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OCTOBER 2024



FACTORS FUELLING TRUCK DEVELOPMENT IN SA

BODYBUILDING: Durability, innovation and service

TRANSPORT AND FREIGHT INDEX: CTRACK transport and freight index Q2

ELECTRIC TRUCKS: Paving the way for a sustainable future

HEAVY HAULAGE

Sinotruk – ready for a new chapter in South Africa's trucking industry

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FACTORS FUELLING TRUCK DEVELOPMENT IN SA



South Africa is experiencing a growing demand for trucks in the commercial vehicles market due to the country's expanding logistics and transportation sector, driven by macroeconomic factors and a railway system that has been neglected for decades.

After the downward trend caused by the Covid pandemic, the South African trucks market has been growing steadily since 2021, spurred on by the need for durable and reliable vehicles that can navigate both the country's challenging terrains and vast distances. In 2024, the trucks market in South Africa is projected to reach a total of 18 600 vehicle unit sales. This is expected to grow annually by 1,77% and culminate

in vehicle sales of 20 330 in 2029. In addition, the production of trucks in South Africa is expected to increase significantly, reaching 30 460 vehicle units by 2029.

Logistics companies that are in the market to expand fleets are on the lookout for fuel economy, low maintenance costs and the ability to carry heavy loads while at the same time being aware of the OEM's ability to offer after-market support to maximise uptime. Recently, there has also been an increased awareness of the environmental impact of the effects of traditional diesel trucks and government has increasingly pushed greener transport solutions.

South Africa's diverse landscape often contributes to the inherent nature of the trucks it requires. It places unique challenges on transportation needs as it requires trucks to handle off-road conditions while also requiring them to navigate long distances locally. The mining industry plays a crucial role in the truck demands of South Africa while various macroeconomic factors also play a role in the offering of trucks by OEMs – cognisant of the fact that what works in

Europe or Asia may not necessarily work here. Economic growth and infrastructure development initiatives drive the demand for trucks, as the railway system in South Africa does not currently satisfy the transporting needs of the country.

“
After the downward trend caused by the Covid pandemic, the South African trucks market has been growing steadily since 2021.”

In this issue

One such OEM is Sinotruk, a global leader in the heavy-duty truck manufacturing industry. It is making its South African debut at Futuroad Expo 2024, an international trade fair dedicated to the truck, bus, and commercial vehicle sectors.

Although already a market leader across Africa, Sinotruk's entry into South Africa marks a new chapter for the company. Read the article on page 6.

As trucks in South Africa are often needed to transport specialised products or transport goods to geographically challenging places, *Capital Equipment News* spoke to Clinton Holcroft, CEO of Serco, one of South Africa's most trusted manufacturers of insulated and dry freight truck bodies and trailers about the company's commitment to service within the transport industry.

**Wilhelm du Plessis -
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MACHINERY BREAKDOWN: MITIGATION AND PREPARATION

Any business relying on machinery and equipment for its operations is exposed to the probability of significant financial losses due to a breakdown of a key piece of machinery that isn't quickly or easily replaced or repaired.



According to the Market Statsville Group (MSG), the global equipment breakdown insurance market size is expected to grow at a combined annual growth rate of 11,7% from 2023 to 2033, whilst Precision Reports has recently published a report titled "Equipment Breakdown Insurance Market", echoing the expectation, stating that "The Global Equipment Breakdown Insurance market is anticipated to rise at a considerable rate during the forecast period, between 2024 and 2032".

According to Bester Els, Business Unit Manager - Operations at Aon South Africa, the equipment breakdown insurance market is driven by an increasing reliance on sophisticated machinery and equipment across various industries, often involving intricate components and advanced technology, making them more vulnerable to breakdowns or failures. "Such incidents can lead to significant financial losses for businesses, including repair or replacement costs, downtime, interruption in production and service delivery, brand

reputational damage and at worst, even serious or fatal injuries to operators, among others," says Bester.

However, not all losses relating to machinery or equipment breakdowns are covered by a standard machinery breakdown policy, which normally includes a 'sudden and unforeseen' requirement. "Post-loss investigations often reveal that the breakdown was due to gradual deterioration and wear and tear, which the business may or may not have been aware of, which may result in the insured being unsuccessful in obtaining indemnity for its loss in terms of the machinery breakdown policy. It is imperative to understand the importance of equipment breakdown mitigation and preparation and to take proactive measures such as implementing a formal risk management programme in conjunction with machinery breakdown insurance, to minimise the risks associated with such incidents," Bester explains. Cue the age-old adage 'Prevention is better than cure'.

A machinery and equipment breakdown prevention and contingency plan should

TALKING POINT



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Bester Els, Business Unit Manager - Operations at Aon South Africa.



form part of the organisation's formal risk management programme to assist in preventing and predicting breakdowns or failures and to take proactive steps to mitigate the risk associated with breakdowns. Such a plan should include:

Identifying critical or vulnerable equipment

The first step is to identify critical and or vulnerable machinery or equipment that are essential for daily operations, to enable the company to focus on implementing preventive measures and creating contingency plans specific to that machine or equipment. The feasibility of keeping critical spare parts in stock should be investigated, specifically those that can impose a large impact on production, where anything above 30% interruption, that has a long lead time to procure and or replace and commission should be held as critical spares and ideally included in supplier agreements.

Implement regular inspections and maintenance

A proactive inspection and maintenance schedule can reduce the likelihood of gradual deterioration and unexpected breakdowns by identifying potential issues or deterioration before they escalate, extending the lifespan of the equipment. Condition monitoring of equipment such as thermographic inspections, oil and gas analysis on

transformer oils, vibration analysis, predictive analytics and so on could aid greatly. Risk carriers take kindly to business with robust preventative maintenance programmes, which also portrays the organisation's risk profile positively.

Establish and monitor the useful life of plant or machinery

Tracking the useful life of equipment enables the company to plan for the overhaul or replacement of key equipment to prevent unexpected downtime and replacement costs at the end of life.

Establish an emergency response plan

An emergency response plan should outline the immediate actions required when a breakdown occurs to ensure a quick and effective response. This could include immediately stopping production or utilities, notifying the maintenance team and initiating temporary workarounds where possible, to minimise further damage, downtime or safety hazards. The plan should also include alternative means of continuing operations - possibly at an increased cost of work - either through spare capacity within the organisation or an agreement with similar service providers, for example. Insurance may well assist in protecting lost revenue, however brand and loyalty is not compensated, so recovery and keeping products available for clients is imperative. Reserve stocks that allow for supply retention during the lead time, can also be

considered, albeit in consideration of cost to exposure and returns.

Develop a recovery plan

The recovery plan should outline the steps for returning to normal operations and should include resource allocation, communication strategies and timelines for the recovery process.

Relationships with equipment suppliers and service providers

The repair or replacement of equipment can be expedited where partnerships have been established with equipment suppliers and service providers.

"Taking a proactive approach to prepare for machinery and equipment breakdown assists in mitigating the risks and ensuring that the business has a workable plan to get back to normal operations as soon as possible. When combined with bespoke equipment breakdown insurance, it provides a safety net for businesses that would be severely impacted by machinery or equipment failure. It is here where the insight and guidance of an independent risk consulting team proves invaluable in putting together a solution that will help the business keep operational efficiency at optimal levels, with an engineering risk management program that can anticipate and mitigate the risk of machinery breakdowns, complimenting machinery breakdown insurance," Bester concludes. 🌟



SINOTRUK — READY FOR A NEW CHAPTER IN SOUTH AFRICA'S TRUCKING INDUSTRY

Capital Equipment News' Juanita Pienaar spoke with Michael Man, Country Manager for Sinotruk in South Africa, about the company's plans for the upcoming Futuroad Expo and its ambitions in the local market.

Expanding horizons in South Africa

Sinotruk, a global leader in the heavy-duty truck manufacturing industry, is making its South African debut at the highly anticipated Futuroad Expo 2024, an international trade fair dedicated to the truck, bus, and commercial vehicle sectors. Although already a market leader across Africa, Sinotruk's entry into South Africa marks a new chapter for the company. As Michael Man, Sinotruk's Country Manager for South Africa, explains: "We want to expand our brand and offer South African fleet managers different options. This is the first time we've participated in the Futuroad Expo. It's the perfect platform for visitors to learn more about us."

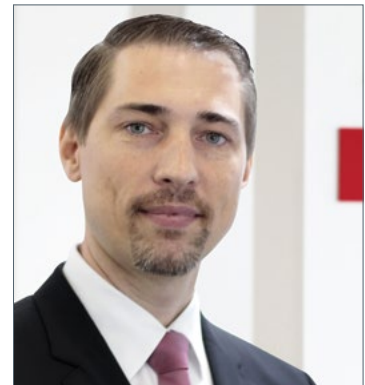
The decision to showcase their prod-

ucts at this event is timely, as Sinotruk is actively working to raise its profile within the South African market. Despite being a dominant player on the continent, the company has had a limited footprint locally. "So far,

we have already spent 10 years in South Africa, with preparation on truck spec testing, parts distribution centre establishment, and network establishment. There is gradual exposure of Sinotruk branding on roads, with HOWO and Sitrak models," says Man.

