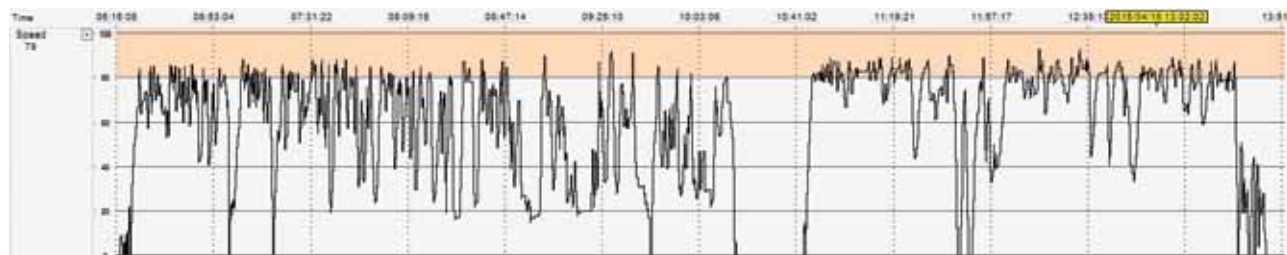
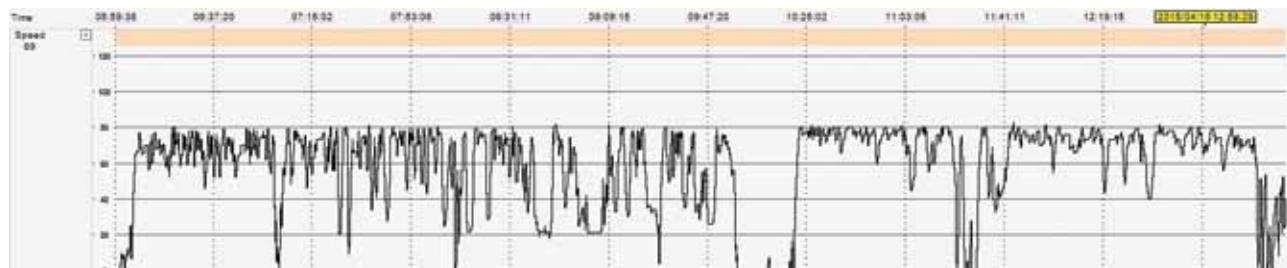


IVECO TRAKKER AT440T44TH SR



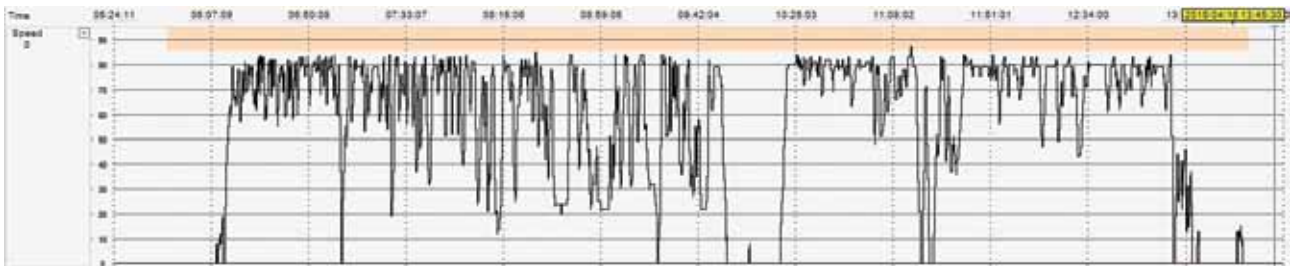
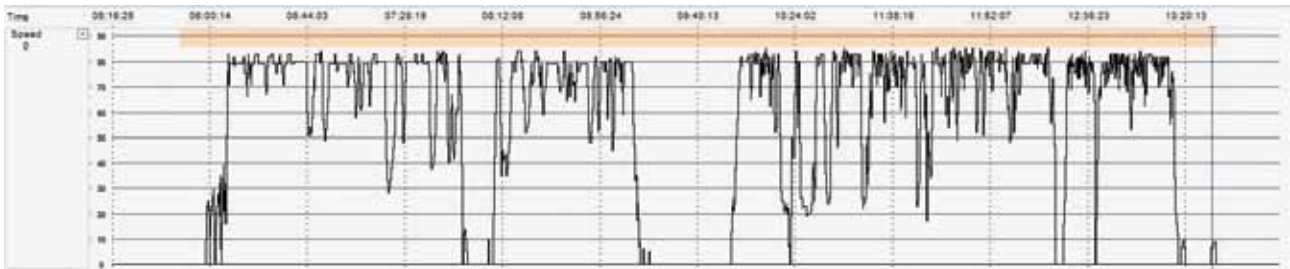
VOLVO FH 440 TT SIN-R I-SHIFT RET



