

The Electrification of Logistics: A Strategic Analysis of JAC Motors' Market Hegemony in South Africa's Commercial EV Sector



1. Introduction: The Paradigm Shift in African Automotive Logistics

The Southern African automotive landscape is currently navigating a period of profound structural transformation, characterized by a decisive divergence between the trajectory of the passenger vehicle market and the commercial logistics sector. While the adoption of electric passenger vehicles remains constrained by high acquisition costs, limited public charging infrastructure, and consumer range anxiety, the commercial sector has emerged as the vanguard of the region's transition to New Energy Vehicles (NEVs). This shift is not merely a reflection of global automotive trends but is driven by a unique confluence of local economic pressures—specifically the volatility of diesel prices, the imperative for corporate carbon reduction, and the operational necessity of insulating logistics chains from national grid instability.

At the epicenter of this commercial evolution stands Anhui Jianghuai Automobile Group Corporation Ltd., trading locally as JAC Motors. Since its market entry in 2017, JAC Motors South Africa has systematically dismantled the dominance of traditional internal combustion engine (ICE) manufacturers in the medium-duty truck segment, establishing itself as the undisputed market leader in battery-electric trucks. By late 2025, the company had cemented its status not merely as a vehicle supplier but as a central pillar of South Africa's green logistics ecosystem, servicing an elite roster of blue-chip clients including Eskom, Takealot, DSV, Adcock Ingram, Interwaste, DP World, and Blue Ribbon Bakeries.

This report provides an exhaustive analysis of JAC Motors' ascent to market dominance. It dissects the technical specifications of their flagship electric platforms, evaluates the economic models driving fleet conversion, and explores the symbiotic partnerships—particularly with energy solutions provider Aeversa—that have enabled the successful deployment of electric fleets in a resource-constrained environment. Furthermore, it examines the broader geopolitical and economic implications of Chinese automotive expansion into the Southern African Development Community (SADC), positioning JAC

Motors as a case study for the successful adaptation of global technology to local market realities.

2. Strategic Market Context: The Drivers of Commercial Electrification

To understand JAC Motors' success, one must first appreciate the hostile operating environment characterizing South Africa's logistics sector. Fleet operators face a "polycrisis" comprising rising operational costs, deteriorating road infrastructure, and an unreliable power grid. In this context, the electric truck has evolved from an environmental compliance tool into a mechanism for operational survival and financial optimization.

2.1 The Economic Imperative: Decoupling from Diesel Volatility

The primary driver for the adoption of Electric Commercial Vehicles (ECVs) in South Africa is the Total Cost of Ownership (TCO). Traditional logistics models are heavily exposed to the fluctuations of the Brent Crude oil price and the Rand-Dollar exchange rate, which directly dictate diesel prices. For logistics companies operating on thin margins, this volatility makes long-term financial planning precarious.

In contrast, the electricity cost curve—particularly when augmented by renewable energy generation—offers a degree of predictability and savings that diesel cannot match. Analysis of fleet data from early adopters reveals that electric trucks can deliver operational savings of between 50% and 70% on fuel and maintenance combined. The absence of complex mechanical components such as injectors, turbochargers, and transmission fluid systems in electric drivetrains significantly lowers maintenance requirements, a critical factor for maximizing fleet uptime.

2.2 Corporate Governance and Scope 3 Emissions

Beyond direct costs, South African corporations are under increasing pressure to align with global Environmental, Social, and Governance (ESG) standards. Multinational entities operating in South Africa, such as DP World and DSV, have committed to

aggressive decarbonization targets, often driven by their European parent companies or global client mandates.

The reduction of Scope 1 emissions (direct emissions from owned fleets) and Scope 3 emissions (indirect emissions within the value chain) has become a non-negotiable requirement for logistics providers bidding for contracts with major retailers like Woolworths and Takealot. JAC Motors has strategically positioned its N-Series EV trucks as the solution to this compliance challenge, enabling clients to report tangible carbon reductions. For instance, Woolworths' electric delivery fleet, though utilizing a mix of brands including Maxus, demonstrated the potential to save over 400,000 kg of tailpipe carbon emissions annually, a metric that is increasingly valuable in corporate sustainability reporting.

