Press Release

Five top reasons to visit the Iveco stand at the CV Show

April 9 – 11, 2013, NEC, Hall 4, Stand 4G10

(Watford, 9 April 2013): Iveco is marking its return to the CV Show with an extensive 864m² stand, packed full of exclusive UK product launches and model upgrades. Highlights include:

1. International Truck of the Year 2013

Iveco has five examples of its International Truck of the Year 2013-winning Stralis tractor units on display at the NEC – billed as the most eagerly awaited Iveco vehicles to be launched for a decade.

The Iveco stand features two Stralis Hi-Way flagship models, for long-haul transport, and one Stralis Hi-Road, for distribution and fleet operations as well as medium to long-haul domestic missions. There are a further two Stralis Hi-Way tractors displayed externally – to highlight Iveco's increased focus on the UK tractor unit market.

2. Euro VI power

Iveco is exhibiting one Euro VI Stralis Hi-Way tractor unit, plus a standalone FPT Industrial Euro VI engine on its stand. Together, they are the only two heavy duty diesel engines at the CV Show which meet stringent Euro VI limits without the use of exhaust gas recirculation (EGR).

By using an engine with high efficiency selective catalytic reduction (HI-eSCR), Iveco says customers will benefit from weight reduction, optimised fuel consumption and increased durability thanks to a less complex, yet highly efficient, technology.

3. UK Trakker launch

Iveco's new on/off-road Trakker range makes its official debut in the UK, with a Trakker Hi-Track 8x4 rigid featuring a low-roof sleeper cab on display. This launch vehicle is finished in Dakar green factory colours, made famous by Petronas Team De Rooy in the last two Dakar Rallies.

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4. Specialist low-height Eurocargo

The extensive Eurocargo range is represented by a specialist low-height model for multi-drop urban distribution. More than 75mm lower than a standard Eurocargo, this 12-tonner greatly eases access to the cab and body thanks to shallower side-members and 17.5 inch wheels and tyres.

Its payload potential packs a real punch, with the ability to carry more than twice the payload of a traditional 7.5 tonne rigid, thereby lowering CO_2 emissions by around half compared with two 7.5 tonners on the same work.

5. New Daily Stop & Start technology arrives in the UK

Iveco is exhibiting two 3.5 tonne Daily light commercial vehicles to represent its extensive van and chassis cab range. Together, they are the first two 'Eco' models to arrive in the UK, featuring new Stop & Start functionality which shuts off the engine when the vehicle stops with the transmission in neutral and restarts automatically when a gear is selected.

In addition to Stop & Start, they benefit from a new Gear Shift Indicator, enabling the driver to better manage their way of driving. They also utilise the latest lightweight 6-speed transmission, with these functions helping reduce fuel consumption, and consequently CO_2 emissions, by up to 10 per cent compared with the previous model.

Iveco

Iveco, a Fiat Industrial company, designs, manufactures, and markets a broad range of light, medium and heavy commercial vehicles, off-road trucks, city and intercity buses and coaches as well as special vehicles for applications such as fire fighting, off-road missions, defence and civil protection.

Iveco employs almost 25,000 people and runs in 11 Countries in the world using excellent technologies. Besides Europe, the company operates in China, Russia, Australia and Latin America. Around 5,000 sales and service outlets in over 160 Countries guarantee technical support wherever in the world an Iveco vehicle is at work.

2388/13

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Press Release

Iveco debuts Euro VI engine technology at CV Show 2013

April 9 – 11, 2013, Birmingham, Hall 4, Stand 4G10

(Watford, 9 April 2013): Iveco is using the occasion of the CV Show 2013 to debut its Euro VI engine technology in the UK. The manufacturer says its Euro VI power plant stands head and shoulders above the competition for meeting the stringent new emission limits without the use of exhaust gas recirculation (EGR).

The feature vehicle on Iveco's 864m² stand will be a 500 hp Cursor 13 Euro VI example of its International Truck of the Year 2013-winning long-haul Stralis Hi-Way 4x2 tractor unit (AS440S50T/P). Also on show will be a standalone example of an FPT Industrial 480 hp Cursor 11 Euro VI engine.

