



Treka accessible minibuses are available on current model Mercedes Sprinter immediately and throughout 2018.

Get in touch today to secure your Sprinter at Treka Bus.



year ahead



At the moment Treka has around 250 current model Sprinters available in both chassis cowl and van form

Business as usual for Treka in 2018

The current-generation Mercedes-Benz Sprinter will end production soon. Will that leave a supply issue? Not for Treka Bus, which has a large stockholding



Tim Deakin
Editor

Which bodybuilder or converter will be the first to release a third-generation Mercedes-Benz Sprinter to a customer? That remains to be seen, but Treka is focused on the existing model for 2018 thanks to its large base vehicle stock.

In October, Treka ordered 340 Sprinters from the manufacturer, split between chassis cowls and vans.

Although a number of both are now accounted for, 250 remain for the taking. That gives scope for it to satisfy orders large and small for the converted Treka Van and the coachbuilt Treka 16 with the current-generation Sprinter.

"A message has been

released from some quarters that Sprinter availability in 2018 will be limited, but from our point of view, that is categorically not the case," says MD Morgan Clissett.

"It's true that the outgoing Sprinter is no longer available to order from Mercedes-Benz, but we took steps in 2017 to ensure that we would experience no supply issues this year. My message is that Sprinter availability from Treka during 2018 will be excellent."

Morgan adds that one of the reasons for Treka's position as still having substantial quantities of the existing Sprinter in stock is its good relationship with Mercedes-Benz Vans UK, and thoughts are already turning to how the third-generation model will fit into Treka's production schedule.



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Although a detailed first look at the new Sprinter is awaited, Treka expects to be able to build on it from mid-2018. Production will likely begin in 2019. Early indications are that from a bodybuilder and converter's perspective, it will be a straightforward switch.

"Mercedes-Benz understands the conversion market and the difficulties that seemingly minor changes to design can cause us better than any other vehicle OEM.

"It approached the new Sprinter with a desire to make as many improvements for the end user as possible while minimising turbulence for bodybuilders and converters, and it found a 'sweet spot' between the two."

Although the third-generation Sprinter introduces previously unseen driveline options, Treka currently has no plans to explore them. Instead, it will stick with the Treka Van and Treka 16, both on 5,000kg GVW base vehicles.

"Those products will continue to evolve, but there are no aspirations to introduce changes to the range. It will stay as it is," adds Morgan.



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