increasing LGV vehicle lengths to improve efficiency and safety.

Van Lotringen takes up the story: "We knew we were going to get extra lengths—but by how much?"

As rumours circulated of a frontal extension of anything between 500–800mm, it left DAF's engineers and van Lotringen's design team trying to predict the future. "We were developing a new truck whilst not being 100% clear what the regulations were going to be."

If the launch wasn't to be delayed, DAF would have to take a calculated risk on which way the Brussels would jump. That meant keeping up a constant dialogue with the Commission's experts to get regular updates on their thinking and priorities. Just half a year before the final regulation was clarified, it became clear the emphasis was going to be about the front portion of the cab.

"That gave us a little bit more freedom as you could make it as long as you want," van Lotringen recalls.

Well, almost. Plonking an enormous elongated 'aero nose' on the front of the cab was out as the Commission wasn't budging on existing rules for

artic turning circles. In the event, when DAF's New Generation was unveiled in June 2021, all models from the XD upwards gained a frontal extension of 160mm, making DAF the first European

*"ALL MODELS
FROM THE XD
UPWARDS GAINED
A FRONTAL
EXTENSION OF
160MM"*

truck maker to take full advantage of the new EU 2019/1892 rules—finally applied from September 2020 and less than nine months before the New Generation’s arrival.

Eindhoven’s timing was perfect. Van Lotringen pays tribute to the DAF Board for pushing ahead with the new range in the face of that uncertainty. “We could have easily said ‘Let’s wait till all the regulations are here and then start’, but then we might have lost five or six years. Instead, we got a competitive advantage.”

It also helped that in-parallel to creating the New Generation range DAF pressed ahead with a brand-new cab paint facility at its Westerlo plant to handle those longer cabs. The ability to paint a bigger cab—the XG+ is 490mm longer than the old XF Super Space Cab, based on that 160mm extension at the front and a further 330mm also at the back—meant DAF could produce cabs that took full advantage of any revised length rules.

Standing in front of the bright red XG+ cab it’s obvious its extended nose is a major contributor to its 19% improvement in aerodynamic efficiency. However, pointing to its curvaceous front corners van Lotringen is keen to stress how important they are to making the XG+ and all the other New Generation cabs more ‘slippery’, whilst keeping them within turning circle constraints.

From above you can’t fail to notice how those front corners meld smoothly into the cab sides. Van Lotringen explains: “What we found was a ‘sweet spot’ with an elongation that allowed for a good ‘tapering’—so the airflow stays attached to the body. With the elongation of around 16cm on the front, combined with the heavily tapered sides, you create a parabolic shape like a wing of an aeroplane that creates suction.”

That suction is vital if you want the passing air (or ‘boundary layer’) to stick closely to the body sides. If the airflow breaks away from the body, you get drag-inducing vortices—the last thing you want for maximum fuel efficiency. Thus, the cab corners



Various versions of the new front were produced...



... this is the eventual winner



User clinics gave feedback during the design stage



Development unit in camo livery



Interior mock-up in development



on DAF's new range are critical to improved economy and it's why van Lotringen says: "There's nothing to be gained by going 'longer' at the front when this is where the highest velocity is... and that's why it's the heavily radiused shape it is."

By ensuring the combined airflow over the front grille, bumper, lower valance and cab corners passes smoothly onto the tapered body sides of the cab DAF has delivered an average fuel efficiency gain of 6.5% on the New Generation.

Handling the air that directly hits the front of the truck generates its own problems too as Van Lotringen says. "Here in the middle is what we call an area of stagnation, which is also where you need the cooling for the engine. So, it's one thing leading the air around it [the front of the cab] but you also have to direct it through the engine compartment."

Once it's inside the engine compartment the air has to pass smoothly through without spilling out,

causing more turbulence and drag. To stop the air escaping haphazardly, whilst avoiding it recirculating inside the compartment, DAF's engineers developed special vanes fixed directly to the cooling pack that now channel the air through the engine tunnel and out over the top of the chassis.

Van Lotringen next gives us another example of attention to detail by pointing to the noticeably curved anti-spray system within the XG+'s steer axle wheel-well that aerodynamically



Emphasis on interior space...



