



**TRUCKS & TRAILERS  
RENTAL & LEASE**

TR GROUP LTD

**Making heavy vehicle fleet  
management easy for you**

# REAL Torque

May 2018

Contact maintenance for any questions on 0800 80 80 69

## Concrete Trucks

**With the arrival of the concrete trucks into our fleet as a new rental spec, we thought we would do a Real Torque focusing on them.**

Each of these trucks have been weighted from new and will be required to be re-weighted on return. This is to make sure that there is no cement build-up in the bowl of the mixer and in the chassis around the brake pipes and valves which can corrode the aluminium. There is also a certification plate for the sub frame of the concrete bowl which has an expiry date. This will need to be re-inspected in 10 years due to the corrosive nature of cement.

These trucks have been set up with safety in mind and we have worked with some of the concrete industry leaders to achieve this. The rear rollers for the bowl have had some safety covers fitted to them to protect both the roller and the operator. If they get too close, this will help prevent clothing getting caught and causing injury, and will also protect the roller surface on the bowl.



- ▶ The concrete truck is fitted with an Allison automatic to prevent clutch failure due to the amount of stop-start work the truck will carry out on-site.
- ▶ This truck is also fitted with a “kerbing” function to ensure a steady bowl speed at all times even while the truck is being inched forward by using the brake pedal.
- ▶ Pressing the kerbing switch allows 850-900rpm regardless of park brake position, gearshift position, brake pedal position and gradient.



**Note: When the kerbing switch is pressed, the dashboard idle knob and chassis accelerator is cancelled.**

When the kerbing operation is used for long periods of time or operating on gradients, you must check the transmission temperature regularly as the temperature increases. The transmission temperature gauge is located down by the gear selector.

**Green**

**Continuous operation (normal).**

**Yellow**

**Intermittent operation, getting warm but still ok to use.**

**Red**

**Shift to neutral and operate engine at 1500rpm to reduce transmission temperature.**



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The transmission temperature gauge is located down by the gear selector.



This concrete mixer is also fitted with a Diesel Particulate Diffuser (DPD) System in the exhaust and will need to be checked for "burns". This may happen more frequently due to the amount of idling this truck will do when pouring concrete and is something that will need to be monitored to reduce the risk of the truck going into limp mode and requiring a forced burn from the OEM.

*(Please refer to Real Torque September 2017 for a complete understanding of a DPD System.)*



- ▶ This type of truck is fitted with a Live Drive PTO shaft and is mounted between the engine and the transmission.
- ▶ This type of system gets its drive directly from the engine and can deliver up to full engine power to the PTO. It can also operate when the vehicle is travelling on the road.
- ▶ This PTO shaft spins at a high RPM around 6500rpm.
- ▶ The shaft is fitted with universal joints at both ends and will be required to be greased and checked for play. This shaft has a safety cover fitted over the top of it to prevent the operator getting caught in the rotating shaft.

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### Tips and Tricks

- ▶ **Never exit the cab with the transmission left in Drive.**
- ▶ **Never exit the cab without first applying the park brake.**
- ▶ **Remember:** If the idle knob or chassis hand throttle do not operate, then it is likely the transmission has been left a gear. These functions will not operate unless the transmission is selected to neutral.