

Bell – the complete ADT solutions provider

Bell Equipment, the only Articulated Dump Truck (ADT) manufacturer with a factory in Germany, distinguished itself as a solutions provider able to meet any ADT requirement by displaying the B20E 6x6 Low Ground Pressure (LGP), the B45E 4x4 and the B50E 6x6 at Bauma Munich in April to illustrate the scope of its range.

The B20E 6x6 LGP is an ultra-low ground pressure truck aimed at smaller construction markets and ideally suited to regions that experience soft and wet ground conditions. The B45E 4x4 is the third and latest addition to the Bell 4x4 range and is well suited to large quarrying and niche mining applications where underfoot conditions are firm yet undulating and slippery during wet weather. It is also aimed at job sites characterised by limited space requiring tight turns. The B50E 6x6 is the company's largest 6x6 ADT and is geared for bulk earthworks and mining in challenging off-road conditions. With an excellent power-to-weight ratio and high flotation tyres, the B50E is able to operate in any conditions.

Bell Equipment's Managing Director: Europe, Middle East and Africa, Douglas Morris, said: "For customers who are unable to do a job with rigid dump trucks or conventional tippers, we wanted to send a clear message that Bell offers the widest range of ADT possibilities. In addition to our extensive standard 6x6 range and

growing 4x4 offering, we have a specialised department dedicated to the design and manufacture of niche ADT derivatives to meet customers' specific requirements for unique applications."

"At Bell we sweat the small stuff – the low volume/specialised machines – and the big stuff because it's important to us that we provide our customers with competitive solutions across a range of potential applications so that we are able to successfully meet all their haulage needs no matter how niche they may be."

Mark 3.0 – Stage 5

Bell Equipment also announced the exciting news of a significant upgrade to its E-series generation of ADTs.

According to Bell Equipment Product Marketing Manager, Tristan du Pisanie, the most substantial changes are to the E-series small trucks, which now feature electronic bonnet opening across the range, the same as the E-series large trucks. "The cab has been standardised with that of the larger trucks and the new standard LED reverse lights throw light that is closer to daylight conditions for improved visibility and safety. These LED lights are also significantly more durable, lasting substantially longer than halogen lights, and are offered as an option for the work lights under the cab peak and towards the articulation joint."

The Stage 4 B30E produces 246kW and 1 300Nm but this will increase to 260kW and 1 450Nm in the Mark 3.0 model. The increased

power and the new Allison 3400 transmission, which delivers more evenly spaced and closer ratios in lower gears, will provide improved climbing ability and acceleration as well as better fuel consumption.

"Automatic retardation now happens through the electronic activation of the wet disc brakes, as is the case with the E-series large trucks. The wet brake oil will be circulated, filtered and cooled," continues Tristan. "This allows enhanced downhill speed control with faster reaction times and improved low speed functionality than the previous B30E units."



The B30E will also feature automatic Hill Hold as standard, which prevents the truck from rolling backwards by automatically applying brakes if the operator takes their foot off the accelerator pedal while driving up an incline, laden or unladen.

Under the bonnet, the small and large trucks all have FuelSense® 2.0 transmission calibrations with

equation-based shifting. Says Tristan: "As the name implies, the calibrations optimise fuel consumption and truck performance by varying the shift points to match the haul profile with higher shift points on steeper gradients and lower shift points on flatter terrain. This means that the truck often shifts at a lower rpm for better efficiency while providing an improved experience for operators."

In terms of Stage 5 emissions regulations, both the small and large E-series Mark 3.0 trucks will be fitted with the relevant Stage 5 emissions regulated engine with the exhaust after-treatment featuring a diesel particulate filter (DPF).

Europe introduced Stage 5 legislation in January 2019, which necessitates that all engines have a diesel particulate filter (DPF). By taking advantage of the engine buy ahead option, Bell Equipment

will start production of Mark 3.0 ADTs fitted with Stage 5 certified engines in the third quarter of 2019.

Customer support investment

In addition to the ADT upgrade, Bell Equipment's customer support capability has been considerably enhanced by investments into support infrastructure in the Northern Hemisphere. At the end of 2018 the company opened its American Logistics Centre in North Carolina to better serve customers in the region. President of Bell Equipment North America, Neville Paynter, said: "The substantial uptake of Bell ADTs in the US market has necessitated this investment to support our aftermarket requirements and we are strengthened by what this means to our customers and the improved uptime of their trucks."

Following the completion of the new European Logistics Centre in Alsfeld, Germany in 2017, Bell has

also commenced the expansion of its factory in Eisenach-Kindel in mid-2018. Scheduled for completion in June 2019, the facility will incorporate state-of-the-art manufacturing equipment geared towards reducing operational and product costs as well as improving flexibility and supporting growth in the Northern Hemisphere markets.



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