

INSIDE STORY

SCANIA: P410 XT

CM thinks the Scania XT's best features are to be found in the cab, where it offers a near-perfect combination of function and form

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Commercial Motor Scania's XT off-road offerings burst on to the scene in 2017. At the time the whole country seemed to be talking about mollycoddling vulnerable road users, yet here was a range of trucks whose muscular stance had the ability to strike fear into the hearts of cyclists from half a mile away.

But looks can be deceiving! While the XT package, with its steel bumper, headlamp guards and robust mirror casings give the truck an unmistakably aggressive appearance, it's a very different story behind the steering wheel. As we discovered with the help of a tape measure and a tripod (raised to the same height as the typical Italian female that the London Direct Vision Standard bases its calculations on), the visibility from the driver's seat is class-leading. Scania has achieved this by moving the driver forwards and outwards, while at the same time giving the dashboard a lower profile.

This particular truck gets a two-star Direct Vision Standard rating. The calculation is based on the total glazing you can see from the driver's seat, in this



case enhanced by the City Window cut into the lower half of the passenger door. Interestingly, this only counts because it's a factory-fit offering. Had it been retrofitted, it wouldn't have boosted the truck's star rating. What visual enhancements these windows actually offer are questionable, especially when they are blocked by a passenger's legs.

ALL-AROUND VIEW

Milestone Holdings, which generously lent us its brand-new Keltruck-supplied P410 XT Abba Predator-bodied tipper for the group test, is going one step further, and will be fitting 360-degree cameras too. While the system will give the operator peace of mind, and improve road safety, it won't enhance the star rating further.

VEHICLE SPECIFICATIONS	
Make	Scania
Model	P410 XT
Chassis layout	8x4
Cab type (as tested)	CP17N
Cab floor height from ground	1,460mm
First step height	645mm
Engine	Scania DC13 163, 12.7-litre
Power	410hp @ 1,800rpm
Torque (Nm at rpm)	2,150Nm @ 900-1,340rpm
Transmission	Scania GRS905 OptiCruise
Body manufacturer and type	Abba Predator Ultimate
Tipping gear	Hyva FC137
Sheeting system	Shurco 9000
Weighing system	PM 1155
Kerb weight*	9,605kg
Operational weight**	12,220kg
Net body/payload allowance	22,395kg
Fuel / AdBlue tanks	300/80 litres
Steering turns	4.3
Turning circle	10,964mm
Noise – tickover	47.9Db(A)

*basic chassis with day or extended day cab, no driver, empty tanks **as tested, with body and equipment, full tanks and fitted options



Tip-in 2020 TIPPER SPECIAL



Enhanced visibility is just one of many attributes this truck has. We struggled to find fault with its interior, hence the 88% score it achieved. At the launch of the new-generation range back in 2016, we said there's no such thing as a perfect truck, but stated that this was as close to one as we had ever seen. And four years later, this statement still holds true.

The richly equipped interior is cleverly thought out, with so many nice touches. Just take something simple like the cup-holders. They are exactly where you would expect them to be – which, as we discovered in this group test, is something of a rarity. The hard-wearing seats, with their liberal

splashes of orange, look fantastic, yet are easy to clean. The dials and switchgear are stylish, but without unnecessary gimmicks. Storage is great too, especially in this extended day cab, with plenty of space for a driver's PPE and wet weather gear. Overall, it's the perfect combination of function and form.

Like the majority of XT 8-legger customers, Milestone opted for 410hp. It's a sensible choice, ticking both the fuel economy and performance boxes. It was certainly more than up for the job of carrying close to 20 tonnes of gravel on our test drive. Fully laden, the XT feels solid, and well placed, with no wallowing at all. Wind, road and engine noise are equally kept in check, and the interior is serene even when the truck is working hard.

Full marks for the Opticruise too, which made seamless gear changes, with plenty of precision and none of the sluggishness we remember from early versions of the same transmission. It's no wonder that so few operators feel the need to specify Scania's clutch-on-demand.

TAKE A BRAKE

For our on-road drive we engaged the Scania Driver Support system, and with the help of Keltruck's driver trainer Jarrod Griffiths were soon heading to the top of the class. In fact, after being reminded about the importance of anticipation and coasting (waiting four seconds between lifting off the gas and

SUBJECTIVE SCORING

Scania: P410 XT

ACCESS

Door opening	4.7/5
Step position and height	3.3/5
Grab handle position	4.3/5
Obstructions	5.0/5
Cross-cab access	2.7/5

COMFORT

Seat shape and padding	4.3/5
Seat adjustment range	5.0/5
Arm rest provision	5.0/5
Seat belt location	3.7/5
Steering wheel adjustment	4.3/5

STORAGE

Door pockets	4.0/5
Drinks holders	4.3/5
Small items and phone storage	4.0/5
Space for coats and bags	5.0/5
Document storage	4.7/5

EQUIPMENT

Tipping/PTO controls	4.3/5
External cameras	5.0/5
On-board weighing	5.0/5
Charging points	4.7/5
Audio etc	4.7/5

88.0/100

applying the brakes), our percentage score was nudging into the low 90s. Griffiths explained that, where possible, it's always best to engage the engine brake instead of the service brakes, as the latter burns more fuel. How's that? Well, let's not forget that the brakes are air-operated, and the air compressor is powered by the diesel tank.

Before tipping, there was one thing left to do – have some fun! The XT feels and looks solid, and having put it through its paces in Moreton C Cullimore's quarry, we can confirm that it's as robust as it appears.

It is widely assumed that a driver's desires and an operator's needs are directly opposed, but that certainly isn't the case with the Scania XT. Here we have a truck that ticks numerous boxes in both camps, and as a result it's easy to understand why the P-series XT is currently the UK's best-selling tipper. □

CAB VISION

Direct Vision Standard rating (as tested)	☆☆
Direct vision from driving seat forward	600mm
Direct vision through standard window from driving seat – left	2,160mm
Direct vision from driving seat – right	1,250mm
Low-level nearside window	Yes
Nearside kerb mirror	Yes
Frontal mirror	Yes
Heated mirrors	Yes
Remote mirror adjustment	Yes
Mirror blind spots	4/5
Mirror positioning	5/5