UD TRUCKS QUON GW26 450 TT ESCOT



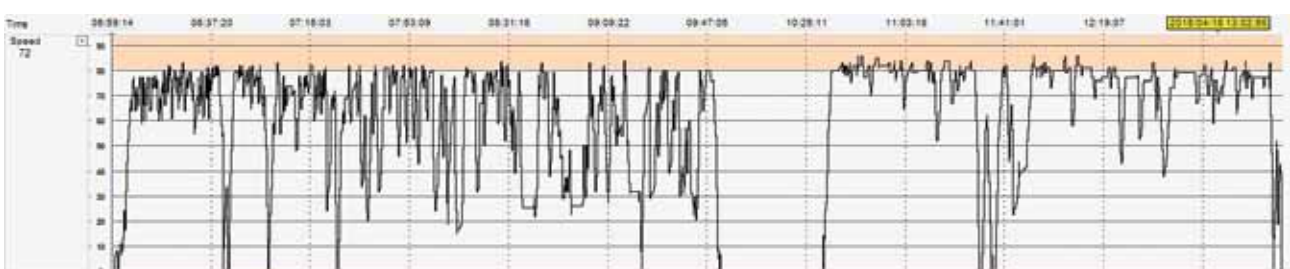
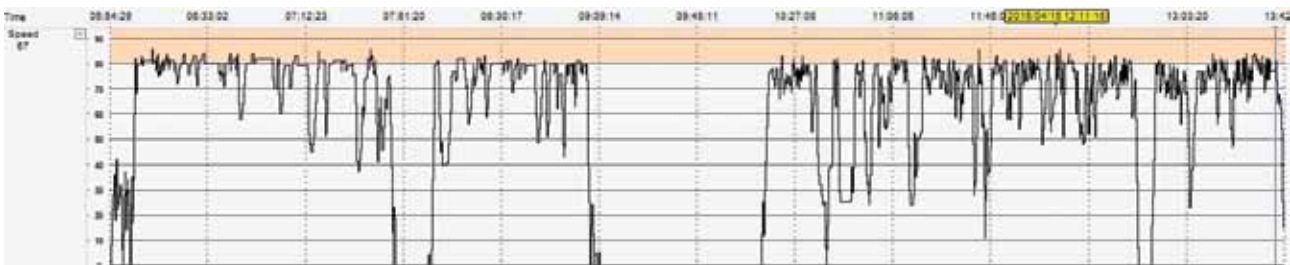
DAF XF 105.460 SR 1360



