



Industry throws off covers for Brisbane

THE Brisbane Truck Show has developed a reputation as the place to be for the latest and greatest in the transport industry, and the 2007 show was no exception.

Helped by a combination of its size – the Brisbane show is the biggest in the Southern Hemisphere and one of the six biggest truck shows in the world – and the introduction of new design rules for 2008, manufacturers were falling over themselves to unveil new products.

While the new regulations are common, what made this show so much more interesting were the different paths manufacturers took to meet the revised targets.

The Daimler Chrysler group, for example, has opted to use the European developed AdBlue technology in its Mercedes Benz trucks to treat NOx emissions in the exhaust.

With the AdBlue carried in an onboard tank, the driver is kept informed on when to refill the tank via the electronic dash display.

AdBlue would be available through both BP and Caltex, or could be supplied in bulk to fleet operators for on-site storage.

Inside the engine, there is new material for the crankcase, increased compression ratio, and new cylinder gaskets, which have combined to increase the horse power and torque ratings as well as improve engine durability.

The company is now quoting peak power of 480HP from the Actros V6, for example, as against the previous figure of 460HP.

Despite the uprated power and other changes, Mercedes has not altered the service schedules for the engines, providing even greater benefits for operators, as well as clearing the engine to run on a five percent mix of biodiesel.

Mercedes Benz stablemate Freightliner, which shares its proprietary engines with Sterling Trucks, has taken a different approach.

By developing a right-hook version of the US EPA07 chassis, the latest Detroit, Cummins and CAT engines can be fitted, as well as the revised engine cooling modules that have proved their worth in the US and other markets.

Rather than bolting to the chassis, the new modules fit to the engines, making servicing easier, with the whole unit accessible.



Toyota and Hino joined forces for an impressive display, including Truck of the Show for the Hino Hybrid.



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Page 2 of 3



Freightliner took the wraps off its upgraded Argosy.



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Brisbane shows off

