

Press Release

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Fertile lands – Altrac Spreading turn to IVECO T-Way 6x6s

Hauling heavy loads over muddy and undulating paddocks requires vehicles that have the traction, clearance, power and payload to get the job done – two new IVECO T-Way 6x6s are ticking these boxes for Tasmania's Altrac Spreading.

A family-run outfit that's been operating since 2012, Altrac offers a wide range of spreading services to large and small rural holdings from its base at Western Junction, just south of Launceston. Its fleet of spreaders can disperse a range of products including fertilisers, gypsum, composts, sand, dolomite, aglime and more. At times the company is even called upon to spread aggregates on ice and snow affected roads.

Purchased last year, the two new IVECO T-Way 6x6 models feature Southern Spreaders bodies and haul spreading trailers, they're also equipped with flotation tyres and rims with Central Tyre Inflation (CTI) kits. CTI allows the operator to conveniently lower and increase tyre pressures at the touch of a button, with lower pressure providing added traction and comfort off road along with minimising impact on the turf thanks to a broader footprint.

Altrac Spreading Manager, Tim Murfet, said that it was in fact Southern Spreaders that pointed him in the direction of IVECO for Altrac's two latest fleet additions.

"We'd had some concerns with the other truck brands we were using for spreading work, so I asked them what my options were, and the IVECO T-Way was suggested to me," Tim explained.

"We purchased our first T-Way in March last year and with it being a new model, ours was the first that Southern Spreaders built a body for. When we took delivery of it, I ran the truck myself for about a month and was happy with it. I then handed it over to our drivers and ordered a second one."

The T-Way 6x6s feature a 32,000kg GVM and 60,000kg GCM and are designed to be versatile across a range of demanding off-road conditions and applications. Standard equipment includes differential locks and hub reduction to all axles, steel chassis that are designed to 'flex' over undulating terrain, and suspension that provide a supple ride while allowing for superior articulation and load carrying ability.

Powering the T-Way 6x6s are Euro 6 (Step E) 12.9l Cursor engines that develop 450hp and 2,200Nm of torque, which are matched to the market-leading 16-speed Hi-Tronix Automated Manual Transmission.

Tim said the T-Way model was a great fit for fertiliser spreading.

"The T-Way offers nice underbody clearance; everything is high off the ground and accessibility to the chassis and body is good. It's also plenty powerful and comfortable, and from the cabin visibility is great and all controls are right there at the fingertips for drivers – it's an easy-to-use package, the drivers like them," he said.

"We operate across a range of conditions – some areas can be quite flat but boggy, while other job sites are hilly where the vehicles will be on a decent lean. Our drivers are experienced and know the limits; the places these things go are impressive."

Vehicle performance aside, Tim is also pleased with the aesthetics of his two new T-Ways.

"Visually the trucks look great as well – they stand out and have an aggressive presence on the road, they have the Altrac signwriting and decals on them and are hard to miss. The T-Ways are standing up well and taking everything we've thrown at them so far."

The T-Ways will cover around 40,000 kilometres per year or 1,500 engine hours, with the company electing to extend the trucks' standard 2 year / 500,000km / 6,000 hours warranty to 12,000 hours' coverage. Both vehicles were purchased through Adtrans Truck Centre in Melbourne and are maintained by IVECO authorised parts and service dealership, C&I Transport Repairs in Tasmania.

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IVECO operates six manufacturing plants and seven research and development centres. It counts on 3,500 sales and service points in over 160 countries, which guarantee technical support wherever an IVECO vehicle is at work.

IVECO drives the road of change by powering the transformation of the transport industry, propelled by the ambition to be the most reliable partner and full-line player for its customers.

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