... and exterior visibility

manages the exiting air. “There’s a lot of turbulence in the wheel-well that’s always trying to escape. Under the regulations any water coming in can’t simply fly out. So, there’s a double layer here where the water is first trapped [by horizontal corrugations] then flows down an inner panel and onto the road with minimum airborne spray. It’s a really clever design.”

Attaching the front wheel arch to the chassis frame, rather than the underneath of the cab as with the previous XF, has also reduced the gap between the top of the tyre and the wheel arch. “That means you can come closer to the wheel [thereby closing the airgap and reducing those vortices even further] and it remains more constant.”

By not going extra-long on the front of its big cabs, there’s been more room inside for the driver too, as van Lotringen confirms: “As we didn’t need so much length for the aerodynamics for the front, we could elongate the back of the cab and give the driver extra space.”

This increased driver space was one of the three gains the Commission wanted to achieve with its original length proposals: the others being improved aerodynamics and increased impact protection.

Getting customers on-board with any new truck design is never easy. To ensure they made the journey together with the New Generation, DAF held

several user clinics throughout the build-up to the launch. “We had a group of 20–30 drivers and, later, operators who worked alongside us for maybe 2½ years where they provided feedback on the designs.”

Following the industrialising of the new design both groups were invited back for their comments a week before the actual launch. That sounds to us like another gamble...what if they’d said: ‘We don’t like it!’ Happily, they did like it!

“They were just as excited as we were,” states van Lotringen, “because they felt ownership of the design and that we’d listened to them. For me that’s the most rewarding.”

In association with



COMPETITION

SPOT THE DIFFERENCE

Your chance to win fantastic prizes every issue



HOW TO WIN:

The prize in this edition is a DAF XG+ 4x2 tractor and tri-axle trailer miniature in 1:50 scale, for one lucky winner. Simply spot and mark the four differences on the images above. Once completed, either cut out or photocopy and post to DAF Driver magazine, 4th Floor, 19 Capesthorne Drive, Eaves Green, Chorley, Lancashire, PR7 3QQ

FULL NAME _____

ADDRESS _____

POST CODE _____ TELEPHONE _____

EMAIL _____

Terms & Conditions: The winner will be notified within 30 days of the closing date either by letter, telephone or email.

All entrants will be placed in a hat and selected at random by a third party. No money alternative will be offered. The winner's name and county will be displayed in the next issue of DAF Driver magazine.

Winner from last issue: Darryl Simms, Wiltshire. Winner's details to appear in issue 41 of DAF Driver magazine.

Closing date: Friday 20th February 2026



MEET MANDY

Mandy Wannerton is the DAF Press & Demonstration Driver



SEEING IS BELIEVING

There is plenty of chatter, especially on social media, about the growing use of rear-view vision cameras to replace mirrors on heavy trucks. There are comments for and against cameras and, whilst many are valid, we still hear plenty of comments that are ill informed or are based on experience with earlier technology.

Alongside the DAF Digital Vision System, DAF also offers conventional mirrors and so, by running the same tests in the same weather and light conditions, we were able evaluate both

systems to show how they compare in a range of situations. There are still a lot of questions and comments surrounding cameras. It's true it can take a little while to adjust when going from mirrors to monitors, but the thing to remember though is, it's only how we view things that has changed and not our judgement - that old saying "if in doubt don't pull out" is as true for cameras as it is for mirrors.

Stay safe, till next time Mandy.

OVERTAKING



Coloured graduation marks on the screen (top) help the driver to judge the position of the rear of the trailer, and the distance to vehicles in the adjacent lane.

LOW LIGHT



The camera monitors contain an inbuilt light sensor (top) helps maintain image brightness even in low light conditions.

ROUND THE BEND



The camera can 'autopan' to follow the rear of the trailer whilst turning (middle). The top image shows the view when 'autopan' is switched off.

LIFE THROUGH THE LENS

Rear-vision cameras have become more common over recent years, with most of the leading manufacturers now offering them as an alternative to the main and wide-angle rear-view mirrors on tractor units. There are several reasons for this trend.

SAFETY - IMPROVED DIRECT VISION

Conventional mirrors can block the driver's view of other road users through the side window. Camera monitors are smaller and mounted less obtrusively on the A-pillar.



EFFICIENCY

The DAF Digital Vision system can reduce fuel consumption by more than 1% when operating on highway, saving hundreds of pounds per year.