2.3 The Infrastructure Paradox: Turning Crisis into Opportunity

Perhaps the most counterintuitive driver of EV adoption in South Africa is the unreliability of the national power grid, managed by Eskom. While "load shedding" (rolling blackouts) would theoretically deter the adoption of electric vehicles, it has arguably accelerated the shift toward a decentralized energy model. Fleet operators, forced to invest in backup power solutions for their warehouses and distribution centres, have increasingly turned to solar photovoltaic (PV) systems.

Once a facility is equipped with solar generation, the marginal cost of charging an electric fleet drops precipitously. This phenomenon, leveraged effectively by JAC Motors and its partner Aevera, transforms the electric truck into a mobile battery storage unit that runs on "free" solar energy, effectively insulating the logistics cost base from both diesel inflation and Eskom tariff hikes. This "Driving on Sunshine" model has become a unique selling proposition for JAC in the South African market, distinguishing it from competitors who may simply supply a vehicle without the accompanying energy ecosystem strategy.

3. Corporate Trajectory: JAC Motors' Rise to Hegemony

3.1 Historical Foundations and Local Market Entry

JAC Motors traces its lineage back to 1964 as a dedicated truck manufacturer in Hefei, Anhui Province, China. This commercial vehicle heritage distinguishes it from newer EV startups, providing a foundation of chassis engineering and durability testing that appeals to conservative fleet managers. The company expanded into passenger vehicles in 2007 and began manufacturing battery-electric trucks in 2014, giving it a decade of lead time in EV development before many legacy manufacturers fully committed to the technology.

Entering the South African market in 2017, JAC Motors adopted a methodical expansion strategy. Starting with a limited portfolio of just one product and ten dealers, the company prioritized the establishment of a robust after-sales support network before aggressively pushing volume. This approach was critical in overcoming the lingering market scepticism toward Chinese automotive brands, which had historically struggled with parts availability and service reliability in South Africa.

3.2 The 8-Year Milestone and Network Expansion

By October 2025, JAC Motors South Africa celebrated eight years of local trading, boasting a carpark of over 8,500 units. This milestone was marked by a visit from a high-level delegation from JAC Motors International, including General Manager Oscar Yu and Asia-Africa Sales GM Jerry Zhou. Their presence underscored the strategic importance of South Africa not merely as a sales destination but as the pivot point for the brand's global right-hand-drive (RHD) strategy.

The dealer network has expanded exponentially to over 70 locations across Southern Africa, with a footprint now extending into Namibia, Botswana, Zambia, Eswatini, Malawi, Zimbabwe, and Lesotho. This regional integration is vital for logistics operators like DSV and DP World, who require cross-border support for their fleets. The ability to service a vehicle in Gaborone or Lusaka with the same ease as in Johannesburg

removes a significant barrier to entry for regional haulers considering the switch to JAC platforms.

3.3 Strategic Focus on the "Middle Mile"

While competitors such as Volvo and Scania have focused on piloting heavy-duty electric trucks (Extra Heavy Commercial Vehicles - XHCV) for long-haul trucking, JAC Motors identified a strategic gap in the market: the "middle mile" and urban "last mile." This segment, typically serviced by 3-tonne to 6-tonne rigid trucks, is characterized by fixed delivery routes, high-frequency stop-start driving, and a return-to-base operational model.

This operational profile is the "sweet spot" for electrification. The predictable daily mileage (typically 150–200 km) eliminates range anxiety, while the frequent stops maximize energy recapture through regenerative braking. By dominating this niche with the N-Series EV, JAC effectively locked in high-volume retail and courier fleets before competitors could offer viable alternatives in the medium-duty weight class.

4. Technological Architecture: Engineering for African Conditions

The market leadership of JAC Motors is underpinned by a product portfolio that balances advanced electric propulsion with rugged, simplified chassis design suitable for African road conditions.

4.1 The JAC N75 EV: The Industry Benchmark

The N75 EV 4-tonne truck has become the standard-bearer for commercial electrification in South Africa. It serves as the primary asset for major fleets like Takealot and has been instrumental in generating the performance data that justifies wider adoption.



Figure 1: JAC N75 EV | 4-Tonne

4.1.1 Powertrain and Torque Characteristics

The N75 EV is powered by a synchronous electric motor delivering a continuous output of 65 kW, with a peak power capability of 130 kW. However, in commercial applications, torque is the more critical metric. The motor delivers a constant 415 Nm of torque, available instantly from zero RPM, with a peak torque output of 1,200 Nm.

