



Iveco launches new EcoDaily in the UK

(Watford, 11 January 2010): Iveco has launched its new Daily range in the UK comprising EcoDaily and Daily, representing the most extensive and environmentally friendly line-up of van and chassis cab models yet. Designed to minimise impact on our ecology and offer maximum economy to light commercial vehicle operators, all EcoDaily engines are both Euro 5 and EEV compliant and all other models benefit from a new range of Euro 4 engines.

The launch sees the EcoDaily product line-up extend into a new sector, with vehicles in the UK spanning the complete 3.5 to 7.0 tonne market (previously 3.5 to 6.5 tonnes). The new 7.0 tonne model will be available to order from the second quarter of 2010 and provides an increase in payload capacity of 470 kg compared to regular 6.5 tonne variants, providing over 4,700 kg of body and payload capacity for chassis cab models – more than many medium range trucks, which is testament to EcoDaily's truck style heritage.

This exceptional carrying capacity also means that a fully-loaded 7.0 tonne EcoDaily can transport a load equivalent to more than that of three regular 3.5 tonners combined. Not only does this ensure this new model is suitable for even the most demanding light commercial vehicle applications, it also means that total emissions can be reduced by over 60 per cent through using one vehicle instead of three.

The full UK product line-up is available in van, semi-window van, chassis cab, chassis crew cab and MPV versions. A choice of ten engine ratings from 96 to 176 hp, as well as an array of wheelbase lengths, overall lengths, internal heights and axle ratios provides more than 7,000 different configurations. It also includes the largest panel van available on the market in the UK, offering a load carrying capacity of 17.2 m³, enabling up to six Euro pallets to be carried.

This new product line-up builds upon Iveco's significant experience and heritage in the light commercial vehicle industry, which started with the launch of Daily in 1978 and has since seen over two million vehicles delivered to customers worldwide.

Design

The most instantly recognisable new feature of the range is its restyled front profile, which has seen the upper and lower grille areas integrated into a sporty honeycomb grille, designed by Centro Stile Fiat, to create a modern new look worthy of Iveco's best selling model



Trucks and
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Inside the vehicle, drivers and crew benefit from a revised cabin which offers a welcoming and comfortable working environment. The new dashboard incorporates a striking aluminium finish centre console which provides a perfect match with the dark grey anti-glare dashboard and light grey headlining. These colours are reflected in new two-tone light and dark grey seat fabrics, giving the range an extremely refreshing internal appearance. Drivers can also specify a suspended seat or heated suspended seat both of which include lumbar support and arm rest as optional extras. In addition, an optional single adjustable passenger seat instead of the standard double passenger seat can be specified, providing additional cab space and comfort for longer journeys.

Convenience for the driver has also been enhanced with an optional storage box with a six litre capacity under the dual passenger seat.

The new instrument cluster includes enhanced graphics and green-band marking on the rev counter to highlight the most economical engine speeds, together with a new fuel gauge for Natural Power models, which sees the level of natural gas indicated on a traditional analogue display, whilst the capacity of the back-up 14 litre petrol tank is represented by an LCD digital gauge which illustrates the contents of the tank every time the engine is started.

A natural and ergonomic driving position ensures good posture for the driver, whilst dashboard visibility and access to controls has been designed to provide maximum comfort even over long journeys. New car-like steering column controls with a separate switch for operating the cruise control helps contribute to enhanced safety.

Euro 4 engine line-up

One of the most notable features of the new Daily is an extended range of FPT (Fiat Powertrain Technologies) engines providing improved performance coupled with best-in-class environmental credentials. In direct response to changes in the way light commercial vehicles are homologated for engine emissions, Iveco has developed an even wider selection of engine options, thereby providing customers with maximum choice.

There are two basic Euro 4 engine options for the Daily, comprising a 2.3 litre offering a choice of power outputs from 96 to 136 hp, with a peak torque of up to 320 Nm, and a 3.0 litre engine with power from 136 to 176 hp and a maximum torque of 400 Nm. All of these engines use proven Exhaust Gas Recirculation (EGR) technology.

Press Release



All 2.3 litre engine options are certified to the Euro 4 standard, according to the light duty regime, with two new common rail versions consisting of a 106hp unit (with 270 Nm of peak torque) and 126 hp (290 Nm). Both of these new engine options join the existing line up of 96, 116 and 136 hp engines, the latter of which uses a Variable Geometry Turbocharger (VGT).

A selection of Euro 4 Daily models offering higher power outputs are also available, each with a 3.0 litre common rail engine offering ratings of 146 and 176 hp. Both of these models are certified according to the light duty regime, with the top performing 176 hp engine using a VGT to deliver an incredibly high torque output of 400 Nm.

