

THE VOICE

THE NEWS JOURNAL OF SMT IN GREAT BRITAIN

Edition 34 November 2018



**The Operators Club Final 2018
took place in Konz, Germany...**

Read more on pages 42-47



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EDITORIAL LETTER

Time flies by...

Hello, and welcome to Edition 34 of **THE VOICE** magazine - the voice of SMT in Great Britain.

Once again I don't know where the year has gone, time certainly flies! The Operators Club Final took place in October, and our two finalists travelled to Konz, Germany, to compete against 32 of the best Operators from 15 countries. Find out how they performed on pages 43-47.



There are a few big projects underway across the country which SMT GB is playing a vital role in. CA Blackwell (contracts) have opted for a number of Volvo machines to assist with one of the most significant infrastructure projects currently underway, the A14 Cambridge to Huntingdon Improvement Scheme. You can read about this on pages 28-31. Meanwhile, Sirius Group has converted Volvo A30Gs to assist with their huge muck-shifting projects which have increased with the government releasing green-field sites.

In this edition, we visit Asphalt Surfacing who have recently taken delivery of their first P6870C paver which you can read more about on pages 18-23. We also visit Woodgate Sawmills who have recently taken delivery of a new L50H, replacing an L50D which has worked on the site for the last ten years. The company bought their first Volvo Loading Shovel in 1963, a BM Volvo 620. You can read more about the sawmill on pages 52-53.

Gow Groundworks took delivery of the first Volvo EWR170E in Great Britain and then put it to use raising money for charity. The machine, driven by

Managing Director, Alan Gow, drove the North Coast 500, a 516-mile scenic route about the north coast of Scotland. Find out how the machine performed in this unusual task on pages 24-27.

In other news closer to home, SMT GB has recently invested in a new van solution to support our engineers and ensure the highest quality maintenance of Volvo Construction Equipment. The specification is unique to SMT GB, and you can find out more about this on pages 32-33. The SMT GB team in Duxford also once again took part in the local Soapbox Derby and with a new approach performed better than last time. You can read about this event on pages 50-51.

I hope you enjoy reading the latest edition of **THE VOICE**. It is very much your magazine so if there is anything you would like to see more of, please let me know or tweet me @AmyMetcalfeIM

Amy Metcalfe
Marketing Director

THE VOICE

EDITOR: amy.metcalfe@smtgb.co.uk

EDITORIAL TEAM: Mark Gunns, Kathy McConnell, Amber Mills

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Man Engine completes a resurrection tour

The largest mechanical puppet ever constructed in Great Britain set off on a resurrection tour visiting mining sites across the country.

The Man Engine was last seen at Geevor Tin Mine in 2016 and so this was a fitting start for the 2018 tour which kicked off in the same place on 31 March this year. The Man Engine travelled through Cornwall during the Easter school holidays before heading into South Wales and then appeared further north in June in Elsecar and Wentworth Woodhouse. The Man Engine featured at Hillhead between 26-28 June before making a final appearance at Willington near Durham to conclude the tour.

The team at Golden Tree Productions put on quite a show during the tour retelling the story of William Crago who was aged nine when he went to work for the first time with his father in South Caradon Mine in 1869. William's first day was re-enacted as the Man Engine came to life in a moving portrayal featuring music and pyrotechnics. Extracts were read from Williams' journal which highlighted the perils faced by those working in the industry. The performance acted as a remembrance to those who lost their lives in the mines and highlighted the grit and endeavour of those who worked in the industry at that time. As well as an 'afternoon' performance the team also put on an 'afterdarker' show which featured incredible lighting and a fireworks display. [PHOTO GALLERY OVERLEAF >](#)





Man Engine
powered
by Volvo



The Man Engine fires up
the smelting pot afterdarker



The Man Engine holds a gift
from the town of Pontypridd



Willaim Crago removes cog from
the man engine chest



Man engine wakes and
looks at William Crago



Volvo L70H finds favour on the farm

O Kinch Agricultural Contracting Ltd of Avon, near Chippenham, Wiltshire, has purchased a bespoke Volvo L70H for its farming and contracting business

The 14-tonne L70H, equipped with agricultural wheels and tyres, single lever hydraulic control and CDC (comfort drive control) was originally exhibited at this year's LAMMA event and, following his visit to the show, proprietor Ollie Kinch, was suitably impressed with what he saw. "In truth, we had been toying with the idea of buying a Volvo shovel as a replacement machine for the business for a year or so. When I saw the L70H at the show with the single lever control, CDC and other features, I was convinced we should go ahead and order it."

The Volvo L70H benefits from a Volvo-designed and purpose-built powertrain including the latest Stage-IV 6-litre 173hp engine, transmission and axles. The machine also benefits from energy efficient devices such as the Volvo Eco-pedal encouraging the operator to run the machine at its optimum rpm in the engine's torque curve.

The machine supplied to Ollie Kinch sports additional optional features including third and fourth line hydraulics, Turbo-II pre-cleaner, a Groeneveld auto-lube system and a 4m³ hi-tip bucket manufactured by Ulrich. A reversible fan ensures the engine's cooling components are kept free of dust and debris and the

optional boom suspension feature makes for smooth driving on public highways.

Since taking delivery of the machine at the end of May, Ollie Kinch is extremely pleased with his new investment. "The CDC feature is a real boon when we are working in tight spaces – in fact, I never use the steering wheel unless I'm driving the machine on the road," says Ollie.

The most striking feature of the new resident loading shovel is the large Michelin 750/65 Mega-X Bib wheel and tyre assemblies. These transform the operating characteristics of the machine which are ideally suited to the typical applications Ollie Kinch undertakes around a 30-mile radius of Chippenham. "The new machine is a dream to operate," he says, "it's very well balanced too and the boom suspension option makes it very stable and controllable, travelling on the roads from site to site. In addition, it gives an impressive performance when we're building silage clamps – its pushing power is awesome! It has plenty of load-over-height too and can easily handle high-sided bulkers."

The new L70H is being used on a whole range of duties thanks to the versatility of the hydraulic attachment bracket and the

optional third and fourth hydraulic services. For instance, it can be loading manure with its hi-tip bucket, working on silage clamps with a hydraulic extendable fork or loading trailers with straw bales using a bespoke bale clamp.

For complete peace of mind, Ollie Kinch has opted for a full repair and maintenance Gold service agreement. This means his new L70H will be looked after by SMT GB for all the necessary servicing and repairs, using genuine Volvo parts and fully competent, Volvo trained service technicians.

O Kinch Agricultural Contracting Ltd was established eleven years ago when Ollie left full-time education and started up cutting hedgerows with a tractor and hydraulic hedge cutter. Since then, he has steadily built up his business with an array of specialist

contracting agricultural equipment, including heavy-duty tractors, state-of-the-art foragers, bailers and manure spreaders. The company, located on the outskirts of Chippenham, Wiltshire, covers an approximate 30-mile radius but will travel further for selected clients. ■

**“The new machine
is a dream to operate”**





The Earth Moves



for Sirius Group



From their heyday in the 1970s, motor scrapers have slowly disappeared from the UK to be replaced by Articulated Dump Trucks (ADTs) and excavators. The once prevalent behemoths were on every opencast and road job and were seen as the most cost-effective and fastest way of moving muck from A to B.

While the majority of motor scrapers have, until recently, been confined to power station coal stockpiles, there are still a handful of older examples operating on smaller projects. What has been changing is the rise again in towed boxes, mainly behind crawler tractors and in some cases, pulled by large agricultural tractors. Whilst rumours abound of large scrapers making a comeback for the likes of HS2 where there are vast quantities of material to be moved, these machines still require the most important part of any outfit, an experienced operator; for motor scrapers, these are few and far between.

One forward-thinking company which has looked at their order book and realised there is a requirement for something other than the now traditional excavator/ADT combination is the Sirius Group. Headquartered in Leeds and with offices across the UK, the Sirius Group are a multi-disciplined organisation that undertake a wide variety of consultancy, geotechnical, planning and remediation operations, as well as undertaking the development of both brown and greenfield sites.

It was the increase in projects on Government-released greenfield sites that sparked Plant Director, Stuart Kirk, into looking for alternative ways of moving material.

“I come from the age of scraper operations and spent many years working with one of the biggest names in scrapers, Neil Becher. I know first-hand that scrapers can be the most efficient and fastest way of moving muck and wanted to look at something similar to this that could help our company. We have used subbies with towed boxes in the past and they have done a great job but, they’re only able to do one job – move muck. We wanted to take that solution and better it.”

One potential option was to bring scrapers to the fleet, something the company has used with sub-contractors in the past. “We have used tractors and boxes and elevating scrapers before,” says Stuart, “but we wanted to bring this cost-effective method of earthmoving up to date.”