Iveco and FPT Industrial have achieved what no other commercial vehicle or engine manufacturer have been able to, achieving Euro VI without the use of EGR. By using an engine with high efficiency selective catalytic reduction (HI-eSCR), Iveco says customers will benefit from weight reduction, optimised fuel consumption and increased durability thanks to a less complex, yet highly efficient, technology.

Martin Flach, Product Director of Iveco UK, says: "We can offer fleets a Euro VI engine which follows the same path of technical development as our Euro IV, Euro V and EEV-rated engines of previous years.

"Critically, this allows us to simplify the after-treatment system and to use the same 'body-in-white' of the previous generation Stralis, since our Euro VI engines do not require any additional cooling."

The complete engine range

With the launch of Euro VI Stralis, Iveco has adopted FPT Industrial Cursor 9, Cursor 11 and Cursor 13 engines, offering displacements of 9, 11 and 13 litres respectively. There are nine power variants for the Euro VI diesel versions (from 310 to 560 hp) and three natural gas versions (from 270 to 330 hp).

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All engines offer optimised fuel consumption and excellent performance, with maximum torque available at very low speeds (starting from 1,000 rev/min). For Euro VI, the Stralis' EuroTronic gearboxes have been specially modified by ZF to match the new engines – helping to reduce the number of gear changes, which leads to higher efficiency and maximum driving comfort.

An impressive operating range is guaranteed thanks to fuel tank capacities of up to 1,320 litres. Furthermore, all of the powertrains are equipped with a three-stage decompression engine brake, which provides additional stopping power and helps to reduce the wear and maintenance costs of the braking system.

Engine technology in detail

On the Euro VI engines, an all-new Super Engine Brake (SEB) uses an exhaust throttle valve to improve the performance of the new engine by up to 30 per cent compared to current Euro V engines. The engine brake is integrated with the service braking system and with the auxiliary retarder.

Key for the optimisation of combustion efficiency is the high average cylinder pressure and the high injector pressure. In order to achieve these results, significant changes have been made to the design of the crankcase and cylinder head, which have led to greater structural rigidity, increased coolant circulation and greater nominal capacity.

The Euro VI engine range features a latest generation common rail injection system, with a maximum injection pressure of up to 2,200 bar. A new electronic control unit has been introduced for the management of engine parameters and the accurate control of the after-treatment system of exhaust gases. A new control unit has been designed to optimise the compactness and to integrate the functionality of the engine, the HI-eSCR system and diesel particulate filter (DPF).

In order to ensure reduced environmental impact, the engines have been provided with a closed circuit breather system. And to prevent the dispersion of oil vapours into the blow-by gases of the engine, high-

performance oil separation systems have been introduced, which help to minimise the risk of contaminating the DPF.

Thanks to the combustion optimisation program, particulate emissions from the engine are already reduced and the forced active regeneration of the DPF is therefore not necessary, which is important in terms of fuel consumption and periodic maintenance.

Furthermore, since only clean filtered air enters the engine instead of recirculated exhaust gases, wear is maintained at very low levels and oil change intervals are longer, with corresponding maintenance intervals of up to 150,000 km.

This also helps to guarantee lower operating costs, increased reliability and higher power output without necessarily having a sophisticated system of air management. The simple and compact design of the engine and of the High Efficiency after-treatment system helps to reduce weight and minimises obstructions in the engine compartment.

The HI-eSCR system

The new Stralis Euro VI engine range is characterised by increased capacity and stands out for its exclusive HI-eSCR, a patented FPT Industrial system representing the very latest in heavy-duty diesel engine technology.

Iveco and FPT Industrial have increased the efficiency of the engine and reduced the particulate produced by the combustion process, due to the absence of the recirculated exhaust gases. The remaining amount of particulate is reduced in the DPF, while the nitrogen oxides are reduced in the exhaust system, with the valuable improvement in fuel consumption, performance and reliability which this brings.

