



CUSTOMER TESTIMONIAL

BEETRAX



OWNER - GUY P

12 DECEMBER 2013

www.beetrax.com

Hi John,

My thanks to you and ATW for inviting me to the open day at your Yandina factory a few weeks back. I always enjoy inspecting the works in progress especially your latest camper and meeting like-minded people planning their various travels.

Our ATW Scout based on the Isuzu NPS has travelled 80,000km from Fraser Island to Birdsville to the Flinders Ranges, to the Kimberley via the Great Victoria Desert and the Anne Beadell highway and back across the Top End and Gulf Country to Brisbane. After owning the truck for 2 years and with 45,000km of shakedown travels behind us we set off on an 8 month journey overland from Kuala Lumpur, Malaysia to Europe via SE Asia, China, Mongolia, Russia, Central Asia and Ukraine. The truck is stored in Raab, Austria waiting on our return in April 2014 for more travels through Europe and north Africa.

With that background in mind, and thinking of the issues people discussed with me on your open day, I thought I'd provide some feedback and impressions on our experience with the older Scout camper.

I should add that I think a motorhome such as the ATW Scout (or Global Warrior) based on a 6 tonne truck chassis provides the most practical platform for overseas travel such as we've just completed. A 4wd motorhome of this size offers probably the best compromise between liveability vs capability vs comfort vs economy vs access. Large enough to provide a comfortable refuge enclosing a decent bed, a hot shower and cooking space but compact enough to weave through the chaotic traffic of China or access the typically narrow and crowded village streets of SE Asia and Europe. They have the toughness and capability to climb the rough roads of Sichuan mountain roads or manage the tracks of Mongolia but remain light and low enough for third world bridges, and not break the bank with European diesel prices!



WATER CAPACITY

Our truck has 2 separate tanks each of 120 litre capacity; one of these is piped through a Seagull IV filter for drinking and cooking water and the other is used for general purposes including shower and toilet. We easily travel for 7 to 10 days before needing to refill but never looked like using up all the filtered water, the general purpose tank is used up more rapidly however.

The tank capacity on the new camper looks ideal ie a larger 200litre general purpose tank and an 80 litre 'drinking' water tank. I know of other expedition trucks that carry upwards of 300 litre of water but this is overkill and means carrying excessive weight.

BATTERY CAPACITY

We have 2 Lifeline 150 amp hour batteries supporting a 24v 'house' system ie 300 amp hour for a 12v system. We found this was sufficient and never drained the batteries too low however they were challenged at times supporting the fridge/freezer in the heat and humidity of SE Asia – we were travelling in March to April, the hottest months of the year and temperatures inside the closed camper were often well above 40 degrees C. No problem if we had a few good hours of sun onto the solar strips but a little extra capacity would have been nice for those days when we had rain or too much shade. Some of our travelling companions with only about 240 amp hour systems, were regularly running their engine to charge the house batteries.

Again, I think the new ATW camper with a typical 2 x 210 amp hour looks ideal.

TOYO M608Z 285/70 R19.5 TYRES

We have covered almost 80,000km around Australia and overseas on varied terrain from good bitumen highways to some very rough tracks without a failure of any sort. When we left for our Asia-Europe travels we had already covered 45,000km around Australia including the full 1400km length of the Anne Beadell track and back through the Kimberly and Gulf Country. I considered fitting new tyres before leaving on such an extended trip but the Toyos had adequate tread depth and had proven tough.

At a load rating of 145M/2900kg per tyre the Toyos have an excess of carrying capacity that provides a good buffer for extreme conditions on a relatively heavy vehicle. Early into the China crossing I hit some broken concrete and ripped chunks out of the side of the tread on the left rear; a lighter SUV/4wd tyre would have been ruined but this tyre carried us safely through to Europe over the next 5 months. After all this the Toyos still have about 10,000 travel left in them, obviously not suitable for off road travels but enough for the highway for now.

The Toyos being a proper truck tyre with high load capacity provide a firmer ride than a lighter build tyre but with that goes the toughness to meet any conditions with confidence.



WEBASTO X100 DIESEL COOKTOP

We use our Webasto X100 constantly. The diesel cooker is not as quick as gas but is arguably safer, does a good no mess job and does away with all the hassles of searching and refilling gas bottles. We used our Webasto at altitudes to 3000 metres in Southern China without problems and whenever we needed to cook inside with some degree of privacy or out of the weather and cold.

I'd certainly recommend this product, especially for extended travels where you will encounter all weather conditions and sometimes too curious locals. Ours is in need of a service to clean out built up carbon and dust after 2 years of rough road travel but we'd never go back to gas.

I note that some of your customers were considering having no cooking appliance inside? I think for this type of vehicle they would sorely miss this option which we found particularly desirable for an overseas journey. We also carried a dual fuel (petrol) cooker which I regularly used outside but wouldn't travel again without the diesel cooker option.

WEBASTO HEATING AND HOT WATER SYSTEM

Our camper is fitted with a hydronic system using the Webasto Thermo Top C and a Truma hot water tank. The system has never missed a beat and meant we had hot water on tap immediately after pulling up to camp. The system has been so effective we only rarely use the Webasto furnace to heat the water, which takes about 25min, and is another product setup we'd always opt for if possible.

The Thermo Top C also allows for engine pre-heat in colder conditions. I trialled this a couple of times and it certainly works with the engine temp up and less initial diesel clatter at start-up. We were never in the extreme conditions where this might really be needed but the system certainly appeared to work.

I hope this information proves useful for you and your clients. I'm happy to talk to people or exchange emails if any of your customers would like some first-hand feedback and discussion.

Best Regards

Guy P

