

FH25

YEARS

GENERATION FH



Celebrating **25 years**
of driving progress

EVERYONE'S A WINNER

The FH's three
International Truck
of the Year wins



GEARING UP FOR GAS

FH LNG



A special supplement in association with

Truck & Driver

**Commercial
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MotorTransport

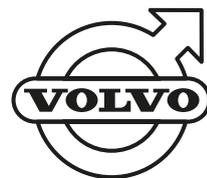
Re-produced advert from 1995



The choice is yours

In 1994, once again, the FL10 was the best selling 38 tonne tractor range in the UK*. It was, however, a close run thing. The competition, in the form of the Volvo FH12, was hard on its heels. Together both accounted for 20% of registrations in the sector, which only goes to prove that at 38 tonnes, there is only one choice.

*Source – SMMT Registrations 1994.



25 years of driving progress

Exactly 25 years ago this month Volvo launched its all-new heavy truck range for the 21st century. In September 1993 the level of technological development in the new FH range was unparalleled, and once in service with our customers it soon became clear that it was a world-beater.

Now 25 years on the Volvo FH accounts for nearly 20% of sales in its sector. The FH has been voted International Truck of the Year on three occasions and it has also collected many transport industry magazine awards along the way, including Motor Transport's Fleet Truck of the Year in 2017.

A quarter of a century ago few would have imagined that in 2018 Volvo's FH range would still be the truck that others are measured against. However, this success has not been achieved by resting on its laurels. During the past 25 years Volvo has continually developed and delivered many new technologies, alongside world leading safety features.

A timeline of these innovations, key moments and awards can be found within these pages.

Reliability and longevity are the cornerstones of any profitable heavy truck and a wide range of customers across the globe rely on the Volvo FH. Long-established haulage contractor Des Hartley & Sons Transport of Birstall, Leeds is one of a select few operators that still use all four Volvo FH generations on frontline haulage duties. The story of this remarkable family-run firm follows on pages 12 and 13.

Finally, looking to the future, we round off this publication with a focus on Volvo's FH 25 Year Edition truck and the LNG-powered FH range. Both these exciting vehicles will be making the news and raising the bar further in future, as the FH range enters its 26th year in production.

Thank you for reading this special FH 25 years supplement.

**Mike Corcoran, Commercial Director,
Volvo Trucks UK & Ireland**



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Tomorrow's world

Designed to take road transport into the 21st century, the FH is still leading the way



Launched in September 1993, Volvo's FH range was a technical tour de force

Words: John Henderson. Images: Tom Cunningham / Volvo Trucks

After years of development and testing, Volvo Trucks launched its all-new FH range in September 1993. Designed as its flagship heavyweight truck to take road transport into the 21st century, around £600m had been invested in the FH's development. Previously, it had become commonplace for truck makers to launch a new cab with an old proven engine, or bring in a new engine under an existing old cab. Somewhat radically, Volvo opted to introduce completely new cabs and chassis along with new engines and drivelines with the FH. This move was perhaps designed to create some clear water between Volvo and its competitors, who in the early 1990s had narrowed the



Volvo opted to introduce new cabs and new chassis, along with new engines and drivelines with the FH

gap between Volvo Trucks and themselves.

The FH's Swedish launch was without doubt the biggest event encountered by many Volvo Trucks employees and road transport journalists. One Volvo Trucks executive noted at the unveiling that "the FH range would probably not be around as long as the F Series". The latter was in production for 15 years, yet a quarter of a century later the FH is still winning awards and dominating heavy truck markets across the globe. At that same event someone from Volvo also suggested dropping the Globetrotter name because it clashed with a motorhome manufacturer. Every importer disagreed and said they wanted it kept. Thank goodness they did!

In the years before its launch in September 1993, Volvo's new FH heavy truck range was probably one of the road transport industry's worst kept secrets. A full two years before its official unveiling, a British truck magazine had scooped a series of pictures during testing in North America. Then, during early 1993, several photographers had snapped images of Volvo's three pre-production test trucks, which were field-tested by two Scottish hauliers. With the benefit of hindsight, these unauthorised leaks did Volvo no harm at all and in fact served to create considerable interest in the impending arrival of its all-new heavy truck.

Scotland was the place chosen for the FH's UK launch, as in 1967 former haulier Jim McKelvie had set up the first Volvo Trucks concessionaire business in Barrhead. By the time of the FH's debut, many transport operators across the UK practically considered Volvo a British



The mid 1990s FH16-520 interior took driver comfort and safety standards to new levels

product. In 1993, Britain's truck parc was thriving with a 9.5% year-on-year rise, boosted by a 20% jump during August alone that year. Volvo could not have picked a better time or location to unveil its latest heavy truck offerings.

