New Daily: an exceptional range of light commercial vehicles

Watford, January 13, 2015

The third generation of the Iveco Daily is now widely available across the UK and Ireland, delivering the perfect blend of tradition and innovation: a generational leap that marks an important milestone for Iveco. New Daily – which secured the fiercely contested International Van of the Year Award 2015 – meets the needs of even the most demanding fleet or retail customer, providing a perfect balance between cutting-edge innovations and the continued evolution of the Daily’s strong heritage.

It is the work companion of choice for the light commercial vehicle sector, being convenient and practical to use as a light van, whilst continuing to offer maximum reliability, efficiency and versatility that have always made the Daily a reference point for the market. 80% of components have been redesigned, yet the New Daily has preserved its classic ladder frame chassis structure, which has long been a key part of its DNA and ensures its sturdiness, versatility and durability over a long life, as well as offering maximum bodybuilding flexibility for chassis cab and chassis cowl versions.

The design efforts of the company focused on both versions of the New Daily, chassis cab and van, with an ambitious objective: consolidate Iveco’s already strong performance in both sectors, whilst further improving ergonomics, driving comfort, driveability and handling.

The capacity of the van has been enhanced with the creation of the new 18 and 19.6 m³ models (offering the best load space in their category) and the 10.8 m³ version (the best in its category for load efficiency).

Thanks to the new architecture, with longer wheelbases and reduced rear overhang, the New Daily guarantees excellent driveability without compromising its consolidated agility in confined spaces.

The new front suspension Quad-Leaf, standard on all 3.5 tonne models, constitutes the excellent blend between the two previous single- and twin-wheel versions, guaranteeing increased load carrying capacity of the former and ground clearance and maximum allowed payload on axles of the latter.

For the single-wheel models, the rear suspension has also been redesigned, which has yielded two important improvements: a decrease in the height of the load platform by approximately 55mm to facilitate vehicle loading and unloading, and a reduction of over steer in load transfers when
cornering. The combination of the new front and rear suspension systems, and the new longer wheelbases for the van produce a dynamic, category-leading performance in terms of safety and stability.

The third generation of the Daily also offers a considerable reduction in fuel consumption compared with the previous model, with a significant improvement in vehicle running costs, together with the best performance in the category offering a wide range of engines, transmissions and axle ratios.

**The New Daily in detail**

The ladder frame chassis is a vital element in the vehicle’s robustness: made from high-resistance steel, it is guaranteed to be long-lasting. This solution is the ideal support for every type of Daily configuration, allowing the vehicle to be converted more easily than vehicles with a box-frame chassis, and it makes the Daily the only vehicle in its category capable of reaching a gross vehicle weight of up to 7.2 tonnes.

**Van models**

The New Daily improves all performance areas of single rear-wheel vans. The load carrying efficiency has been optimised through the improved balance between the vehicle’s main dimensional elements: wheelbase, total length and useful length. The available wheelbases have been revised and now include 3,000, 3,520 and 4,100 mm, with the last two available with both a short overhang and a long overhang.

With the longer wheelbases, New Daily can offer a new range of load carrying volumes. The new 18 and 19.6 m³ models are the best in the category in terms of available load space and the 10.8 m³ version is the best in terms of load efficiency, an indicator that measures the ratio between the length of the load platform and the total length.

This model also represents the most important growth opportunity for Iveco in the largest market segment for vans: 38 per cent of vans sold in Europe have a load space between 9 and 11 m³. The New Daily van is the only vehicle with a GVW of up to 7 tonnes and load carrying capacity of up to 4,000 kg that allows the same volumes to be transported with fewer trips, thus reducing costs and increasing productivity. All these features make the vehicle the ultimate choice for distribution and for all applications that require large volumes, excellent performance and durability under pressure.

**Chassis cab models**

The range of chassis cab models is the largest on the market, with gross vehicle weights in the UK
and Ireland ranging from 3.5 to 7.2 tonnes, the wheelbase from 3,000 to 4,750 mm and total vehicle lengths of up to 6,190 mm. The new 4,100 mm wheelbase and single-wheel version combines excellent driveability and a 4,500 mm bodybuilding surface, whilst preserving the distinctive qualities of the Daily and enhancing driveability.

