



## 2006: R 580 580 hp

In 2000, the 15.6-litre V8 boosted power and torque to 580 hp and 2,700 Nm, and in 2005 this grew further to 620 hp and 3,000 Nm. In 2010, the swept volume was increased to 16.4 litres in preparation for Euro 6, yielding a truly impressive 730 hp and 3,500 Nm of torque.

# 200 bar

Cylinder pressure in the 16.4-litre V8 engine.

# V8 the answer for maximum weight

*Danish truck operator Jakob Pedersen says Scania V8s have helped his business keep up with rises in the maximum gross train weight. Plus his drivers love them!*

**JAKOB PEDERSEN** began his transport business seven years ago in Lundby, Denmark, and he has built a successful enterprise around stable customers, dedicated drivers and Scania V8 trucks.

Pedersen, who has 11 Scania trucks in his fleet, says these versatile trucks are well-suited to the higher gross train weights (GTW) recently introduced in Denmark.

"Our operations are primarily carried out at maximum GTW," Pedersen says. "In the past three

decades, the GTW has been raised gradually from 44 tonnes to 48 tonnes, and again to 54 tonnes and this year 56 tonnes with seven-axle combinations in Denmark. My experience really points to Scania V8s."

Pedersen says his fleet needs to be suited to the different driving tasks. "But in a smaller business like mine, I also depend on dedicated drivers," he says. "That's why I go for Scania V8 trucks, because they give me committed drivers who take

good care of the equipment. They are also the cheapest in the long run."

Since 2008, Denmark has conducted tests with 60-tonne/25.25 metre modular combinations, but this type of combination is not currently part of Pedersen's fleet. "We drive locally," he says, "and 56 tonnes on B-roads with frequent starts and stops is at least as demanding as highway driving at 60 tonnes. My Scania V8 trucks feel at home in both environments."

**Mikael Friis**

## GTW in Denmark

**Before 1977:** maximum 32/38 tonnes on five axles

**1977:** 44 tonnes on six axles

**1984:** 48 tonnes on six axles

**2008:** tests with 60 tonnes on eight axles now extended until 2030

**2011:** 54 tonnes on seven axles

**2014:** 56 tonnes on seven axles.

## Jakob Pedersen, Lundby

- 35-year-old father of four, married to Jannie
- Business established in 2007 with one truck, now runs 11 truck/trailer combinations
- Profitable every year despite starting just before the European financial crisis
- Operates in Denmark, Germany and Norway carrying animal feed, asphalt and general cargo
- Oldest truck: 28-year-old Scania T142 6x2 tipper with three-axle drawbar trailer
- Newest truck: Six-month-old Scania R 560 8x2 flexible lift body/tractor with three-axle drawbar/semitrailer
- Maintains the fleet through service contracts with authorised Scania dealer Nyscan a/s.



PHOTO: MIKAEL FRIIS

**JAKOB PEDERSEN** successfully operates 56-tonne vehicle combinations on B-roads in Denmark.