The covers came off Volvo's new FH range at the Scottish Institute of Road Transport Engineers' (IRTE's) 1993 Lecture and Display, held at Glasgow's Scottish Exhibition & Conference Centre (SECC) on Friday 3 and Saturday 4 September. There, the new FH heavyweight truck range truly stole the show. An FH12-420 4x2 tractor unit was displayed inside on stands 20 and 21.

Taking centre stage, the completely redesigned truck was equipped with a Standard Sleeper cab adorned with Volvo's new airflow kit, incorporating an illuminated headboard panel. The main height-adjustable roof spoiler sat seamlessly above two side air collars running down the cab's rear corners. The entire cab and chassis were finished in an unusual metallic maroon colour which also extended to the wheel centres, mirror

arms and surrounds. Rounded off with alloy wheels, the new FH's visual effect was stunning.

The new FH series was a technical *tour de force*. The FH cab was 30% lighter than the outgoing F cab, due to high-strength steel and aluminium components. Volvo also claimed an aerodynamic drag reduction of 20%. Drivers welcomed its automatic air conditioning and wood-effect dash inserts, with the top-level CD trim, in addition to an electrically-heated and adjustable driver's seat, with split-level backrest adjustment.

The D12A 12.1-litre electronically-controlled engine powered this all-new Volvo. The six in-line unit's highlights included an overhead camshaft (OHC) running in a one-piece cylinder head and operating four valves per cylinder. Fuel was injected using Lucas electronic unit injectors to generate the high injection pressures needed for forthcoming emissions regulations. The D12 engine was offered with 340hp, 380hp and 420hp ratings.

The second Volvo to debut at Glasgow was an FH16-520 Globetrotter tractor unit, displayed on a platform outside the SECC's main entrance. Painted in an eye-catching electric blue, the truck, like its stablemate inside, featured colour-coded chassis, mirror cowls and wheel centres. Volvo deliberately left the cab air kit off this exhibit, to display the high roof Globetrotter cab option to its best effect.

As with its 12-litre sibling, the FH16's D16 engine was also new and came in power outputs of 470hp or 520hp. The OHC engine design also incorporated a new, patented Volvo Engine Brake (VEB), which could deliver up to 362hp of engine braking. This not only met the ADR regulations for maximum GCWs at the time, but Volvo also claimed brake lining life could be extended by up to 25%. Volvo's pioneering Geartronic transmission was available with all new FH models.

Volvo's sales campaign got off to a flying start within the Glasgow show venue, with 50 FH tractor units sold on the first day. The early FH sales were not fleet orders, but owner-drivers and operators wanting flagship trucks. Volvo's FL range was predominately aimed at big fleets, but soon after its launch the FH became the premier fleet vehicle.

A number of customers who had existing F10, 12 and 16 vehicles on order were also offered the chance to upgrade to the imminent FH range. Unsurprisingly, the majority of these buyers seized the opportunity. 



The UK's first FH16 tractor unit stood guard outside the UK launch venue in Glasgow

Millennium mover:
the Volvo FH's second
International Truck of the
Year title came in
January 2000



Everyone's a winner

In the past 25 years Volvo's FH range has won a number of industry prizes worldwide. In the UK and Europe, the International Truck of the Year Award (IToY), established in 1977, is perhaps the best known. The FH range lifted this top prize in 1994, 2000 and 2014. These wins make up half of Volvo's total of six wins, the others being the F7 in 1979, F10 in 1984 and the FL series in 1986.

The paint was barely dry on Volvo's all-new FH range in December 1993 when it was awarded the IToY in 1994. A clear winner by 28 points over its nearest rival, the new FH family was praised for being something out of the ordinary. The judges were amazed by the sheer quantity of innovation, while the trucks' practical features were considered overwhelming.

In January 2000, Volvo's revamped FH12 lifted the IToY trophy for the new millennium. Unveiled a few months earlier, the heavily revised Volvo boasted a new engine range, gearbox

and back axle. Further developments included a new braking system and a semi-automatic Geartronic version. This unbeatable package impressed the judges, who felt that it contributed to a major development of a popular truck.

Just over a year after its spectacular launch in 2012, the new Volvo FH was voted IToY in 2014 by leading commercial vehicle journalists representing 25 magazines throughout Europe. Summing up the jury vote, IToY chairman Gianenrico Griffini commented: "Volvo Trucks has delivered a completely new heavy-duty truck, which, with its innovative cab, hi-tech driveline components and advanced maintenance solutions, sets a new benchmark in the automotive industry."