Weeks of homework and searching the internet led Stuart to the door of Canadian manufacturers K-Tec. Based in Manitoba state in Canada, K-Tec has been producing scraper boxes and land levellers for almost two decades and offer a range of seven different scraper models and seven different land levellers, all manufactured from high-grade Hardox steel.

“Once I saw what the K-Tec machine was capable of, it was a ‘done deal’ as far as I was concerned! But I had yet to explain my decision to the Board and then convince them it was the right way to go – fortunately, they accepted my proposal and we made contact with K-Tec’s team.”

From initial thoughts of acquiring the K-Tec scrapers, Stuart knew he wanted to use them behind a converted ADT which Sirius has plenty of experience in operating. “We have used Volvo ADTs for a number of years and they are the best out there. The thinking of using a converted truck was that, should the scraper work drop off or conditions become too bad to operate with the ADT front-end, we could put the bodies back on while still under a full shift,” says Stuart. This versatility boosted the confidence in their purchase and a pair of nearly-new Volvo A30G trucks were taken off frontline hauling duties, ready to be converted by the K-Tec team.

The choice of Volvo ADT as the basis for this combination was a relatively simple one. “They are by far the best ADT on the market. They’re built well, are reliable and in the A30G, we

have a fuel-efficient tractor capable of coping with the K-Tec box and still give us good fuel returns. What we were really looking for is a modern combination capable of moving material quickly, economically and in large amounts whilst still keeping to our company ethos of supplying environmentally friendly solutions.”

With no dealer in the UK, the team from Canada were assisted by SMT personnel in the conversion that was a straightforward affair once the body and hoist cylinders were removed.

“We’ve been refining the set-up since it first went into operation. We believe we now operate one of the quickest, most efficient, cleanest and economical methods of muck-shifting in Europe.”

With additional wings over the rear axles added and the fifth-wheel bolted into position, the relevant hydraulic supplies were lengthened to support the hydraulic system on the box, along with an excavator-style joystick replacing the dump lever inside the cab. The multi-function joystick allows control over the raising and lowering of the bowl, opening and closing of the apron as well as the actuation of the ejector plate.

With the scraper and ADT combination set up, the next task was to install a Trimble 3D GCS9000 grade-control system. Already operating 20 Trimble units in dozers, and more recently excavators, the company has first-hand knowledge and experience of how a 3D GPS-system can benefit them on a project.

“We wouldn’t look at a job without it being undertaken on GPS these days,” Stuart comments. “The accuracy and speed at which we can undertake a project are amazing. We no longer move too much or too little material and not having a surveyor on the ground makes the job so much safer.”

The Trimble system was installed by Sitech who Stuart cannot praise highly enough for their assistance with the project. “The system is just first-class and Sitech do a good job on the install.” The addition of the machine control system now allows the scraper to be set into automatic mode to remove just the required amount of material at one time and dump it in an accurate layer where needed. “For a cut-and-fill project, it is simply unbeatable.”

Power for the A30G comes from a tried-and-tested D11E diesel delivering 320hp at 2,100rpm and is seen as the ideal partner for the K-Tec 1228 box with a 21.4 cubic metre capacity. Apart from the removal of the skip and the addition of the gooseneck coupling, there were very little changes made to the truck externally.

Inside the cab, there have been numerous additions along with the joystick control lever. To the operator’s right-hand side are a trio of screens. The lower of these is the control screen for the scraper box and allows the operator to manually set parameters for the box.

The centre screen contains the brains for the Trimble system and shows the operator a real-time view of exactly where and what the outfit is doing.

CONTINUED OVERLEAF ➤



The top screen is linked to a colour wide-angle rearview camera mounted on the chassis and shows the apron of the scraper, whilst an identical screen to the left-hand side of the cab shows an in-bowl view.

The placement of the screens and the excellent large mirrors on the Volvo mean the operator very rarely needs to take a look over their shoulder at what is going on behind them.

An operator of one of the outfits, Ian Hagler, praises the combination for its performance: "We've run it on top soils and hard, compacted, former colliery overburden and it performs very well. You have to be very careful and not be too greedy as it will make the wheels spin but with a shove from the blade, you soon get moving again. I was a bit wary about operating the combination at first but after a couple of days, it became second nature and is very easy and comfortable to operate."



See these machines in action on our YouTube channel:
www.youtube.com/SMT_GB

Stuart is extremely pleased with the new combination's performance and is keen to add that the production figures are far exceeding his and the company's expectations. Whilst wanting to keep the exact figures close to his chest, he did say that to move the equivalent amount of material as quickly as these combinations do, he would require at least a trio of 35-tonne dump trucks, a 45-tonne excavator and a dozer on the fill area. That's five lots of fuel, five operators and five machines compared to the three they are currently using.

Stuart sums up, "The trucks do use a little more fuel than they normally would but they are carrying over 40 tonnes at a time. This equates to over a 40% increase in material moved every time the truck moves. We couldn't be more pleased with this result." ■

"We wouldn't look at a job without it being undertaken on GPS these days. The accuracy and speed at which we can undertake a project are amazing. We no longer move too much or too little material and not having a surveyor on the ground makes the job so much safer."



The multi-function joystick allows control over the raising and lowering of the bowl, opening and closing of the apron as well as the actuation of the ejector plate.



To the operator's right hand side are a trio of screens including the control screen for the scraper box, a real-time view of exactly where and what the outfit is doing and a colour wide-angle rearview camera which shows the apron of the scraper.







“It’s the best thing we’ve done so far...”

According to co-Directors, Iain Saunders and Rob Darlington, of Asphalt Surfacing Ltd on the recent purchase of their first Volvo P6870C paver.

[READ THE FULL STORY OVERLEAF >](#)

Combining more than sixty-five years of joint experience within the 'Asphalt' industry, Iain Saunders and Rob Darlington decided to join forces to establish their new venture together just seventeen months ago.

"Rob has years of experience working for several large contractors from the ground up, from working in paving gangs to managing fleets of equipment and teams of men, whilst my background is on the quarrying side - selling asphalt, aggregates and quantity surveying," explains co-Director, Iain Saunders. "Bringing our extensive experience has got Asphalt Surfacing off to a fantastic start and we're continuing to build our portfolio of regular customers operating from two offices – one in Dursley in Gloucestershire, the other in Llantrisant, South Wales."

"We employ a team of twelve men full time and, until now, we've hired in wheeled pavers to cover our contracts. With Rob's own experience of operating ABG and Volvo pavers and the preference of our crews, our collective choice has always been for Volvos! The volume of work we are now undertaking from both regular and new clients, has made commercial sense to purchase our very first paver and it just had to be the Volvo P6870C," he adds.