By participating in the Futuroad Expo, Sinotruk aims to enhance branding exposure and offer a good solution to local transporters with Sitrak products and well-established service support.

“So far, we have already spent 10 years in South Africa, with preparation on truck spec testing, parts distribution centre establishment, and network establishment.”



"Futuroad Expo 2024 promises to be a landmark event for the truck, bus, and commercial vehicle industry in South Africa, and Sinotruk's presence will add considerable weight to its significance."

Michael Dehn, Managing Director of Messe Frankfurt South Africa.



A platform for innovation

Futuroad Expo 2024 presents an ideal opportunity for Sinotruk to showcase its innovative offerings to South African industry stakeholders. At the forefront of its display will be the new C9H Sitrak tractor, a vehicle designed with advanced safety features and intelligent driving assistance. "The Sitrak C9H tractor is our latest product. We added more safety features and intelligent driving assistance to make driving safer and smarter," notes Man. The tractor will be presented in various configurations, including 4x2 and 6x4, with power outputs ranging from 430HP to 540 HP.

This advanced model reflects Sinotruk's commitment to offering durable and competitive products in the heavy-duty truck market. According to Man, "Our products stand out because of their economic fuel consumption and competitive price. They are strong and reliable, which is what makes them a good option for fleet operators in South Africa."

Sustainable transport solutions

While Sinotruk is currently focused on gaining market share through its traditional energy-powered models, the company has also placed a strong emphasis on sustainability. Man confirms that Sinotruk is preparing to introduce electric, LNG (liquefied natural gas), and CNG (compressed natural gas) models in the future. "However, it could take some time to do local route testing before these products are launched."

This forward-thinking approach is aligned with global trends towards more eco-friendly transport solutions, and Sinotruk's ability to offer electric and alternative fuel trucks in the future will position

TALKING POINT



"We have had big successes in other African countries so far. As we look into the future, we have a mission to expand our presence in South Africa."

Michael Man, Country Manager for Sinotruk in South Africa.



Despite being a dominant player on the continent, the company has had a limited footprint locally.



One of Sinotruk's key strengths in South Africa lies in its extensive distribution network. The company has partnered with Alpine Truck and Bus, CFAO, MB Truck City, and other local distributors to ensure its products are available across the country.



Sinotruk is exploring the possibility of local assembly in South Africa, a move that could further cement its presence in the market.



While Sinotruk is currently focused on gaining market share through its traditional energy-powered models, the company has also placed a strong emphasis on sustainability

QUICK TAKE



the company as a key player in South Africa's transition to greener logistics.

The importance of South Africa to Sinotruk's strategy

Sinotruk's decision to expand its presence in South Africa is driven by more than just short-term goals. According to Man, the local market holds strategic importance for the company's long-term growth. "We have had big successes in other African countries so far. As we look into the future, we have a mission to expand our presence in South Africa," says Man.

Man also views South Africa as a valuable market for Sinotruk's global aspirations. "The South African market is similar to the European and American markets," he adds. This approach underscores the company's ambition to take South Africa as a springboard for further international expansion.

Distribution network and customer support

One of Sinotruk's key strengths in South Africa lies in its extensive distribution

network. The company has partnered with Alpine Truck and Bus, CFAO, MB Truck City, and other local distributors to ensure its products are available across the country. "So far, we have Alpine, CFAO, MB, BB Truck, Mompin Trading, and Sinotruk Centurion as our distribution network. It covers the main cities of South Africa. Apart from those dealerships, we have authorised workshops, a 24/7 call center that can give support across the country," Man explains.

This comprehensive network allows Sinotruk to provide reliable aftersales support to customers, ensuring that operators can rely on their trucks regardless of their location.

Overcoming challenges and embracing opportunities

The South African truck market, like many others globally, faces a mix of challenges and opportunities. The current slowdown in the mining sector, in particular, has affected demand. However, Man remains

optimistic about the future. He believes that Sinotruk, as a leading Chinese brand in South Africa, can offer a good option for local transporters.

Looking ahead, Sinotruk is already exploring the possibility of local assembly in South Africa, a move that could further cement its presence in the market. "We are already in cooperation with a local factory to work on assembly," Man reveals.

A landmark event for Sinotruk

As the first truck OEM to commit to Futuroad Expo 2024, Sinotruk is poised to make a significant impact at the event. With its cutting-edge C9H Sitrak tractor and a clear focus on expanding its local presence, the company is set to attract considerable attention from fleet operators, industry stakeholders, and potential partners.

"Futuroad Expo 2024 promises to be a landmark event for the truck, bus, and commercial vehicle industry in South Africa, and Sinotruk's presence will add considerable weight to its significance," says Michael Dehn, Managing Director of Messe Frankfurt South Africa. As Sinotruk continues to innovate and grow, its participation in this event marks the beginning of a promising new era for the company in South Africa. 🌍

“ We have had big successes in other African countries so far. As we look into the future, we have a mission to expand our presence in South Africa. ”

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DURABILITY, INNOVATION AND SERVICE

Capital Equipment News' Juanita Pienaar recently had the opportunity to speak with Clinton Holcroft, CEO of Serco, about the company's remarkable growth, its commitment to innovation, and how it continues to provide cutting-edge solutions for the transport industry. In this exclusive conversation, Holcroft sheds light on Serco's journey from humble beginnings to becoming a market leader in the design and manufacture of insulated and dry freight truck bodies and trailers.

A legacy of service

Serco Industries, a family business founded in 1981 by Trevor Holcroft, has grown into one of South Africa's most trusted manufacturers of insulated and dry freight truck bodies and trailers.

Headquartered in Durban, with branches in Johannesburg, Cape Town, and Gqeberha, Serco's trucks are relied on by Southern Africa's leading transporters to carry goods ranging from ice cream to day-old chicks, all while ensuring safety

and hygiene.

Serco's success is built on a simple but powerful philosophy. Clinton Holcroft, the CEO of Serco, shares, "Serco was started with the cornerstone philosophy that as we strive to help our customers grow and prosper, so we too will grow and prosper". The company's name, derived from 'Service Company', reflects its unwavering commitment to service within the transport industry.

Staying ahead of the competition

Serco has positioned itself as a market leader through its dedication to quality, durability, and innovation. The company's focus has always been to offer transporters the best life cycle value for their vehicles. "We want to make a positive contribution towards the success




"Serco was started with the cornerstone philosophy that as we strive to help our customers grow and prosper, so we too will grow and prosper".

Clinton Holcroft, CEO of Serco.


TALKING POINT




QUICK TAKE




The company's name, derived from 'Service Company', reflects its unwavering commitment to service within the transport industry.



Reducing running costs, improving payload or increasing vehicle body durability through crafting the right solution to suit our customers, is something Serco is passionate about.



Serco's national presence, with branches in key South African cities, ensures that it can meet the needs of customers across the country.



At Serco, every project begins with understanding the customer's objectives, whether it's the type of goods being transported or specific payload requirements.

of our country by giving transporters the edge," explains Holcroft. "Reducing running costs, improving payload or increasing vehicle body durability through crafting the right solution to suit our customers, is something we are passionate about."

This commitment to excellence is evident in the company's extensive experience in various transport sectors. Serco serves a broad spectrum of industries, from long-distance hauliers to last-mile delivery companies, as well as

retailers, food distributors, and courier services.

"Our key products include refrigerated trucks and trailers, dry freight box bodies, curtain sider trailers, and special-built vehicles," says Holcroft. Serco's in-house design capabilities allow them to tailor solutions that meet the unique needs of each industry. This flexibility, combined with over 40 years of experience, ensures that Serco provides the right solution for every customer.

From concept to completion

At Serco, every project begins with understanding the customer's objectives, whether it's the type of goods being transported or specific payload requirements. "There is an intensive discussion to obtain a clear understanding of the unique pain points for the customer," Holcroft shares. Once the design is finalised, the vehicle is manufactured at one of Serco's plants, with quality checks conducted throughout the process.

This hands-on approach ensures that every product Serco delivers meets the highest standards of quality and safety. "Our trailer chassis and subframes are all designed and built in-house," says Holcroft. Serco uses state-of-the-art technology, including 3D CAD software, fibre laser steel cutting machines, and CNC bending equipment, to ensure precision in every component. This is complemented by strict in-process checks, following ISO 9000 quality management standards, to maintain the highest levels of safety and hygiene.

Innovations that drive success

Innovation plays a key role in Serco's ability to stay ahead of the competition. One recent innovation that Serco is particularly proud of is its new lightweight reefer trailer, which is over 700 kg lighter than the standard model. "This offers improved payload for customers that need the extra capacity," Holcroft explains. Serco has also designed a high-volume interlink dry freight combination trailer, aimed at customers looking to maximise the volume for dry goods transport.

Beyond product innovation, Serco has invested heavily in manufacturing technology. "We have a 900-ton panel press and a panel injection process,



and we recently invested in the latest fibre laser steel cutting machine,” says Holcroft. These investments enable the company to better control its supply chain and improve delivery lead times, ensuring that customers receive their orders on time.

Serco’s innovation extends beyond the design and manufacturing stages. “We strive to collaborate with our customers to understand and find solutions to their

challenges,” Holcroft explains. This customer-focused approach has led to long-standing relationships and ongoing improvements. “By finding solutions that are practical, we are able to give our customers the edge.”