This torque profile represents a significant operational advantage over diesel engines, which require high RPMs to reach peak torque. The electric motor allows for effortless acceleration (0-50 km/h in approximately 8 seconds) even when fully loaded, improving traffic integration and reducing driver stress in congested urban environments. The vehicle reaches a top speed of 90 km/h, sufficient for highway spurts, and can negotiate inclines of up to 16.7 degrees, ensuring capability on South Africa's undulating topography.

4.1.2 Battery Chemistry and Thermal Management

Central to the N75's reliability is its 106.95 kWh Lithium Iron Phosphate (LFP) battery pack.

JAC's selection of LFP chemistry over Nickel Manganese Cobalt (NMC) is a deliberate engineering choice tailored to commercial durability.



Figure 2 JAC N75 EV Lithium Iron Phosphate (LFP) battery pack

- **Thermal Stability:** LFP batteries possess superior thermal stability, making them less susceptible to thermal runaway and degradation in South Africa's high ambient temperatures.
- **Cycle Life:** LFP cells typically offer a longer cycle life (more charge/discharge cycles) than NMC, ensuring the asset remains viable for the extended service lives required by fleet operators (typically 5-8 years).
- **Safety:** The chemistry is inherently safer, reducing the risk of fire in the event of a collision—a critical consideration for corporate risk managers.

4.1.3 Charging and Range

The vehicle offers a claimed range of 200 km per charge. While this is lower than diesel range, it exceeds the daily requirement of most urban delivery routes, which average 140–150 km. Charging is facilitated via a European standard CCS2-Combo connection, allowing for compatibility with the growing public charger network in South Africa. A DC fast charger can replenish the battery in approximately 80 minutes, allowing for opportunistic "top-up" charging during driver breaks or loading times.

4.1.4 Chassis and Payload

The N75 EV utilizes a heavy-duty ladder-frame chassis, leveraging JAC's truck manufacturing heritage. This robust construction ensures the vehicle can handle the often-poor condition of secondary roads in industrial areas.

- **Payload:** 4,050 kg.
- **GCM:** 7,500 kg.
- **Dimensions:** Length 7,025 mm, Width 2,160 mm, Height 2,323 mm.²⁶

The chassis is designed to accommodate various body types up to 5,000 mm in length, providing flexibility for drop-side, van body, or refrigerated applications.

4.2 The T9 2.0L TGDI PHEV: The Hybrid Bridge

Recognizing that pure electric propulsion is not yet viable for long-distance or remote operations due to infrastructure gaps, JAC is introducing the T9 Plug-in Hybrid Electric Vehicle (PHEV) bakkie. This vehicle represents a strategic "bridge" technology.

4.2.1 Hybrid Architecture

The T9 PHEV employs a sophisticated parallel hybrid system:

- **ICE Component:** A 2.0L turbo-petrol engine producing 160 kW and 370 Nm.
- **Electric Component:** Two Permanent Magnet Synchronous Motors (PMSMs)—a 60 kW motor on the front axle and a 70 kW motor on the rear axle.

- **Combined Output:** When all systems are engaged, the vehicle generates a massive 290 kW and 670 Nm of peak torque.



Figure 2: JAC T9 PHEV Double Cab

4.2.2 Operational Versatility

This configuration allows the T9 PHEV to operate as a zero-emission electric vehicle in city centres (using its 31.2 kWh LFP battery) while retaining the ability to undertake long-distance inter-provincial travel using the petrol engine. Crucially, the retention of a rigid rear axle and mechanical 4WD capability (via the dual motors) ensures it maintains a 3,500 kg towing capacity, preserving its utility for agricultural and mining clients.

4.3 Future Technologies: Battery Swapping

Looking ahead, JAC Motors is positioning itself to introduce even more radical technologies. In China, the group has successfully tested the "Choco-SEB" battery swapping system in collaboration with CATL, achieving full battery swaps in under three minutes. While not yet commercially deployed in South Africa, the existence of

this technology in the JAC ecosystem suggests a future roadmap where commercial fleets could eliminate charging downtime entirely, further narrowing the operational gap between electric and diesel vehicles.

