Fully-automatic transmissions make asphalt spreaders more attractive to truck buyers

When SpriderMaskiner AB specifies its asphalt spreading trucks, it prefers to play it safe by equipping the vehicles with Allison fully-automatic transmissions.

GÖTEBORG, Sweden – SpriderMaskiner AB, a company which develops special asphalt spreaders for smaller surface areas, specifies Allison transmissions, not only for their performance and durability, but also to ensure vehicle appeal. The most recent delivery by the Swedish family-owned company was a Volvo FE 340 6x2 equipped with the Allison 3000 Series fully-automatic transmission.

The unique design of the flexible, truck-mounted Sprider system eliminates the daunting work of manually spreading asphalt in places where larger machines struggle to maneuver. The design consists of a remote-controlled, jointed hydraulic transport arm, which is mounted at the back of the truck to move asphalt forward with a worm-screw. The arm has a maximum length of five meters and can cover a 48 m² surface without moving the truck forward, thereby eliminating the need for laborious work requiring a shovel or wheelbarrow.

"Since the company started, we have delivered over 400 Sprider systems to customers in many European countries. Most of them have been installed on customers’ existing trucks, but we can also deliver completely new trucks. We buy the chassis and asphalt loading platforms from truck manufacturers and body builders, then equip them with our Sprider system," says Tommy Sjögren, Managing Director and part owner of SpriderMaskiner AB.

SpriderMaskiner AB produces a few trucks each year, which are kept as spare stock to ensure constant availability; however, this poses a potential economic risk for the company.

"So far, our strategy has worked well, but we do take steps to make the trucks as attractive as possible to potential customers as a way of reducing the risk of spare trucks going unsold. That is why we equip trucks with Allison fully-automatic transmissions. This has proven to make them significantly more attractive," Sjögren continued. "Recently we delivered a complete truck to Swea Asfalt i Väst AB. It was a Volvo FE 340 6x2 equipped with an Allison 3000 Series transmission."
Mattias Hedin is the driver of this truck, and he has been using Allison fully-automatic transmissions in similar trucks for a year. "At least 90 percent of the time, I drive in Gothenburg’s heavy city traffic. I think the transmission works perfectly under these erratic conditions, and I wouldn’t want to have anything else. The truck has good driving characteristics thanks to the torque converter, which provides prompt vehicle response. It’s easy to maneuver in city traffic and on narrow routes like bicycle paths, parks and pavements, where we often work," said Hedin.

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About SpriderMaskiner AB
SpriderMaskiner is a family owned company with eight employees. The company is based in Vårgårda, a small town in the province of Västra Götaland, 70 km north-east of Göteborg. Sprider minimizes the heavy manual work involved. There is never a need to move the asphalt with a shovel or wheelbarrow. www.sprider.se

About Allison Transmission
Allison Transmission is the world’s largest manufacturer of fully-automatic transmissions for medium- and heavy-duty commercial vehicles, medium- and heavy-tactical U.S. military vehicles and hybrid-propulsion systems for transit buses. Allison transmissions are used in a variety of applications including on-highway trucks (distribution, refuse, construction, fire and emergency), buses (primarily school and transit), motor homes, off-highway vehicles and equipment (primarily energy and mining) and military vehicles (wheeled and tracked). Founded in 1915, the Allison business is headquartered in Indianapolis, Indiana, U.S.A. and employs approximately 2,800 people. Allison has manufacturing facilities and customization centers located in China, The Netherlands, Brazil, India and Hungary. With a global presence, serving customers in North America, Europe, Asia, Australia, South America, and Africa, Allison also has approximately 1,400 independent distributor and dealer locations worldwide. More information about Allison is available at www.allisontransmission.com.

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Photographs

Swea Asfalt i Väst AB’s recently delivered Volvo FE 340 6x2, equipped with an Allison 3000 Series transmission. Sprider keeps a few Allison-equipped trucks as spare inventory knowing this makes the trucks more attractive to buyers.
"At least 90 percent of the time, I drive in Gothenburg’s heavy city traffic. I think the transmission works perfectly under these erratic conditions, and I wouldn't want to have anything else,” said Mattias Hedin, driver at Swea Asfalt i Väst, which just invested in the new truck.

The unique design of the flexible, truck-mounted Sprider system eliminates the daunting work of manually spreading asphalt in places where larger machines struggle to maneuver.

This press release may contain forward-looking statements. All statements other than statements of historical fact contained in this press release are forward-looking statements. In some cases, you can identify forward-looking statements by terminology such as "may," "will," "should," "expect," "plans," "project," "anticipate," "believe," "estimate," "predict," "intend," "forecast," "could," "potential," "continue" or the negative of these terms or other similar terms or phrases. Forward-looking statements are not guarantees of future performance and involve known and unknown risks. Factors which may cause the actual results to differ materially from those anticipated at the time the forward-looking statements are made include, but are not limited to: risks related to our substantial indebtedness; our participation in markets that are competitive; general economic and industry conditions; our ability to prepare for, respond to and successfully achieve our objectives relating to technological and market developments and changing customer needs; the failure of markets outside North America to increase adoption of fully-automatic transmissions; the discovery of defects in our products, resulting in delays in new model launches, recall campaigns and/or increased warranty costs and reduction in future sales or damage to our brand and reputation; the concentration of our net sales in our top five customers and the loss of any one of these; risks associated with our international operations; brand and reputational risks; our intention to pay dividends; and labor strikes, work stoppages or similar labor disputes, which could significantly disrupt our operations or those of our principal customers. Although we believe the expectations reflected in such forward-looking statements are based upon reasonable assumptions, we can give no assurance that the expectations will be attained or that any deviation will not be material. All information is as of the date of this press release, and we undertake no obligation to update any forward-looking statement to conform the statement to actual results or changes in expectations.

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