The importance of after-sales service

For Serco, delivering a product is only the beginning. The company’s commitment to quality continues long after the handover,

with extensive after-sales services that include repairs and servicing. Serco’s nationwide network of in-house repair centres ensures that customers can receive support wherever they are, with additional on-site services available for those who need more convenience.

“After-sales service is important to ensure the longevity of your vehicle,” says Holcroft. “Our team provides professional repairs and servicing, and our dedicated national repair divisions ensure our customers receive support at convenient locations to match their requirements locally or nationally.”

Meeting challenges with expertise

Serco’s extensive experience allows it to take on complex and challenging projects. A recent example is the refurbishment of multi-mode trailers for Coca-Cola Beverages South Africa (CCBSA). “This project involved refurbishing the trailer chassis, replacing the body structure, and fitting new high-strength lightweight aluminium floors to maximise payload,” Holcroft recalls. Serco also installed a fast-opening side curtain system that reduces loading and offloading times by up to 50%, as well as a Whiting roll-over door for rear loading.

Looking to the future

With over four decades of experience, Serco continues to grow. Its recent acquisition by Bidvest provides an opportunity to expand even further. “There are plans to build on the legacy created so far and grow the business as we aim to take it to the next level,” says Holcroft.

Serco’s national presence, with branches in key South African cities, ensures that it can meet the needs of customers across the country. The company’s commitment to innovation, customer service, and quality sets it apart in a competitive industry. As Holcroft puts it, “It’s all about focusing on the customer to provide the right solution for their requirements.”

Serco’s journey from a small family business to a market leader in the truck body and trailer manufacturing industry is a testament to its dedication to quality, service, and innovation. Through cutting-edge technology and a customer-centric approach, Serco continues to offer products that give transporters the edge in a competitive market. As the company looks to the future, its focus on meeting the unique needs of its customers will undoubtedly remain at the heart of its success. 🌱

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CTRACK TRANSPORT & FREIGHT INDEX Q2

After having increased for three consecutive months, the Ctrack Transport and Freight Index (Ctrack TFI) declined notably to reach an index level of 119.8 in July, the lowest since February 2024. The weakness evident in the logistics sector has been quite broad-based with five of the six sub-sectors declining on a monthly basis in June, followed by further declines in July in four sub-sectors.

Overall, the Ctrack TFI moved into contractionary territory on an annual basis, 1% lower in July 2024 compared to a year earlier, while a sizeable 3,2% lower compared to the three months ending April. While the last two months'

performance is indeed disappointing, it masks a better performance of the logistics sector overall, year to date. A comparison of the first seven months of 2024 to the corresponding period in 2023 revealed better performances in five of the six sub-sectors, with only the heavy-weighted road freight sub-

sector contracting.

The *rail freight* sub-sector lost ground in July, declining by 2,4% compared to June, but continues its gradual recovery overall. For the first seven months of 2024, rail freight increased by 9,4% compared to the corresponding period in 2023. Though off a very low base, progress has been made despite many ongoing challenges plaguing the sector. The sharp focus on the sector as one of government's main structural reform initiatives to revive the economy.

The shutdown was primarily focused on initiatives to unlock train slots on the coal line. To this end, two additional slots and 28 km of speed restrictions were unlocked, enabling TFR to increase from 24 planned train slots per day to 28 at the Richards Bay Coal Terminal.

The heavily weighted *road freight* sub-sector, which has grown notably in recent years and currently accounts for 8,6% of all freight payload in South Africa, subsided again in June and July, after three consecutive positive monthly



growth rates. The sector has generally been on a downward trend for most of the previous 12 months as is also evident in a drop of 1,5% in the first seven months of 2024, compared to the corresponding period in 2023. Government's structural reform initiatives, as outlined in the recently published Freight Logistics Roadmap, aim at restoring and growing rail capacity in South Africa, to ultimately reduce trucks on the roads in the medium term and to reset to a more sustainable road/rail freight balance. However, the task at hand is dauntingly big and it will take some years before a notable trend reversal will be evident.

The *air freight* has been a star performer among the sub-sectors since the start of 2024, aligning with global trends. According to the International Air Transport Association (IATA), industry-wide Cargo Tonne-Kilometres (CTK) rose 13,6% year-on-year, maintaining record year-to-date demand. International air cargo demand increased 14,3% compared to July 2023, driven by all regions and major trade



lanes. Asia Pacific carriers recorded the largest expansion at 17,7% year-on-year, and demand on the Middle East Europe trade lane outpaced all others with an impressive 32,2% annual surge.

Port operations at all major commercial ports were disrupted by severe weather conditions, equipment breakdowns and shortages during July. The Port of Cape Town lost more than 70 operational hours in the second week of July due to strong winds and heavy rain, while strong winds and vessel ranging also caused extensive delays in the Eastern Cape. Equipment breakdowns and shortages persisted in Durban, while strong winds also caused operational delays. Following on better months in May and June, July turned out to be a challenging month for the *sea freight* sub-component.

The *storage and handling* sub-sector of the Ctrack Transport and Freight Index declined further by 3,9% on a monthly basis in July, and sagged 8,4% below year-ago levels. Inventory indicators declined during July, while total transshipments, both landed and shipped containers, tumbled in June and July. Lastly, the *transport of liquid fuels* via Transnet Pipelines (TPL) increased by 0,3% m/m in July, and by 2,5% on a quarterly basis, but still declined by 0,3% on an annual basis, partly reflecting the sluggishness of the economy.

While the drop in July's Ctrack TFI suggests the logistics sector started Q3 on the backfoot, the index average for Q2 is still 2,8% higher than Q1, confirming

our earlier expectation that the transport sector should be a positive contributor to overall GDP in Q2. The transport & communication sector has frequently been an outperformer among the other economic sectors, like in 2023 when the transport sector grew by 4,1% vs. overall GDP growth of a mere 0,7%.

The unexpected election outcome that has resulted in the formation of a Government of National Unity (GNU) has triggered an initial positive market response, as evidenced by favourable movements on the rand exchange rate and government bond yields. Early indications are that the GNU will sharpen its focus on accelerating structural reforms, specifically also the logistics sector, to bolster inclusive growth and job creation. This positive sentiment fuelled by the potential for a better outcome for South Africa in the medium term, in combination with ongoing reprieve from load shedding, has already started to be reflected in some economic activity indicators.

"While the drop in July's Ctrack TFI suggests the logistics sector started Q3 on the backfoot, an overall positive sentiment is evident in the economy. We are encouraged by early signs that the newly formed Government of National Unity will sharpen its focus on accelerating structural reforms, among others in the critically important logistics sector, which could result in a better growth outcome for South Africa in the medium term," says Hein Jordt, Chief Executive Officer of Ctrack. 🌐



PAVING THE WAY FOR A SUSTAINABLE FUTURE

Capital Equipment News' Juanita Pienaar spoke with Anthony Naicker, Chief Operations Officer – First Mile, City Logistics, to explore the growing role of electric vehicles in South Africa's logistics and construction industries.

The logistics industry in South Africa is undergoing a transformation, with a strong focus on sustainability and eco-friendly solutions. City Logistics, one of the country's leading logistics providers, is at the forefront of this shift, having recently tested the Fuso eCanter electric truck. This trial is part of a broader effort to reduce carbon emissions in line with global

trends. The trial's results provide valuable insights for the construction and logistics industries, both of which are integral to South Africa's economic growth.

Capital Equipment News had the opportunity to speak with Anthony Naicker, Chief Operations Officer – First Mile at City Logistics, about the company's experience with the Fuso eCanter and how it might shape the future of logistics, particularly in construction and related industries.

A seamless testing process

The Fuso eCanter has been trialed on an 80 km round trip between City Logistics' depot in Germiston and a key customer in Midrand. According to Naicker, the testing process was smooth, thanks to careful planning. "We are using the vehicle in a controlled environment, and it took careful planning to have the correct charger installed and training done beforehand with all stakeholders to ensure success on this project."



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Anthony Naicker, Chief Operations Officer – First Mile, City Logistics.



The eCanter's performance has been encouraging, particularly when compared to traditional diesel-powered trucks. Naicker notes that the electric truck's torque is significantly higher, which improves its load-carrying capabilities. "It has performed very well, the eCanter has a lot more torque in comparison to a conventional vehicle," he says, suggesting that electric trucks may be more suitable for the heavy-duty demands of industries like construction.

Battery performance and reliability

Battery performance is often a concern with electric vehicles, but City Logistics has been impressed with the eCanter's reliability. The vehicle used between 60% and 70% of its battery during the round trip, and Naicker confirms that no unexpected issues have arisen. "The vehicle has proven to be very reliable in the planned delivery environment," he adds.

Charging infrastructure is another critical factor in the widespread adoption of electric trucks, especially for construction companies that operate heavy machinery on different sites. Naicker outlines a phased approach to implementing charging infrastructure: "We would see this in two phases. The first would be staying within the available capacity at our facility using grid power, and the second being the use of cleaner power, for example, solar, inverters, and static battery banks."


This innovative approach could be particularly beneficial for construction companies operating in urban areas where energy demands are high, and there is a push for greener alternatives. The ability to expand initial capacity based on solar and battery banks could also support off-grid projects in more remote areas.