Table 1: Comparative Specifications of JAC Electric Portfolio

JAC Commercial Vehicle Specifications

Specification	JAC N75 EV (Truck)	JAC T9 PHEV (Bakkie)	JAC X200 EV (Mini-Truck)
Payload	4,050 kg	~1,000 kg (Est.)	1,900 kg
Powertrain	100% Battery Electric	Plug-in Hybrid (Petrol + Electric)	100% Battery Electric
Battery Capacity	106.95 kWh LFP	31.2 kWh LFP	63.75 kWh
Max Power	130 kW	290 kW (Combined)	105 kW (Peak)
Max Torque	1,200 Nm	670 Nm (Combined)	300 Nm (Peak)
Range	200 km	EV Mode: TBC / Hybrid: Extended	180-200 km (C-WTVC)
Charging	CCS2 DC Fast / AC	CCS2 DC Fast / AC	CCS2 DC Fast / AC
Key Application	Urban Distribution / Logistics	Lifestyle / Agriculture / Long Haul	Last-Mile Courier

5. The Ecosystem Enabler: Aeversa and the "Driving on Sunshine"

Model

A critical differentiator for JAC Motors in South Africa is its symbiotic relationship with Aeversa (Alternative Energy Vehicle Services). Recognizing that selling an electric truck in a country with an energy crisis is a difficult value proposition, JAC and Aeversa have developed a holistic "energy-as-a-service" model that turns the grid constraint into a financial opportunity.

5.1 The "Driving on Sunshine" Concept

The "Driving on Sunshine" model integrates the electric vehicle directly with renewable energy generation. Aeversa facilitates the installation of solar PV arrays and battery energy storage systems (BESS) at client depots. This infrastructure allows fleets to charge their vehicles using solar energy generated on-site, effectively decoupling their fuel costs from Eskom's tariff structures.

For clients like Takealot, this model creates a compounding savings effect. Not only is the "fuel" (sunlight) free after the amortization of the solar infrastructure, but the system also provides energy security, ensuring that delivery schedules are never impacted by national load shedding. Aeversa COO Reando Potgieter notes that within 3 to 5 years, the solar systems are typically paid off, after which the energy supply is essentially sovereign and cost-free, drastically altering the long-term TCO equation.

5.2 Ampcontrol: Intelligent Fleet Orchestration

To manage the complexity of charging multiple trucks while balancing solar input, grid availability, and building load, Aeversa utilizes **Ampcontrol**, a smart charging management software.

- **Dynamic Load Management:** The software monitors the site's total power consumption in real-time. If the building's demand peaks (e.g., HVAC systems turning on), the software automatically throttles the vehicle chargers to prevent tripping the main breakers or incurring maximum demand penalties from the utility.

- **Uptime Assurance:** Ampcontrol boasts a 99% charger uptime. In the event of a grid failure, the system automatically switches to battery storage or backup generators to ensure charging sessions continue uninterrupted.
- **Cost Optimization:** The system is programmed to prioritize charging when solar production is highest or when grid tariffs are lowest (off-peak), further driving down the cost per kilowatt-hour.

5.3 Infrastructure Rollout

Aversa has not only installed private depot charging but is also developing public charging infrastructure to support JAC fleets. A notable project involves the construction of the Western Cape's largest DC fast-charging station, with a 240 kW capacity, designed to support the rapid turnaround times required by commercial operators. This strategic investment in infrastructure by a JAC partner creates a "moat" around the product, making it the most viable option for fleets in the region.

6. Operational Case Studies: Empirical Evidence of Success

The theoretical benefits of JAC's electric trucks have been validated through extensive deployment in some of South Africa's most demanding logistics environments. The following case studies provide granular insight into the operational realities of these fleets.

6.1 Takealot: The E-Commerce Flagship

Takealot, South Africa's premier online retailer, operates the largest fleet of JAC battery-electric trucks in the country, serving as the primary proof point for the technology's scalability.

- **Deployment Timeline:** The relationship began in late 2021 with a "Proof of Concept" (POC) trial using a single JAC N55 EV (3-tonne). Following 24 months of data collection and route modelling, the company scaled up in October 2023, deploying eleven N75 EV (4-tonne) trucks—seven servicing Gauteng and four in the Western Cape.