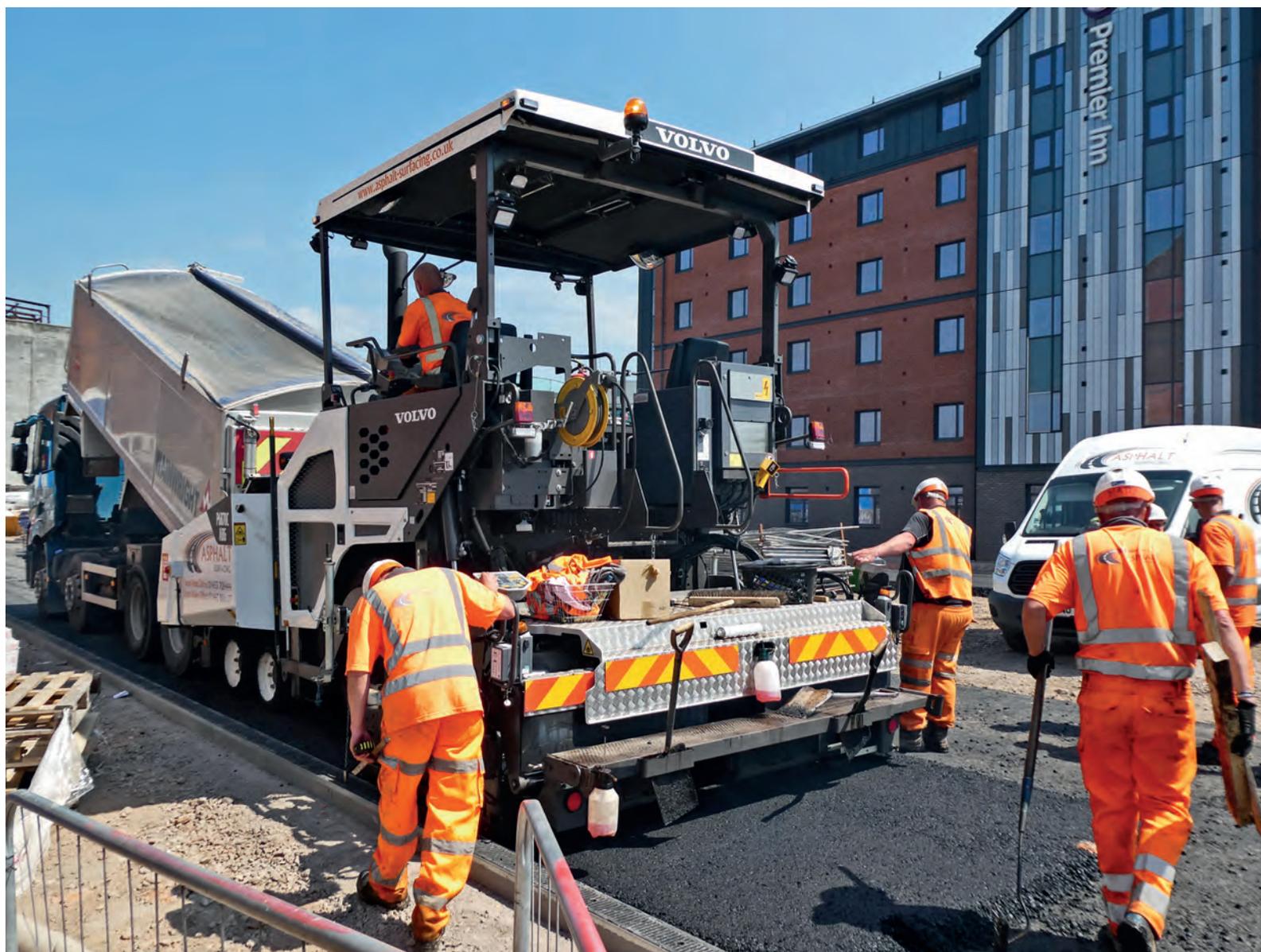
The P6870C is powered by a Volvo D6 Stage-IIIB compliant 175hp engine. At its heart is the EPM II feature – an electronic paver management system which incorporates a 'Settings Management' feature allowing the operator to store up to twelve parameter settings for major functions such as screed temperature, tamping & vibrating, conveyor, auger & paving speeds.

The machine has other unique features such as 'Smart Power' offering optimum power for the job together with 6x6 'Smart Drive' technology for unparalleled continuous independent traction control over all six wheels. Even on the most difficult bases, tractive forces are automatically adjusted according to the weight of material in the machine's 12-tonne capacity hopper.

Screed performance is a distinct feature on Volvo pavers. The P6870C has a variable screed width of between 2.5 and 5 metres in standard configuration but can be fitted with optional extensions to provide a generous width of 9 metres. The machine has a theoretical output of up to 700 tonnes per hour at varying screed widths and depths.

Also, it demonstrates a high degree of manoeuvrability, thanks to the 'Active Steering' feature with an inside turning radius of just 2.5 metres. "I'm very impressed with the machine's ability to turn on a sixpence," says Rob Darlington. "It's really proving to be an optimum paving machine for us working in confined areas, yet still has a significant production output for road surfacing contracts," adding that the machine can be doing just 24 tonnes up to 400 tonnes in a day's shift. "It's all about getting the job appraised correctly, delivering a quality service to our clients and making a reasonable margin at the end of the day."

"Another critical factor is the level of support when we need it and certainly our experience to date with SMT's mobile engineer, Simon Ford, has been exemplary. When we've had the odd issue, Simon is there right away and getting it sorted.





Again, this is critical for us and another reason why we've chosen the Volvo paver," says Rob.

In addition to the paver, Asphalt Surfacing has also purchased a Volvo DD25B tandem roller, and both machines have been painted in the company's white livery. "Although we are based in

Gloucestershire and South Wales and have picked up some long-standing contracts with local authorities and customers in this region, we will follow our clients anywhere in the country and are keen to promote a 'can do' approach accordingly," says Iain Saunders. ■

CONTINUED OVERLEAF >





Rob Darlington (left) and Iain Saunders





Never raced or rallied...

Thurso-based Gow Groundworks has taken delivery of the first reduced swing radius Volvo EWR170E wheeled excavator to arrive in Great Britain which has recently successfully completed the NC 500 around the northern coast of Scotland.



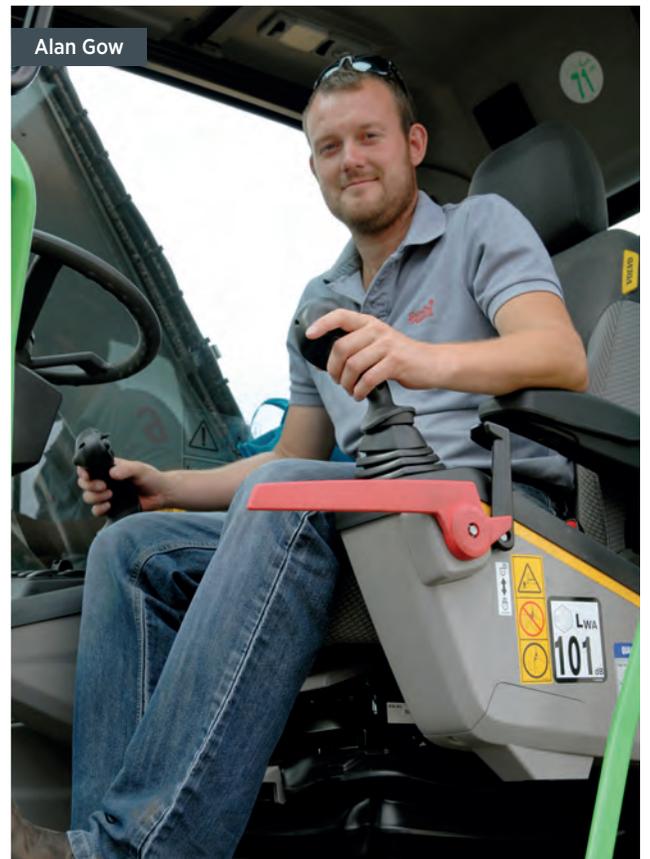


The idea of driving a rubber duck around 500 miles of the beautiful, yet remote, Scottish north coastline came to Managing Director, Alan Gow, a couple of years ago. “Some of my very close friends have lost parents over the last eight years and, sadly, I was never able to get home for their funerals, so decided I would do something positive to give back to the charities*(1) that supported them during their respective illnesses,” says Alan. “We started the planning to drive the NC 500 in earnest back in January using a wheeled excavator which was my preference since I’ve had a good deal of experience with them, having run and operated twelve so far. I also wanted to attempt the course with a Volvo and our plan coincided with us ordering a new reduced-swing radius EWR170E to arrive in time for the run in July.”

CONTINUED OVERLEAF >

*(1) LIST OF ALAN GOW'S CHOSEN CHARITIES: Macmillan Cancer Support; Town & County Hospital, Wick Diabetes UK (Inverness branch); Tiny Tickers

*(2) LIST OF ALAN GOW'S SPONSORS: S B Access Ltd; Dickie & Moore; Graeme Henderson; G G Mackay; Oil Fast Fuelling Scotland; Stoddart Crane Hire; BM Excavations Ltd; A & L McCrae; CMB Haulage & Plant Ltd; Steelwrist UK; O'Brien Recycling; CSM Sales Ltd; Campbell Plant Hire Ltd; Signright; E & M Engineering; SMT GB; Compass Building & Construction Services; NB Civil Engineering; RJ McLeod; JGC Engineering; Young Plant Sales; Murray Plant; Durdle Contracting; GR & PH Sutherland; John Gunn & Sons; Stephen Baynes; Tervet Plant Hire; B Leith Electrical Services; JCC Group; L & H Commercials; D R Alexander & Sons



Opting for the new Volvo nineteen machine came following an initial visit to the Volvo manufacturing facility in Konz, Germany, where the range of wheeled excavators are made. "We have a lot of experience operating Volvo wheeled excavators and find them very reliable and productive," says Alan. "They are the machine of choice with our operators, for comfort and for handling, and we also like the fact that Volvo is tied in with Steelwrist Tiltrotators as this adds another dynamic to what the machines can do. For us, Volvo certainly understands the needs of their customers in terms of specification, optional equipment and the fact you can fine-tune attachments very easily."

Alan Gow's new EWR170E arrived in time to be displayed at this year's Hillhead exhibition by which time he had already amassed some prominent sponsors*(2) for the NC 500 run and had their names proudly displayed on the machine. The machine was then delivered to Thurso for the final preparations. SMT GB's technical team, in conjunction with Volvo CE, recommended some changes to the hydraulic oil and added monitoring devices to the gearbox and axles so that Alan could keep an eye on the temperatures whilst travelling high mileages each day.