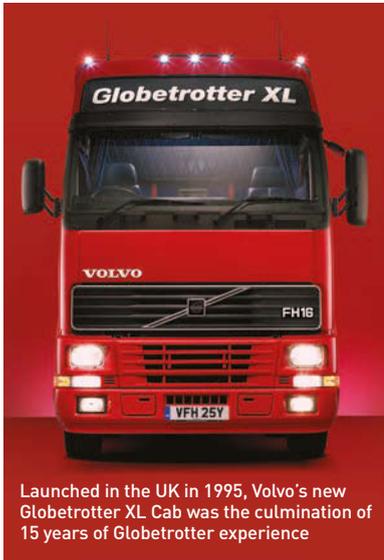
The Volvo FH's most recent award success came last year, when it won the Motor Transport Fleet Truck of the Year 2017 Award. An independent panel of fleet operators judges the shortlist. The

- 1994 Volvo FH voted International Truck of the Year
- 2000 Volvo FH voted International Truck of the Year
- 2014 Volvo FH voted International Truck of the Year



The Volvo FH's most recent award success came in 2017, when it won the Motor Transport Fleet Truck of the Year Award

panel, which based its decision on factors including productivity, reliability, fuel efficiency, driver acceptance and dealer support, unanimously praised the FH as a "fantastic fleet truck!"



Launched in the UK in 1995, Volvo's new Globetrotter XL Cab was the culmination of 15 years of Globetrotter experience

A QUARTER OF A CENTURY OF THE VOLVO FH

- 1993** UK premiere of Volvo FH12 & FH16 (Generation I) range at Scottish IRTE Lecture and Display
- 1995** New Globetrotter XL Cab revealed
- 1998** Volvo launches its New Generation FH12 range at the IRTE Scottish Truck Show
- 2001** New Volvo FH (Generation II) debuts along with I-Shift automated gearbox
- 2003** Volvo FH16 at 550hp and 610hp (Generation II) commences production
- 2005** FH12 becomes FH with launch of new D13 engine
- 2006** FH16 power upgraded to 540hp, 580hp and 660hp
- 2008** Launch of new interior and exterior (Generation III)
- 2009** Volvo FH16 power upgrade – 540hp, 600hp and 700hp launched
- 2011** Volvo FH16 750 launched
- 2012** New Volvo FH (Generation IV) and FH16 ranges launched
- 2013** Volvo Dynamic Steering (VDS) launched
- 2014** Volvo I-Shift Dual Clutch introduction
- 2016** I-Shift with Crawler Gears revealed
- 2017** LNG-powered FH announced



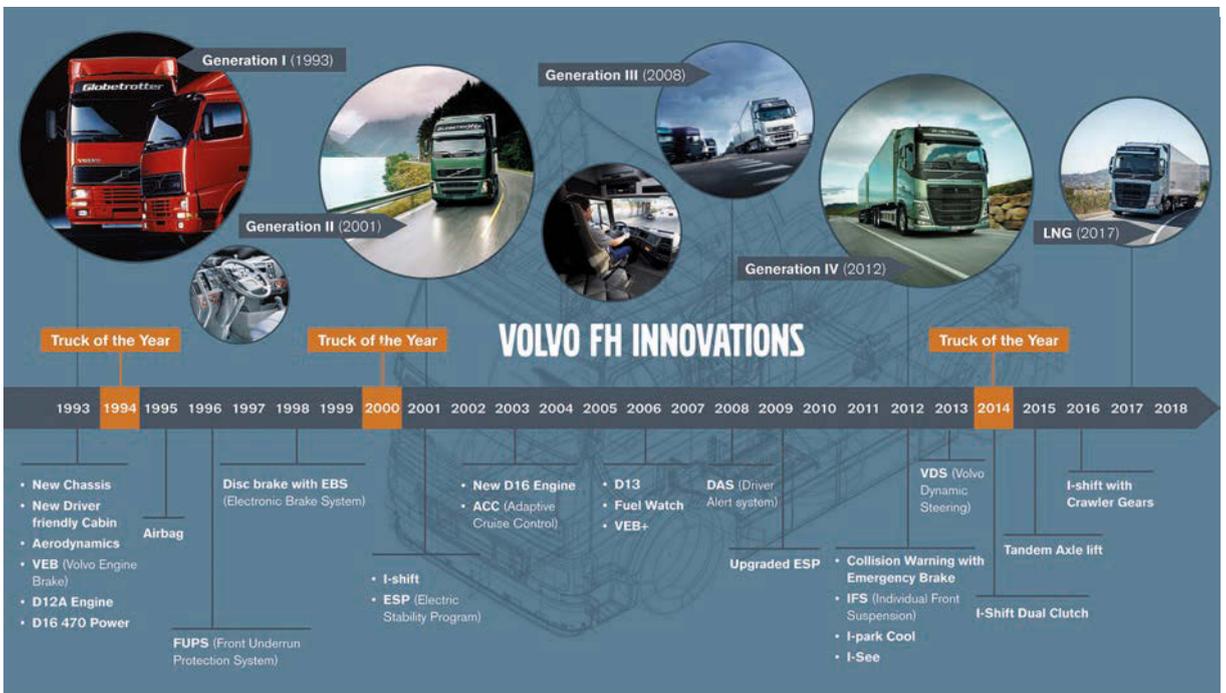
The limited-edition FH Silver Cab appeared in June 2000

