

Press Information

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RINGWAY IS THE FIRST UK FLEET TO PUT VOLVO FM LOW ENTRY TRUCKS INTO SERVICE

Continuing its ambition to increase the adoption of electric vehicles within its business, Ringway has become the first UK customer to take delivery of Volvo Truck's newest model, the FM Low Entry. The zero tailpipe-emission battery electric trucks are purpose-built for city operations, combining near-silent running with excellent visibility for the driver, thanks to a five-star Direct Vision Standard rating.

Ringway has selected two of the new models to replace older diesel trucks in its fleet of more than 2,000 commercial vehicles, as part of its commitment to minimising environmental impact. Together, they will improve sustainability, bolster safety, and ensure Ringway continues to gain vital knowledge operating battery electric trucks in a real-world fleet environment.

The delivery includes a Volvo FM Low Entry 8x2 Tridem, riding on full air suspension and with Thompsons tipper-grab bodywork, to support Transport for London's (TfL's) Works for London highways maintenance operations.

It is joined by an FM Low Entry 4x2 featuring a Thompsons dropside body, also for operation on the TfL contract. It will be used to undertake street lighting operations across the capital. Columns will be removed and lifted into position using a Palfinger crane mounted at the front of the load bed. The bespoke bodywork features rear-stepped entry and the ability to load up to six lighting columns over the cab roof – the same number as the diesel truck it replaces.

Mitesh Solanki, Ringway Managing Director, says: "Given our focus on safety, innovation and climate adaptation, the FM Low Entry met all our expectations. Initially we've chosen two very different applications for these new models, and we'll be putting both vehicles through their paces to help us better understand future fleet configurations.

"Ringway has already built a wealth of experience with the Volvo FE Electric we introduced last summer; that truck has been performing well. However, with the FM Low Entry we benefit from Volvo's newest model and a chassis which can tackle heavier duty applications. We believe this is a first for the highways sector, for Volvo and London."

Both new trucks will operate from Ringway's depot in East London, with the 8x2 available to work either day or night shifts, as required, stopping to re-charge back at base. The 4x2 will work through the night, and recharge between shifts.

Before placing the order, Volvo Truck and Bus Centre South & East worked closely with Ringway to carry out a detailed route simulation. This ensured that the new electric trucks were specified with the optimal battery configuration for their intended duties.

Each vehicle is equipped with four traction batteries, providing a total capacity of 360 kWh. The simulations confirmed that this would remain fit for purpose even after seven years of service, including operation in winter temperatures. The analysis also accounted for the energy demands of auxiliary systems such as the crane, body, and beacons.

Inside the 8x2 Tridem, Ringway has configured the cab to accommodate the driver and a three-strong crew, with a typical daytime shift seeing the truck visit multiple sites across central London.

For the 4x2 truck, a typical eight-hour shift will see it deliver to numerous sites across London, with the crane in operation at each location for up to 30 minutes. It will be crewed by a two-person team, with the FM Low Entry's flexible interior spec'd in the traditional driver plus passenger seat layout.

Solanki adds: "There's a perception that every truck travels hundreds of miles per day, but even over a full shift, the diesel trucks these replace were only covering, on average, around 50 miles. This makes them ideal applications for switching to electric. What's more, the simulation data shows us that, even in the middle of winter, and with the crane operating at every drop, the range will only have dipped just below 50 per cent by the time they return to the yard."

They will operate on the TfL Red Route network across the London Boroughs of Camden, Islington, Hackney, Tower Hamlets, Westminster, Kensington & Chelsea, Hammersmith & Fulham, Wandsworth, Lambeth, Southwark, and the City of London.

Ringway manages and maintains more than 43,000 km of strategic and local highway network on behalf of Transport for London, National Highways and local authorities.

Both trucks have been supplied by the local dealer's Key Account Manager, Ian Sharrock.

- ENDS -

Caption for photograph:

Ringway has become the first fleet in the UK to take delivery of Volvo's newest model, the FM Low Entry.

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