IMPROVED VISIBILITY RAIN OR SHINE

The camera lens has a hydrophobic coating and the unit is heated to help dispel water and maintain a clear view in all weathers. (Over time the coating of the lens can become degraded or scratched allowing water droplets to remain. In which case the hydrophobic performance can be restored by application of PoorBoys World's SuperHydrophobic Ceramic Coating).

On the negative side, cameras make it more difficult to shave or, in my case, apply a bit of lippy!



MEET ALISTAIR MOFFATT

DAF now has Dealer Driver Trainers based across the country to help hand over new and used vehicles and we thought it would be good to get to know some of them a little bit better! In this edition we talk to Alistair Moffatt the DAF Dealer Driver Trainer at Motus in Carlisle, formerly Solway DAF.



Alistair is married with three children and three grandchildren. He enjoys playing golf and likes to get over to Benidorm three to four times a year. If he had more time, he would love to get flying again. In the past he has been the Vice-Chair of school governors and coached and run youth football for age groups from five-year-olds to adult. He found providing opportunities for everyone, regardless of ability, to be very rewarding and he enjoyed working with a great bunch of kids, coaches and supportive parents.

Q: When did you first join the dealership and what was your first job there?

A: I joined Solway DAF on 1st October 2021 as a DAF Dealer Driver Trainer.

Q: What did you want to be when you were at school?

A: When I left school, I wanted to join the RAF, which I did as an Aircraft Electrician based at RAF Lossiemouth working on Buccaneer and Jaguar aircraft.

Q: When did you take your HGV test?

A: I passed my HGV in October 1990 and started with Robertsons in 1992. Over the years I have driven for several companies including the NAAFI. Before taking up my current role I was driving for Samworth Brothers.

Q: What do you enjoy most about your role?

A: What I like most about the job is the Driver Training. Getting out with the drivers and showing a different way to drive the DAF, and what the truck can do. And the positive response I get makes it all worthwhile.

Q: Do you have a top tip for a driver getting his or her new DAF?

A: Take advantage of the Driver Training Voucher that comes with every new DAF. Trucks and truck systems have changed and are continuing to change so much.

Q: What car do you currently drive and if money was no object what would you have?

A: I currently have a KIA Niro, but if money were no object...probably a classic Mustang from the '60s.

Q: What other responsibilities do you have within your role at Motus Carlisle?

A: I am also the Transport Manager for the Solway region of Motus, including the depots in Carlisle, Dumfries, Penrith and Workington.

Q: If you weren't doing this, what would your ideal job be?

A: I have been around trucks and logistics for so long, but my ideal job would be in aviation.



BORDERING ON INSANITY

By Richard Simpson, industry pundit

Only a tiny minority of British truck operators actually engage in regular international haulage. Years of what can seemingly only be explained as Government sabotage have seen to that.

Going right back to the 1990s, British hauliers have been faced with a succession of obstacles placed in their way by both Labour and Conservative Governments.

This sabotage began with excessive VED rates and the infamous Fuel Duty Escalator in the 1990s, which effectively penalised British operators while giving free-reign to foreign-registered trucks on UK roads. The damage was increased by a scheme which effectively fined truck operators for being the victims of crime: if stowaways were found in trucks, then the driver and operator each had to pay a 'penalty' of £2000 per stowaway.

If these punishments had been described honestly as what they were: fines; then they would have been illegal, but the Government dubbed them Fixed Penalties and applied them under civil rather than criminal law. This shifted the 'burden of proof' from prosecution to defence, and operators and drivers were required to prove they had done all they could to protect Britain's borders including following a fairly useless 'code of practice' to obtain a discount on the penalties.

Meanwhile, rather than doing all it can to prevent illegal immigrants from entering the country as per its statutory duty, the Government's own Border Force agency is regularly setting sail to gather illegal immigrants from the waters of the Channel and bring them to English shores. It is an absurd situation, but one which continues to this day.

Some hoped, perhaps naively, that Brexit might put a stop to all this nonsense, as it was all about 'taking back control' of 'our borders'. In fact, all Brexit did on this front was to end the obligation which EU members had to take back asylum-seekers who had already registered in their nations under the Dublin Agreement. In effect, we were stuck with them once their

feet touched British soil even if they had sought asylum elsewhere.

