



# Citroën

**M**ore and more light commercial manufacturers are supplying chassis cabs ready-bodied as tippers, dropsides, Lutons and so on, and several of them are offering insulated vans equipped with fridge units so that they can carry chilled or fully-frozen cargo. It means the customer doesn't have to wait while the dealer gets somebody local to carry out the necessary conversion work before he can take delivery of his vehicle and allows the manufacturer to keep a closer eye on what's being fitted to its products.

Few manufacturers can match the breadth and depth of Citroën's Ready to Run line-up, however and that's why it has won our 2007 award for the best One-Stop Shop conversion programme of the year. All the packages on offer are covered by the converter concerned to match Citroën's own warranty.

The range includes a tipper from Tipmaster — it supplies tail-lifts too — and a dropside from Ingimex. Based on a medium-wheelbase Relay 3.5-tonner and marketed at a remarkably competitive price, the

former comes with a body with a steel floor and sides made from alloy and can handle a 1,280kg gross payload.

A chromed, under-floor, scissor-action ram raises and lowers the body, with power coming courtesy of Tipmaster's own-make electro-hydraulic power pack. The tipper controls are on a wanderlead.

Alloy sides are to be found on the dropside too along with a non-slip phenol resin bonded one-piece ply cargo deck with recessed load tie-down points. Also a Relay 3.5-tonner, it can cope with a gross payload of approximately 1,500kg.

Buckstone provides Relay's Luton body, with load volumes of up to 20m<sup>3</sup> and load floor lengths of up to 4.0m up for grabs depending on which chassis you pick. Each Luton comes with tie-rails, a rear roller shutter door colour-coded to match the bodywork and reverse parking sensors.

Berlingo, Dispatch and Relay can all be ordered as glass carriers — the conversion is carried out by Supertrucks — and you can even specify a Relay constructed as a car transporter.

KFS executes the work which

involves fitting an AL-KO drop frame chassis and an all-alloy body. Gross payload is 1,600kg and lightweight alloy loading ramps form part of the package.

Citroën customers can choose from upwards of 40 different temperature-controlled vans, from a Berlingo to a Relay. Somers

seats, three-point seat belts, mountings and an under-frame structure tested to M1 safety standards. Wheelchair accessible models are available.

In addition to the foregoing racking specialist Q1 Van Systems has come up with no less than nine different Flex-Rax packages for Berlingo,



Refrigeration plays a key role in this part of the programme and GAH fridge units are fitted as standard.

It's worth noting that Somers supplies an insulated sliding side load door for Relay freezer vans.

Turning to people-shifters, Advanced Vehicle Builders produces 12-, 15- and 17-seater Relay minibuses. All three vehicles have

Dispatch and Relay.

Nor is the need to be environmentally friendly ignored. Nicholson McLaren can convert a 75hp Berlingo 1.4i 600 LX to run on LPG as well as petrol and the lucky owner can claim exemption from the London Congestion Tax. Worth thinking about if you regularly make deliveries in the centre of the capital. ♦