The New Daily chassis cab range is the only vehicle in its class with a useful load carrying capacity of up to 4,700 kg. Maximum load on front and rear axles is also at the top of the category. The 146 hp engine on twin rear-wheel versions is now also available with a 2.3 litre capacity engine and variable geometry turbocharger, improving payload capacity by more than 60 kg, whilst offering enhanced fuel consumption and lower emissions.

**Better handling and driveability**

The new architecture with long wheelbases and reduced rear overhang has improved the balance and handling of the New Daily van without compromising its extraordinary agility in tight spaces.

A new front suspension system has been developed in order to fully exploit the potential of the new vehicle. It improves comfort and driveability, and will be adopted as standard on both van and chassis cab versions.

The new QUAD LEAF front suspension is based on a double quadrilateral arrangement with traverse leaf springs that produce excellent results in terms of containing dimensions and masses. This new front suspension, standard for all 3.5 tonne models, offers:

- maximum permitted load of 1,900 kg (+100kg)
- height from the ground for the chassis cab versions of 175 mm (+45 mm)
- increased load capacity (+60 kg vs MecTor)

The new van line-up wheelbases focus mainly on the single-wheel versions. They contribute – in combination with the new suspensions – to deliver great enhancements in terms of stability and reaction response, allowing for lateral acceleration similar to that of a good level automobile, equal to 0.74 g.

The front suspension system has also been restyled with a dual quadrilateral arrangement and a torsion beam. The QUAD-TOR suspension system, available on twin rear-wheel versions, has been adapted for heavy usage and can carry a maximum axle load of 2,500 kg (2,100 kg for versions up to...
5 tonnes). This solution, which uses a torsion beam as a flexible element, is a unique feature in the sector and has been one of the Daily's strengths since it was first launched.

The rear suspension system on single rear-wheel versions has also been revised and its geometry has been recalibrated in order to minimise over-steer and increase the damping efficiency of the shock absorbers. A weight reduction of 8 kg in comparison to the previous model, along with a loading compartment lowered by 55 mm makes the New Daily a top level competitor in the rear drive vehicle market.

Safety standards have also been enhanced with the New Daily. Aside from the standard Electronic Stability Program (ESP), the New Daily introduces a range of new safety options including a Lane Departure Warning System (LDWS), that emits an acoustic signal when the vehicle departs from the marker lines of the lane without signal indicators activated.

**The New Daily range of engines and performance**

New Daily customers can select between 2.3 or 3 litre engine capacities, two fuel types (diesel or natural gas) and nine power outputs ranging from 106 to 205 hp. The engines are available in a Euro5b+ version with EGR or in a Euro VI version with a mixed EGR + SCR system. The after-treatment system is compact and is located at the height of the chassis without affecting the carrying space. On the Euro VI versions, the new generation common rail system allows injection pressures of up to 2,000 bar. The range is completed by the 136 hp Natural Gas version, which reduces the cost of fuel, pollutant emissions and noise impact.

With the launch of this latest model, Iveco has extended the replacement interval of the fuel filter from 40,000 to 80,000 km, the pollen filter from one to two years and the duration of the coolant is designed to last for the entire life-cycle of the vehicle.

**Fuel efficiency**

Iveco trials have shown that fuel consumption savings averaging 5 per cent compared with the previous model – and possibly more based on the precise application and model selected. The aerodynamics have also been enhanced, especially on van models, with the drag coefficient (Cx) reduced by 6 per cent (from 0.335 to 0.316).
Through a simple button in the dashboard, the new EcoSwitch function – pioneered in Iveco’s heavy truck range – allows engine mapping with the availability of reduced maximum torque (especially suitable for reduced load conditions) and a 5km/h restriction on the vehicle’s top speed.

The Smart Alternator is an operating mode for the alternator which allows the recovery of kinetic energy from the vehicle during release and deactivates the absorption of power in battery-charging conditions.