The quality of the FPT engines is illustrated by the constant maximum torque over a wide range and available from the lowest engine speed, meaning they are comfortable in heavy traffic and respond quickly to sudden acceleration. This in turn puts a reduced strain on the engine which means enhanced fuel consumption, increased productivity and less mechanical stress, ensuring a longer lifespan. Each of these Daily engines is designed to operate with 100 per cent synthetic oil and allows service intervals to be extended to 40,000 km, resulting in a significant reduction in downtime and operating costs.

Euro 5 and EEV engine line-up

The new EcoDaily range also includes an extensive selection of models homologated according to the heavy duty regime and powered by completely new examples of the 3.0 litre engine. Even though the minimum legislative requirement for the heavy duty regime is Euro 5, EcoDaily goes one step further by being homologated to the EEV (Enhanced Environmentally Friendly Vehicle) standard.

Available immediately from launch, this includes a 170 hp diesel engine, with a 140 hp option joining the range from the second quarter of 2010. These two models join the majority of Iveco's truck offering in being able to meet such high environmental standards, thereby demonstrating Iveco's commitment to environmental care. They also provide fleets with the ability to demonstrate their corporate responsibility by operating vehicles which are far cleaner than the minimum legal standard.

The stringent EEV emissions levels have been achieved using sophisticated two-stage turbo-charging engine technology in combination with EGR and a diesel particulate filter (DPF), with filter regeneration controlled by the engine management system.

Natural Power Engine

Also available in EcoDaily is a 136 hp natural gas powered engine which has been homologated according to the heavy duty regime and meets the EEV standard. Recommended for use in the UK with biomethane, this model incorporates advanced OBD (On Board Diagnostics) and a 14 litre petrol tank which is included as an emergency fuel reserve. This proven engine technology uses stoichiometric combustion and a three-way catalyst carried over from the current Daily CNG to bring the same very low tail pipe emissions; exceeding the emissions targets which Euro 6 will require in years to come.

EcoDaily/Daily Engine Data

The following chart gives the engine details with new configurations in bold text:

Engine	Max Power hp	Engine speed rev/min	Max Torque Nm	Engine speed Rev/min	Homologation
FPT 2.3 litre Diesel	96	2,700 – 3,900	240	1,800 – 2,800	LD Euro 4
	106	2,750 – 3,800	270	1,750 – 2,750	LD Euro 4
	116	3,200 – 3,900	270	1,800 – 2,800	LD Euro 4
	126	3,050 – 3,700	290	1,600 – 3,050	LD Euro 4
	136	3,000 – 3,900	320	1,700 – 3,000	LD Euro 4
FPT 3.0 litre Diesel	146	3,000 – 3,500	350	1,400 – 2,800	LD Euro 4
	176	3,200 – 3,500	400	1,250 – 3,000	LD Euro 4
	140**	2,990 – 3,500	350	1,250 – 3,000	HD EEV
	170	2,990 – 3,500	400	1,250 – 3,000	HD EEV
FPT 3.0 litre Natural Power	136	2,730 – 3,500	350	1,500 – 2,730	HD EEV
	82 Petrol*	2,500	230	2,500	

* Recovery mode for Natural gas versions

** Available from Q2 2010

Gearbox

Depending on the engine, models within the range are available with either a five or six-speed manual gearbox or the optional six-speed AGile automated transmission which is now available on all models and can be used in either automatic or sequential mode.

The AGile gearbox now benefits from revised control software which further improves the driving experience, allowing driver initiated down-shifting for maximising engine brake performance and anticipating traffic conditions without exiting from the fully automatic mode. It also analyses the pressure being placed on the accelerator pedal and adapts its response to the driver's style of driving.

Safety

New across the range is the fitment of the latest generation ESP (Electronic Stability Program) as standard equipment on all models, which guarantees shorter braking distances and reduces the risk of skidding. This state-of-the-art safety package integrates all of the vehicle's safety functions including ABS (Anti-Lock Braking System), which ensures directional stability under braking, ASR (Anti Slip Regulator), an important feature especially when reversing up a loading ramp in wet conditions and HBA (Hydraulic Brake Assist), which ensures optimised braking under emergency conditions. It also includes Hill Holder, which provides assistance to the driver by stopping a vehicle rolling back when pulling away on an incline.

There is also an additional function named LAC (Load Adaptive Control) which identifies changes in the vehicle mass and centre of gravity along the longitudinal axis of the vehicle and adapts any interventions from the ABS and ESP safety systems according to the vehicle load. This enables LAC to optimise braking effectiveness, traction and stability. It also minimises brake-pad wear by optimising the distribution of braking forces and providing greater stability under any permitted load.

The braking system uses discs on all four wheels (the front discs are also ventilated), whilst on-board standard safety features also include driver's front air bag across the entire range and optional passenger and driver-side window airbags.

Also new is the inclusion of a tyre repair kit on 3.5 tonne variants comprising a tyre inflation compressor, powered by the vehicle's battery, and a sealing solution which can be used to repair punctures permanently up to 6mm in size without further damage to the tyre. The repair kit is housed in a purpose-designed case securely mounted on the cab floor adjacent to the driver's seat, replacing the spare wheel and carrier, which is now available as an option according to specific customer needs.