There was a considerable bonus from Brexit for some British international hauliers though. The increased paperwork generated by the return of border formalities served to scare some of the low-cost European hauliers who had undercut UK operators off the job. British operators took advantage of the Covid-induced temporary decline in intercontinental transport to recruit professionals skilled in the necessary paperwork to handle external EU border formalities, and for a brief few years the UK's hauliers were able to regain share of the international market.

The benefits to the UK were considerable. British operators were buying trucks from British dealers, paying British road tax, and employing British drivers paying British income tax and National Insurance to handle international work.

Beyond that, it could be argued that there were benefits to road safety and the environment as the UK's standards for maintaining and inspecting heavy goods vehicles are possibly the most rigorous in the whole world. For example: a British semi-trailer will probably undergo a workshop roadworthiness inspection every six weeks, have its brakes tested four times a year and be subject to a Government roadworthiness test every year. In contrast, European trailers tend to get a fairly cursory safety inspection once every two years.

But this happy situation could not last. Boris Johnson's notorious 'oven-ready' Brexit deal ensured that the British international haulage sector would be well and truly stuffed. Contained within it, at the insistence of British negotiators desperate to show they had 'taken back control of our borders' was the now infamous 90/180 clause. This in effect prohibits most UK citizens from spending more than 90 out of any 180 consecutive days in the EU, and vice versa.

There are certain exemptions. These include train and airline crews, but

specifically not truck or coach drivers. At first, no one cared. No border official was going to waste time thumbing through drivers' passports, trying to decipher entry and exit stamps, and then counting the number of days spent in the EU in the last 180 days.

But all that is changing now. The EU has introduced a new automated border Entry and Exit System (EES). This has in effect created a 'paperless passport' which uses biometric data to identify individuals rather than relying on those passport photos which make everyone look like a pantomime villain. Nothing wrong with that, except that it will automatically tally the number of days spent in the EU, and prohibit entry to those who have already clocked 90 days in the last 180. It's also understood that it will work on exit, and highlight those who have over-stayed, although what penalty will be applied to them is not clear.

The threat to British operators and drivers is clear. Most days of the majority of export/import runs between the UK and the EU are spent on the continent, so the British are more disadvantaged than the Europeans. It is also unclear whether the British authorities will ever enforce the 90/180 rule against EU citizens. It seems they currently have no power or mechanism for doing this, and none is planned.

British hauliers have been lobbying Government MPs and Ministers in the hope of getting some kind of change to include truck and coach drivers in the list of exempted professions. Those who have bothered to reply have airily said that any reform would be in the hands of the EU (which is true), and that they are not minded to ask for it (which is shocking). The only consolation is that, at the time of writing, it appears that the EES technology doesn't actually work! We can only hope that the situation continues until the penny finally drops for our crisis-riven Government. Meanwhile, let's raise a festive glass to European IT failures!

DAF Dealer Network UK & Ireland

The quality of a truck depends on the quality of the organisation behind it, which is why the DAF dealer network offers a unique advantage with the best geographical coverage of the UK, the most heavy truck experience and the longest opening hours of any truck franchise.