FH SPECIAL EDITIONS

- 1997** XL70
- 2000** Silver Cab
- 2007** 80th anniversary
- 2013** Time machine
- 2017** Ailsa edition
- 2017** Performance edition
- 2018** 25-year edition



The latest Volvo FH 25-year edition is available in FH and FH16 ranges



Behind the wheel



We assess the FH 25 Year Special Edition in the environment that really matters, on the road

Author: Colin Barnett
Images: Tom Cunningham

In the quarter of a century since the FH first appeared, it has become an iconic part of the roadscape of Europe and, indeed, throughout many more far-flung parts of the world.

As the Special Edition is effectively an option pack, the base vehicle specification is up to you, with the usual choice of 13- or 16-litre engine, and the full range of transmission and chassis layout options. Volvo's UK FH25 demonstrator is no shrinking violet, a 4x2 750hp 16-litre version,

in the most iconic colour, the Scarlet Red of the original 1993 launch vehicles, and appropriately registered as B1GFH.

At the initial announcement of the FH 25 year Edition, it was planned that there would be two colours available, Crimson Pearl red or Mammoth Tree dark grey metallic, but buyers can now specify it with any Volvo colour.

With Volvo headquarters at Warwick not exactly blessed with the mountainous terrain that an FH16 750 thrives on, our challenge was to find a route that would give the FH 25 year Edition a challenge. We chose some familiar roads, heading over to

the A5 at Hinckley and on to Gailey and Shrewsbury, via a quick detour on to the M54. Then it was over to Welshpool and down the A483 for lunch at Crossgates, before returning to Warwick via the A44 and the motorways south of Birmingham.

Various logistical factors meant we drove the FH 25 year Edition in a configuration that no sensible operator would consider. Unless the likes of Sainsbury's get very generous with their driver of the year rewards, no fleet is going to match a 750hp 4x2 tractor with a rear-steer tandem city trailer, but it did highlight some issues along the way. But first, we had to get familiar with the truck.

Externally, the scarlet red paint is enhanced by the gloss black on the brand panel, door mirrors and even the wiper arms, and, of course, there's a set of orange and grey anniversary logos and striping. The orange theme continues inside, on the grab rails, carpet mat edging, mattress piping, door trim panels and seat and steering wheel stitching. Even Volvo demo manager Martin Tomlinson's black shirt had matching orange stitching.

Probably the most impressive bit of the interior was the pair of unique seats,



The FH25 comes in a full range of colours, but all have the exclusive anniversary badging



leather with quilted fabric facings and an anniversary logo embossed on the headrest pads. Either that, or the map of Volvo's home town of Gothenburg that decorates the curtains.

Getting comfortable was easily achieved thanks to the fully electrically adjustable seat and the three-way adjustable steering column. At what seemed likely to be the tail end of the long hot spell, the ventilated seat got some use, albeit only on the lower of the two settings.

The FH 25 year Edition's specification is almost bang up to date. The only exception is the new set of enhancements

to the Volvo Dynamic Steering (VDS) system. Other than that, we had I-See adaptive cruise control, the I-Park Cool engine-off cab cooling, the latest infotainment system, with TomTom truck-specific sat-nav and even our first encounter with the next-generation smart digital tachograph fitted to all new Volvos.

Despite its precise location detection and remote access functions, by operators and enforcers alike, the driver interface is virtually unchanged.

Fitted driver comfort accessories include a coffee maker and fridge under the bunk, a microwave in the rear lockers and a TV/DVD player above the driver's head. Mechanically, there's I-Shift, with the 750's undoubted uphill performance being matched on the other side of the hill by a retarder.

Setting off, we were immediately impressed by the behaviour of the Krone rear-steer trailer, tracking perfectly with no noticeable tendency to cut in. The performance can be taken for granted, our previous experience at 44 tonnes showing the 750's performance able to handle anything the UK can throw at it. At 32 tonnes, it actually demanded quite a bit

of respect, demonstrated on a very wet bit of the Worcester bypass, when we had some wheelspin in 10th gear.