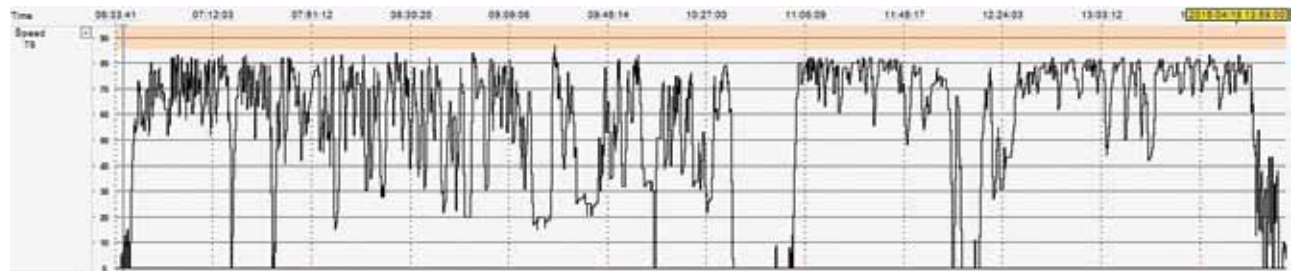
HINO 700 PRO 229 2848 3.9 AIR DSC



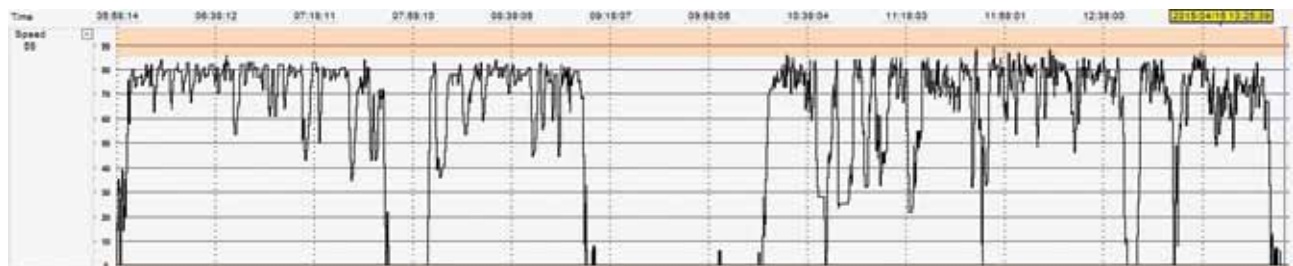
IVECO STRALIS AS750S48TZP HI-WAY



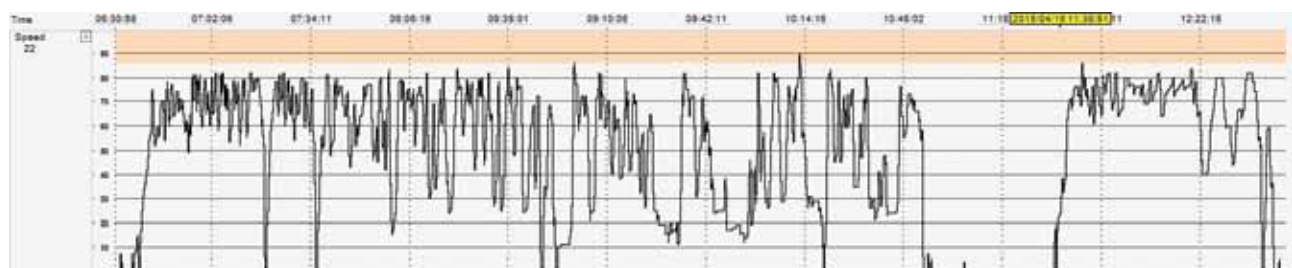
MAN TGS 27.480 6X4 BBS (LX)



FREIGHTLINER ARGOSY CUM 500 - NG



SCANIA R SERIES R500 LA6X4 MSZ



NOTES – TAUTLINER INTERLINKS

ALL VEHICLES:

- Arrival and departure time at Komatipoort was taken at the N4 turn-off to eliminate the hold-ups when departing for the return trip, and to get an accurate arrival time for the vehicles that passed the turn-off on day one.

IVECO TRAKKER AT440T44TH SR:

- Seven speed violations on outbound leg, three minutes 30 seconds added.
- Ten speed violations on return leg, five minutes added.

VOLVO FH 440 TT SIN-R I-SHIFT RET:

- Took Jet Park Rd instead of Kraft Rd on outbound trip. This route is 0,7 km shorter but has more stops, therefore reduced the fuel used by 0,5 ℓ and the time by one minute as per the TransSolve simulation difference.
- Took Jet Park Rd instead of Kraft Rd on return trip. This route is one kilometre shorter but has more stops, therefore reduced the fuel used by 0,4 ℓ and the time by one minute as per the TransSolve simulation difference.
- No speed violations.

UD QUON GW26 450 TT ESCOT:

- No violations.

DAF XF 105.460 SR 1360:

- Deducted 66 kg from unladen combination for the Loadtech weighing equipment.
- Three speed violations on return leg, one minute 30 seconds added.

HINO 700 PRO 229 2848 3.9 AIR DSC:

- Took Jet Park Rd instead of Kraft Rd on outbound trip. This route is

0,7 km shorter but has more stops, therefore reduced the fuel used by 0,5 ℓ and the time by one minute as per the TransSolve simulation difference.

