

serie **300** 6x4 - 6x6



ASTRA Veicoli Industriali

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The concrete mixer version makes it possible to achieve maximum productivity, ranging over the 6x4 and 6x6 traction solutions, with G.V.W. of 38 metric tons in the P version.

The tractors offer the best transport capacity solutions for inert materials when coupled with the tipping semi-trailer. The G.C.W. can reach 56 metric tons while the technically possible maximum is 65 metric tons.



The trucks are also available in the original ASTRA dump-truck versions: contractor body, reinforced contractor body, quarry body, and three-way tipping body.

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Having a G.C.W. of 55 metric tons, and a technical weight of 65 metric tons, ASTRA tractors offer the maximum productivity when coupled with ASTRA ASR 701 semi-trailers.



Type approved for a G.V.W. of 38 metric tons in the range of exceptional vehicles, ASTRA BM 305 TP chassis will find ideal utilization in transporting uneven blocks of marble on particularly rough terrain.

ASTRA dump trucks are appreciated all over the world. The mechanical components, as well as the hydraulic tipping system, give the utmost reliability, thus the best ratio between hourly cost and productivity.



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ASTRA BM 305 tractor at work in a quarry.



ASTRA BM 305 tractor with ASTRA ASR rear tipping semi-trailer.

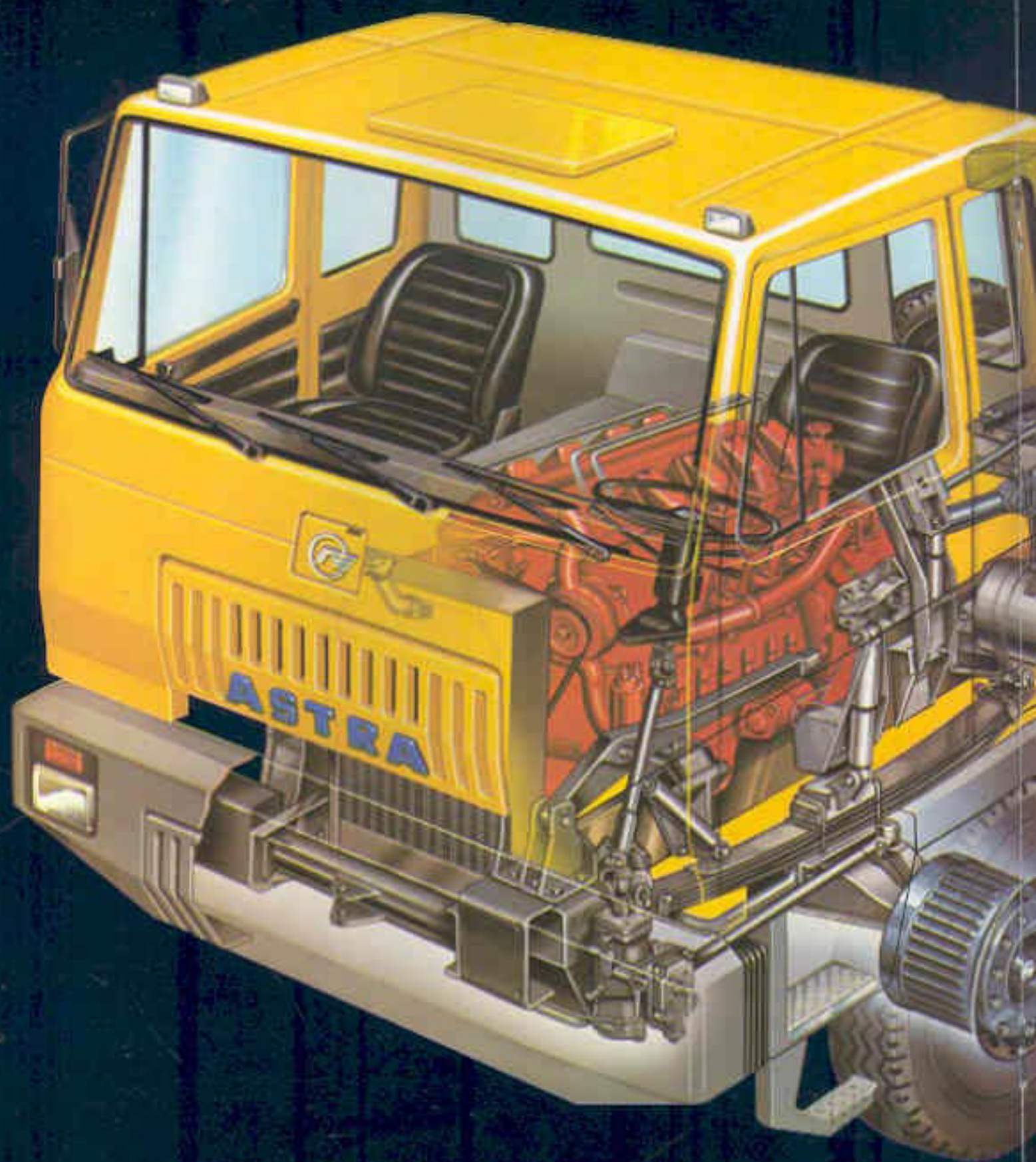


ASTRA BM 309 tractor with ASTRA ASR 701T three-way tipping semi-trailer.

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cab



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tests

Only extended and severe practical tests can make it possible to perfect a mechanical structure in every detail, until the version which prefigures the production model is reached. At **ASTRA**, this stage has assumed particular importance: in the preliminary tests, the vehicle not only has to overcome national and E.E.C. standards for quarry and job-site vehicles, but must also bear in mind the very strict requirements posed by the larger construction companies and the Armed Forces. For this reason, each vehicle is tested under extremely severe conditions, involving stress tests under "off-road" conditions which correspond to years and years of normal operational use. Complex electronic equipment makes it possible - during these tests - to measure stresses and deformations in order to improve each single component. Once this experimental stage has been completed, the checks continue even during normal production routines: all material and each single component used in producing **ASTRA** vehicles are, in fact, carefully checked, in order to maintain the established quality levels. At the end of the assembly line, all vehicles then undergo a first test track in order to check the functionality of the various mechanical elements and relative control units. Lastly, a concluding test is performed - on off-road tracks - which makes it possible to discover any faults before proceeding to the final "set-up" which is carried out before the vehicle is delivered.



The chemical and engineering analysis lab.



Gradient capability tests.

On fleets and off-road tests.



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