The FPT Industrial HI-eSCR system can reduce NOx levels by more than 95 per cent. The after-treatment technology for Euro VI vehicles is unique and exclusive to FPT Industrial, since it meets the strict limits for nitrogen oxide emissions, thanks to the selective catalytic reduction system, and

without any need for the recirculation of exhaust gases. In particular, the system includes:

- Diesel Oxidation Catalyst (DOC)
- DPF
- Metering module for AdBlue
- AdBlue mixer
- SCR
- Clean Up Catalyst (CUC)

It is also equipped with a network of integrated sensors to monitor nitrogen oxide emissions and possible excessive levels of NH_3 (ammonia). Thanks to the extremely high efficiency of the HI-eSCR catalytic reduction system, the new Stralis is the only heavy-duty vehicle on the market to meet the Euro VI limits without the use of EGR.

This ensures major advantages over the competition:

- Smaller dimensions and less weight (only one NOx treatment system instead of two)
- Optimised combustion (more efficiency and less consumption)
- Lower production of particulate matter (and therefore active regeneration of the DPF in exceptional cases)
- No need for additional cooling (less scattered energy due to heat reduction)
- Specific power and torque at the top of the market

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Press Release

New Iveco Stralis – International Truck of the Year 2013 – makes its CV Show debut

April 9 – 11, 2013, NEC, Hall 4, Stand 4G10

(Watford, 9 April 2013): Iveco is marking its return to the CV Show with a line-up of International Truck of the Year 2013-winning Stralis tractor units, including examples of the Hi-Way and Hi-Road models. Together, the vehicles take top billing as the most eagerly awaited Iveco trucks to be launched for a decade.

Joining the Euro VI Stralis Hi-Way on display *(see release ref: 2382/13)* will be a pair of Enhanced Environmentally friendly Vehicle-rated (EEV) Stralis', including a 6x2 Stralis Hi-Way (AS440S50TX/P) powered by a 500 hp engine, and a 6x2 Stralis Hi-Road (AT440S46TX/P) powered by a 460 hp engine.

These three vehicles – plus a further two Stralis Hi-Way models being displayed externally – highlight the increased focus Iveco is placing on the UK tractor unit market.

All five Stralis' share the same bright orange paintwork, adopted by Iveco as the launch colour for the new range internationally.

The complete Stralis range

The Stralis Hi-Way replaces the previous Stralis Active Space and Active Space Super³ models and is designed as a highly competitive proposition for long-haul UK and international haulage with one of the most modern premium cabs available on the market.

It is joined at launch by the Stralis Hi-Road, in place of the previous Active Time model, for distribution and fleet operations as well as medium to long-haul domestic missions. Completing the new range is the Stralis Hi-Street which represents the day cab model of the range and is aimed at short-haul distribution markets for rigid, tractor and drawbar applications – in place of the previous Active Day model.

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With the new Stralis range, Iveco has reinforced its strategy to reduce total cost of ownership (TCO) for both hauliers and own-account operators. Across the range the new Stralis delivers reduced fuel consumption, lower maintenance costs, enhanced reliability and quality, improved cab ergonomics and increased driver comfort as well as optimised fleet management capability.

The full range also features highly-innovative new engine technology – including patented HI-eSCR engines developed by FPT Industrial for Euro VI – to meet the latest emission standards while delivering the best possible fuel efficiency. These Euro VI engines are available from launch in the UK by special order, but are not expected to be taken up until the Euro VI deadline, given lack of sufficient financial incentive from government for fleets to upgrade sooner *(see release ref: 2382/13 for full engine range information).*

Externally, the different cabs in the range have been restyled to focus on improving vehicle aerodynamics and therefore fuel efficiency even further. Amongst the most notable styling changes are a new central grille, redesigned air deflectors and a new bumper.

The latest range now incorporates advanced telematics systems, improved customer service tools and is available with an array of road safety systems. These include EBS with the brake assistant function, lane departure warning system, ESP, adaptive cruise control, daytime running lights and an all-new driver attention support function. There will also be an advanced emergency braking system available from Euro VI.

Iveco's unique 'Driving Style Evaluation' system won particular praise from the International Truck of the Year jury members, together with Iveconnect, an exclusive on-board tool which incorporates all infotainment, navigation, driving support and fleet management services.

The new vehicle generation has undergone extensive quality and reliability testing by Iveco's research and development teams, with more than 6

million kilometres of durability testing and in excess of 11 million kilometres of real-world driving exposure.

The full range is manufactured at the impressive Iveco heavy vehicle production facility in Madrid, Spain.