The same was true of the secondary braking, with the Volvo Engine Brake and retarder working in combination in each of the three stages. In the A mode, the service and secondary brakes are blended from the pedal, with every 10th application just using the service brakes, to keep the pads ready for full use. On the drive, on our first approach to a roundabout from top speed, we gave the lever a full tug, only to be almost thrown through the screen, with the drive axle on the verge of locking up. From then on, it was treated with much more respect. In fact, on some very slippery and twisty downhill sections, in the heavy localised downpours encountered, we didn't use the secondary brakes at all. However, we're certain that none of these traction and retardation issues would exist at the weights the truck was designed for.

This example was specified with the overdrive version of I-Shift, preferred with the 16-litre engine, combined with a 3.4:1 final drive ratio. Out on the open road, this gave an engine speed of 1,379rpm at the maximum limited speed, which needless to say, it was able to maintain wherever needed, only dropping slightly when the I-See system saw the opportunity to use a bit of I-roll to save fuel. We long ago gave up trying to second-guess I-Shift, and now just trust it to get on with the job seamlessly in the background.

It would take a particularly churlish driver not to like any FH16 750, and the anniversary version simply enhances the experience. But as we said at the beginning, if you're an FH fan and want to share in the celebrations, you can create your very own tribute to the breed.



Despite the greatly enhanced functionality, next-generation tachograph is the same to use

Home comforts

How does a night in a Generation I compare to today's Generation IV? Our testers pit a 2001-plate Volvo FH16.520 Globetrotter XL against a 2018-plate Volvo FH16.750 Globetrotter XL

Authors: Brian Weatherley, Dan Parton. **Images:** Brian Weatherley

When the FH appeared in 1993 its radically raked cab was significantly more aerodynamic than the previous boxy F. Beneath it, buyers had a choice of new 12-litre 'electronic' diesels or a 16-litre 6-pot derived from

the old F16, rated at 470hp or 520hp. As two-pedal autos had yet to dominate the tractor market, the standard FH gearbox was a 14-speed manual synchro.

However, in 1995, just two years after the original revolution, came the first of four FH evolutions – the launch of a taller XL Globetrotter cab with a much flatter engine hump, offering improved cross-cab access and enhanced driver appeal.

STORAGE

The Generation I Globetrotter cab's steeply slanting windscreen and full-width neon tube for signboard illumination prevent big lockers being fitted to the front wall; there are just two small cupboards and a net. Fortunately, its rear wall lockers, twin external lockers (one accessible from inside the cab) and large under-bunk drawer help compensate. You can also store items on the top bunk, which has a full-width cargo net. However, there's hardly anywhere in the dash for oddments, nor is there a holder for a two-litre bottle.

Our FH16.520 had a Volvo aftermarket TV shelf above the passenger seat – useful, but just the right height to bash your head on when moving around the cab.

In contrast, the latest Globetrotter XL cabin is bigger inside and delivers far-superior storage – big lockers on front and back walls, a dash with cubbyholes, a fridge and coffee-maker under the bed and extra exterior lockers, perfect for diesel gloves and straps. The roller shutters for overhead storage are a good idea because there is little chance of them coming open, but – a minor quibble – there was no locking mechanism.



FH16.520

We could have sworn the original FH cab's sloping profile made entry awkward. But no; its doors open a full 90 degrees, and while you tend to climb in at a slight angle it's easy enough. Getting out is the problem as the floor extends right to the edge of the door aperture rather than being scalloped out, so to see the top step you have to lean right out.

The build quality is still pretty high. Nice detail touches include the pull-up centre tray below the dash and the smoke alarm. For a new millennium motor the FH16.520's driving position is surprisingly good, the large gap between the A-post and original-style mirrors giving a decent lateral view.

The original FH dash and controls are refreshingly uncomplicated; the pop-up





THE VERDICT

Old-school drivers might well bill and coo over the FH16.520's timeless simplicity and class, but give them an FH16.750 with more living room, storage space and creature comforts such as I-Park Cool and, frankly, after a decent night's sleep on a boiling hot summer's night, we doubt they'd want their retro classic back.

When the FH was launched 25 years ago fuel economy was the number-one priority for long-haul operators, hence its radically raked windscreen and streamlined profile. Over the intervening years, however, all those drivers calling for more useable space inside the FH played a significant part in shaping (literally) its current cab design, which boasts greater internal volume but with no loss of aerodynamic efficiency. And if that isn't a victory of evolution over revolution, we don't know what is.



FH16.750

The new FH retains the ease of access of its predecessor, but getting out is simpler because you can see the top step without having to lean out. As you would expect from a modern Volvo, the build quality is high and everything is solidly built.