EcoMac is an operating logic for the automatic air-conditioning system which optimises the operation of the compressor depending on the actual passenger compartment cooling requirements, taking into account the perceived equivalent temperature.

The measures to optimise fuel consumption are completed by a series of solutions aimed at reducing friction, such as use of a low viscosity engine oil and low rolling resistance tyres.

In van configuration, a 7 tonne New Daily offers more than 4 tonnes of useful load carrying capacity and almost 20 m$^3$ of useful loadspace. The new architecture has reduced the total unladen vehicle weight: up to 40 kg less than the previous model. A further advantage can be obtained by selecting rear air suspension, available on all versions.

In addition, on both versions, the improvement in aerodynamics and the technological solutions adopted on the vehicle (from the EcoSwitch to the intelligent alternator) allow total fuel savings of up to 5%. This involves a significant reduction in the vehicle’s total running costs.

**Striking new exterior design**

The vehicle design has been completely renewed and allows the Daily to stand out for its distinctive styling and attention to detail, whilst also improving aerodynamics.

Among the new features of the styling are headlamps which are in a raised position and retracted to avoid damage in the case of minor impacts. A larger glazed area also contributes to making the interior compartment feel brighter and increases visibility, whilst also serving to improve vehicle aerodynamics.

**Interior design: the new concept of comfort driving**

The cab interior has also been completely redesigned to make it an even more pleasant environment for the driver and crew, thanks to a space developed to increase visibility, ergonomics and sound
insulation. The new dashboard, seat and steering wheel allow the driver to adopt a similar driving position and have a similar experience to that offered by a quality car. Specifically, all controls and storage pockets were designed with the idea of making them easy to reach from the driving position, including five closed compartments, three cup holders, plus tailor-made compartments for everyday items, such as smartphones and tablets.

The ‘smart’ space management, the sound insulation created through the use of sound-absorbing materials and the more efficient control of the air-conditioning system make life on board extremely comfortable in all load conditions and whatever the mission.

This aspect is enhanced further by the wide range of info-telematics available. In particular, the IVECONNECT platform allows the driver to manage an infotainment system that includes radio, MP3 player, Bluetooth, rear view camera and satellite navigation each activated via a dashboard-mounted touch-screen.

**The most extensive range in its class**

The New Daily is available in more than 8,000 different combinations between the chassis, engine and the mechanical parts on:

- six gross vehicle weight variants, starting from 3.5 and reaching up to 7.2 tonnes
- useful payload (including driver) of up to 4,700 kg and up to 3,500 kg towing capacity
- three wheelbases, five lengths and three internal heights for the van range
- six wheelbases and body length options from 3 to 6.2 m for the basic range (chassis cab, chassis crew cab)
- nine load space volumes from 7.3 to 19.6 m³
- nine engines from 106 to 205 hp, with record torque levels up to 470 Nm
- overall length of load compartment exceeding 5.1 metres
- more than 40 different factory-fit options available

The New Daily range includes vans, semi-window vans, chassis cabs, chassis crew cabs and chassis cowl.
Iveco

Iveco is a brand of CNH Industrial N.V., a World leader in Capital Goods listed on the New York Stock Exchange (NYSE: CNHI) and on the Mercato Telematico Azionario of the Borsa Italiana (MI: CNHI). Iveco designs, manufactures and markets a wide range of light, medium and heavy commercial vehicles, off-road trucks, and vehicles for applications such as off-road missions.

The brand’s wide range of products include the Daily, a vehicle that covers the 3 – 7 tonne vehicle weight segment, the Eurocargo from 6 – 16 tonnes, the Trakker (dedicated to off-road missions) and the Stralis, both over 16 tonnes. In addition, with the brand Iveco Astra, builds mining and construction vehicles, rigid and articulated dump trucks and speciality vehicles.

Iveco employs close to 21,000 individuals globally. It manages production sites in 7 countries throughout Europe, Asia, Africa, Oceania and Latin America where it produces vehicles featuring the latest advanced technologies. 4,200 sales and service outlets in over 160 countries guarantee technical support wherever an Iveco vehicle is at work.

For further information about Iveco: [www.iveco.com](http://www.iveco.com)
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