On 15 July 2018, Alan set out on his endeavour from Thurso, Caithness, travelling each day along the NC route with a small team in support. Not that they were needed, as everything ran like clockwork and his EWR170E didn't miss a beat. The maximum distance he covered in one day was a staggering 110 miles and the whole adventure took him 81 hours to complete, notwithstanding

his 31st birthday celebrations en route! On Saturday, 21 July, Alan drove his machine into the Caithness County Showground as planned to rapturous applause with members of the Caithness Pipe Band, completing the NC 500.

Since the event, he has raised over £12,000 for his chosen charities*(1) which will be divided equally amongst them. "I'm really pleased I undertook the challenge and would like to thank everyone and my sponsors*(2) for raising such a huge amount of money," says Alan. "But I think I'll leave driving the machines to my operators from now on!"

Gow Groundworks was established by Alan Gow in 2007 which has grown into a large concern specialising in general ground works, house and commercial building projects covering the whole of Scotland. Besides the new EWR170E, the company has recently invested in a new EC140E and EC220E both equipped with Steelwrist Tiltrotators. These new additions join a mix of Volvo equipment in Gow's fleet including A30G articulated haulers, EW160E wheeled excavators and an EC140C fitted with wide tracks for low ground pressure applications. The company employs 36 full-time staff and continues to diversify in other areas. This includes Gow Plant which hires out up to 8-tonne sized excavators on self-drive hire; Gow Transport which operates two low loaders for general hire along with six and eight-wheeled tippers and most recently, Gow Aggregates, with the acquisition of a quarry in the Caithness area. ■



More powerful. More productive.
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The right package for C A Blackwell

A fleet of 24 Volvo machines, supplied by GB dealer for Volvo Construction Equipment, SMT GB, has started work on one of the biggest infrastructure projects currently underway in the UK. C A Blackwell (Contracts) has put 20 of Volvo's latest A45G articulated haulers, two 75-tonne EC750E crawler excavators, a 48-tonne EC480E and an EC300E into Sections 4 and 5 of Highways England's A14 Cambridge to Huntingdon Improvement £1.5bn scheme.

CONTINUED OVERLEAF >



Blackwell's machines are working on the earthworks subcontract for the A14 Integrated Delivery Team (IDT), a joint venture between Costain, Skanska, Balfour Beatty and designers Atkins/CH2M, working on behalf of Highways England. The Volvos form part of a fleet of more than 160 earthmoving machines and tipper lorries that Blackwell has operating on the site. This includes 72 articulated trucks and a range of excavators, graders and dozers.

The new Volvo machines are being used initially on the excavation and haulage of 500,000m³ of Gault Clay, from a borrow pit at Dry Drayton to a link road embankment at the remodelled Girton Interchange. This has required the use of a temporary Bailey bridge across the existing A14, which separates the fill site from the borrow pit, thereby negating the need for tipper lorry journeys via the A14 and the local road network, in turn benefitting road users and the local community alike.

In sections 4 and 5 of the scheme, the A14 is being widened to four lanes on each side, between Bar Hill and Girton and junctions at Bar Hill, Swavesey, Girton, Histon and Milton are being improved. Construction commenced in 2016 and the road is due to open to traffic in December 2020. The work in these sections calls for about 5 million m³ of earthworks, including the development of two large borrow pits.

The new Volvos represent part of a programme of growth for the Blackwell fleet as demand for the company's earthmoving expertise continues to build.

The Blackwell Plant fleet is utilised within Blackwell's and parent company Hargreaves Services' operating markets of earthmoving, surface mining, quarrying and materials' handling.

Blackwell has always sourced its machinery from premier equipment manufacturers and the new Volvo machines have been specifically prepared to meet the needs and requirements of the A14 project.

"The package was right," says Plant Manager, David Lancashire, adding, "it was a complete mix of haulers and excavators that we were looking for. The package price was, of course, important, but more so was availability, and SMT GB was able to meet our timescale."

All of the Volvo excavators have been equipped with bright orange 'boxing ring' safety rails, audible quick hitch alarms and 360° cameras, fitted at SMT's machine preparation centre in Immingham before being delivered to site. The Volvos are also equipped with fast-refuelling systems, to improve safety for the refuelling operator, eliminate spillage, reduce downtime and improve fuel cleanliness.

Though Blackwell has its own extensive maintenance facilities across the UK, the number of new machines working on the A14 led the company to take out SMT GB's Blue level Customer Support Agreement on the machines. This includes all maintenance and inspections, along with analysis and preventative maintenance tools, such as CareTrack, Volvo Oil Analysis and MATRIS analysis.

Blackwell will also be exploring the possibilities of a number of advanced Volvo productivity tools available, including Dig Assist for the excavators and Haul Assist for the fleet of trucks.

"We've got telematics on all of the machines and Haul Assist is something that we will be looking at using on future projects," adds David. "Blackwell is always keen to try the latest technology, although there has to be a clear justification and benefit.

"Haul Assist will give us efficiency improvements – when the trucks speak to each other and decide which excavator to go to, you've got savings."

Excavator performance is just as important as hauler efficiency and the latest Volvo EC750E is proving to be a popular choice with many of the UK's leading earthmoving companies.

"The EC750E is a great machine," says David. "We already had two EC700s in the fleet and our guys say that the EC750E is more powerful, more productive, great for the drivers and a big improvement."

Much of the bulk earthmoving on the A14 project will be concluded this year, providing Blackwell with a fleet of new machinery for future use.

"This is the second season for the major muck-shift in our programme," says David. "We'll have machines available for the work that we can see going forwards with HS2 and other Highways England projects. We're adding to the fleet with more new machines, though we also have the capability to completely refurbish equipment to an as-new specification."

"The EC750E is a great machine, we already had two EC700s in the fleet and our guys say that the EC750E is more powerful, more productive, great for the drivers and a big improvement."





SMT GB invests in new van solution to ensure the highest quality maintenance of Volvo Construction Equipment

The exclusive distributor for Volvo Construction Equipment across GB invests significantly into ensuring engineers have the best equipment to carry out their work.

SMT GB has appointed Northgate Vehicle Hire with a four-year agreement to provide and maintain 150 customised Mercedes Sprinter repair vans which were unveiled at Hillhead 2018 and proved popular among visitors to the stand.

Northgate is replacing SMT GB's existing fleet of vans progressively over two years and is working with specialist suppliers Tevo and Gardner Denver to customize interiors to meet engineers' needs. Each van includes on-board power generation, compressors, jump-start equipment, welding machines, Wi-Fi for diagnostics machines, bespoke racking, customised interior and exterior lighting, washbasins with hot

and cold water, a kettle and safety features, including first aid kits and safety eyewash.

This significant investment aims to improve the welfare of engineers and better support them in carrying out their role - ultimately maximising the uptime of Volvo Construction Equipment.

Nathan Upchurch, Service Solutions Manager at SMT GB, says, "The success of SMT GB is based on the highest quality maintenance and servicing. To remain the industry leaders in customer support, we have to support our engineers with the correct equipment and tools to do the job. The new vans are

very much appreciated by our engineers, with increased driver satisfaction and comfort, and will also assist with the recruitment of new engineers in a highly competitive market. The investment in this area of the business certainly sends a clear signal that our engineers are very important to us.”

Keith Shorter, New Business Manager at Northgate, adds, “With customers of all sizes across the construction supply

chain, Northgate understand the importance of reducing the downtime of business-critical machinery. We are delighted to be the only company which could deliver a solution to a complex brief from SMT GB. We are proud to have delivered a service that benefits SMT GB, and ultimately, hundreds of construction projects across Great Britain.” ■



Grundon opt for Volvo's new Material Handler

Grundon Waste Management Ltd has taken delivery of a new Volvo EW240E Material Handler for its Colnbrook operation following a successful demonstration and evaluation.

Replacing a competitive model, the new Volvo EW240E MHE takes up residence at the company's Waste Transfer and Materials Recovery Facility at Colnbrook handling segregated waste destined for the nearby incineration plant or for landfill. Whilst Grundon has operated Volvo equipment for many years on the aggregate side of their business, this is the first Volvo Materials Handler the company has purchased. "We were looking for a change of supplier and the Volvo performed very well on demonstration but to be quite honest, our decision came down to the best deal on offer at the time," comments Steve Fisher, Grundon's Divisional Recovery and Resources Manager. "We also listened to the opinions of our operators who gave the Volvo the thumbs up and so far we've been very pleased with the way the machine is settling in here at Colnbrook," he continues.

Whilst the transfer station operates around the clock, seven

days a week, the new charge operates a twelve-hour shift loading high sided bulkers which either transfer segregated waste to the incineration plant or away to landfill. It also feeds a high capacity mobile shredder which reduces larger and diverse material down to a size that can be accepted for burning. In total, some 50,000 tonnes of waste will be handled by the machine each year.