Feasibility of electric trucks in South Africa


When asked about the feasibility of adopting electric trucks in South Africa's logistics and construction industries, Naicker remains cautiously optimistic. "We believe that the model we are testing is suitable for shorter routes in an urban environment where we have internal charging infrastructure," he says. However, for longer routes, such as those often required in large-scale construction projects, public charging infrastructure would need to be more widespread.

Despite this limitation, Naicker sees electric trucks as essential to achieving sustainability goals. "Whilst we have optimised the efficiency of ICE vehicles in our fleet, we believe the next phase is to use vehicles with cleaner energy to reduce our carbon footprint."

This sentiment aligns with feedback from City Logistics' clients, who are increasingly




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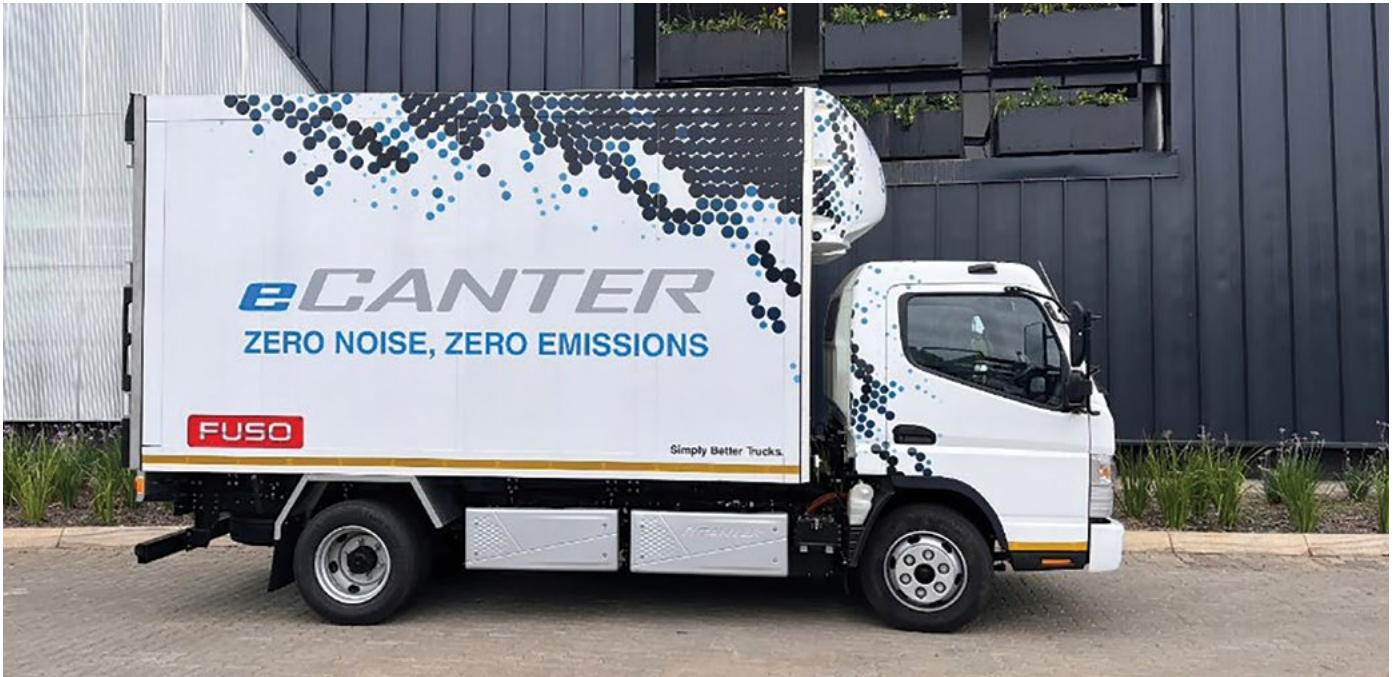
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QUICK TAKE



demanding eco-friendly transport solutions. "It has been well received. They are looking for cleaner supply chain solutions and alignment with a global strategy to shift from conventional ICE vehicles to vehicles using alternative fuels," Naicker adds.

The role of electric trucks in construction

City Logistics' trial with the Fuso eCANTER demonstrates the potential of electric trucks in industries like construction, where heavy loads, reliable performance, and sustainability are key considerations. The trial has shown that electric trucks can meet the demands of shorter, urban routes, while hybrid and gas vehicles may be better suited for longer journeys. "We have tested hybrid gas/diesel vehicles with encouraging results," Naicker says, though he notes that gas/diesel vehicles face constraints in terms of product supply and infrastructure.

The shift to electric and hybrid trucks also brings cost implications, which Naicker acknowledges. "Based on the current models, it is significantly higher," he admits. However, as technology advances, Naicker believes cost parity between electric and diesel-powered trucks is achievable in the long term.

Looking ahead: widespread adoption by 2030?

City Logistics is planning to further integrate electric vehicles into its fleet, with a goal of having up to 60% of last-mile deliveries powered by electric vehicles by the end of the decade. This bold move signals a broader trend in the logistics and construction industries towards greener, more sustainable solutions.

While there are currently no government incentives in South Africa to encourage this transition, Naicker emphasises that sustainability has become a crucial part of customer strategies. "It has become much more important and part of their long-term strategy to ensure their supply chain partners have taken the right steps to a sustainable future," he says.

As City Logistics continues its trials with the Fuso eCANTER, the future of electric trucks in South Africa looks promising. The logistics and construction industries are increasingly recognising the importance of reducing their carbon footprint, and electric vehicles like the eCANTER could play a pivotal role in this transformation.

However, the road to widespread adoption is not without challenges. Charging infrastructure, cost, and the suitability of electric trucks for longer routes all need to be addressed before electric vehicles can be fully integrated into South Africa's logistics and construction sectors.

Nevertheless, as Naicker concludes, "We see it as a very important segment in our sustainability goals". As more trials are conducted and technology evolves, the potential for electric trucks to revolutionise these industries becomes increasingly clear. 🌱

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Forty five years ago (in 1979) the first generation of light commercial vehicles carrying the ISUZU brand name came off the production line at ISUZU's Nelson Mandela Bay Plant. Our engineering team (from left to right) Daryl Chetty, Le Clue Mostert, Sarel Du Plessis and Francois Schellingerhout were instrumental in the restoration of this blue first-generation ISUZU bakkie.

ISUZU CELEBRATES 60 YEARS OF TRUCKS AND 45 YEARS OF BAKKIES

ISUZU MOTORS South Africa (ISUZU) is proud to be marking 60 and 45 years of truck and reliable bakkie production in the country. As one of the renowned vehicle Original Equipment Manufacturers (OEM) in South Africa, ISUZU is proud of its long heritage and positive contribution to South Africa and the continent at large.

This is a demonstration of the company's resilience, moulded through multiple transitions from General Motors and Delta, ultimately becoming a wholly owned subsidiary of ISUZU Motors Limited on 1 January 2018.

When General Motors exited the South Africa market in 2017, ISUZU MOTORS Limited decided to assume ownership of the assembly facility and associated facilities in South Africa. This ensured that the production of the vehicles which had been serving the African continent with distinction would continue. The decision by ISUZU MOTORS Limited demonstrated their long-term commitment to the South African



When General Motors exited the South Africa market in 2017, ISUZU MOTORS Limited decided to assume ownership of the assembly facility and associated facilities in South Africa.

economy and its workforce.

Billy Tom, ISUZU's President, has been instrumental in steering the company through

turbulent times, including the challenges posed by the COVID-19 pandemic. "ISUZU's ability to stay resilient during industry



Sixty years ago, the first ISUZU vehicle to enter the South African market was the ISUZU Elf truck which was imported from Japan in 1964. ISUZU Truck Plant Employees Luthando Vaaltein, Deidre Zealand, Mbulelo Kume, Patrick Mjekula, Mawonga Nyoboti, Edmund Booysen and Joezay Kops celebrate six decades of ISUZU trucks that have journeyed and evolved to meet the ever-changing customer needs, providing solutions that have stood the test of time.

transitions and the global crisis has been key to our success. We remain dedicated to the people who build our vehicles and the markets we serve across the African continent,” Tom said.

Under him and his leadership team, ISUZU has continued to innovate, expanding into the African markets, and increasing production capabilities. Billy Tom also emphasises ISUZU’s commitment to transformation. With a Level 1 B-BBEE status for five consecutive years, ISUZU has set a high standard for inclusivity and diversity within the automotive industry. “Our workforce reflects the makeup of South Africa. We are proud of our efforts in driving change both within ISUZU and in the broader community,” Tom noted.

Other notable achievements by ISUZU include being the number one truck brand in the medium and heavy commercial vehicle (MCV and HCV) cab-on-chassis segments for 11 years consecutively, Manufacturer of the Year in the South African Vehicle Rental and Leasing Association (SAVRALA) for four consecutive years, internationally recognised Top Employer for two consecutive years, and Eastern Cape Best Exporter into the African continent in 2023.

Looking ahead, ISUZU is strategically



Our workforce reflects the makeup of South Africa. We are proud of our efforts in driving change both within ISUZU and in the broader community.

positioning itself to take advantage of the African Continental Free Trade Area (AfCFTA) agreement and grow its footprint across the continent. Tom’s vision includes transforming ISUZU to becoming a leader in sustainable business practices, combining reliability and creativity to achieve mutual growth in the African continent.