The driving position is great – there is a pleasing amount of rake to the steering wheel and the seat is fully adjustable so it can be moulded to your preference. With its integrated headrest it is very comfortable and, with conveniently placed buttons on the side, easy to adjust. The dashboard is laid out intuitively and instruments are clear, including those on the steering wheel.

The bunk can be propped up sunbed style to just about 90 degrees, perfect for watching TV – which, on our model, was fixed above the driver's door – or reading. The reading lights over the bunk are small but powerful.



toaster-style tachodisc holder is decidedly pre-digitach.

Despite having 320,000km of wear, the driver's seat is still very comfortable, although leather seat covers are a decidedly mixed blessing on a blazing hot day when you're wearing shorts!

Cross-cab access means clambering past the large gearlever but at least there's plenty of headroom. A neat cubby box by the driver's seat doubles up as a step to climb up into the (leather-trimmed) top bunk and had one of our best night's sleep ever thanks to its extremely supportive foam mattress. Well-placed lights, thick curtains and a handy net for mags and glasses only added to the positive experience.

And although you can't control the roof vent from the bed, it was nice to find a night heater with controls that didn't require a vocational qualification...



The bunk itself is one of the most comfortable around, and a good night's sleep was had, although some of the credit for this has to be given to the I-Park Cool, which came into its own on the test. During the July heatwave it kept the cab at a steady temperature for a comfortable night's sleep and its controls are simple and intuitive.

Cross-cab access is improved over the older model. As mentioned, the steering wheel has good rake, and the gearlever can be moved into a downward position. There is no flat floor but there is a good amount of mid-cab space, and the height is generous – there's no danger of banging your head on the lockers, for instance. 

Set in silver



Des Hartley & Sons Transport is one of a select few Volvo customers running all four FH Generations on front-line haulage duties

Author: Frank Clark
Images: Craig Eccleston

The Hartley family's association with Volvo Trucks stretches back around 30 years, to the manufacturers' venerable F10, F12 and FL10 tractor units. Back then, Des Hartley used a Malachite Green

livery, complemented with gold lettering. The firm's current silver and blue finish was first implemented 15 years ago. The change was initiated to provide a better match with a number of customer trailers hauled on traction work.

Volvo FH tractor units account for all of Des Hartley's HGV fleet and these are joined by a handful of 7.5-tonne rigid

from another manufacturer. During its 25 years in production, Volvo's FH range has proved pivotal to many transport operations across the globe. The model's unmatched safety, performance and reliability levels have provided the perfect platform to maximise profit. This Birstall-based business has used – and still uses – all four FH Generations to great effect.

GENERATION GAIN

Des Hartley & Sons Transport is one of a few Volvo customers that still operates all four Generations of the FH range.



FH Generation I



FH Generation II



FH Generation III



FH Generation IV

The haulier also breaks Volvo FHs for spares and exports selected examples of the FH to developing countries.

Co-directors Ben and Matt Hartley offered to make four separate FH Generations available for this special FH 25 Year supplement and talk about how each variant has helped progress their transport operation:

“Our 1995 FH Generation I stands head and shoulders above any other Volvo in our fleet,” enthuses Ben, adding: “Nowadays only Matt and I are allowed to drive it, as the restored truck has 1.4 million km under its belt. It’s still more than capable of everything we ask from it.”

This 4x2 tractor unit started its working life hauling a television broadcast trailer and had only 300,000km on the clock when acquired by Des Hartley. “We’ve had this early FH for 11 years and Dad drove it until the day he died. Dad loved the truck, it was his baby and nobody else got to touch it then,” Matt adds.

Powered by Volvo’s D12A, 12.1-litre electronically-controlled engine producing 380hp, the FH has a 12-speed manual gearbox and sports a Standard Sleeper cab. Fully rebuilt five years ago, M701 TWL also has a refurbished interior with full leather trim and the truck carries front bull bars, which were originally used on one of the company’s Volvo F12s. Wisbech-based specialist TruckMax fitted the FH12’s twin exhaust stacks.

Rare sight

The registration mark P777 DHT is assigned to the firm’s FH Generation II 4x2 tractor unit. One of four similar models still operated by this West Yorkshire concern, the 2005 model features Volvo’s top spec, Globetrotter XL cab above a 460hp engine and I-Shift automated mechanical transmission system.

“We’ve one manual gearbox and three I-Shifts in our Generation II FHs and most of them are used on parcel night trunks,” Matt informs us.

“They rarely work at maximum weight, so this combined with our workshop’s meticulous care standards, provides the ideal environment for these motors,” adds Ben.