Low Total Cost of Ownership

When designing the Stralis, the needs of owner-drivers and fleet operators were amongst the most important factors for Iveco in directing its product engineering teams. With this in mind, Iveco has developed the new range with the aim of reducing the TCO to an all-new level within the marketplace.

Iveco is confident that by combining the quality of the product with a range of integrated services, including programmed on-board driver assistance, fleet management and driver training, customers should be able to obtain a TCO reduction of up to 4 per cent on an international mission carried out with a Stralis Hi-Way tractor unit over an average distance of 130,000 km a year for four years.

The new range builds on the EcoStralis' proven fuel-saving technologies, which have already helped to deliver excellent fuel efficiency for some of the most respected haulage fleets in the UK. In combination with this technology (first introduced with the launch of EcoStralis in January 2011), these contributions allow for a fuel saving of up to 10 per cent.

Solutions carried over from the ultra-frugal EcoStralis include:

- EcoSwitch – a device that uses the vehicle weight information from the ECAS / EBS systems to limit engine torque according to the truck's gross vehicle weight – ensuring overall performance is maintained in line with that of a fully laden vehicle. This allows fuel consumption to be minimised during acceleration without affecting overall speed capability

- EcoFleet mode – which automatically adjusts to the loading of the vehicle to help fine-tune fuel economy

- TPMS (Tyre Pressure Monitoring System) – which measures the air pressure inside the tyres to alert the driver of under- or over-inflation, contributing to reducing fuel consumption and tyre wear, as well as to vehicle safety

- Fitment of low-rolling resistance tyres

- Optimised drive axle ratio, depending on vehicle application and specified tyre size

In addition to this array of features, Iveco has introduced the 'Driving Style Evaluation' tool which allows the driver to improve his/her driving behaviour in real time. Designed to help a driver follow the most efficient driving style possible, it can generate fuel savings of between 5 per cent and 12 per cent, superior to any single technology solution.

The system works by processing data acquired by the engine, vehicle, and through an advanced algorithm developed by Iveco, to provide two types of feedback in real time. These include:

- An assessment of driving style, displayed on the screen with a clear and intuitive graphic display
- Suggestions for steps which can be taken by the driver to reduce fuel consumption, displayed within the vehicle cluster

Additionally, if connected to the Iveconnect Fleet system, this program allows the fleet manager to remotely assess the performance of each individual driver and vehicle.

Design & Aerodynamics

The new Stralis features a striking cab – designed with the primary aim of reducing drag coefficient (Cx). Overall the new cab styling is characterised by a distinctive front grille and redesigned air deflectors, new bumper profile, a new exterior sun visor with LED lights, new light assemblies which feature LED daytime running lights and Xenon headlights.

Aerodynamics is one of the most critical factors in determining energy efficiency: at 85 km/h, 40 per cent of the fuel consumed is used to overcome air resistance. Compared with the previous Stralis, Iveco has improved the Cx of its latest model by three per cent, making the cab quieter for the driver, whilst delivering a significant fuel advantage on long haul missions for the operator.

Hi-Comfort & Ergonomics: the new cabs

The Stralis cab range offers two widths: the premium Hi-Way cab (width 2,500mm), designed to ensure maximum comfort on long haul missions for either single or two-man crews. This top-of-the-range cab is available in high- and low-roof sleeper cab versions. Alternatively a medium cab (width 2,300mm) is available as a sleeper cab Hi-Road model with a choice of medium-high and low-roof, or as a day-cab Hi-Street model with a low-roof.

All cabs have benefited from the same major series of upgrades and been redesigned around the driver: delivering exceptional ergonomics, comfort, safety and infotainment. This helps to support the creation of an optimal working environment where the focus is on maximising productivity.

The range-topping Hi-Way high-roof cab offers an impressive interior space of more than $10m^3$. The cab interior has been completely redesigned: the new dashboard, which is ergonomic, functional and stylish has been designed with high quality non-reflective materials that are pleasant to touch.

The controls have been repositioned around the dashboard and the central area, to make them easily visible and accessible, ensuring maximum safety at all times. The storage compartments have been expanded to deliver even greater capacity, with specific compartments suitable for tablet computers, maps or tools.

To further improve comfort, the vehicle features a new ventilated and heated seat with built-in height-adjustable seatbelt.