For models above 3.5 tonnes, the spare wheel with carrier remains as standard equipment with the tyre repair kit optionally available.

Manoeuvrability and access

With its front suspension and best-in-class turning circle, essential for manoeuvrability and productivity, EcoDaily and Daily are ideally suited for the urban environment. The traction provided by rear wheel drive gives the vehicle excellent grip under all road conditions, especially when starting from rest on a steep slope.

The productivity of van models is also enhanced by the availability of new rear door hinge arrangements that allow operators to select the required opening angle. The standard user-friendly 270° door opening is equipped with automatic door stops at 90°, 180° and 270° without the need for a central check strap.

Blue & Me

Available as an option across the full range, the Blue & Me hands-free system has been developed as the result of close collaboration between Fiat and Microsoft. It uses exclusive universal voice-recognition technology so that, regardless of who is speaking, the system does not need time to learn the voice. After pairing a Bluetooth mobile phone with the system and downloading the mobile phone's phonebook, calls can be made and received simply by speaking: all the commands can be given without taking hands off the wheel or eyes off the road.

Up to five different mobile phones can be paired with the system making Blue & Me ideal for business use. A number can be dialled by dictating the number, digit by digit, or simply by saying the name of the person to call, provided they are in the phone's phonebook. Alternatively, the steering wheel controls can be used to scroll through the phone book on the instrument panel display.

An extension of this service is Blue & Me Fleet, Iveco's fleet management telematics package which is offered in partnership with Qualcomm Enterprise Services, a leader in integrated wireless systems and services. Blue & Me Fleet allows full integration with the EcoDaily's CAN-BUS network and the precise GPS (Global Positioning System) provides highly accurate information to be accessed by the fleet manager or operator using Qualcomm's internet based FleetVisor™ web portal. This service can supply real-time information on fuel consumption, distance travelled, road speed, engine usage and driver identity data.



It can also allow remote downloading of the digital tachograph data, eliminating the need for the vehicle to be physically available for this legally required procedure.

EcoDaily Electric

Completing the line-up of power options in the new range is EcoDaily Electric, a highly innovative vehicle with pure electric traction using advanced NaNiCl₂ battery technology.

EcoDaily Electric is available to order in the UK from launch and uses an asynchronous three-phase traction motor controlled through a DC/AC inverter to provide effortless driving and range-extending regenerative braking. The power output is 30kW continuous (60kW peak) for 3.5 tonne models and 40kW continuous (80kW peak) for 5.0 tonne models.

All drive components and batteries are housed either in the engine compartment or within the chassis side rails, ensuring there is no compromise in load space. This is made possible as EcoDaily Electric is designed, manufactured and sold by Iveco – which also brings further advantages regarding both planned and unplanned servicing, as there is one supplier, one invoice and one warranty to manage – in comparison with some of the other electric vehicle options on the market. Indeed, the EcoDaily Electric has been built to be supported directly by Iveco's extensive worldwide dealer network.

Each vehicle features a dashboard display which provides the driver with relevant information such as the battery's charge level, system voltage, temperature, traction current and diagnostic information in the event of a malfunction. Power is provided by Zebra Z5 traction batteries using the proven NaNiCl₂ technology which are fully sealed and do not produce gaseous emissions or require maintenance. The batteries are also fully recyclable. On-board battery charging is provided by means of a standard three-phase 380V/32A supply and requires eight hours to fully charge the traction batteries.

Real-life trials have proven the vehicle to have an effective range of between 90 and 130 km, depending on the number of batteries specified and the vehicle's application. Furthermore, EcoDaily Electric can be driven just like a conventional vehicle fitted with an automatic transmission, using a gear lever to select forward, neutral or reverse. Each vehicle has a maximum road speed electronically limited to 70 km/h, although this can be set to a lower level to further improve the vehicle's range.



EcoDaily Electric is ideally suited for urban missions such as door-to-door collection and deliveries and for passenger transportation. 3.5 tonne models have two batteries with a third optionally available on long wheelbase models, whilst 5.0 tonne variants have three batteries with a fourth optionally available on longer wheelbase models.

Recycling

End of life recycling is a legal requirement for cars and light commercial vehicles up to 3.5 tonnes with current regulations requiring a minimum of 85 per cent of a vehicle's mass to be recyclable. The latest EcoDaily models are already certified to be over 90 per cent recyclable, well in advance of the new requirement which will commence during 2015 and affect vehicles above 3.5 tonnes.

The EcoDaily Electric is also designed to be recycled at the end of its life, with its Zebra batteries being completely recyclable.

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Iveco

Iveco 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 over 27,000 people and runs 27 production units in 16 Countries in the world using excellent technologies developed in 6 research centres. Besides Europe, the company operates in China, Russia, Australia and Latin America. More than 6,000 service outlets in over 100 Countries guarantee technical support wherever in the world an Iveco vehicle is at work

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