● Truck Sales, Parts and Service Dealers

Area	Dealer name	Postcode	Telephone
1 ABERDEEN	Norscot Truck & Van Ltd ★▲ EV	AB23 8JZ	01224 824444
2 ASHFORD	Channel Commercials PLC ★▲ EV	TN23 1EH	01233 629272
3 AVONMOUTH	MOTUS Commercials ▲◆ EV	BS11 0YL	01173 042800
4 CARDIFF	Watts Truck & Van Cardiff ★ EV	CF11 8AT	02920 308595
5 CARLISLE	MOTUS Commercials ★ EV	CA3 0HD	01228 539394
6 CROYDON	HTC Croydon ★	CR0 4TD	0208 683 6200
7 DERBY	MOTUS Commercials ▲ EV	DE22 4NB	01332 824371
8 EDINBURGH	Lothian DAF ★▲ EV	EH20 9QH	0131 440 4100
9 GLASGOW	MOTUS Commercials EV	G51 4TH	0141 425 1530
10 GLOUCESTER	MOTUS Commercials ▲ EV	GL2 5FD	01452 508700
11 GRAYS	Harris DAF ★▲◆ EV	RM20 4AU	01708 864426
12 GUILDFORD	HTC Guildford EV	GU1 1RR	01483 594900
13 HALESOWEN	MOTUS Commercials ★▲ EV	B63 2RL	01384 424500
14 HEATHROW	HTC Heathrow ▲ EV	SL3 0ED	01753 681818
15 HUDDERSFIELD	MOTUS Commercials ▲	HD2 1UR	01484 300500
16 HULL	MOTUS Commercials ▲ EV	HU9 5PJ	01482 795111
17 IPSWICH	Chassis-Cab Ltd ★ EV	IP6 0RL	01473 833003
18 LEEDS	Ford & Slater DAF ▲◆ EV	LS28 6SD	01132 571701
19 LEICESTER	Ford & Slater DAF ★ EV	LE3 2JG	01162 632900
20 LIVERPOOL	North West Trucks ▲ EV	L36 6AJ	0151 480 0098
21 MANCHESTER	MOTUS Commercials ▲◆ EV	M17 1HG	0161 746 1919
22 MILTON KEYNES	Brian Currie (Milton Keynes) Ltd ▲ EV	MK6 1LH	01908 663991
23 NEWTON ABBOT	Adams Morey	TQ12 6UE	01626 833737
24 NEWTOWNABBAY	TBF Thompson ★ EV	BT36 4PT	02890 342001
25 NORWICH	Ford & Slater DAF ★▲◆	NR5 0JS	01603 731600
26 PRESTON	Lancashire DAF ★▲ EV	PR5 8BW	01772 338111
27 READING	HTC Reading ★ EV	RG7 4AG	01189 300900
28 SHEFFIELD	Ford & Slater DAF ▲ EV	S13 9NR	0114 293 9200
29 SHREWSBURY	Greenhouse DAF ▲ EV	SY1 3JE	01743 467904
30 SOUTHAMPTON	Adams Morey Ltd ★◆ EV	SO15 0DR	02380 663000
31 STOCKTON	Ford & Slater DAF ▲◆★ EV	TS18 2RS	01642 637660
32 STOKE ON TRENT	MOTUS Commercials EV	ST6 2DE	01782 276600
33 WOLVERHAMPTON	Greenhouse DAF ★▲ EV	WV13 3SF	01902 305090