The sleeping area features the new "High Comfort" lower bunk, which is 80cm wide and more than 2m long – the largest in any mainstream Iveco tractor unit to-date, with wooden slats and equipped with a super-comfy

mattress and reclining backrest. Alternatively, operators wanting additional in-cab flexibility can specify a multi-section bed that folds in the centre to become a table.

In the high roof version, the upper bunk opens easily thanks to the tilting mechanism with air springs. This ensures it can be quickly and easily closed, folding into the rear wall to maximise available cab space. Sound insulation has been further enhanced in this latest generation Stralis, to guarantee an even more relaxing environment for the driver.

Iveco has also incorporated an additional air conditioning system into the roof, which is quiet and energy efficient, and ensures the correct cab temperature is maintained even when the engine is turned off.

The sleeper cab is equipped with two spacious illuminated storage compartments, accessible from outside and inside. Two other external storage compartments are available for storing tools and work clothes. The fridge has been upgraded to incorporate a handy bottle rack and, for longer missions, a maxi-fridge can be installed with a capacity of more than 50 litres.

The dashboard of the Hi-Road and Hi-Street cabs has also been redesigned for better functionality and ergonomics. The new dashboard is symmetrical and distinguished by its modern design, colour consistency, and the use of embossed high quality materials: all to make the interior environment pleasant and relaxing.

In the centre of the dashboard is a comfortable and spacious open storage compartment, two closed drawers for small items and two handy cup holders.

On-board technology & telematics

Iveconnect is the exclusive system that allows drivers to manage infotainment, navigation, driving support tools and advanced fleet management services in a simple and integrated way.

It takes the form of a 7” touch-screen built into the dashboard and comes complete with radio, CD player, USB jack with iPod / iPhone and MP3

functionality, Bluetooth connection and with controls on the steering wheel and an AUX/video jack. The system provides access to two sets of dedicated functions for the driver and the fleet manager: Iveconnect Drive and Iveconnect Fleet.

Iveconnect Drive incorporates a satellite navigation system, the 'Driving Style Evaluation' tool, which acts as an on board driving instructor, and the Driver Attention Support safety device, to protect the driver from fatigue and drowsiness.

The same touch-screen interface is also the terminal for the advanced fleet management services Iveconnect Fleet. This is a new system that monitors the vehicle's position with advanced features and allows for data integration with the company's own fleet management system.

The innovative in-cab device is also capable of relaying messages between the traffic office or company HQ and the driver, as well as recording driving times and driver break periods. The interaction between driver, vehicle and traffic office allows a company to gain a quick overview of any vehicles fitted with this system, thus verifying, in real time, driving hours, fuel consumption, GPS position and anticipated travel times. It also allows for the automatic management of legal obligations relating to unloading, management and storage of data from the tachograph and drivers cards.

The Iveco Fleet Management services are available for all vehicles in the Stralis range and are run in co-operation with Qualcomm®, a global leader in the sector.

Maximum safety

With the launch of this new heavy truck range, Iveco has delivered an even more efficient braking system for the driver. The EBS now has the Brake Assist function incorporated, for even more rapid stopping power.

Additionally, a series of advanced safety systems are essential for protecting the driver, the vehicle and the load. The following systems are available:

Electronic Braking System (EBS): The EBS also integrates ABS (Antilock Braking System), ASR (Acceleration Slip Regulation) and EBL (Electronic Brake Limiter) functions. It combines the action of the engine brake and the intarder, which are automatically activated in order to increase efficiency and minimise wear on the service brakes. The system helps to deliver shorter overall braking distances and maintains even wear of the brake pads.

Electronic Stability Program (ESP): The ESP system acts in the event of the vehicle skidding, by adjusting the engine power and braking on individual wheels with different intensities so as to stabilise the position of the vehicle. It is effective both in case of sudden deviations from the planned course and in correcting situations of oversteer or understeer, should a driver approach a particular bend at the wrong speed.

Hill Holder: The Hill Holder function is used during hill starts. Its function is to prevent the vehicle rolling back for a few seconds when releasing the brake pedal on an incline. This makes it possible to pull away from a standstill on hills safely and with very low tyre wear.