In production from 2001 to 2008, FH Generation IIs are now becoming a rare sight on the UK’s roads. Alternatively, Volvo FH Generation IIIs vehicles are still very much in evidence on any road trip undertaken these days. Now often referred to as a Classic

FH, this third FH version sold in vast numbers in the years from 2008 to 2013. This model also predominates in Des Hartley’s fleet, in both 6x2 pusher axle and 6x2 tag axle tractor unit formats. Again, Globetrotter XL cabs are the preferred specification, alongside the Volvo D13K engines rated at 460hp and I-Shift gearboxes.

Euro-6 and Volvo’s FH Generation IV range prompted a change at the haulier. “Up until Euro-6, we’d carried out our own in-house servicing and repair works. However, all eight of our latest FHs are dealer-maintained under contract. This is no inconvenience, as the supplying Volvo trucks dealerpoint, Crossroads Truck and Bus, is located next door to our depot,” Ben says.

“Our workshops also provide repair and maintenance for third-party customers and we are now fully-equipped to work with Euro-6 vehicles,” he adds.

Fine examples

The company’s FH Generation IV group has five examples powered by 540hp engines, bought new from Crossroads Truck and Bus, and a trio of FH-500s sourced used through the same dealer. The new trucks come with factory-painted cabs and additional blue paintwork, which is applied by Phoenix Refinishers in Dewsbury.

“We still use traditional sign writing and most of the trucks have alloy wheels. Presentation standards are important. Our trucks are a great rolling advert,” Matt says.

One of the Hartley FH-540 tractor units is instantly recognisable, as it is a special gold-coloured, Ailsa Edition carrying a manufacturer’s plate identifying it as number 8 of this limited edition, produced to celebrate Volvo’s 50th anniversary in the UK in 2017.

“Appropriately we have a Volvo Gold Service contract on our Ailsa Edition and I’m impressed with its I-Shift Dual Clutch gearbox. After driving this vehicle I had no hesitation in ordering another FH-540 equipped with I-Shift Dual Clutch,” says Ben.

“For almost 30 years, we’ve considered Volvo Trucks to be the best value for money,” Matt concludes. “The FH generations are special, we’ve had them all, worked them hard and looked after them properly. We know everyone at Crossroads Truck and Bus and the close proximity of its dealerpoint makes a huge difference to us.”

FINGERS TO THE BONE



Three generations of the Hartley family have steered this transport business for almost a century

Fast approaching a century in the transport industry, the Hartley family’s business roots can be traced back to the early 1920s, when Hemsworth-based Gerald Hartley was given a lorry by an acquaintance who was retiring. Gerald initially collected bones from butchers’ shops before working with the local Co-op, delivering coal supplies. An ex-army lorry was recorded as the vehicle purchased in 1926. Gerald’s three sons, Michael, Des and Peter all worked with their father, steadily expanding the concern as the decades progressed. Des and Peter passed away in 2010 and 2012 respectively, while Michael is retired but still calls into base on a regular basis. Ann, Des’s widow, took on the role of accounts manager after her husband’s death.

Nowadays four members of the Hartley family’s third generation run the business, all as co-directors. Des’s sons, Ben, Matt and Phil manage the workshop, office and warehouse respectively, while Michael’s son Patrick is also jointly responsible for the workshop operation. In the years up to 2012, Michael, Patrick and Ben all worked together running a separate transport business named MH Services, which ran overnight trunks for a major customer. Based next door to Des Hartley, it eventually became logical that merging the two neighbouring family operations would deliver many benefits.

Tribute to



an icon



To celebrate the introduction of the Volvo FH in 1993, Volvo Trucks has released the Volvo FH 25 Year Edition. Available as a Volvo FH and Volvo FH16, it is characterised by its distinctive exterior and interior design, superb driver comfort and state-of-the-art additional features.

The Volvo FH is one of the industry's most successful models ever, with nearly 1 million trucks sold since launch, creating a way of life for millions of drivers all over the world. The Volvo FH 25 Year Edition is not only a celebration of the truck itself, but also a tribute to all the customers and drivers who have been driving this icon for the past 25 years.

"The Volvo FH is the perfect representation of a customer-focused mindset and a model that has been pushing the boundaries for a quarter of a century. This magnificent special edition truck is therefore both a tribute to the first 25 years and a starting point for our continued successful journey with customers and drivers," says Claes Nilsson, president of Volvo Trucks.

"The first-generation Volvo FH meant so much for Volvo Trucks and the whole industry. It was a milestone; in fact, it was a game-changer that totally transformed the perception of a modern truck. Working on the design of the edition truck has been a real honour," says Nigel

Atterbury, senior graphic designer at Volvo Trucks.