- **Operational Metrics:** The trucks are utilized for "middle-mile" distribution between distribution centres (DCs) and delivery hubs. They cover daily round trips of 140–150 km, well within the 200 km range capability of the N75.
- **Financial Performance:** Data analysed between January and May 2024 revealed an average **12.75% reduction in Total Cost of Ownership (TCO)** compared to the diesel fleet. This saving is significant in low-margin logistics and is expected to increase as the solar infrastructure ("Driving on Sunshine") is fully amortized.
- **Efficiency Gains:** Through Aeversa's driver training programs and dynamic load management, Takealot achieved a **39% reduction in energy consumption per kilometre**. Furthermore, "range anxiety" incidents (defined as under-20% State of Charge events) were reduced by 250%, indicating that drivers have adapted effectively to the electric modality.

6.2 Eskom: The Utility Pilot

Eskom's adoption of JAC trucks is highly symbolic, representing the state utility's own transition toward a decarbonized future.

- **Pilot Scope:** Eskom has procured 20 EVs, including light delivery vehicles and light trucks (JAC models), for use by its Distribution and Generation divisions. This is the first phase of a strategy to electrify the entire operational fleet by 2040.
- **Infrastructure:** The pilot is supported by the installation of 10 charging stations across five sites (Midrand, Brackenfell, Mkondeni, Rustenburg, and Mbombela), featuring both 60 kW DC fast chargers and 22 kW AC chargers.
- **Strategic Intent:** For Eskom, the fleet serves as a "living lab" to understand the impact of EV charging on the grid and to model future demand side management strategies. It also signals a commitment to reducing the utility's own carbon footprint.

6.3 DSV: Global Logistics Integration

DSV, a global transport giant, utilizes a mixed-fleet strategy but relies on JAC for specific medium-duty applications.

- **Sustainability Mandate:** DSV has engaged in a partnership with Woolworths to roll out electric delivery vehicles. While this specific initiative highlighted Maxus panel vans, JAC trucks form a core component of DSV's broader electric truck fleet for general cargo.
- **Green Logistics:** DSV utilizes solar infrastructure at its Gauteng and Cape Town facilities to charge these vehicles, ensuring that the energy source is renewable. The company has also implemented a system to purchase Renewable Energy Certificates (RECs) to offset any grid electricity used, ensuring a net-zero operation.

6.4 Blue Ribbon Bakeries: The FMCG Application

The integration of JAC trucks into the Blue Ribbon Bakeries fleet highlights the specific advantages of EVs for Fast-Moving Consumer Goods (FMCG).

- **Noise Pollution:** Bakery deliveries typically occur in the early hours of the morning in residential areas. The silent operation of the JAC N75 EV reduces noise pollution, allowing for operations outside of standard noise curfew windows without disturbing communities.
- **Stop-Start Efficiency:** Bakery distribution involves frequent stops at retail outlets. This duty cycle maximizes regenerative braking, recovering energy that would otherwise be lost as heat in brake friction, thereby extending the effective range of the vehicle.

6.5 Adcock Ingram: Critical Pharmaceutical Logistics

Adcock Ingram has expanded its electric fleet from three to five vehicles, proving the feasibility of the technology for sensitive cargo.

- **Pallet Collection:** The vehicles are primarily used for pallet collection and distribution within a 200 km radius of the Midrand distribution centre.
- **Temperature Control:** While the snippets do not explicitly detail the refrigeration units on the JAC trucks, the adoption suggests that the vehicles' power take-off (PTO) capabilities or auxiliary batteries are sufficient to manage the electrical loads required for pharmaceutical transport safety.

- **ESG Reporting:** Adcock Ingram's integrated reporting explicitly cites the electric fleet as a key contributor to its environmental sustainability targets, alongside water and waste management initiatives.

7. Comparative Market Analysis

While JAC holds the market leadership position, it operates within an increasingly competitive landscape. Comparing JAC's offering to other players reveals why it has captured the lion's share of the market.

7.1 JAC vs. European OEMs (Volvo/Scania)

European manufacturers like Volvo and Scania have introduced electric trucks to South Africa, such as the Scania BEV piloted by Shoprite and the Volvo FMX Electric used by DHL.

- **Different Segments:** These European trucks typically target the **Extra Heavy Commercial Vehicle (XHCV)** segment (20+ tonnes). They are significantly more expensive and require megawatt-level charging infrastructure that is rare.
- **JAC's Advantage:** JAC focuses on the **Medium Commercial Vehicle (MCV)** segment (4-tonne). This segment has lower barriers to entry (lower cost, lower charging requirements) and higher volume potential. JAC essentially has no direct competition from European OEMs in this specific weight class in South Africa.