The new EW240E has been supplied with a 6.5m straight boom and 4m sorting arm whilst Grundon has sourced and specified their own 1.5 tonne Arden selector grab for the business end of the machine. Thus rigged the EW240E Material Handler provides a maximum forward reach of 10 metres and a maximum height of 12 metres measured at the attachment pin. With an optimum 800L capacity grab the machine has a generous 3.7 tonnes lifting capacity at maximum reach across carriage with its outriggers down.





To facilitate grab rotation, the machine is equipped with x3 hydraulics along with x1 hammer/shear hydraulics and hose rupture valves fitted as standard.

Other options which have been added to the machine include a Fireward fire suppression system, Groeneveld twin greasing system and flashing rear blue strobe lights. The machine also sports highly visible chevrons on its counterweight which are made out of micro-prismatic vinyl sections. The machine has been provided with an extended warranty package and will be covered by a Volvo Blue service agreement meaning its regular maintenance will be carried out by Volvo trained technicians using genuine Volvo parts at the correct service intervals.

Grundon is the UK's largest family-owned supplier of integrated waste management and environmental services. Operating from depots across the south of England the company works in partnership with its customers to help minimise the financial and environmental impact of waste.

Founded in 1929, Grundon provides a total waste management service for the reduction, reuse, recycling, recovery and disposal of waste; this includes the collection, treatment, recovery, recycling and disposal of non-hazardous waste streams, in addition to dealing with all aspects of hazardous waste, including contaminated waste, clinical and healthcare waste and waste electrical and electronic equipment (WEEE). The company is also active in the extraction and production of a broad range of aggregates and minerals for the construction, landscaping and leisure markets.

Every facet of the company's business is underpinned by its extensive fleet of 300+ road going vehicles ranging from waste collection vehicles, skip lorries, bulk earth-moving and aggregates lorries to high sided bulkers. ■

MACHINE HIGHLIGHTS:

- Powered by a six-cylinder Volvo engine developing 171 nett hp
- Pump flow is controlled for combined equipment and slewing operations to reduce the flow loss through the overload relief valves, whilst maintaining lift capacity and maximum swing torque
- When Eco mode is selected, the machine provides better fuel efficiency without loss of performance in most operating conditions.
- An adjustable easy to read LCD colour monitor provides real-time information of the machine functions
- Maximum visibility around the work area with the hydraulically raised and lowered cab with a maximum elevation of 5.7 metres.

“We were looking for a change of supplier and the Volvo performed very well on demonstration... we also listened to the opinions of our operators who gave the Volvo the thumbs up.

Not just for boys.....

PART FIVE

In the winter months, Grace Grundon can be found in the Alps in Verbier, Switzerland, where she works as a ski instructor. At the moment she is working at Grundon Waste Management operating a variety of equipment, including their newly delivered EW240E Material Handler. **The Voice** went to meet Grace at their Colnbrook site to find out more about Grace's change of scenery.

After the ski season had ended, in late Spring, Grace found herself at a loose end. Her dad, Neil Grundon and Deputy Chairman of Grundon Waste Management Ltd suggested that she help out at the family firm and recommended that she drive a machine. Grace thought it sounded like fun and so completed a fast-track one-to-one course in operator training to gain all her accreditations.

The company's Waste Transfer and Material Recovery Facility at Colnbrook handles segregated waste destined for the nearby incineration plant or for landfill. Grace is currently operating the recently purchased EW240E MH which is predominantly used for loading high-sided bulkers. It also feeds a high-capacity mobile shredder which reduces large and diverse material down to a size that can be accepted for burning.

Grace says, "I enjoy the practicality of the job, you're always engaging in something rather than just sitting back and being

on the sidelines. There's always lots of different things to do, and it's really varied. One day you can be loading lorries and then another day, loading plant and I'm always picking up different materials, learning all the time about them and the site itself."

As well as driving the EW240E MH, Grace can drive other excavators, telehandlers and also has a forklift license. When asked about what she likes about the EW240E MH Grace says, "The EW240E MH is very high-tech. All the machines are similar but everything varies between them, and this one is very snazzy. It's a lot nicer than the other machines I've driven, not that the other machines I've driven are bad, but you can tell it's differently made to all of the ones before; I like it."

We also asked Grace whether she had any advice for other women looking for a career in the industry. Grace says, "Don't feel intimidated or scared as there's nothing to worry about. It can be daunting when you first join, but that's the same for any job you first go into. If you are comfortable with who you are, and confident, then you'll be absolutely fine. In this environment it's a bit different as it tends to be male-dominated, but it's essentially the same as any other job, and you will adjust to your surroundings. You just need to be strong with who you are." ■

CONTINUED OVERLEAF ➤







“The EW240E is very high-tech. All the machines are similar but everything varies between them, and this one is very snazzy. It’s a lot nicer than the other machines I’ve driven, not that the other machines I’ve driven are bad, but you can tell it’s differently made to all of the ones before; I like it.”





“I have operated a variety of plant in my years of operating and, without doubt, Volvo is – by far – the best there is.

**DAVID
MORRISON**



“I’m currently operating a Volvo A30G which is an amazing truck.”

Member profile

Name: David Morrison

Company: J McCarthy Plant

Member number: 3955

Member since: 25/07/2017

David lives and works in South Wales. He works for a company called J McCarthy Plant based in Pyle (Bridgend) and has been driving plant for the past 8 years. David says, “I have operated a variety of machines in my years of operating and without doubt Volvo is by far the best there is. I’m currently operating a Volvo A30G which is an amazing truck.”

How did you hear about the Operators Club?

I’m Volvo mad so started searching for all things Volvo and came across the Operators Club.

What made you join the club?

I’m Volvo mad.

What do you like about being a member?

I like seeing what’s new with Volvo and seeing other operators upload photos of their machines.

Do you interact with other operators Club members?

Yes, it’s a great page to interact with other members, especially if you’re looking for any help and advice.

WANT TO FEATURE IN A MEMBER PROFILE?

Email amy.metcalfe@smtgb.co.uk and for every profile printed we will send you a pack of Volvo merchandise worth £50!

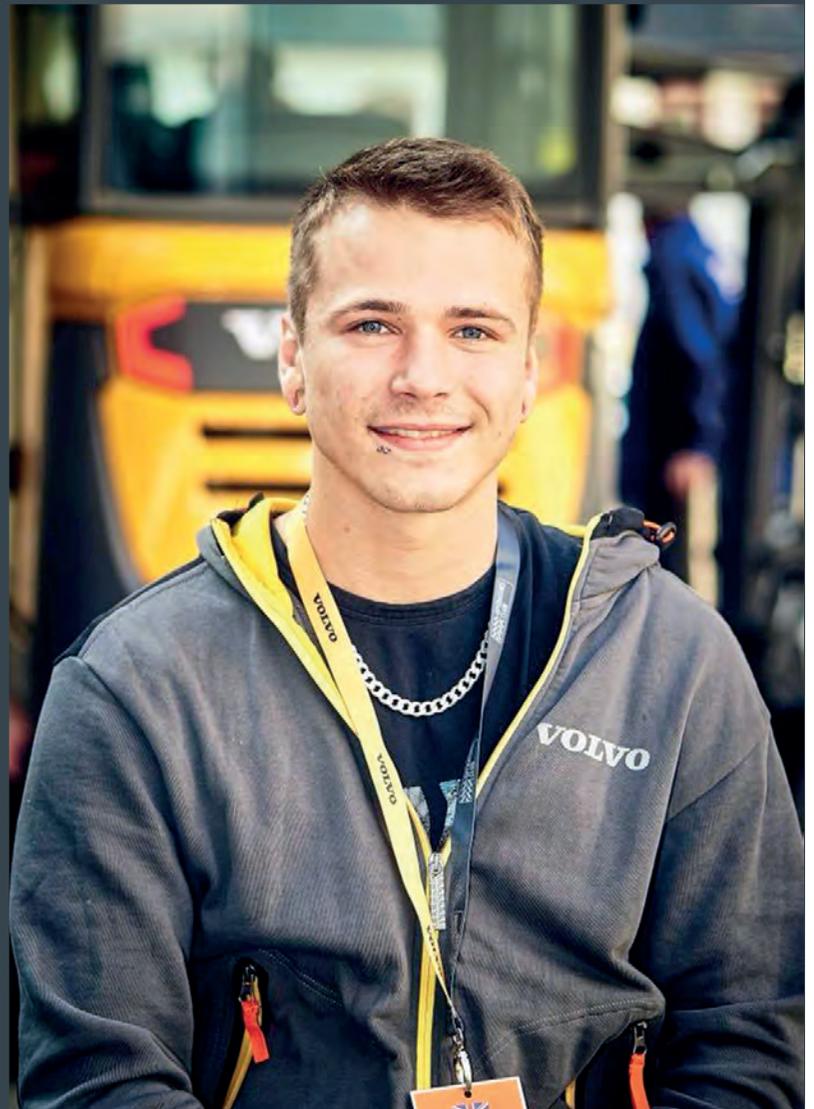
Terms and conditions:

To submit an entry, you must be a member of the Volvo CE Operators Club in Great Britain and operate/own a Volvo machine. The editor’s decision on profiles to publish is final.