- No speed violations.

IVECO STRALIS AS750S48TZP HI-WAY:

- No violations.

MAN TGS 27.480 6X4 BBS (LX):

- Passed Engen Komatipoort turn-off on day one. The end time was therefore taken at the Engen turn-off as with all the other vehicles and the fuel used was reduced by 2,2 ℓ, as per the TransSolve simulated results, for the additional 3,1 km. One speed violation on return leg, 30 seconds added.

FREIGHTLINER ARGOSY CUM 500 - NG:

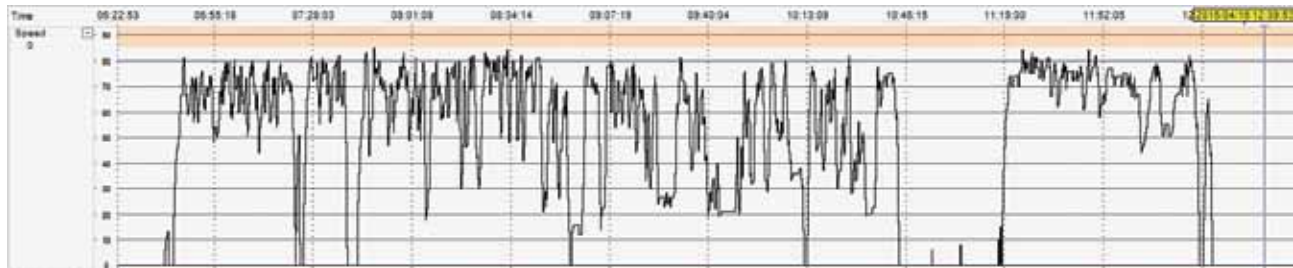
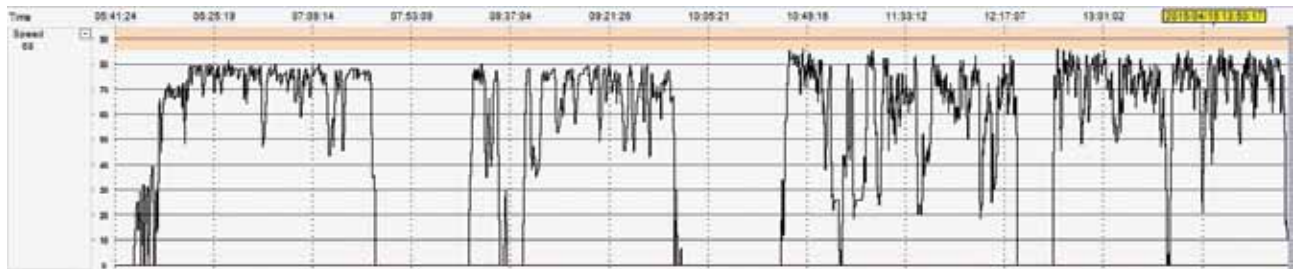
- Took Jet Park Rd instead of Kraft Rd on return trip. This route is one kilometre shorter but has more stops, therefore reduced the fuel used by 0,4 ℓ and the time by one minute as per the TransSolve simulation difference.
- Eleven speed violations on outbound leg, five minutes 30 seconds added.
- Twelve speed violations on return leg, six minutes added.

SCANIA R500 LA6X4 MSZ:

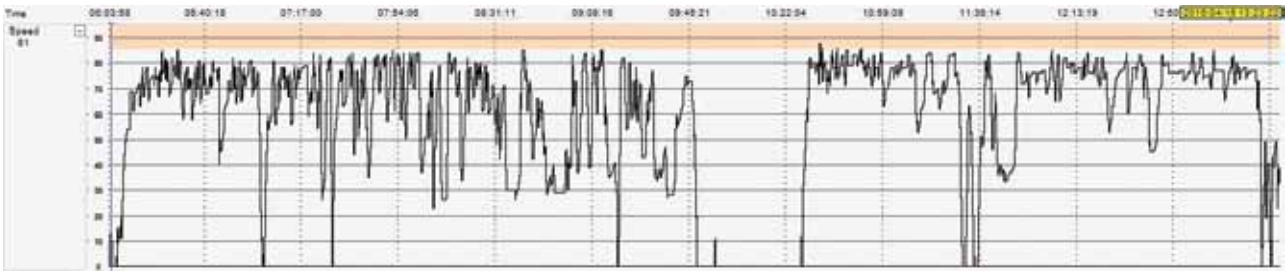
- Passed Engen Komatipoort turn-off on day one. The end time was therefore taken at the Engen turn-off as with all the other vehicles and the fuel used was reduced by 2,2 ℓ, as per the TransSolve simulated results, for the additional 3,1 km.
- Very slow on return trip between Komatipoort and Belfast, due to "gear hunting" issues, no adjustment made as this was too difficult to calculate fairly and would only have a marginal effect on the overall results.
- Two speed violations on outbound leg, one minute added.
- Two speed violations on return leg, one minute added.



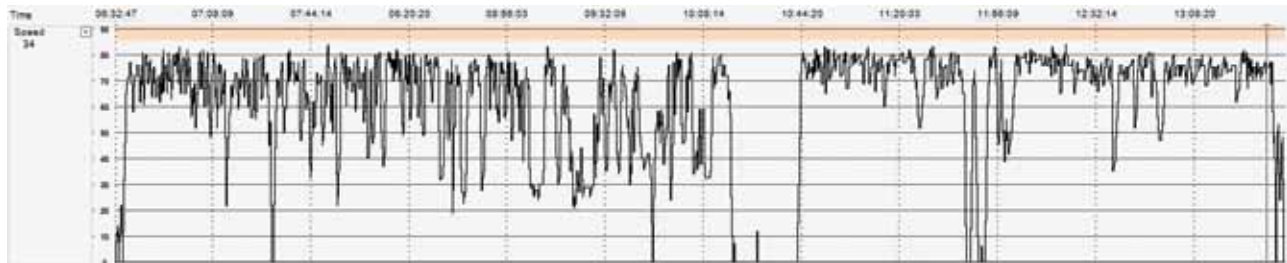
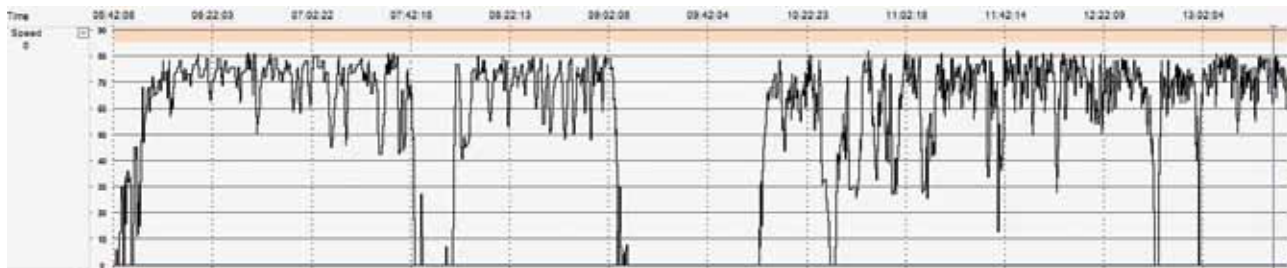
FAW 28.380 FT



MAN TGS 26.440 6X4 BLS (LX)