ISUZU’s journey of resilience and growth continues. This is built on the strength of its people, dedication to transformation and a vision for African growth. The company remains a proud contributor in South Africa’s automotive sector, delivering quality vehicles while creating meaningful impact in the communities it serves.

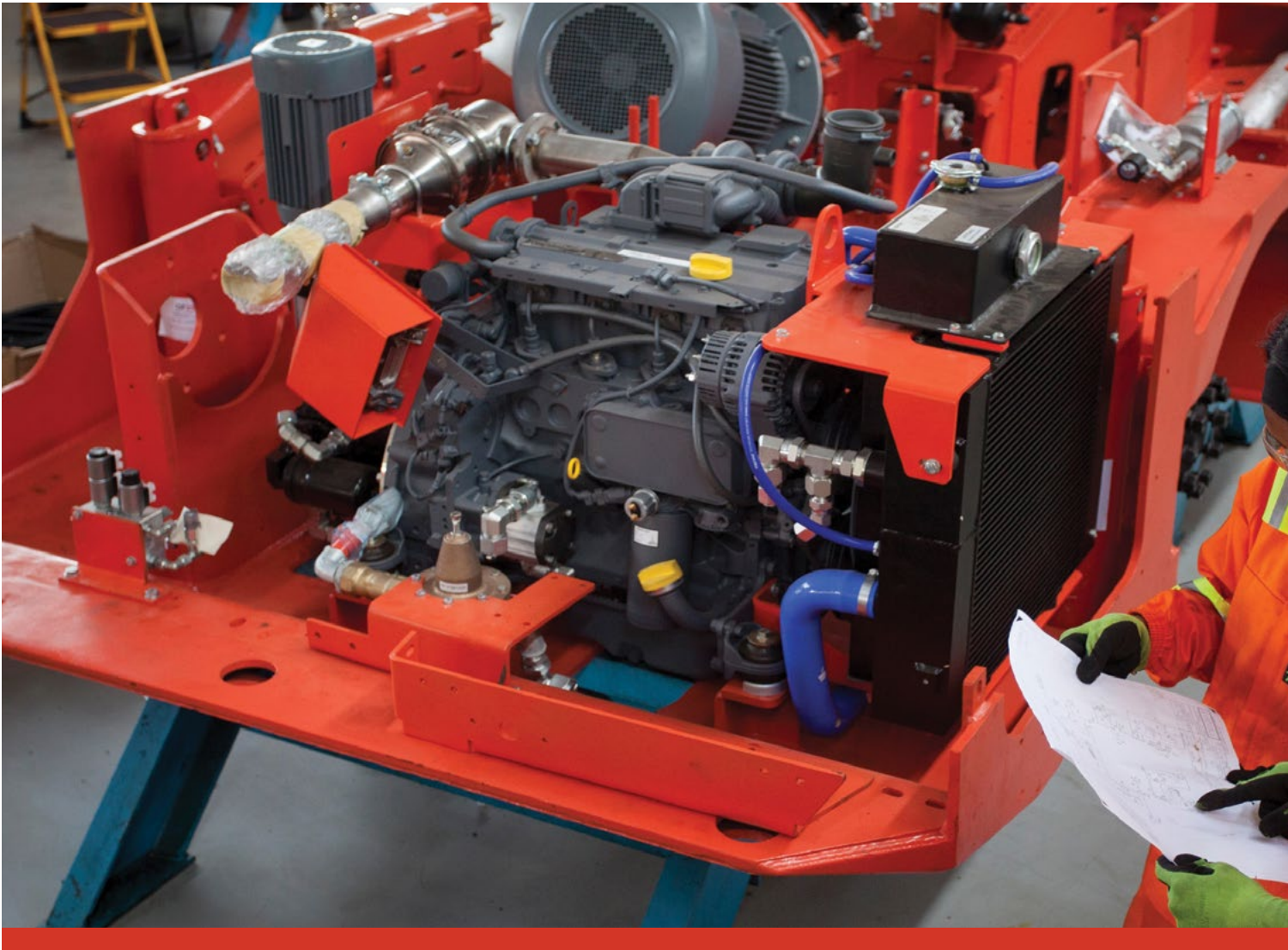
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ISUZU is strategically positioning itself to take advantage of the African Continental Free Trade Area (AfCFTA) agreement and grow its footprint across the continent. 🌍



SANDVIK REMAINS RESPONSIVE TO CUSTOMER NEEDS IN ZIMBABWE

The modest size of Zimbabwe's mining sector has not prevented Sandvik's operation in the country from rolling out world class partnerships – including the pioneering deployment of autonomous trucks in a room-and-pillar mining environment.

“The automation project has been particularly exciting for us, as this has demonstrated how we can push boundaries with Sandvik's leading edge digital technology,” says Brian Chitenderu, Sandvik Territory Manager for Zimbabwe. “At the heart of technological progress like this are the strong relationships of trust that we have built with customers over many years.”

This collaboration allowed an ambitious project to begin a few years ago, in which a progressive mining customer partnered with Sandvik to introduce automation into a low profile, room-and-pillar environment. The trials focused on testing the 45 tonne Toro TH545i underground dump trucks in certain main haulages of the mine. According to Chitenderu, an important milestone was achieved in early 2024 – with a fully automated loop that includes an underground crusher.

“The years leading up to this point saw a great deal of R&D work from our Finland factory, especially regarding the traffic management system,” he says. “This complex system manages five of our




“We have even developed a new qualification and curriculum – in collaboration with the national ministry of education – which will be available at technical colleges.”

David Kavayi, Field Service Technician
for Sandvik Rock Processing




The Sandvik operations in Zimbabwe have also evolved their support strategies to include a full remanufacturing service for their underground equipment.


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With the upgrade of the workshop infrastructure and the expertise to go beyond repairs or refurbishment, customers can cost effectively have their truck, loader or drill remanufactured in-country.



The Sandvik operations in Zimbabwe have also evolved their support strategies to include a full remanufacturing service for its underground equipment.



The apprenticeship programme has been evolving to include more electronics in the traditionally mechanical content – leading to training that is more focused on mechatronics and data analysis.



In the seven years that the remanufacturing programme has been active, there have been 136 items of equipment remanufactured and returned to customers.

TH545i trucks, to which another five may still be added.”

Among the factors to consider is that the mine runs mainly manual trackless equipment, which must interact with the automated units. The process required constant collaboration between the customer and various expert teams from Sandvik Mining and Rock Solutions.

“The success of these trials makes this intervention the first automated trucking loop in a low-profile, room-and-pillar environment,” he notes. “The next step

in this phased automation approach will be to have a matching loader, and then go through the various stages of automation for the drills.”

By upgrading its workshop infrastructure and expertise to go beyond repairs or refurbishment, customers can cost effectively have their truck, loader or drill remanufactured in-country.

“The advantage of this model is that we can make a complete OEM’s assessment of what work needs to be done, and then return the machine to our stringent



The years leading up to this point saw a great deal of R&D work from our Finland factory, especially regarding the traffic management system,” says Brian Chitenderu, Sandvik Territory Manager for Zimbabwe. “This complex system manages five of our TH545i trucks, to which another five may still be added.



Being close to its customers is important to Sandvik, and this includes providing aftermarket support.



The Sandvik Zimbabwe operation provides support for Sandvik Rock Processing's range of crushers, screens and feeders.



Providing local support is a key aspect of growing the crushing and screening business for Sandvik in Zimbabwe.



We have even developed a new qualification and curriculum – in collaboration with the national ministry of education – which will be available at technical colleges.

specifications," he explains. "This also means we can give that machine the same warranty as a new unit – as we know the standard to which it has been rebuilt."

In the seven years that the remanufacturing programme has been active, there have been 136 items of equipment remanufactured and returned to customers – giving them valuable 'second lives'. Among the infrastructure now supporting this effort is a state-of-the-art rock drill testing facility installed in November 2023.

"This automated testing unit allows us to assess each of the drills we work on, giving customers the confidence in the standards to which we operate," he says. "We also

offer our customers a range of support packages, from expertise-on-site to full maintenance contracts."

In addition to supporting the offerings that fall under the Sandvik Mining and Rock Solutions business area, the Zimbabwe operation also serves Sandvik Rock Processing's range of crushers, screens and feeders. This priority is seeing resources being developed in-country, to work in close collaboration with the Sandvik Rock Processing team in South Africa. The outcome will be shorter lead times on technical assistance for customers, as local expertise grows.

"With our first dedicated employee already in place for Sandvik Rock Processing, we are developing the local capability for scheduled maintenance and breakdowns," he says. "This is a key aspect of growing our crushing and screening business in Zimbabwe."

Skills development is a cornerstone of the company's growth strategy not just in terms of trainee numbers but in the fast-changing nature of the expertise required. Chitenderu says the company's apprenticeship programme has been evolving to include more electronics in the traditionally mechanical content – leading to training that is more focused on mechatronics and data analysis.

