

## **The new Trakker in brief**

The quarry and construction vehicle market is extremely complex, because of the many applications: vehicles with 2, 3 or 4 axles with or without all-wheel drive; a wide range of power; trucks and tractors; light or oversized models; and special variants for special outfits.

Trakker is a work tool designed to meet every kind of extreme off-road mission on wheels ranging from 18 to 72 ton.

The real innovation with new Trakker is mainly the new Stralis-based cabin, resulting from the work carried out with great determination, in collaboration with the dealers and customers who took part in the design, to improve its driving comfort and the life onboard - which is now widely acknowledged as being vitally important to productivity and safety.

New Trakker is designed from the outset to meet customers' needs and expectations, primarily in terms of strength and reliability. New Trakker represents a perfect blend of strength, reliability, and the comfort of new Stralis AD and AT cabs.

Adoption of the grille and badging, already introduced on the new Stralis range, provides an improved platform for sign writing in the vehicle customer's livery. The three-piece steel bumper, an essential cost saving aspect of the Trakker range, is painted in a darker grey colour to match the self-coloured plastic parts.

The new Trakker range is wider than ever. It boasts a product range, in both left and right hand drive, that allows customers to tailor the product to their specific mission. The range includes 2 engines (Cursor 8 and Cursor 13) and 2 cabins (Active Day and Active Time).

Rigid truck versions are available in 4x2, 4x4, 6x4, 6x6 and 8x8 configurations with power ratings from 310 to 500hp.

Tractor versions are available in 4x2, 4x4, 6x4 and 6x6 configurations with power ratings from 360 to 500hp.

New Trakker was designed to support body building activities through a wide range of transmission and direct engine driven PTOs, electrical connections available both within the cab and on the chassis and the CANopen data bus expansion module.

New Trakker reduces maintenance costs minimizing downtime with prolonged engine oil change intervals (once per year) and through a quick and accurate diagnostics onboard. As for engines, a feature of new Trakker is the Cursor engine range, a reference point in terms of torque, life, maintenance and operating costs: they consume – in accordance with the various missions - 2 to 5% less compared to the already economic Euro 3 versions.

Whether it is required to operate under the most extreme off-road conditions or cover most of its life on-road with occasional off-road excursions, new Trakker can be specified to optimise payload and fuel consumption.

The new Trakker – like the Stralis - was designed to demonstrate Iveco fundamental values towards excellence: Commitment, Reliability, Performance, Team Spirit and Power. Values Trakker shares with the New Zealand rugby national team, the All Blacks, who in their history have won more than anyone else. To confirm this value sharing, already celebrated by the new Stralis, on the occasion of its launch the new Trakker was presented in black livery and bright green tattoos recalling the unmistakable All Blacks' feature.

## **The values of the new Trakker**

The new Trakker was created sharing the same values of the most famous rugby team in the world, the All Blacks, thus along the lines Iveco adopted for designing the new Stralis.

In addition to the four Iveco values – Commitment, Reliability, Performance, Team Spirit – Trakker inherits the Stralis' product value too, Power, to reaffirm one of the strong points which distinguish the excellence of Iveco engineering solutions.

## Power

For Trakker, Power means offering the extremely modern Cursor Euro 4 and 5 SCR engines with a swept volume from 8 to 13 litres, power from 310 to 500 HP and maximum torque from 1,300 to 2,300 Nm. Efficient, reliable engines, with optimized power and torque delivery over a wide range of engine speeds to ensure maximum power availability in arduous conditions.

## Commitment

Trakker Commitment is the sense of responsibility for the customer's business without forgetting the comfort and safety of he/she who spends most of his/her time in a truck. The close family relationship between Trakker and Stralis is clearly evident: highly ergonomic cabins, enhanced driver comfort comparable with road vehicles. But Stralis customers are also offered a unique design, because respecting who drives also means to offer him/her a truck in which it is nice to be seen.

## Reliability

For Trakker it means keeping promises: product reliability, durability and high safety standards in every situation. Reliability for Trakker means also flexibility for body builder intervention supported by a wide range of transmission, direct engine-driven expandable PTOs, easily dependable body builder electric connections, and more.