The selection of merchandise will be chosen at random and subject to availability at that time. Items cannot be exchanged unless faulty.



James Covell



Ryan Sadler



Operators Club Final 2018

Volvo Construction Equipment was this year celebrating 20 years since the Club was started in Germany in 2008. Once again, Europe's finest operators competed in a battle of speed, precision and technique in the Operators Club Final.

Ryan Sadler and James Covell topped the leaderboard at the GB Operators Club heats at Hillhead this year and so qualified to represent GB in the international finals. They would be competing against 32 finalists from 15 countries at the Volvo factory in Konz, Germany.

ROUND 1

The competition began at 8.30am with the 'Chain Ball' challenge. Participants had to guide a ball attached to the bucket of an ECR355E with a chain through an obstacle and then balance the ball on top of a pipe before knocking down only black wooden batons, balancing the ball back onto the pipe and then returning to the start position.

The competitors selected their start positions at random on the Friday evening, and Ryan was fifth to compete. He completed the course in 105.63 seconds but knocked over a yellow baton adding a 10-second penalty to his time making it 115.63 seconds in total. James was up for twelfth position start and completed the course in a time of 107.75. After the first round, James finished in twelfth overall position with Ryan coming in sixteenth.

ROUND 2

The next challenge with the title of the 'Artic Slalom' began, and it was a nervous wait for Ryan and James, neither of whom had driven this machine before. An A30G had to be driven around a slalom course and then reversed down a track, into a 'garage' before driving over the finish line.

Several tennis balls on poles were scattered along the route and time penalties were picked up for any that fell. The competitors who first tried the course showed that this was not going to be easy, as several barriers and fences will testify! Ryan managed to stay on the track and not hit any barriers but did have to reverse part way through the slalom. He completed the task with no mistakes until the very end when some harsh braking saw him lose the tennis ball attached to a cone on the hood of the machine; this added a 30-second penalty to his overall time.

James performed really well in this challenge and completed the course cleanly and in good time but unfortunately fell into the same trap as Ryan and some hard braking at the end added 30 seconds to his overall time.

ROUND 3

After a short break for lunch, the finalists were given a really tricky challenge called 'The Grapevine'. Using a digging grab, the finalists had to pick up poles decorated with grapevines and move them into corresponding pipes.

Those at the top of the leaderboard went first, and some of those in the top ten went crashing out in either disqualification (2016 winner Ermes Gomez was disqualified for not passing through the timing gate) or maxed out on time, proving this was not going to be easy. Ryan tried this challenge first, and while he finished without picking up time penalties, he reached the maximum time of 4 minutes and with that, was out of the competition.

With a few of the top 10 crashing out, James had a chance to make it to the final if he performed well. He completed the course cleanly in a time of 178 seconds, and it was a tense wait to see if he had made it into the top 10 and would progress into the final.

THE FINAL

The final challenge saw the return of the 'Labyrinth' challenge from 2015. All the finalists gathered to hear who would be taking part and sadly James's name wasn't called out. He had just missed out and had placed thirteenth overall. Ryan finished in eighteenth place.

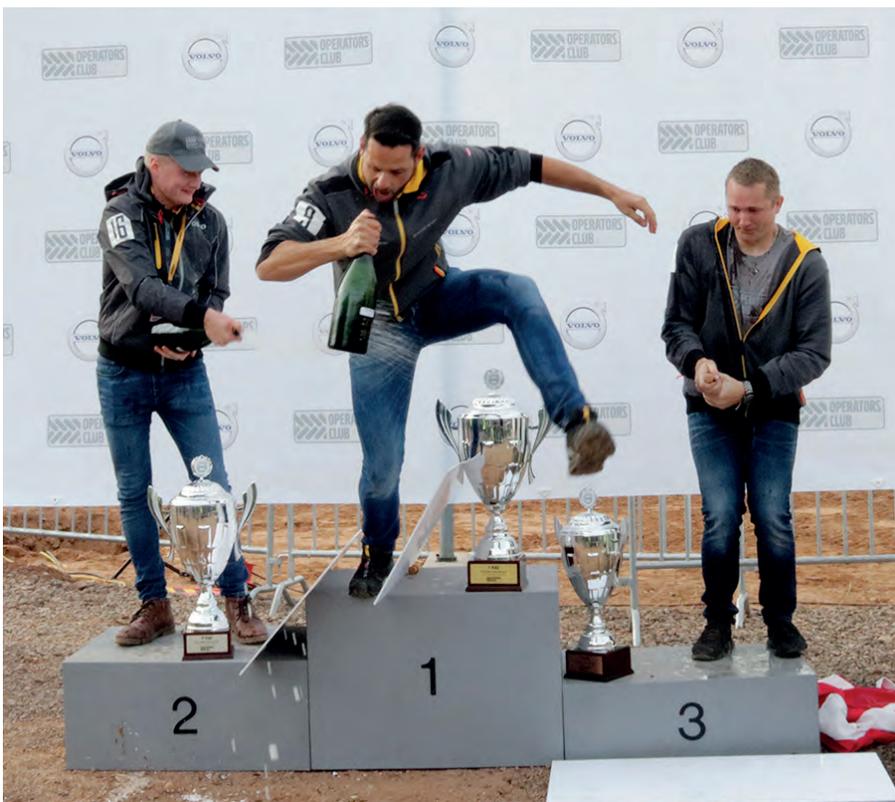
The Labyrinth was a closely fought competition, but there could only be one winner. This year the winners were Bendt Risom (Denmark) finishing in third place, Teemu Grén (Finland) finishing in second and 2016 winner Othmar Pletzer (Austria) took first place on the podium once again.

Well done to Ryan and James who both performed exceptionally well in a very tough competition. As Lewis Jarman and Phil Port placed third and fourth at Hillhead 2018, they will be taking part in the 2019 Operators Club Final next year.









Not a Member of the Operators Club?

Why not join today or refer a friend – we send out a small welcome pack to new joiners, and there's always a chance to win more goodies during the year through giveaways, coming to events or our competitions. We value our Operators' opinions and like to share news generally. Operators have the chance to be the first to hear of any events we have coming up.

Join the Operators Club here: www.volvooperatorsclub.co.uk



From left to right: Jason Shelbourne, Laura Bool, Jim Prior and Mike Murphy

Meet the dealer...

Plant and Engineering Services

Plant and Engineering Services (PES) began life in 1990 breaking down dumpers and selling parts they had reconditioned. While they still specialise in selling dumper parts, both nationally and internationally, there are now more aspects to this Exeter based company. **The Voice** caught up with Operations Director, Jim Prior, to find out more...

Jim joined the business in 1997 after leaving the Army where he served as a Plant Mechanic. At that time, the company was owned by John Hall and Keith Lambert, but when they parted company in around 2003, Jim began to run the business with guidance from Keith. Jim says, "Selling dumper parts took the company so far, but business was beginning to stall, and so we looked to diversify. We began selling second-hand machines and then moved into selling new machines. The business is now split 50-50 between parts and new machine sales."

PES provides a wide range of machinery including Thwaites dumpers, Ausa dumpers, telehandlers and forklifts, Atlas Copco

equipment, Winget mixers, Muck-Truck motorised wheelbarrows and, in 2006, they became dealers for Volvo Compact Equipment.

Jim says "Volvo is a well-known premium brand which fitted in with our business and the service we are proud to provide." They are also the biggest Yanmar water-cooled engine supplier in the UK.

Mike Murphy joined PES a couple of weeks after Jim and began working in the stores. He is now responsible for new machine sales across Devon, Cornwall and The Channel Islands. Laura Bool joined the business four years ago and looks after new machine sales in Somerset, Banes, Wiltshire, Dorset and Hampshire.

The company prides themselves on their parts experience, and Jim says, "If you call us to ask for a dumper part, our team will know exactly what you are after, and we have access to such a wide range of parts, the chances are it will be with you the next day. Most of our competitors will need to go and source those parts, but we can get it to customers quicker than anyone else."

In terms of new machine sales, Jim believes it is the relationships they build with customers that sets them apart from the competition. "We provide friendly, personalised service and we only support the machines we sell, enabling us to respond quickly to breakdowns."