"We have even developed a new qualification and curriculum – in collaboration with the national ministry of education – which will be available at technical colleges," he says. He notes that Sandvik's pipeline of skills includes its own apprentices as well as graduate engineers, and is working with the University of Zimbabwe's Engineering, Mining and Metallurgy Faculty and the Zimbabwe School of Mines to sensitise students in how technology is changing the mining sector.

"We are making future engineers aware of the digitalisation and automation journey currently underway in mining," he says. "It's important that they are familiar with these trends when they enter the market after their studies."

Underpinning its service levels to customers in Zimbabwe is the ready availability of spare parts, Chitenderu concludes. These are offered through over the counter sales and also through vendor managed inventory or consignment stock – depending on what suits each customer. 🌐

AUTOMATION — A FUTURE OF OPPORTUNITY AND RESPONSIBILITY

Step into a modern factory, and the transformation is clear: machines and people collaborating, automated systems refining processes, and data flowing seamlessly. What was once science fiction is now manufacturing's new normal. For South Africa's manufacturers, the question isn't whether to automate, but how to unlock its full potential while navigating challenges. *By Amith Singh, National Manager of Manufacturing, Nedbank Commercial Banking.*



Amith Singh, National Manager of Manufacturing, Nedbank Commercial Banking.

Automation presents a chance to revitalise South Africa's manufacturing sector, which contributed 12,92% to GDP in August 2024. It's more than adding machines, it's about rethinking factory operations, workforce skills, and business evolution. This shift requires careful planning around skills, infrastructure, and community impact.

A common concern is that automation will lead to job losses in a sector employing 1,5 million South Africans. However, the 2024 State of Smart Manufacturing Report shows 94% of global manufacturers expect to maintain or grow their workforce. While automation handles repetitive tasks, it also creates demand for specialised roles like technicians, programmers, and system managers.

The challenge for South Africa lies in preparing its workforce for these new opportunities. Upskilling is essential, and it will require collaboration between manufacturers, government, and educational institutions. This coordinated effort can help

ensure workers are ready for higher-skilled roles, enabling automation to create more jobs than it replaces.

However, automation's success depends on more than just skills; it needs reliable infrastructure. Stable power and consistent internet connectivity are crucial for automated systems to function effectively. While the country has made progress in energy stability, gaps remain in industrial areas where power disruptions are still common.

Globally, manufacturers are already seeing the benefits of cloud-based automation and energy management systems. For South Africa, renewable energy sources like solar and wind could offer the reliability automation needs to thrive, especially in regions prone to power outages.

Cost is a challenge for SMEs, the backbone of South Africa's economy, as they may struggle with the upfront investment in automation. However, as technologies become more affordable, solutions like collaborative robots (cobots) are making

automation accessible. Cobots, designed to work with human workers, offer flexibility at lower costs, ideal for smaller manufacturers.

At Nedbank, we know that transitioning to automation can be complex. That's why we go beyond financial solutions, partnering with businesses to provide strategic guidance. From supporting public-private partnerships to offering tailored financial support, we're committed to making automation accessible for SMEs, who stand to benefit from this leap forward.

But automation isn't just about productivity gains; it's also key to achieving sustainability goals. Reducing waste, optimising resources, and cutting energy use are no longer optional—they're essential for modern manufacturing.

Automation offers smart solutions like AI-driven predictive maintenance, which helps factories anticipate equipment failures before they happen, reducing downtime, energy use, and costs. In fact, predictive maintenance can cut energy consumption by up to 20% and reduce material waste by 30%.

Nedbank is committed to helping manufacturers lead the way in sustainability. Through financial products like sustainability-linked loans, we enable businesses to invest in energy-efficient technologies and renewable energy. This not only reduces their environmental footprint but also improves operational efficiency. Together, we can ensure that automation drives both industry transformation and sustainable growth.

The future of South African manufacturing depends on the synergy between human expertise and automation. Despite challenges, the right investments in skills, infrastructure, and planning will keep the sector resilient. Automation paves the way for a globally competitive industry that drives economic growth while addressing social and environmental needs.

By embracing automation, manufacturers can shape a future where technology empowers both people and the economy. 🌱

Human-centric integration underpins Booyco Electronics' approach to PDS

In the mining sector, the integration of advanced technologies such as proximity detection systems (PDS) is critical to enhancing safety and operational efficiency. While the technological aspect of PDS is essential, the human factor plays a pivotal role in the successful implementation and adoption of these systems. Recognising this, Booyco Electronics has adopted a holistic approach that prioritises collaboration with end-users to ensure these systems not only function effectively but are also embraced by the workforce.

Anton Lourens, CEO of Booyco Electronics, explains that the implementation of

proximity detection systems involves more than just installing devices and software. "It requires a comprehensive understanding of the mining environment, the behaviours and routines of the workforce, and the specific safety challenges faced on-site.

"Booyco Electronics has always acknowledged that the end-users -miners and site operators - are central to the system's effectiveness. By focusing on the human element, it is possible to ensure that the PDS solution being implemented is not only technically sound but also practical and user-friendly," he says.

A significant part of Booyco Electronics' strategy is dedicated to training

and education resulting in adoption. Understanding that the success of PDS relies heavily on user proficiency, Booyco Electronics conducts extensive training programmes for miners and site managers.

"It is also especially relevant to note that the adoption of PDS is not a one-time event but an ongoing process, and Booyco Electronics provides continuous support and maintenance to ensure the sustained effectiveness of the systems," he continues. "This includes regular updates, 24/7 support and periodic reviews."

The success of proximity detection systems in the mining sector hinges on the effective integration of the human factor. 🌟

Tru-Trac launches Rip Prevent+

Early detection of potential issues on conveyor systems is crucial in mining and other materials handling applications and to address this need, Tru-Trac introduced the Rip Prevent+ system. This cutting-edge monitoring technology, which is set to disrupt the sector, identifies and mitigates conveyor belt anomalies and damages, thereby minimising downtime and enhancing efficiency and productivity.

The Tru-Trac Rip Prevent+ system, now available in Africa, allows mines to optimise their conveyor lines' performance by preventing costly interruptions due to rip events. The system has already proven effective in global mining operations and was debuted locally at Electra Mining Africa.

Using a data-driven model and artificial intelligence (AI), the Tru-Trac Rip Prevent+ system can detect anomalies or rip events on any conveyor belt type, including metal cord, pipe and fabric belts.

The innovative system was designed to avoid the need for sensor elements inside the belt, making it versatile for all conveyor systems. The Rip Prevent+ system analyses data from the conveyor belt using an AI-based model.

By stopping the conveyor belt when a possible rip event

is detected, the system minimises associated damage, potentially saving millions in downtime, belt replacement, and cleanup costs. The system's data-driven model offers significant advantages over inductive, magnetic and laser-based systems including reduced wear risk, suitability for all conveyor types and lower investment costs.

The Rip Prevent+ system is web-based and accessible via an Ethernet network connection, featuring a user-friendly interface with a dashboard displaying key information.

The Rip Prevent+ system is also easy to install, requiring only 30 minutes to an hour, with minimal downtime for electrical connections.

Notably, Rip Prevent+ is the first rip detection system offering a more affordable alternative through a subscription model that minimises initial capital investment. 🌟



Pilot Crushtec launches Metso HRC™ 8 crusher

Latest from Pilot Crushtec International is the Metso HRC™ 8 high pressure grinding roll crusher for producing manufactured sand. In addition, the machine can also be deployed in the mining sector as a pre-grinder to help improve mill efficiency.

The demand for economical and efficient ways to produce crushed sand is growing, as natural sand deposits located near growth centres are being depleted and environmental regulations are becoming stricter. As a result, manufactured sand is becoming a high-demand material. The arrival of the Metso HRC™ 8 ushers in a new era for manufactured sand-makers.

The machine uses a method of inter-particle comminution by drawing in a bed of material between two rotating rollers. The rollers, one of which is in a fixed position and another one floating, generate an extremely high pressure, extruding the feed material down to the desired smaller grain sizes.

HRC™ 8 can convert quarry waste into sellable product. The machine can reprocess non-sellable waste materials to correct the gradation curve and particle shape, converting them into high-value sellable products.

Not only is the machine suited for manufactured sand,



Trends in HVAC systems for mobile equipment in surface mining

The landscape of HVAC systems for mobile equipment in surface mining and quarrying sectors has evolved significantly over the past decade. The shift has been towards more robust systems capable of withstanding the harsh conditions typical of these operations. Brenton Spies, Managing Director of Booyco Engineering, says that trends in HVAC systems have focused on operator safety and comfort, system reliability and environmental considerations.

“Over recent years, there has been a pronounced focus on operator safety and comfort,” Spies says. “The classification of climate as a Class A hazard underscores the importance of providing operators with comfortable working conditions. Ensuring a safe and comfortable environment is not just about individual wellbeing but also about enhancing productivity.”

Booyco HVAC systems assists in preventing serious medical conditions that could jeopardise an operator’s health and safety and by combining HVAC systems with air filtration systems mitigates the risk of respiratory illnesses by removing harmful gases and particles from the operator cab.

Spies explains that maintaining uptime



of equipment on a surface mining site is critical for minimising operational costs, especially given the current pressure on commodity prices. “Good working conditions are integral to this.”