■ Parts and Service Dealers

Area	Dealer name	Postcode	Telephone
1 ACCRINGTON	Lynch Truck Services Ltd	BB5 5YT	01282 773377
2 AYR	MOTUS Commercials ▲	KA8 9RT	01292 269002
3 BANBURY	GB DAF Banbury	OX16 4SP	01295 270072
4 BARNSELY	MOTUS Commercials ▲ EV	S71 3HS	01226 731870
5 BASINGSTOKE	Adams Morey Ltd	RG24 8FB	01256 811414
6 BATHGATE	Lothian DAF EV	EH48 2EY	01506 813 743
7 BEDFORD	Brian Currie (Milton Keynes) Ltd	MK41 9TG	01234 211241
8 BELLSHILL	MOTUS Commercials	ML4 3LU	01698 573800
9 BELVEDERE	HTC Belvedere ★	DA17 6BT	02083 197800
10 BIRMINGHAM	Greenhouse DAF ▲	B6 5TG	0121 326 6985
11 BIRMINGHAM	MOTUS Commercials	B33 0SL	0121 784 4023
12 BIRTLEY	Ford & Slater DAF	DH3 2SP	0191 406 8888
13 BLACKWELL	H.W. Martin Fleet Maintenance Ltd	DE55 5JY	01773 813313
14 BOURNEMOUTH	Adams Morey Ltd ★	BH8 0BL	01202 524422
15 BRIDGWATER	Adams Morey Ltd	TA6 5LB	01278 550 970
16 BURTON ON TRENT	MOTUS Commercials ▶	DE13 7AB	01283 248899
17 BURY ST EDMUNDS	Chassis-Cab Ltd EV	IP32 6NL	01284 768570
18 CAMBRIDGE	Chassis-Cab Ltd ▲	PE28 9QR	0333 323 4040
19 CANTERBURY	Channel Commercials PLC	CT3 3DW	01304 841111
20 CARNFORTH	Lakeland Trucks Ltd	LA5 9DW	01524 734544
21 CASTLEFORD	Pelican DAF ▲◆	WF10 5UB	01924 227722
22 CHESTERFIELD	Ford & Slater DAF ▲	S40 2RG	01246 234213
23 CONWY	Parrys Commercials Ltd	LL28 5RA	01492 580303
24 CORBY	Ford & Slater DAF ▲	NN17 4BA	01536 207980
25 COVENTRY	Ford & Slater DAF ▲	CV3 4FL	02476 302856
26 CRAWLEY	GB DAF Gatwick	RH10 9NS	01293 537520
27 CRICK	GB DAF DIRFT	NN6 7BZ	01788 711699
28 CUMBERNAULD	MOTUS Commercials ★	G67 3EH	0123 672 7771
29 DAVENTRY	Brian Currie (Milton Keynes) Ltd ▶	NN11 8RF	01327 871770
30 DEESIDE	MOTUS Commercials ◆	CH5 2QJ	01244 520853
31 DONCASTER	MOTUS Commercials ▲	DN6 7BA	01302 727040
32 DONCASTER	Fishlake Commercials Ltd ▲◆	DN8 4JD	01405 740086
33 DUMFRIES	MOTUS Commercials	DG2 0JE	01387 270820
34 DUNDEE	Norscot Truck & Van Ltd ▲	DD2 4UH	01382 611166
35 DUNS	J E Douglas and Sons ▲	TD11 3HS	01361 883411
36 DUNSTABLE	HTC Dunstable	LU5 4TP	01582 505464
37 EASTBOURNE	Brewers DAF	BN23 6PW	01323 745700
38 ELGIN	Sheriffmill Motor Co Ltd	IV30 6UH	01343 547121
39 FROME	MOTUS Commercials ▲	BA11 2FD	01373 468520
40 GARVAGH	TBF Thompson	BT51 5JZ	02829 558353
41 GREENFORD	HTC Greenford	UB6 0FD	0208 9615863
42 GRIMSBY	MOTUS Commercials ◆	DN31 2TG	01472 362929
43 HEMEL HEMPSTEAD	HTC Hemel ▲	HP2 7YU	01442 835670
44 HEREFORD	MOTUS Commercials	HR4 8DS	01432 763900
45 HIGH WYCOMBE	Harris DAF ★▲	HP12 4HS	01494 465464

