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**CENTRAL WEST LINEMARKING TAKES ISUZU DUAL CONTROL TO TOWN**

There’s a saying amongst painters that every canvas is a journey.

It holds a lovely double entendre for [Central West Linemarking](https://www.facebook.com/centralwestlinemarking/), whose canvas begins on the roads of Dubbo (New South Wales) and stretches anywhere west of the Blue Mountains, south to the Murray River and as far north as the Queensland border.

Like any fine work, the process of painting for Central West Line Marking is slow, deliberate, exacting even. But there are no do-overs when it comes to marking public roads.

With the safety of the operation and other road users of paramount importance, the team gets one shot at painting road lines. They operate at an average speed of 12 km per hour: which can be on suburban streets with a speed limit of 60 km per hour or on open highways where other vehicles are approaching at 100 km per hour.

The team uses highly visible safety pilot vehicles in advance and behind their rolling line marking truck, which plays the critical role of spraying paint onto the road surface at an even rate and consistency.

**Precision outfit**

With every millimetre equating to money spent, company owners Lana and Adam Walker have scoured the globe for the most precise road marking system.

They’ve settled on a unique combination of an [Isuzu FVD 165-300 Auto Dual Control truck](https://www.isuzu.com.au/our-range/series/f-series/) and a purpose-built line marking cab from specialists [Core Equipment](https://www.coreequipment.ca/) based in Ontario Canada, which sits at the rear.

This specialised Isuzu FVD 165-300 Dual Control allows the driver to sit on either side up front, mirrored by the line marker who sits in the painting cab.

With a GVM of 16,500 kg, it has plenty of payload for 1,000 litres of paint and 1,000 kg of the reflective glass beads required for road surface painting.

In addition, the truck carries an independent generator and associated equipment that powers the painting system.

**Future-proofing**

In designing their latest line marking truck, the Walkers worked with local truck dealer [Tracserv](https://www.tracservisuzu.com.au/?_ga=2.267227150.1472291282.1728258781-1175001924.1717380900), who along with Isuzu Australia’s engineers, provided the necessary details which were supplied to Core Equipment in Canada.

Shipping the custom-designed painting cabin across the world to be assembled locally in Dubbo seems a lengthy if not very expensive exercise.

However, the key drawcard of this particular cabin design is that it allows the spray operator to face forwards on both right- and left-hand sides, allowing for accurate marking, whether it be a centre line or the road edge fog line.

The ability to have both the driver of the truck and the operator of the painting system sitting in line with each other is a unique aspect that sets Central West Linemarking apart from its industry competitors.

“From the outset, we prided ourselves on quality and continually invest back into the company with industry-leading equipment,” Adam remarked.

“We can be painting lines in a regional town one day, private roads on a mine site the next, runway markings at an airport or the circuit boundaries at [Mount Panorama for the Bathurst 1000](https://youtu.be/A4jPHZexVrw), and they all require that focus and accuracy.”

“One of the things that has become more critical to our business is that clear and accurate road markings are needed for new vehicle safety systems—so it’s not just the human behind the wheel that needs to see the lines.”

**Support from all sides**

This particular FVD Dual Control model is the latest in a line-up of seven Isuzu trucks that the business has purchased, including a heavy-duty [FYJ 300-350](https://www.isuzu.com.au/our-range/series/fy-series/) used to cart thousands of litres of extra paint and glass beads.

Knowing the ins and outs of Central West Linemarking’s requirements and their service, truck supplier Tracserv has played a supporting role in keeping the business on track over the years.

“Tracserv has been an outstanding partner in our business, from the numerous engineering requests on truck builds, to maintaining all seven of our trucks; they have always had our best interests in mind,” said Adam.

“Our vehicles are not only transportation but also the workhorses on the jobs themselves, either painting, carrying supplies or in traffic control.

“We must have trucks that are practical and that offer the driver comfort and safety for transport, and during the line marking operations,” he continued.

“That’s why we have been long-term advocates for Isuzu, especially for the FVD as the dual control in this truck is a factory-fitted option, not an aftermarket addition.

“The Allison 3000 transmission is another great asset that helps ensure smooth operation on roads that can be undulating and uneven.”

**With a flourish**

Off the roads, it’s been a story of evolution for the family-run business, which was first established in 1998 by Lana and her father, Max Hasson.

Having previous experience in the line marking industry, Max used his connections and Lana, her business acumen, to offer a line marking service to local and state governments, as well as other businesses in the area.

“From the very humble beginnings in the back of my parents’ house in Dubbo, Central West Linemarking has progressed to the point of expanding the business and getting our own premises,” said Lana.

“We started with five employees and when things were flourishing, Dad retired.

“Along with my husband Adam, I then took full ownership of the business. We now have 15 highly trained, full-time employees.”

Among the count are Lana and Adam’s children, Oscar and Grace, who have recently joined the business.

“We consider all our employees family here, and a lot of decisions are made with the best interests of all involved,” said Lana.

“Bringing Oscar and Grace on board has been a real benefit to us, they both bring different aspects of knowledge, enthusiasm and a particular drive that comes from being young.

“It's great for Adam and me to be able to move forward in the future but we want to be here for a long time and offer great service to our customers.”

**ends**

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