A notable trend in recent years is the move towards more environmentally friendly refrigerants. Supporting the sector’s commitment to reducing its carbon footprint, Booyco Engineering has developed a fully integrated HVAC anti-idle

auxiliary power unit (APU).

“The evolution of HVAC systems for mobile equipment in surface mining reflects a comprehensive approach to tackling the industry’s unique challenges, and Booyco Engineering has been at the forefront of these developments with continued emphasis on robust design, operator safety and comfort, reliable performance and environmental responsibility,” Spies says. 🌱

but also for pre-milling applications across commodities such as chrome, lithium, gold, and copper, amongst others, says Francois Marais, Sales and Marketing Director at Pilot Crushtec.

Both sand manufacturers and mines will benefit from the HRC™ 8’s increased throughput in a single pass, energy efficiency, reduced ultra fines and reduced operating costs as well as safety and ease of maintenance. 🌱



Multotec’s innovative integrated solutions

In the evolving world of mining and mineral processing, Multotec remains steadfast in its commitment to driving innovation through research and development. This dedication was highlighted at Electra Mining Africa 2024, where Multotec unveiled a range of advanced products and solutions.

One of the key products on display was the H450 Conturbex Centrifuge, a continuously operating filtration centrifuge. The centrifuge features a rotating assembly that generates centrifugal forces to separate solids from liquids using a screen element. Gerrit du Plessis, Product Specialist at Multotec, explains that this product is ideal for applications requiring the mechanical dewatering of process streams to produce a dewatered product or recover a liquid from solid waste.

Another featured product was the Shaking Fluidised Bed Dryer, also known as the Tema Process Dryer. This unit thermally treats powders, crystalline products, and pelletised materials through fluidised air contact, achieving the desired final moisture content. Multotec also showcased the MA Oryx Pump, designed for the slurry industry



Richard Haydon, Product Specialist – Cyclones at Multotec.

with a focus on reduced wear, increased performance, and ease of maintenance.

The new stainless steel cyclone was another highlight at Multotec’s exhibit. This cyclone, made entirely of stainless steel, is ideal for industries where contamination of processed slurry or liquid is unacceptable.

Richard Haydon, Product Specialist – Cyclones at Multotec, notes that the stainless steel cyclone’s ability to support various difficult applications demonstrates the flexibility and technical ability of Multotec’s cyclone team. 🌱

Epiroc's Minetruck MT66 S eDrive with electric drivetrain

The new Minetruck MT66 S eDrive is the first of Epiroc's large-capacity mine trucks to feature the latest generation electric drivetrain. Along with an upgraded and powerful diesel-engine, the hauler combines the cost-effectiveness of a traditional mine truck with the productivity of an electric one – without requiring change to a mine's infrastructure.

The Minetruck MT66 S eDrive has been completely redesigned to feature an electric drivetrain, powered by the strongest engine yet in Epiroc's line-up of underground mine trucks. With several other upgrades, such as weight reduction and better utilization of the engine's sweet spot, the truck can reach up to 11% higher ramp speed compared to current models.

While the Minetruck MT66 S eDrive enables both higher maximum payload and increased speed compared to other high-capacity mine trucks, it also reduces fuel consumption by up to 7% thanks to the electric drivetrain. The removal of



mechanical parts also lowers maintenance costs, promising reduced total cost of ownership. All in all, with all these

improvements on board, Minetruck MT66 S eDrive offers an easy step to improve productivity quickly. 🌱

Showcasing Weir's all-of-mine capabilities at this year's MINExpo

Weir is an innovative, end-to-end solutions provider focused on accelerating sustainable mining. At this year's MINExpo Weir showcased its marketing-leading brands and unveiling a range of new innovative technologies and solutions.

Weir launched its ESCO® NEXSYS™ GET Lip System for rope shovel dippers, which lowers lip maintenance requirements, extends tooth and adapter life and, ultimately, provides miners with longer uninterrupted shovel operation.

Weir also unveiled its new high-capacity ENDURON® ELITE screen. It's a double-deck banana screen, available in a range of sizes, the largest of which has a deck measuring 4,3 m x 8,5 m and weighs nearly 50 tonnes. It's driven by two exciters, whereas competitor machines of comparable size require three.

It will form an integral part of Weir's commitment to deliver transformational flowsheet solutions in which traditional tumbling mills are replaced by HPGRs and vertical stirred mills, potentially reducing energy consumption by up to 40%.

Weir's booth featured the Digital Hub, which highlighted Weir's digital offering – MOTION METRICS® and Weir's new digital brand, NEXT™ Intelligent Solutions.

The new MOTION METRICS®



ShovelMetrics™ Gen 3 Payload monitoring solution is designed to optimise truck loading and improve haulage efficiency by reducing both underloading and overloading. And as part of Weir's commitment to service its customers even in the most remote locations, MOTION METRICS® systems now support connectivity via Starlink, enabling reliable

data transmission anywhere in the world.

Attendees had an opportunity to experience an interactive scale P&H 4100XPC shovel model demonstration of MOTION METRICS® ShovelMetrics™ Gen 3, as well as a ShovelMetrics™ model control station, featuring the same touch screen monitor and controller used by operators. 🌱

Urgent call to desilt water storage facilities ahead of rainy season

As the rainy season approaches, the urgency to ensure that water storage and process dams are clear of silt has never been greater. Silt accumulation significantly reduces the storage capacity of these facilities, leading to potential overflow and severe environmental consequences. Specialty dewatering pump company, IPR (Integrated Pump Rental) is urging operators to take immediate action to desilt their water storage facilities, ensuring they are prepared for the influx of rainwater.

Lee Vine, Managing Director of IPR, emphasises the risks associated with silt build-up over time. Many water storage facilities are already near their maximum capacity due to accumulated silt, and the expected heavy rains could have disastrous effects if these dams are not properly maintained.

Vine says that IPR has seen a growing demand for its SlurrySucker desilting solution as more operators become proactive in managing their water storage facilities.

However, he warns that desilting these facilities is not as simple as it might appear. IPR's team of dewatering experts plays a



critical role in this process, starting with a site visit to assess the specific needs and conditions of each application.

Once the dam or pond's condition has been assessed, the team decides on the best course of action. The SlurrySucker requires a sufficient volume of water to operate, and in cases where water levels are low, a hydro-mining solution is employed for the drier areas.

The SlurrySucker is designed for high

performance desilting, equipped with a powerful pump capable of handling large volumes of solids.

Manufactured locally by IPR, the SlurrySucker is built to handle a variety of high solids materials, including coal slurry, silt and sand. Vine also highlights the safety benefits of using the SlurrySucker, which can be remotely operated, keeping personnel at a safe distance from the water's edge. 🌐

WEG geared to service the DRC mining sector

For over 20 years, WEG has been a strategic supplier to the mining sector in the Democratic Republic of Congo. Its local South African manufacturing base has been central to reduced lead times, while a well-established distribution and service network has enhanced support capabilities and, ultimately, customer satisfaction.

With a total mineral wealth estimated in the tens of trillions of dollars, the DRC is one of the most strategic mining markets for WEG. Armed with a diverse scope of products including low and high voltage electric motors, low and high voltage drives, power and distribution transformers, gensets and energy solutions, low and medium voltage switchgear, motor control centres (MCCs) and E-houses, WEG has had a longstanding presence in the DRC mining market. Thierry Kakese, WEG's regional manager – Central Africa, says the company operates through various links and channels in the DRC.

Committed to the profitability of its customers, WEG continually invests in the development of innovative industrial electrical solutions. Much of the WEG equipment for the DRC is manufactured in South Africa. The low voltage (LV) and high voltage (HV) MCCs, transformers, gensets, MV soft starters, LV variable speed drives (VSDs) and soft starter panels are all manufactured in Johannesburg, while some of the gensets come from the company's Cape Town facility.

The fact that manufacturing now takes place in Johannesburg, which is only 2 000 km away from most of the mining sites in the DRC, significantly shortens lead times compared to previously importing from WEG's overseas factories in Europe, Asia or the Americas. 🌐

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Revolutionising safety standards in material handling and warehousing

As industries increasingly prioritise safety in their operations, ensuring the wellbeing of employees is more important than ever. However, despite the growing emphasis on safety protocols, ensuring a safe working environment remains a critical challenge across industries.

Alarming incident statistics in South Africa's material handling sector highlight the daily risks workers face.

Forklifts and powered industrial trucks - crucial for moving heavy loads and enhancing efficiency - are among the most dangerous equipment on-site. Every week, an average of two construction workers lose their lives, with unsafe employee behaviour cited as the cause of 80% of these tragic accidents.

Brent Light, National Product Manager at Toyota Material Handling (TMH), a division of

CFAO Equipment SA, emphasises the company's commitment to addressing the inherent dangers in material handling and warehousing, and the equipment solutions used.

With safety in mind, TMH forklifts and warehousing equipment come equipped with innovative features such as the proprietary System of Active Stability (SAS), which enhances operability and minimises risks in environments that inherently involve heavy machinery and products.