Area	Dealer name	Postcode	Telephone
46 HOLYHEAD	Holyhead Truck Services ▲	LL65 4RJ	01407 721197
47 INVERNESS	Norscot Truck & Van Ltd	IV1 1SG	01463 712000
48 ISLE OF MAN	Wade's Truck Services	IM9 2AQ	01624 825559
49 KETERING	F W Abbott Ltd ▲	NN15 6NL	01536 517704
50 KING'S LYNN	Ford & Slater DAF	PE34 3AH	01553 764466
51 KIRKCALDY	Drummond Motor Co Ltd	KY1 2YX	01592 653485
52 LINCOLN	Ford & Slater DAF	LN4 2NQ	01522 518170
53 LIVERPOOL	MTC Northwest Ltd ▲	L33 7XS	0151 545 4750
54 MACCLESFIELD	MOTUS Commercials ▲	SK11 0JB	01260 253232
55 MAIDSTONE	Channel Commercials PLC ▶	ME16 0LE	01622 233483
56 MELBOURN	Foulger's (CVS) Ltd ▲	SG8 6DF	01763 262826
57 NEWARK	Ford & Slater DAF ▲	NG24 2NZ	01636 701673
58 NEWMARKET	Chassis-Cab Ltd ▲	CB8 7LG	01638 475600
59 NEWPORT	Watts Truck & Van Newport ▲	NP10 9HZ	01633 891991
60 NORTHAMPTON	Brian Currie (Milton Keynes) Ltd	NN7 3AB	01604 858810
61 NORTHWICH	North West Trucks ★	CW9 7JR	01606 818088
62 NOTTINGHAM	MOTUS Commercials ▲	NG9 2NU	01159 677077
63 OLDHAM	MOTUS Commercials	OL9 9XA	0161 947 1400
64 OXFORD	HTC Oxford ★▲	OX5 1FQ	01865 844100
65 PLYMOUTH	MOTUS Commercials	CA11 9BN	01765 640938
66 PERTH	Norscot Truck & Van Ltd ★	PH2 8BH	01738 626688
67 PETERBOROUGH	Ford & Slater DAF ▲	PE1 5YD	01733 295000
68 PORTMOUTH	Adams Morey	PL7 5HH	01752 848359
69 PORTADOWN	TBF Thompson	BT63 5WE	02838 393300
70 PORTSMOUTH	Adams Morey Ltd ▲◆	P03 5NN	02392 691122
71 RIPON	Kettlewell Commercials Ltd	HG4 5EX	01765 640913
72 ROCHE	Adams Morey Roche Truck & Trailer (TRP) ▶	PL26 8LX	01726 211351
73 RUGBY	Ford & Slater DAF	CV21 3UY	01788 579535
74 SALISBURY	Adams Morey Ltd	SP2 7NP	01722 412171
75 SCUNTHORPE	MOTUS Commercials	DN16 1UW	01724 282444
76 SEVENOAKS	Channel Commercials PLC ▲	TN13 2TL	01732 469469
77 SHOREHAM	HTC Shoreham ★	BN43 6PB	01273 454887
78 SPALDING	Ford & Slater DAF ▲◆	PE11 3ZN	01775 715680
79 STROOD	Channel Commercials PLC ★ EV	ME2 4EW	01634 296686
80 SUITON IN ASHFIELD	MOTUS Commercials	NG17 2JZ	01623 516735
81 SWANSEA	Watts Truck & Van Swansea ★▲	SA7 9FB	01792 582255
82 SWINDON	MOTUS Commercials ▲◆	SN3 5JY	01793 554130
83 TAINWORTH	Greenhouse DAF	B77 1LF	01827 948631
84 TELFORD	Greenhouse DAF ▲	TF7 4QW	01952 586454
85 WALTHAM CROSS	Harris DAF ★▲ EV	EN8 7PG	01992 651155
86 WARRINGTON	North West Trucks	WA2 8RJ	01925 597990
87 WARWICK	MOTUS Commercials ◆	CV35 9JY	01789 473200
88 WIGAN	North West Trucks	WN3 6PQ	01942 230026
89 WISBECH	Ford & Slater Ltd ▲	PE13 2TQ	01945 461316
90 WITHAM	Harris Truck & Van Ltd ▲	CM8 3UJ	01376 533680
91 WORCESTER	MOTUS Commercials ▲	WR5 3HR	01905 829800
92 WORKINGTON	MOTUS Commercials	CA14 4JH	01900 669227
93 WREXHAM	MOTUS Commercials	LL14 4DP	01978 346100
94 YORK	MOTUS Commercials	YO30 4XA	01904 692909

● Truck Sales, Parts and Service Dealers Republic of Ireland

Area	Dealer name	Road No.	Telephone
34 DUBLIN	DAF Distributors Ireland Ltd ★	Dublin 22	00 353 1403 4141

■ Parts and Service Dealers Republic of Ireland

Area	Dealer name	Road No.	Telephone
95 BALBRIGGAN	North Dublin Commercials Ltd	K32 DD73	00 353 1802 0139
96 CAVAN	Interparts Drumalee Ltd	H12 Y8NI	00 353 49 433 1777
97 CORK	DAF Truck Services Cork Ltd	T23 V622	00 353 21 430 1202
98 DUBLIN	North Dublin Truck & Trailer ▶	D11 EK2A	00 353 1 403 4844
99 DUNDALK	Kearns & Murtagh Commercials	A91 YH66	00 353 42 932 1245
100 GALWAY	Galway Truck & Van Centre Ltd	H91 HK77	00 353 91 751 984
101 PORTLAOISE	Corcoran Auto Body Works Ltd ▶	R32 RH70	00 353 578 621151
102 SLIGO	Colm Burns Commercials	F91 DVY7	00 353 71 916 9986

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- Parts & Service Dealers
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- ◆ Additional Service – Petroleum Regulations
- ▲ Additional Service – Authorised Testing Facility
- ▶ TRP Service (DAF approved workshop)
- EV Electric Truck Centres



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IN THIS ISSUE
ALL THIS & MORE

- LIGHTING
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- AIR & TYRE COMPONENTS
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- VEHICLE CARE



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