From their purpose-built workshops in Exeter, PES can carry out major repairs and refurbishments to machinery, engines, axles and transmissions as well as all makes of hydraulic hammers from handheld to 40-tonne excavator size."

Jason Shelbourne has recently joined the team as Parts Specialist and regularly meets with parts accounts to build on customer relationships. The parts department supply spare parts for dumpers, rollers, excavators and mixers both nationally and internationally. Jason also looks after their social media accounts for PES helping adapt the business further for the future by engaging with the digital landscape.

The whole team at PES are honest, friendly and have a clear passion for what they do. To keep in touch with them, you can follow them here:

Twitter: @PESPlant

Facebook: www.facebook.com/plantandengineering

LinkedIn: www.linkedin.com/company/plant-and-engineering-services-ltd





The full team: Phil Lines (left), Sam Handley (middle) and Angus Newman (right) with James Maloney in the driving seat and Kyle Morrison standing

Services, Machinery & Trikes clinch second place in Soapbox Derby!

Once again, SMT took part in Duxford village's Soapbox Derby held on Sunday, 2 September.

The team name this year was 'Services, Machinery & Trikes' and the aim was to 'go for gold' with a three-wheeled, lightweight stealth design. James Maloney piloted the soapbox with Kyle Morrison running the mile-and-a-quarter route, swapping places when needed.

The team was so serious about the competition this year that they'd been out running the route several times at 6am to practice! In training, they managed to run it in a time of around 9.5 minutes – with last year's record standing at 8 minutes.

Phil Lines, Angus Newman and Sam Handley carried out the construction work and were feeling confident in the design of their vehicle. As well as being lightweight and low to the ground, there is

a standing platform, so when the trike built up speed or was going downhill, the runner could hop onto the platform and rest their legs while the trike coasted along.

On race day, Services Machinery & Trikes took 12th position on the grid but with an explosive start from Kyle, they managed to increase their ranking to second place.

All through the course, James and Kyle swapped places, keeping up the momentum throughout the exhausting uphill battles, with Kyle pushing through in the final stretch to the finish line, giving the team second place with a time of 8.47 minutes!!

A very well deserved congratulations and 'well done' to the whole team who've done us proud! ■





Ten years well-seasoned – new sapling planted

Ten years ago, family-run Woodgate Sawmills of Coleford, Gloucestershire, took delivery of a new Volvo L50E wheeled loader. Now, after giving the company a decade's worth of service, the machine has been retired from frontline operations in favour of the latest H version – an L50H.

The VOICE went along to see what's happened since then.

Situated in the Forest of Dean, Woodgate Sawmills has been run as a family business since it was set up in 1953 by Directors, Brian and Ken Humphries' late father. Back then, the sawmill's main activity was supplying the NCB with pit props for the many hundreds of deep coal mines around the country. In those early days, the company operated a Fordson Major and other ex-army 4x4's but in 1963, Woodgate Sawmills purchased a BM Volvo 620 from the then dealer in Essex.

"The original machine was purchased complete with an attachment bracket, a bucket, a set of pallet forks and a log grapple," explains

Director, Andrew Humphries. "It revolutionised our business working very reliably and so consequently, it prompted the purchase of a second machine in 1976." Since then, Volvo shovels have been part of the day-to-day business at Woodgate Sawmills who specialise in crosscut timber in a variety of lengths for fencing and pallet making.

A decade ago, the company purchased a new Volvo L50E from Volvo and, at the same time, privately acquired an older, second hand L50D as part of an ongoing investment at the mill. "Ten years ago, it became time to stand our old 621 and 622 loaders down in favour of

the latest models in the Volvo range,” says Andrew. “It was quite a big change for us but both L50s have performed well which is why we’ve come back to purchase the latest version of the machine for the mill.”

The L50H benefits from excellent all-round visibility due to the design of the rear chassis and its sloping engine hood. This is facilitated by the transverse mounted Stage-IV final engine and hydrostatic motor. The operator’s environment has been recognised as a key factor in achieving high productivity and the Volvo Care Cab is at the forefront of delivering a high level of operator comfort. All the machine’s controls and functions come easily to hand and air conditioning is, of course, standard. The engine’s output of 116hp is superbly matched to the hydrostatic transmission allowing full power shift under load when changing direction and between speed ranges. The Torque Parallel (TP) loader linkage provides smooth, parallel lift, high rollback torque and good lifting power throughout the lift cycle – and the Volvo hydraulic attachment bracket facilitates the easy change-over of attachments for a range of duties and applications around the mill.

The Volvo L50H wheeled loader features separate power steering and load-sensing hydraulic pumps. The advantage of this is that separate pumps ensure that full steering power is achieved, regardless of the load on the main hydraulic pumps. Oil flow on the load-sensing pump automatically adjusts to match work demand. The result is lower fuel consumption during lighter work – along with no compromise in performance when operating in tough conditions or demanding applications.

The new L50H replaces the L50D which has been traded in and now takes over as the prime mover around the facility with a range of duties but mainly feeding logs into the mill. The L50E however still has

plenty of life in it since it has only clocked up 6,800 hours in the last ten years and looks as good as new. Both machines can interchange implements thanks to them both having compatible hydraulic attachment brackets which include log grabs, hi-tip buckets, pallet forks and a bespoke set of hydraulic forks that can rotate 360°. This particular attachment is used to turn baskets of firewood (which have gone through the drying process) upside down to disperse debris and small chips of wood to leave a clean product ready for bagging or wrapping.

Since visiting Woodgate Sawmills ten years ago, it’s evident that it isn’t just the new machine the company has invested in. Besides its traditional production of timber for fencing, feather boards, pallets, etc, the company now produces cut and dried logs for wood burning stoves and has a distribution network for the finished product country-wide. Timber that isn’t suitable for the mill is now sorted, cut and then dried in baskets in large kilns which again, are new additions to the business. The installation of a biomass boiler that burns dried wood chip provides forced hot air to two large drying floor areas for both wood chip and drying the cut firewood logs. As a bi-product, the hot water that’s produced is piped into the mill for heating during the winter months. Another improvement for the yard has been the creation of a new access road for commercial vehicles alleviating heavy traffic through Mile End village.

Woodgate Sawmills of Mile End, Coleford, Gloucestershire has been trading for the last sixty years, specialising in cross-cut timber for fencing, feather edge, waney and gravel boards, posts rails, timber for pallet making and cut and dried logs for wood burning stoves. The family-run business continues to be run by brothers Ken and Brian Humphries along with their sons, Andrew and Darryl. ■



IN OTHER NEWS...



“Duxford Dollies” raise over £300 for local charity



On Saturday, 8 September Karen Raffell, Lesley Martin, Emma Lister and Eeve Ford all took part in a six-mile ‘Girls Night Out’ walk to help raise funds for St Nicholas Hospice in Bury St Edmunds. In total, just under 3,000 ladies completed the walk raising over £250,000 for St Nicholas Hospice.

The group raised £306.21 in total, and also received a cheque from SMT GB’s ‘community chest’ for £150, smashing their original target of £200. The group would like to thank friends, family and colleagues who generously sponsored them!



Voice 33 competition winner

“Thank you for Elizabeth and Roxy’s prizes. They are really pleased with them!”

Young readers ▼

“Two very happy boys today, poor Dad didn’t even get a look in ...” Clare Collins (husband is Lee Collins)



And younger still... ▲

Paul Clarke tweeted this adorable picture of his daughter reading the Voice magazine while sitting in her dad’s digger.

GETTING SOCIAL...

We love seeing pictures of your machines in action. Below are our favourite posts from across social media.

twitter 

@HumphDrainage
 @SMT_GB



facebook



Cj Morris:
4000hr service



@WardlePlant: "Beast from the East" meets Gappy in full flow... only one winner
 @SMT_GB

Hather Plant Hire:
Great shot by Mark of our VOLVO A25F & A25G working at #KirkbyInAshfield, #Nottingham



@pclarke0204: Nice visit from the main gaffer at dinner time. Made my day, she took an interest to the @SMT_GB voice mag!!



Shaun Leslie:
My Volvo EWR150E getting a service done at Northburgh Ltd up at Stronelairg Windfarm from Stuart Crossan, excellent service as always from him.



