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**TOW LIKE A PRO: GREALY MOTORS & TOWING GO WITH ISUZU**

When you’re broken down on the road and feeling like at any moment it could turn into a scene from *'Final Destination’*, it's good to know that the pros will be on their way to tow you out of disaster.

[Grealy Motors and Towing](https://grealymotors.com.au/) has been providing their local community of Wodonga in Victoria with a professional towing and repair service for over 50 years.

The intergenerational family business was started in 1967 by Brian and Mary Grealy, working in a three-way partnership with a single hook lift tow truck.

By 1985, Brian had taken over the reins, signing on as sole owner and refurbishing the business name to Grealy Motors.

In the early 2000s, Lionel and Carmel Grealy took over as directors and 20 years on, their son Peter and his wife Caroline have purchased the business, becoming the third generation of Grealys at the helm of the proud company.

“We're very proud of the fact that we can continue to keep the Grealy name in the industry and support and service our local network,” said Peter, now Managing Director.

“What we do for our customers is vital, especially when it comes to responding to emergency roadside assist.”

They do it all from their mechanical servicing workshop and towing facility in Wodonga, supported by a mixed fleet with 10 Isuzu trucks, including a number of crew cab [F Series,](https://www.isuzu.com.au/our-range/series/f-series/) and heavy-duty [FY Series](https://www.isuzu.com.au/our-range/series/fy-series/) tilt-tray models.

The company is an NRMA and RACV contractor, and on any given day, will be conducting emergency roadside servicing, towing breakdowns, assisting in accident recovery and more.

Grealy drivers travel as far afield as Melbourne, Sydney, Wagga Wagga and Canberra, transporting all manner of vehicles from cars to tractors, cranes, and capital equipment for their clients.

“We offer transportation and delivery which keeps our fleet's wheels turning seven days a week,” said Peter.

“We're a one-stop-towing-shop.”

**Heavy hauler**

Peter's father was the first Grealy to start driving Isuzu trucks, purchasing ex-fleet tilt tray trucks from B & G Towing in Geelong. This was owned at the time by family friends, Bob and Gwen Graham, who were long time Isuzu customers.

The Grealys enjoy a great working relationship with [Blacklocks Isuzu](https://www.blacklocksisuzutrucks.com.au/) and General Sales Manager Richard Telfer, who helps match new Isuzu models with the tilt trays needed for towing.

Replacing an aging tilt tray truck from the fleet, Grealy’s latest instruction to Blacklocks Isuzu was a truck with more payload, more power, and extra length for larger loads.

The [FYJ 300-350 Auto XLWB](https://www.isuzu.com.au/our-range/series/fy-series/) with a customised CTE tilt tray—wrapped by [Signeffects](https://signeffects.com.au/) in Wodonga—hit just the right notes with an extra-long wheelbase supporting a tray length measuring just shy of 11 metres, making it capable of transporting multiple vehicles or capital equipment for clients.

A hefty payload and weight ratings of 30,000 kg GVM and 45,000 kg GCM meets Grealy’s heavy-duty requirements.

Peter says the FYJ’s Meritor drive axles with twin-steer load-sharing front suspension are key features, assisting with uneven weight distribution across the chassis when transporting equipment such as cranes.

“The FYJ 300-350 is mainly our equipment transport truck, so it's shifting multiple units like forklifts, knuckle booms, scissor lifts, large tractors and bigger, heavier equipment,” said Peter.

“The beauty of the twin-steer in the FY Series is you don't run the risk of going overweight on the steer tyres like you do on some of the other brands in that weight range.

“I was so keen to add this model to the fleet due to that extra set of wheels at the front alleviates some of the overweight issues you can run into by loading boom lifts and knuckle booms and cranes.”

More power for the job comes in the form of Isuzu’s 6UZ1-TCC six-cylinder, 24 valve engine which offers 257 kW @ 2,000 rpm of power and 1,422 Nm @ 1,400 rpm of torque, delivering the necessary grunt.

**All access pass**

Grealy favours Allison automatic transmission for the towing task, with Peter saying it minimises distractions for the drivers without the need to change gears.

“The Allison automatic transmission is amazing. It opens up the capacity for extra drivers for us as the majority go for automatic licences over manual.”

The FYJ’s Isri 6860/875 air suspension driver's seat is also a firm favourite, reducing fatigue on long hauls, along with the view from the cab which offers excellent visibility.

“Our full-time driver who pilots the FYJ says that driving it to Sydney feels like you've only been at it for half a day, compared to driving the old prime mover which felt like you'd been driving for four days straight—it's so comfortable.”

**Part of the package**

Peter has a ‘hands-on’ view to his directorship at Grealy. While he spends more time behind the wheel as a driver, he is still keenly on the tools in the mechanics workshop—and happy to share his opinion on using Isuzu to support the operation.

This includes his take on choosing [genuine parts for service and repairs](https://parts.isuzu.com.au/?_ga=2.213379857.440838677.1713395202-1855867894.1709796196" \h HYPERLINK "https://parts.isuzu.com.au/?_ga=2.213379857.440838677.1713395202-1855867894.1709796196).

“The bit I appreciate the most about Isuzu Trucks is how parts have been kept the same from ‘go to whoa’,” he noted.

“I can service my 2000 model Isuzu F Series and put the same oil filter on it as I do the 2022 model… when Isuzu build something; they build it right then they leave it alone.

“As a mechanic I love that they've found their sweet spot with genuine parts which they back up with their dealer network.”

General Sales Manager Richard Telfer from Blacklocks Isuzu returns the positive comments in kind, saying that mutual trust is the foundation of the long relationship between business and dealership.

“Grealy Motors have been Blacklocks customers for over 10 years now—the two businesses have a great relationship,” he said.

“There is a lot of mutual trust between us. Peter knows what Isuzu trucks he wants, and we coordinate with the body builder to make that happen for them.”

**ends**

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