Adaptive Cruise Control (ACC): Adaptive Cruise Control is an intelligent system that maintains constant cruise speed at the level selected by the driver. It can also detect if the vehicle gets too close to the vehicle in front. In the event that a safe distance is not maintained, the engine brake, intarder and service brake are activated automatically.

Advanced Emergency Braking System (AEBS): This system is only available on vehicles with a Euro VI engine, and warns the driver of the possibility of a collision and automatically actuates the braking systems in order to avoid it or to reduce the impact speed.

Lane Departure Warning System (LDWS): The Lane Departure Warning System beeps when the vehicle strays from the lines that mark the driving lane without the indicators being activated. The system can be highly effective in preventing accidents in the event of the driver becoming tired or being distracted.

Driver Attention Support: The system constantly monitors the driver's level of attention. It processes the movements of the steering and, if it detects a state of drowsiness, alerts the driver with an audible and visual signal.

Xenon headlights: Xenon headlights enhance the drivers' visibility and ensure relaxed and safe driving.

Daytime Running Lights: These LED lights are always on, ensuring maximum visibility, even during the day. They are available with both Xenon and traditional headlights.

Reliability, quality and low maintenance costs

In order to maintain the quality of every new Stralis, the cab is treated with a thick cataphoretic coating. Chassis components are protected by top-of-the-line surface treatments, and as an option, the underside of the chassis can be sprayed with an anti-abrasive wax coating for added protection. All of these changes mean increased reliability and reduced maintenance costs.

The automated 12 speed EuroTronic transmission, manufactured for Iveco by ZF, offers significant benefits in terms of cost of ownership since it always chooses the ideal gear based on economic driving principles, protects the transmission against over revving, and reduces clutch wear, noise and fuel consumption.

An optional Allison automatic transmission ensures optimum efficiency for multi-drop applications, such as urban waste collection, recycling or urban distribution.

The different types of axles offered by Iveco enable the Stralis to be perfectly adapted to suit any mission. The front axles have maximum permissible loads of up to 9 tonnes, and the standard rear axles are single reduction type, with maximum permissible loads of up to 13 tonnes. There are also differential lock and double reduction rear axles available (central and on hubs), with the choice of drive axle ratios from 2.64 to 5.29 ensuring the most efficient use of the vehicle for every need and location.

The range is complemented by the availability of vehicles with three or four fixed or lifting axles, optional self-steering axles, and single or twin wheels.

The Stralis can also be equipped with different suspension systems: parabolic, rear pneumatic or full pneumatic. The parabolic suspensions are lightweight and provide excellent driving comfort under all load conditions. The air suspension features ECAS (Electronically-Controlled Air Suspension) which automates position control to maintain the height of the frame while driving and to adjust it while loading, unloading and coupling the trailer.

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Press Release

Iveco's new Trakker launched in the UK

April 9 – 11, 2013, NEC, Hall 4, Stand 4G10

(Watford, 9 April 2013): In yet another CV Show debut, visitors to the Iveco stand can see the first example of the new Trakker range to arrive in the UK.

Featuring a redesigned cab which offers significantly improved levels of driver comfort, the Trakker is built alongside the Stralis at Iveco's state-of-the-art heavy truck manufacturing facility in Madrid. Designed to compete in the heavy-duty on/off-road sector from 19 to 72 tonnes, it is available in 4x4, 6x4, 6x6, 8x4 and 8x8 rigid configurations and as powerful 6x4 double drive tractor units. Air suspension is available on 3- and 4-axle models, providing greater driving comfort.

Representing the new range at the NEC is a Trakker Hi-Track 8x4 rigid chassis (AT340T41K) featuring a low-roof sleeper cab. It stands out for its striking Dakar green factory paintwork, made famous by Petronas Team De Rooy, which won the Dakar Rally in 2012 and secured six stage victories in 2013.

Trakker is a true workhorse, for it retains the comfort offered with the Stralis, but packaged to suit the demanding needs of operators who require the ability to travel off-road. Its cabs have been developed closely around the new Stralis Hi-Road and Hi-Street models.

New vehicles can even be specified with the same Iveconnect technology pioneered in Stralis; a system for managing the satellite navigation system, driver support tools, infotainment and advanced fleet management services.

