



It is time for HDX: the new ASTRA era

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ASTRA introduces the new HDX range on Euro VI markets

ASTRA presents HDX, the new range of Euro VI vehicles. HDX combines the traditional characteristics of robustness, reliability, high load capacity, and ease of maintenance with technology, safety, and efficiency. The first models of the HDX range available for sale are in 6x4 and 8x4 configuration, with additional models to be launched during 2025. Starting in October, a quarry tour will begin to test the vehicles in the field.

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The new claim driving the launch campaign "PLAY HARD, WORK HARDER" encapsulates the challenges ASTRA vehicles face every day: working hard and pushing towards the extreme are distinctive features of ASTRA's history and DNA. Each vehicle is designed and built to tackle extreme missions in the harshest conditions. It is precisely in these seemingly impossible situations that ASTRA vehicles demonstrate their true nature, achieving great feats with excellence and expertise. With extensive experience in extreme off-road conditions and in the most demanding missions, the new ASTRA HDX range is born.

X as the natural evolution of the HD9 range. X as EXTRA: eXtra robust, eXtra powerful, eXtra reliable. X as EXTREME: the personification of ASTRA's DNA.

The first models of the HDX range available for sale are in 6x4 chassis and tractor configurations, and 8x4 chassis, with additional models being gradually launched throughout 2025. This rollout follows a roadmap based on the concept of modularity, starting from partial wheel drive and leading to highly customized vehicles, as per ASTRA tradition. The new HDX range combines the traditional characteristics of robustness, reliability, high load capacity, and ease of maintenance with technology, safety, and efficiency.

An aggressive and captivating look characterizes the cab, which has been completely redesigned on the exterior: the front grille features soft, rounded lines and houses a central black grid, optionally available in cab color, matching the color of the area beneath the side deflectors.

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The cab features solutions aimed at facilitating the driver's daily tasks with equipment that improves visibility and protection from dirt and debris, such as the new mirror design and the a-pillar cover that enhances window cleanliness even in the rain. The new design also improves cab accessibility through a lowered entry step and better spacing between steps. It also simplifies maintenance and repair operations, making component replacement easier, such as the three-piece steel front bumper.

The interior of the cab has also been completely redesigned to ensure livability, safety, and driving comfort. The spacious dashboard of the HDX redefines the interior space in an ergonomic and functional way with new controls and switches within the driver's reach, a new 450 mm diameter steering wheel, and a new onboard instrument panel featuring a fully digital 10" TFT cluster and a 7" DAB radio. The radio also allows smartphone connectivity for accessing services such as navigation or phone.

Among the structural innovations of the new HDX, there is certainly the transition to the electronic braking system (EBS), standard on all models and necessary along with the new system architecture to ensure advanced driver assistance systems and the protection of other road users introduced by the new General Safety Regulation (GSR).

All these functions are managed by sensors, radar, and cameras, making the HDX a vehicle compliant with current regulations but with specific solutions that preserve its essential nature and electronics still tailored to human needs, typical elements of ASTRA.

From the powertrain perspective, ASTRA maintains the classic engine options of 450, 510, and 570 hp paired with a with a single H manual transmission offered as standard equipment. Alternatively, there's an option for a 12-speed automated transmission. This is to provide the flexibility to meet the specific needs of customers who, due to the type of missions they face, prefer using a manual transmission. On the other hand, the 12-speed automated transmission offers a range of features, including rocking mode, off-road mode, and creeping mode, to provide maximum driving assistance for easily tackling the most challenging off-road conditions.

ASTRA introduces front disc brakes on the 8 or 9-ton axle, and in the near future, also for loads up to 10 tons with an oversized steering system. This solution improves braking power by 5% more than the drum brake version and reduces maintenance times. In addition, this latter axle version for increased loads allows for the installation of particularly heavy rear-cabin cranes and is suited for mining applications on particularly rough terrain or steep slopes.

Starting from October, ASTRA HDX vehicles will be the protagonists of a quarry roadshow: an opportunity for customers, partners, suppliers, and all those involved in the quarry and construction world to test the vehicles in action.



***ASTRA** is a brand of IVECO GROUP N.V. (MI: IVG). ASTRA designs, manufactures and markets a wide range of construction, mining, oil & gas and heavy haulage off-road vehicles. It develops robust, reliable and versatile trucks that include heavy duty vehicles of over 60 ton gross vehicle weight and specialized vehicles. These vehicles are customized to meet specific client needs and are built to operate in challenging and remote work sites such as quarries and mines the world over. More information can be found on the website: www.astra-trucks.com*

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