7.2 JAC vs. Japanese OEMs (Fuso)

Fuso (Daimler Truck) is trialing the **eCanter** in South Africa.

- **Readiness:** The eCanter is currently in "customer trials" and not yet widely commercially available for purchase in the same volumes as JAC.
- **Safety Specs:** The eCanter highlights advanced safety features like Active Brake Assist and pedestrian warnings. JAC has countered this by ensuring the N75 EV is also equipped with AEBS, ABS, and pedestrian warning systems, neutralizing the technological advantage of the Japanese competitor.

- Market Lead:** JAC's "first mover" advantage (entering in 2021) has allowed it to secure the major contracts (Takealot, Eskom) before Fuso could bring a product to market, creating high switching costs for fleets that have already invested in JAC-compatible infrastructure.

Table 2: Market Competitor Matrix

Feature	JAC N75 EV	Fuso eCanter (Trial Phase)	Scania BEV (Shoprite Pilot)
Segment	4-Tonne MCV	~4-Tonne MCV	Heavy Duty (Refrigerated)
Availability	Commercial Volume Sales	Trials / Limited	Pilot / Special Order
Market Status	Market Leader	Market Entrant	Niche / Premium
Battery Chem	LFP (Durable)	NMC (Typical for Daimler)	Li-ion
Ecosystem	Integrated (Aeversa Solar)	Vehicle Focused	Grid / Solar assisted
Key Clients	Takealot, Eskom, DSV	TBC	Shoprite

8. Financial and Economic Impact

8.1 Total Cost of Ownership (TCO) Analysis

The TCO argument is the linchpin of JAC's sales strategy.

- **Fuel Savings:** At conservative estimates, electricity costs (grid) are 50% lower than diesel per kilometer. With solar integration, this cost can approach zero, barring maintenance of the solar plant.
- **Maintenance:** The 70% reduction in maintenance costs fundamentally alters the profitability of logistics contracts. For a fleet of 10 trucks, the savings on service intervals alone can amount to millions of Rands over a 5-year cycle.
- **Resale Value:** A critical unknown remains the residual value of the battery packs after 8-10 years. However, the use of LFP chemistry suggests a high residual capacity, potentially allowing the batteries to be repurposed for static energy storage (second-life applications), adding a backend revenue stream to the vehicle's lifecycle.

8.2 The Macro-Economic View

The rise of JAC Motors represents a shift in South Africa's trade dynamics. It signifies a pivot toward Chinese industrial technology as a solution to African infrastructure challenges. The Belt and Road Initiative context, while not explicitly cited in every deal, underpins the aggressive expansion of Chinese OEMs into Africa, providing them with the scale and capital to outmanoeuvre Western competitors who may be more risk-averse regarding African market volatility.

9. Future Outlook and Conclusion

9.1 The Road Ahead: 2025 and Beyond

JAC Motors shows no sign of relinquishing its lead. The roadmap includes:

- **New Product Launches:** The introduction of the T9 PHEV will secure the lifestyle and long-distance light commercial market.
- **Network Density:** Expanding to neighbouring SADC countries ensures that JAC becomes the regional standard for electric logistics.

- **Infrastructure Depth:** Continued investment in high-speed charging corridors by partners like Aevera will eventually enable inter-city electric transport, breaking the current "return-to-base" constraint.

9.2 Conclusion

JAC Motors South Africa has achieved what was widely considered impossible:

establishing a thriving electric commercial vehicle market in a country with a failing power grid. Through a combination of robust, fit-for-purpose engineering (the N75 EV), strategic ecosystem partnerships (Aevera), and a deep understanding of the economic imperatives of local fleet operators, JAC has transformed from a budget challenger into the technological benchmark.

For the South African logistics sector, the question is no longer *if* they should electrify, but *when*. The data from Takealot, Eskom, and DSV provides an irrefutable business case: the JAC N75 EV, powered by the African sun, offers a lower cost base, higher reliability, and superior environmental compliance compared to the diesel hegemony of the past. As the T9 PHEV arrives to bridge the final gaps in utility, JAC Motors stands poised to dominate the next decade of Southern African transport.

Contact JAC West Rand to speak to a fleet specialist.

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