New cab line-up

The updated Trakker range consists of three cab choices – the Trakker Hi-Land has a day cab with low roof while the Trakker Hi-Track has a sleeper

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cab for missions that require the driver to spend the night on board. The Hi-Track cab can then be specified with either a low or high roof.

From the start, Iveco's goal with the new Trakker was to create a vehicle offering the comfort of a road vehicle, but built to tackle construction sites, quarries and off-road missions. Iveco has completely redesigned the cabs to use materials of an even higher quality, with top-quality plastics and anti-scratch treatments, adding to the stylish and ergonomic look and feel of the dashboard. All buttons and switch controls are visible and easily accessible for the driver without needing to leave the comfort of their seat.

External cab styling is characterised by a distinctive new grille and stylish light assemblies which are protected against collision. The bumper also incorporates a platform which, together with two handles integrated into the front grille, facilitates easy cleaning of the windscreen.

Engine range

The new Trakker is equipped with the FPT Industrial Cursor engines which ensure plenty of power and torque for the most challenging uneven terrain. Designed to guarantee excellent performance, low cost of ownership and superior driving comfort – the new range is available with Cursor 8 or Cursor 13 engines, with displacements of 7.8 and 12.8 litres respectively, and offering power outputs from 310 to 500 hp.

Initially, the latest Trakker models will be offered with engines meeting the latest Enhanced Environmentally friendly Vehicle (EEV) emissions limits – with Euro VI Hi-eSCR variants to follow.

The Cursor 8 engine features a variable-geometry turbo and in-line six-cylinder architecture, whilst the Cursor 13 is ideal for the most demanding applications in the toughest environments, delivering high torque at low rpm for great drivability. The Cursor 13 is available in 450 hp and 500 hp versions with variable-geometry turbo, or as a 410 hp version with fixed-geometry turbo and a waste-gate.

To minimise unnecessary brake pad and disc wear, all Trakker models offer a third generation intarder.

Just like its predecessor, the new Trakker stands out for its impressive robustness, as proven in the Dakar Rally. Starting with the steel chassis, every component has been selected to deliver reliable performance that endures over time.

The ZF gearboxes available on the new Trakker have been chosen for their ergonomics and performance. The manual 9-speed and 16-speed Ecosplit transmissions are equipped with a servo-shift system for safer, more comfortable driving and the automated 12-speed and 16-speed EuroTronic gearboxes feature a gear selector built into the steering column stalk, for maximum driving ease.

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Specialist low-height Eurocargo steps up for CV Show

April 9 – 11, 2013, NEC, Hall 4, Stand 4G10

(Watford, 9 April 2013): Iveco has selected a specialist low-height Eurocargo to represent its medium weight truck range at the CV Show.

Finished in striking platinum silver paintwork, this high-spec Eurocargo 120EL18/P is built specifically for multi-drop urban distribution. Built on a 4,815 mm wheelbase, it features a low frame, which combined with a 'one-step' entry design, significantly eases access to the cab.

This particular model offers a 12 tonne gross vehicle weight and is equipped with air-suspension. It is ideally suited to courier and logistics companies, or own-account operations where the driver is required to get in and out of the vehicle multiple times per day and in quick succession.

Iveco's specialist 'EL' low-height chassis is built on the regular Eurocargo production line but features an overall height more than 75mm lower than the standard model to significantly ease access to the cab and body. To achieve this lower frame height, the side-members are shallower by 45mm and the vehicle runs on 17.5 inch, rather than 19.5 inch, wheels and tyres.

Also key to the vehicle's performance is its potential payload capacity of up to 7.5 tonnes. Depending on the choice of bodywork, it offers the ability to carry more than twice the payload of a traditional 7.5 tonne rigid, lowering CO_2 emissions by around half compared with two smaller trucks doing the same work.

It features a two-pedal EuroTronic 6-speed automated gearbox to enhance driver comfort and safety for urban delivery operations.

Power is provided by a 3.92 litre FPT Industrial engine Tector engine which is capable of producing 182 hp at 2,700 rev/min and up to 610 Nm of torque between 1,300 and 2,100 rev/min.