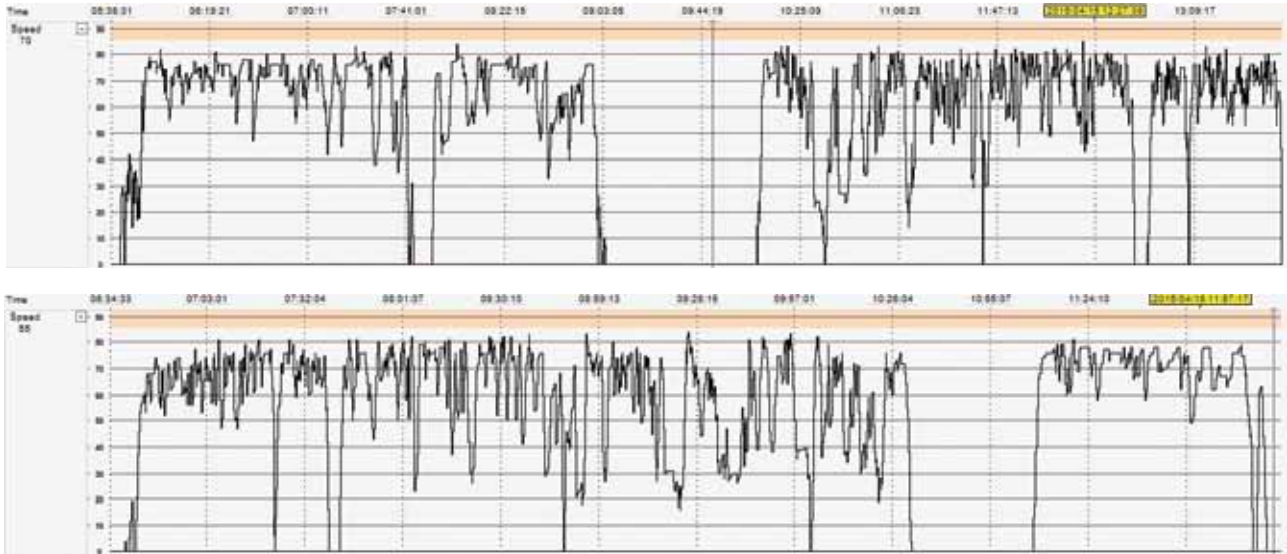
HINO 700 PRO 229 2845 3.9 STL



MERCEDES-BENZ ACTROS 2646LS-33 DD



SCANIA G SERIES G460 CA6X4 MSZ



NOTES – TRIDEM REEFERS

ALL VEHICLES:

- Arrival and departure time at Komatipoort was taken at the N4 turn-off to eliminate the hold-ups when departing for the return trip, and to get an accurate arrival time for the vehicles that passed the turn-off on day one.

FAW 28.380 FT:

- Was involved in a small accident on the first morning which held it up for about 40 minutes. This was excluded from the travelling time and one minute and 0,5 / of fuel was deducted for the unnecessary stop-start.
- Stopped for about 15 minutes near Nelspruit to repair damage caused by accident. This time was excluded from the travelling time and one minute and 0,5 / of fuel was deducted for the unnecessary stop-start.
- One speed violation on outbound leg, 30 seconds added.

IVECO STRALIS AT700S43TZP HI-WAY:

- Did not switch off engine at Middelburg Weighbridge on day one, the arrival and departure time was therefore used for accurate travel time.
- Did not stop at Middelburg Weighbridge, however the driver did stop the vehicle on the highway next to the weighbridge, therefore no adjustment needed to be made.
- Six speed violations on outbound leg, three minutes added.
- Six speed violations on return leg, three minutes added.

RENAULT C 440HP 6X4 ROAD:

- No violations.

MAN TGS 26.440 6X4 BLS (LX):

- Seven speed violations on outbound leg, three minutes 30 seconds added.
- Four speed violations on return leg, two minutes added.

HINO 700 PRO 229 2845 3.9 STL:

- No violations.

MERCEDES-BENZ ACTROS 2646LS-33 DD:

- Took Barbara Rd all the way to Kraft Rd on day one. This route is 1,1 km longer, therefore reduced the fuel used by 1,5 / and the time by one minute as per the TransSolve simulation difference.
- Did not top-up with fuel at Belfast, added 0,2 / for the fuel saved as a result of carrying 100 kg less fuel as per the TransSolve simulation difference. There was no measurable time advantage.
- One speed violation on return leg, 30 seconds added.

SCANIA G460 CA6X4 MSZ:

- Overfilled with 13 / (17 mm on sight tube) at Komatipoort as the fuel filter fitted to prevent dirt getting into the sight tube caused a small “vacuum” delay when releasing the air as the fuel level rose. The 13 / were deducted from the outbound run and added to the return leg to produce a more accurate result for the individual legs. No adjustment needed to be made to the overall fuel used as the fuel filter was removed for the fill-up on the return leg to avoid any confusion. The chance of an overfill at Jet Park on the day before the test was ruled out as no fuel was added on that day and the fuel filter would have had sufficient time to release the air whilst the fuel level was marked.
- No speed violations.