TMH's dedication to innovation is aligned with its global commitment to sustainability. With a core focus on sustainability, the company's advancement in lithium-ion technology exemplifies this commitment, showcasing a dual focus on enhancing operational safety and advancing environmental sustainability. By integrating lithium-ion batteries into its equipment, TMH not only improves energy efficiency and reduces maintenance costs but also supports broader sustainability goals by minimising carbon emissions and extending the lifespan of battery resources. 🌱



Volvo CE inaugurates new facilities to support production of electric wheel loaders

The industry shift has taken another exciting leap forward as Volvo CE inaugurates new facilities to support the production of electric wheel loaders at its plant in Arvika, Sweden.

The state-of-the-art building in Arvika is the latest development for the Swedish site which specialises in manufacturing medium and large wheel loaders. Measuring approximately 1 500 m² and constructed in less than a year following an USD6,3-million) in 2023, it allows the site to free up areas inside its existing factory for the production of electric wheel loaders. Designated an after flow facility, it is where wheel loaders will

come for the final stage in the production process and where visitors can test drive the latest machines fresh from the assembly line.

Melker Jernberg, Head of Volvo CE, said: "This new facility is an inspiration for a future built on sustainable solutions. We are proud to be at the forefront of industry change with large-scale investments, not just here in Arvika but around the globe, that support a transformation towards electrification. Together, we are moving closer towards fossil-free machines."

The unveiling comes in the middle of a milestone year of product and service launches for Volvo CE, proving that the company is walking the talk when it comes to enabling sustainable change for customers.

While this represents the first step in electrification for the site, Arvika has already moved to reduce its internal climate footprint by 350 tons of CO₂ through a variety of emission reduction efforts in recent years.

The investment is part of a wider business strategy that allows Volvo CE to advance electric solutions across its global footprint, for the benefit of customers in every corner of the world. 🌱



Wacker Neuson introduces the next-generation 4-stroke rammers

Wacker Neuson, a global leader in light- and compact equipment, is proud to announce the launch into the South African market of its latest generation 4-stroke rammers. These new BS62-4 and BS68-4 models represent a significant leap forward in ram-



The role of self-test breathalysers in tackling drunk driving

The Nelson Mandela Bay Municipality's Traffic Services is taking a commendable step towards safer roads with its targeted road safety programme. This initiative, which integrates education and self-testing breathalysers at major taxi ranks in Gqeberha, signifies a shift towards promoting responsible driving habits says Rhys Evans, Managing Director at ALCO-Safe. However, the programme's long-term effectiveness will rely on two critical aspects: accessibility to testing, and most importantly, education on the subject matter in order for motorists to truly understand and compute the risks associated with drinking and driving.

Drunk driving statistics paint a grim picture, and the risk of accidents and fatalities escalates dramatically when drivers are under the influence. Therefore, a comprehensive approach is vital to curbing this problem. The introduction of self-administered breathalysers

in the Nelson Mandela Bay metropolitan area is intended to empower taxi drivers to make informed choices about their sobriety before getting behind the wheel.

This self-testing mechanism is a positive step, but more is needed: greater accessibility and enhanced education. In terms of accessibility, a wider availability of self-test breathalysers at strategic locations beyond taxi ranks would significantly enhance the programme's reach. Placement in parking areas of bars, restaurants, and entertainment venues frequented by motorists would amplify its impact.

As for the education aspect, the true power of self-testing lies herein. Strong campaigns are needed to educate the public about the dangers of drunk driving and the legal Blood Alcohol Concentration (BAC) limit, and this knowledge empowers individuals to utilise self-test breathalysers effectively. 🌐



Rhys Evans, Managing Director at ALCO-Safe.

mer technology, continuing the company's long-standing tradition of innovation.

Building on a rich heritage that dates back to 1848, Wacker Neuson has consistently remained at the forefront of compaction technology. In 1930, the company set a new benchmark in soil compaction with the invention of the electric rammer which dramatically boosted productivity on job sites.

As industry needs evolved, Wacker Neuson continued to lead with innovations such as the 2-stroke rammer introduced in the mid-20th century, which enhanced mobility and ease of use. This was followed by the launch in the early 2000s, of the first 4-stroke rammer, bringing notable improvements in fuel efficiency, reduced emissions, and lower operating costs.

"Wacker Neuson is a leading force in the South African rammer market, renowned for our innovation and reliability," says Stefan le Roux, Sales Manager for Wacker Neuson South and Sub-Saharan Africa. "Holding a substantial market share, our rammers have become a staple on construction sites throughout the country. Building on this success, the new BS62-4 and BS68-4 units, which mark the latest evolution in Wacker Neuson's 4-stroke rammer series, are engineered to meet the demands of modern construction, through enhanced performance and improved operator comfort." 🌐





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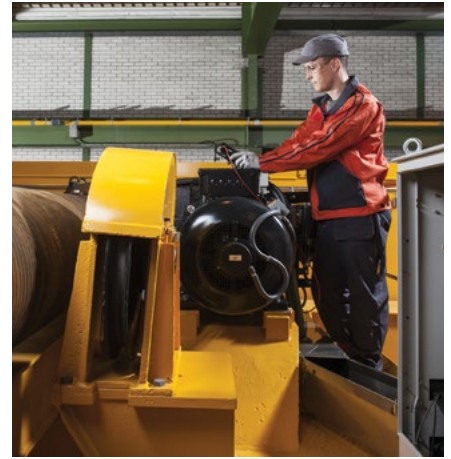
R20-million modernisation programme undertaken by Konecranes

Konecranes and Demag South Africa was recently awarded a R20-million crane electrical modernisation contract for an industrial company based in Southern Africa. The 18-year-old Demag crane was originally purchased from Konecranes and Demag South Africa had started to show signs of wear mid-2024.

The company contacted Konecranes in Johannesburg, who travelled to site to

conduct an assessment.

The modernisation programme included the replacement of all key electrical components as well as the reprogramming of the variable speed drives. Components such as variable speed drives, encoders, auxiliary panels, brake and hoist resistors formed part of the consignment of components. Full functionality testing as well as a Factory Acceptance Test was conducted before the complete electrical upgrade was delivered to site. The modernisation installation process took one month with ongoing monitoring of the crane's performance ongoing for a further two months. 🌱



Goscor Lift Trucks helps Access World reduce carbon footprint

Goscor Lift Trucks (GLT), a leading provider of forklifts and materials handling solutions since 1984, proudly announces the supply of a fleet of 44 Bobcat Li-ion forklifts to Access World for their Durban operations. This significant order underscores GLT's commitment to providing world-class, industry-leading forklift brands at competitive prices with quality guaranteed. Switching from diesel to Li-ion forklifts will reduce Access World's carbon footprint by 3 080 tons over the rental period, equivalent to planting 50 935 trees.

Access World, a global logistics service provider, has integrated these new electric forklifts to enhance operational efficiency and environmental sustainability. The fleet includes 40 Bobcat Li-ion B35NS and four Bobcat Li-ion D50X-7 forklifts, all equipped with fleet management systems, and wrap-

around pedestrian safety lights. These machines will be deployed across three warehouses handling various types of cargo. Access World operates on a global scale, offering comprehensive logistics services, including warehousing, freight forwarding, and supply chain management. Their Durban facility is a key hub in Africa, strategically positioned to provide efficient logistics solutions with state-of-the-art infrastructure, modern warehousing facilities, advanced inventory management systems, and robust security measures ensuring the safety and integrity of stored goods.

The decision to expand their fleet with GLT's electric forklifts aligns with Access World's strategic objectives. "Li-ion forklifts significantly enhance our environmental sustainability, reduce energy consumption, and lower operational costs," emphasised Hendriks. "GLT's equipment reliability and



minimal downtime support our operations seamlessly."

Access World values GLT as their preferred supplier due to exceptional product quality, reliability, and comprehensive service. "GLT understands our operational needs, offering tailored solutions that ensure optimal performance," Hendriks affirmed.

Shumani unveils first ever South African forkliftbrand

South Africa's leading black-owned industrial equipment supplier, Shumani Industrial Equipment, is launching its own branded forklift range in July. Named Bheka, this strategic move underscores Shumani's commitment to innovation, market expansion, and customer service.

"We envisioned creating the very first South African branded forklifts, transcending



licensing restrictions in terms of geographical boundaries and laying the foundation for a Pan African brand," comments Shumani MD Victor Nemukula. "By introducing the Bheka range, we aim to offer our customers greater choice and flexibility, particularly in the entry-level segment."

The Bheka range complements Shumani's existing portfolio of premier forklift brands such as Bobcat and Crown. Nemukula stresses the importance of providing customers with diverse options tailored to their specific needs and budgetary constraints.

"Our customers place their trust in Shumani as a reliable partner," states Nemukula. The Bheka range extends Shumani's value proposition, empowering its customers across various sectors with efficient and cost-effective solutions.

Central to Shumani's business ethos is

the integration of product excellence with unparalleled service and support. Nemukula highlights the company's robust maintenance offerings, ensuring optimal efficiency and productivity for clients.

"It is not just about selling a product; it is about delivering a comprehensive solution," says Nemukula. "With our extensive technical capabilities and nationwide network, we are committed to providing unparalleled support, including a two-hour response time, 24/7 in certain instances."

The launch of the Bheka range coincides with Shumani's recent foray into e-commerce, further amplifying its market footprint and value proposition. Nemukula underscores the synergies between these strategic initiatives, emphasising Shumani's holistic approach to customer engagement and satisfaction. 🌱



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