

FERRARI DUALSTEER – BUILT FOR TOP PERFORMANCE

PALMERSTON NORTH – (10 January 2008) – The DUALSTEER tractors have in common the basic “fundamentals” of the ‘AR’ and ‘RS’ versions of the VEGA tractors. This choice results in an avant-garde solution with a ‘brand new steering system’, the features of which tangibly improve the performances of these vehicles, making them practical to use even in precarious conditions where being able to move easily in narrow spaces is the only way to be able to work.

All the traditional Isodiametrical versions of the tractors of the FERRARI Group currently on the market are characterised by ‘turning’ radiuses that are difficult to find in other competing vehicles. Reduced wheel bases and the use of hydraulic clutches which allow containing the overhanging part of the engine, in addition to other interesting solutions aimed at reducing dimensions without altering the performance, remain intrinsic “virtues” in these tractors.

A devotion to high quality products causes Ferrari to pay very close attention to quality control. Two unique procedures stand out and separate Ferrari from competitors. The first is that the diesel engine is not installed until the entire transmission, drive train and axle units are assembled and all functions are tested with an electric motor; all gear shifting, PTO engagement and braking are tested with the near infinitely variable test motor. After passing this test the diesel engine is installed and 100% of the tractors go to the dynamometer to test power output and clutch engagement. This extra care is a clear benefit of a modest scale of production.

Images:

- 1. [Vega Seat Reverse.jpg](#)**
- 2. [Ferrari_Dualsteer Pic2.jpg](#)**

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