The exterior of this special edition is best described as contemporary with a retro twist. The silver, grey and orange décor highlights the truck's origin while the striping forms the number 25 to signal the anniversary. The striping combines 3D effects and shadows to echo the design trend of the early 1990s and gives the truck a distinct retro look. It was launched in two colours, a darker, cool grey tone (Mammoth Tree Metallic) and a shiny red (Crimson Pearl), the latter a modern tribute to the original red cab colour of 1993, but is now available in a range of colours.

Inside, a premium and luxurious interior awaits the driver. Safety has always been key to the Volvo FH and this passion is manifested by orange details in everything from seat belt stitches to curtains, carpets and reflective safety door decals. Using



Claes Nilsson, president of Volvo Trucks

subtle yet distinct accents, the design team has created a continuation of the safety and driver focus that has always been essential in the Volvo FH. To enhance a great driving experience, the seats combine quilt and leather for exceptional comfort and design.

The limited edition truck embodies how the Volvo FH has been, and remains, a leader in innovation. It includes some of the truck's latest breakthroughs and can be specified with the brand-new extensions to Volvo Dynamic Steering:

- Volvo Dynamic Steering with Stability Assist. Designed to prevent skidding accidents;
- Volvo Dynamic Steering with Lane Keeping Assist. Engineered to help the driver stay in lane, preventing collisions and rollover accidents;
- Volvo Dynamic Steering with Personal Settings. Allows individual adjustment of steering wheel resistance for convenient and comfortable driving.

"This truck really shows how Volvo Trucks is driving progress and continues to set new standards in trucking, just like the Volvo FH has done since 1993," says Tomas Thuresson, global long haul segment manager at Volvo Trucks. "It is a fantastic edition that pays tribute to a quite outstanding truck and the millions of people; customers, drivers and fans who have been engaged in the Volvo FH for 25 years."



Powering progress



Lars Mårtensson, director of environment and innovation at Volvo Trucks



The Volvo FH LNG is the latest innovation in the model's long association with introducing market-leading technological progress for road transport assignments. Running on liquefied natural gas (LPG) or biogas, the new FH LNG Euro-6 compliant trucks have the same performance, driveability and fuel consumption as Volvo's diesel-powered models.

Furthermore, the new trucks' CO₂ emissions are 20% to 100% lower compared with diesel, depending on choice of fuel. The new Volvo FH LNG is available with 420hp or 460hp engine for heavy regional and long-haul operations.

"With our new trucks running on LPG or biogas, we can offer an alternative with low climate impact that also meets high demands on performance, fuel efficiency and operating range. This is a combination that our customers in regional and long haulage require," says Lars Mårtensson, director of environment and innovation at Volvo Trucks.

Instead of an Otto cycle engine, the conventional solution for gas-powered vehicles, the Volvo FH LNG is powered by a gas engine utilising diesel cycle technology. This means an operator who chooses gas can do so without compromising on driveability, fuel efficiency or reliability. Volvo's 460hp gas engine delivers maximum torque of

2,300Nm, while the 420hp version produces 2,100Nm. This is the same as Volvo's corresponding diesel engines. What is more, fuel consumption is on a par with Volvo's diesel engines, but 15% to 25% lower than for conventional gas engines.

The fuel used is LPG or biogas, known as bio-LNG. Both fuels consist of methane. If biogas is used, the climate footprint can shrink by as much as 100% and if natural gas is used, the reduction is 20%. This relates to emissions from the vehicle during usage, known as tank-to-wheel.

To maximise the driving range, the tanks are filled with LNG, which is stored at 4 to 10 bar pressure at a temperature of -125C to -140C. The biggest fuel tank variant contains enough LNG for a range of up to 1,000km (625mls). Refuelling takes about the same time as filling up with diesel.

When driving, the fuel is warmed up,



pressurised and converted into a gas before it is injected into the engine. To ignite the gas, a tiny quantity of diesel is added at the moment of injection.

A 100% reduction of CO₂ emissions requires that fossil diesel is replaced with hydrogenated vegetable oils (HVO) and combined with bio-LNG.

Volvo Trucks is now working with gas suppliers and customers to develop the expansion of LNG infrastructure in Europe. This development is also being supported politically in many countries, especially the EU. A strategy for expanding LNG infrastructure is included in the European Commission and member states' action packages for securing Europe's long-term energy supply.

"Natural gas offers clear climate upsides, it is competitively priced in many countries, and there are sufficient reserves to justify large-scale use," says Mårtensson.

"Our focus on LNG vehicles is creating new prerequisites for our customers to run fuel- and cost-efficient operations. At the same time, we're making it possible for heavy truck operators to considerably reduce their climate impact."

Sales of Volvo FM LNG and Volvo FH LNG started in spring 2018 and a number of vehicles are now in service.



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