Instagram 

liamschofield91 Doing bits with the spinnny bucket thing. Photo @uk_plant_operators_magazine

YouTube 

Hillhead highlights



bmexcavations: Out with the Multi Blade re-grading farm tracks yesterday
 britishconstructionequipment: Three @SMT_GB @global-volvoce A25 ADTs on a beach project #excavator #britishplant101 #dumper #adt #digger #dozer #flannery #plant #hire #sand #volvo



Duxford Soapbox Derby

Join in the conversation:



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SMT GB SALES TERRITORIES



REGION NORTH

Ged Fitzsimmons 07967 002 231

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- 2. **Gerry Logue** 07974 973 469
- 3. **Derek Kidd** 07974 973 505
- 4. **Mark Need** 07590 170 390
- 5. **Ian Longdon** 07974 973 420
- 6. **Ed Taylor** 07974 973 480
- 7. **Paul Martin** 07970 615 343

REGION SOUTH

John Beard 07974 973 543

- 10. **Paul King** 07974 973 419
- 11. **John Jenkins** 07966 346 244
- 12. **Tim Popplewell** 07966 346 241
- 13. **Roy Thompson** 07974 973 438
- 14. **Sophie Carter** 07540 156 733
- 15. **Dean Ackerman** 07813 086 095
- 16. **Phil Stock** 07803 400 779
- 18. **Richard Shelbourne** 07974 973 430
- 19. **Neil Cooper** 07815 738 353
- 20. **Neil Cooper (Sussex & Surrey)**
Phil Stock (Kent) 07803 400 779

USED EQUIPMENT

Chris Griffin 07718 323 970

ROAD MACHINERY

National: Colin Mackenzie 07974 973 459

North: Matthew Sheridan 07795 645 981

VOLVO UTILITY EQUIPMENT

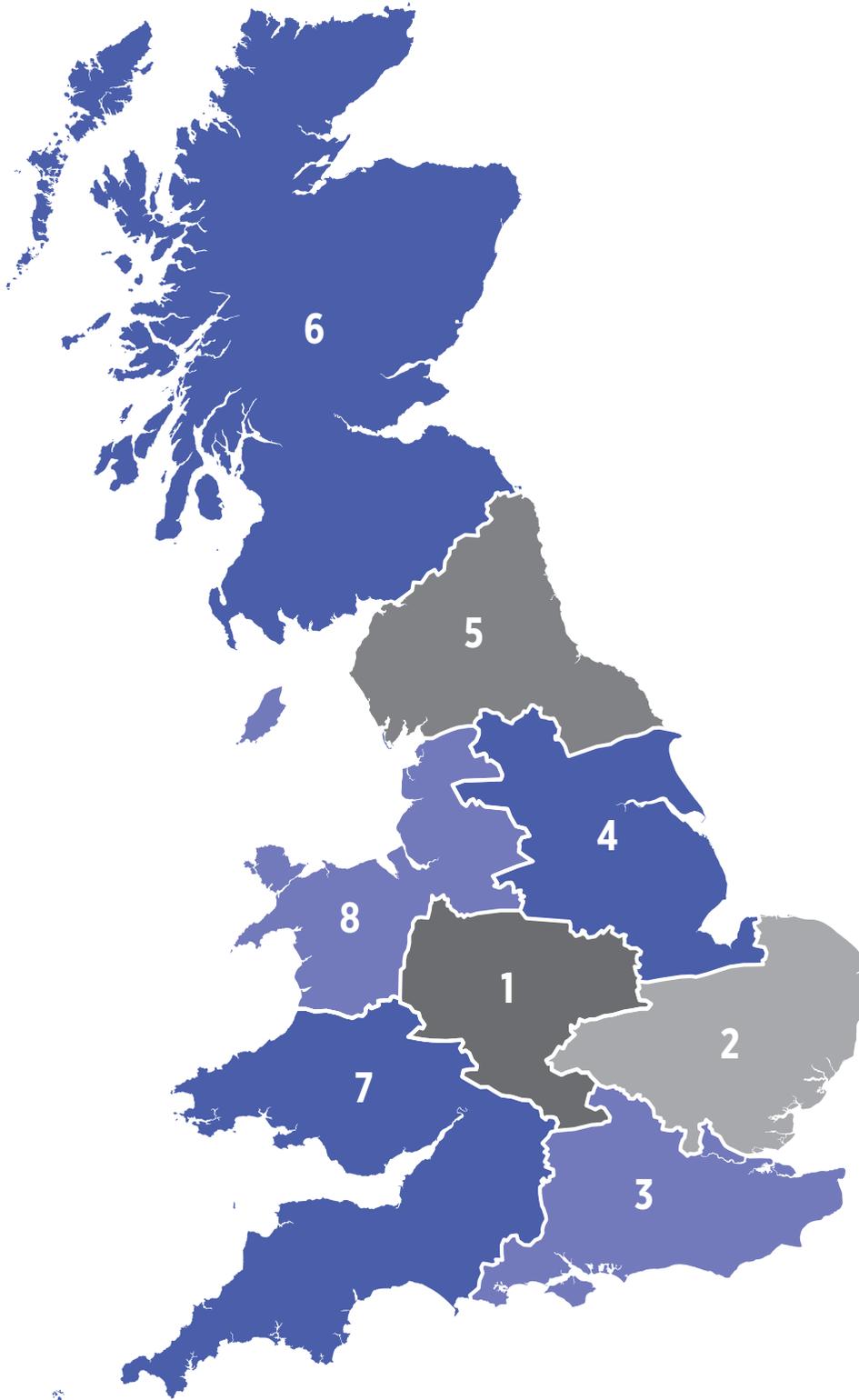


VOLVO UTILITY EQUIPMENT DEALERS

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calum@csmachinerysales.com
- B** **Rockbreakers**
01506 824 652
jason@rockbreakers.co.uk
tommy@rockbreakers.co.uk
- C** **John Nixon Ltd**
0844 372 2210
mikehaskayne@nixonhire.com
- D** **Chippindale Plant Ltd**
01132 632 344
trevorr@chippindaleplant.com
- E** **Mona Tractor Co Ltd**
01248 750075
johnjones@monatractors.co.uk
- F** **Howard Plant Sales Ltd**
01606 833 443
sales@howardplant.co.uk
- G** **Rickmar Plant Sales**
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rickmar4@hotmail.com
- H** **Cambrian Plant Sales**
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- I** **SM Plant Ltd**
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simon@groupsm.co.uk
- J** **Capital Plant Solutions**
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martin@cpsolutions.co.uk
- K** **Contractors Equipment Sales Ltd**
01603 404 620
andy@contractorsequipment.co.uk
- L** **Plant & Engineering Services Ltd**
01392 882 220
mike@pesplant.co.uk (Devon and Cornwall)
laura@pesplant.co.uk (all other counties)
- M** **Glosrose Mechanical Handling**
01622 880 669
enquiries@glosrose.co.uk



REGIONAL CUSTOMER SUPPORT CENTRES



1 BIRMINGHAM

0121 351 7711

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West Midlands B76 1BA

2 DUXFORD

01223 836636

Moorfield Road, Duxford
Cambs CB22 4QX

3 HORSHAM

01403 739460

Wilberforce Way
Southwater, Horsham
West Sussex RH13 9RT

4 IMMINGHAM

01469 540806

Lancaster Approach
North Killingholme
Immingham DN40 3JY

5 NEWCASTLE

0191 410 9863

Portobello Road, Birtley
Co Durham DH3 2RR

6 STIRLING

01786 471199

Whitehouse Road
Springkerse Ind. Estate
Stirling FK7 7SP

7 TREForest

01443 841060

Treforest
Pontypridd CF37 5BF

8 WARRINGTON

01925 817330

Clayton Road, Birchwood
Warrington WA3 6PH

One number for the nearest SMT GB Customer Support Centre:

0870 600 1112

www.smt.network

Spot the difference competition

YOUR CHANCE TO WIN
VOLVO MERCHANDISE



Can you find all the differences between the two pictures below? There are ten to find.

To enter the competition, simply highlight or circle the difference and either scan and email this page to: marketing@smtgb.co.uk

Or post to: **Spot the Difference Competition**
Freepost SMT GB

PLEASE REMEMBER to include your name, address, phone number and email address when submitting your entry so that we know who you are.

The first five correct entries to be drawn will win a Torch, Excavator Toy, T-Shirt, and Baseball Cap.

The five lucky prize winners from **THE VOICE** magazine competition edition 33 were:

- Chris Carson - Inverclyde
- Mike Baguley - Northwich
- Jenny Evans - Sevenoaks
- James Cook - Maldon
- John E. Jones - Welshpool

Congratulations!

TERMS & CONDITIONS:

The judges decision is final. The first five correct entries drawn will be deemed prize winners. Each prize winner will be notified by email and the list of winners posted in the next edition of **THE VOICE** magazine. We reserve the right to amend the selection of merchandise subject to availability at the time of the draw.

The competition is not open to SMT GB or Volvo employees or their families.

CLOSING DATE:
21 January 2019



Name: _____

Address: _____

Email: _____

Telephone: _____

Please tick this box if you would like to receive updates from SMT GB by email Your details will not be passed on to any other company.

Post Code: _____

A PLAYGROUND LIKE NO OTHER...



MAY 2019

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