Press Release

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Additional options specified on this high-spec 4x2 rigid include Electronic Stability Programme (ESP) – for maximum safety – central locking, Bluetooth connectivity, air-suspended driver's seat, 'Comfort'-spec passenger seat (in place of the dual bench seat), headrests, roller blinds, fog lights, headlamp washers, cruise control and body-coloured bumpers and wings.

The full Eurocargo range extends to more than 11,500 different factory configurations and represents a complete line-up of vehicles that can be mission-matched to all types of applications, from urban distribution and regional haulage through to off-road tipper work and specialist 4x4 models.

As the best-selling Iveco truck in the UK, the Eurocargo has been developed to maintain its role as the benchmark commercial vehicle for the 6.5 to 18 tonne market sector.

Iveco

Iveco, a Fiat Industrial company, designs, manufactures, and markets a broad range of light, medium and heavy commercial vehicles, off-road trucks, city and intercity buses and coaches as well as special vehicles for applications such as fire fighting, off-road missions, defence and civil protection.

Iveco employs almost 25,000 people and runs in 11 Countries in the world using excellent technologies. Besides Europe, the company operates in China, Russia, Australia and Latin America. Around 5,000 sales and service outlets in over 160 Countries guarantee technical support wherever in the world an Iveco vehicle is at work.

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Press Release

Iveco introduces Stop & Start technology for Daily

April 9 – 11, 2013, NEC, Hall 4, Stand 4G10

(Watford, 9 April 2013): Iveco is displaying two 3.5 tonne Daily light commercial vehicles on its stand at the CV Show, to represent its extensive van and chassis cab range. The two 'Eco' models on show are the first in the UK to feature Iveco's new Stop & Start functionality which shuts down the engine when the vehicle stops with the transmission in neutral and restarts automatically when a gear is selected.

The first vehicle on display is a Daily 35S13 Eco van in platinum silver paintwork, built on a 3,300 mm wheelbase and featuring a 12m³ load space – one of eight load capacities available from 7.3 to 17.2 m³. It features twin rear doors which can be opened 270 degrees wide, folding back against the side of the vehicle for optimum access. A sliding door is mounted on the left hand-side, although customers specifying a van from new can choose between right or left-hand side opening – or both.

This van benefits from an array of options including alloy wheels, suspended driver's seat, front fog lights, Bluetooth connectivity, 180 amp alternator, under-seat storage and a rear load area light. It is also specified with the 'Daily Plus' options pack, which adds cruise control, provision for a TomTom navigation unit, heated electric mirrors and an additional storage shelf above the windscreen.

In addition to the Stop & Start functionality, it features Iveco's new Gear Shift Indicator (GSI), enabling the driver to better manage his/her way of driving. Together with the latest lightweight 6-speed transmission offered with 2.3-litre diesel engines, these functions reduce fuel consumption, and consequently CO_2 emissions, by up to 10 per cent compared with the previous model.

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Power is provided by a Euro V 2.3 litre FPT Industrial diesel engine which is capable of producing up to 126 hp between 3,200 and 3,900 rev/min, and up to 320 Nm of torque between 1,800 and 2,750 rev/min.

The second Daily is a 35C13 Eco chassis crew cab, also in platinum silver, and with space for a driver and six-man crew. This 3,750 mm wheelbase vehicle is mounted with an Ingimex tipper body from Iveco's DriveAway Options programme, which was reintroduced in 2012 due to increased demand from customers for ready-bodied vehicles which meet European Whole Vehicle Type Approval legislation. It is fitted with an identical 2.3 litre FPT Industrial diesel engine, driven through the same lightweight gearbox and benefitting from Stop & Start technology.

Like the van, it also features the 'Daily Plus' options pack. Additional options include a 180 amp alternator, heavy-duty battery, Bluetooth connectivity, front fog lamps and a reversing alarm, for maximum safety when manoeuvring.

The complete Daily range is available at six different gross vehicle weights from 3.5 to 7 tonnes and with a choice of seven wheelbase and body lengths from 3.0 to 6.2m, offering competitive payloads of up to 4.7 tonnes. Customers can also choose between manual or automated gearboxes, nine engines from 106 to 205 hp, 18 exterior colours and the option of parabolic, semi-elliptical or air rear axle suspension systems. The chassis options alone amount to more than 7,000 different product variations.

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