## Performance

Trakker Performance is supporting the customer's business value. It means raising productivity and reducing running costs. Trakker assets are optimised bodybuilder intervention, servicing downtime, and consumption. Trakker's new chassis electrical system improves flexibility for body builder intervention and periodic servicing. Periodic maintenance time is minimised in order that the vehicle spends as much time as possible working hard. Always a vital consideration is fuel cost. Trakker's Euro 4/5 Cursor engines return excellent fuel consumption. Team Spirit  
It means working alongside the customer for the whole vehicle life: during the product development, through the work of 2,500 skilled designers and numerous R&D centres which involves the Customer in the design stage; during the purchase, with the support of skilled dealers and financing solutions to meet all company needs; during the vehicle operation, through the daily work of a 24/7 call centre and an efficient and widespread service network (more than 3,000 service points in over 100 countries).

## **Trakker: what's new?**

The latest evolution of Iveco's off-road range, new Trakker, arrives to the market very much with the customer in mind. New Trakker continues the proven development of Iveco's well known range of construction vehicles, built to meet the industry's highest operational expectations. This began with EuroTrakker, a very robust vehicle for arduous off road applications. The latest evolution, new Trakker, matches the robustness with enhanced driver comfort and on road levels of interior noise and driver refinements.

A key aspect of the operation of new Trakker in service involves driving. The close family relationship between new Trakker and new Stralis is clearly evident in use of Stralis' Active Day (AD) and Active Time (AT) cabs.

## Cabin Design

The most obvious distinguishing feature of the new range is seen from the front of the vehicle: new Trakker has a typical design, developed by Iveco Style Centre in compliance with the needs pointed out by the customers, because respecting who drives also means providing him/her with a good looking truck.

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The AT cab benefits from a new external equipment locker on the passenger side, in addition to the current one on the driver's side of the cab. The locks for both lockers are electrically controlled.

Driver comfort is enhanced by improvements in the location of key controls: decompression engine brake, hydraulic retarder, radio, cruise control can all be operated without taking the hands off the steering wheel. Also the EuroTronic gearbox selector is mounted on the steering column.

### Driving Comfort

All the controls are clearly visible and easy to reach in order to keep the vehicle always under control in complete safety and comfort.

Given the efficient climate control system and the excellent soundproofing, new Trakker can offer the driver a comfortable and safe driving also in adverse conditions.

With EuroTronic 2, a fully automatic gear shifting mode, the driver can concentrate fully on the road and the load. Even if the driver selects manual mode, the steering column mounted gear change levers mean that gear changing is effected without the drivers hands leaving the steering wheel. Also new is a further enhancement for the automated clutch engagement providing smoother drive take-up than ever.

### Body building requirements

Construction site vehicles are basically trucks. The most popular outfit is certainly the tipper body, but there are also some very specific applications, such as cement mixers that carry concrete ready for use. Many have platforms, often fitted with handling cranes.

Clear from the start is the fact that body builder intervention will be required, if not for the tractor models but certainly for the rigid models. New Trakker makes life easy for the body builder with both electrical and mechanical provision for the body building process.

Body building activities supported by product features of new Trakker as follows:

- a range of transmission and direct engine driven PTOs are available for customers to order. With the body builder expansion module up to 3 PTOs can be controlled and programmed for specific engine speed options to suit each PTO;
- for customers wishing to have PTOs fitted that are not available to order, a PTO management facility is available which provides the necessary controls and electrical relays mounted inside the vehicle cab;
- body builders electrical connections are provided both within the cab and on the chassis frame to provide power for body lights and accessories;
- a feature of the expansion module is to provide an ISO 11898 CANopen data bus for exchange of data if required.

A new chassis electrical system improves flexibility for body builder intervention and periodic servicing. An electronic expansion module is included in the vehicle data bus providing a data bus specifically for the body builder.

Minimised running costs

Periodic Maintenance

New Trakker reduces maintenance costs minimizing downtime with prolonged engine oil change intervals (once per year) and through a quick and accurate diagnostics onboard. Periodic maintenance of new Trakker is assisted by the EasyMux electrical architecture. This system provides for optimised communication of all the major components and vehicle systems using much simpler electrical wiring, reduced number of cables, fuses and relays. Resulting in rapid and accurate fault diagnosis - should the need arise - in order that the vehicle spends as much time as possible working hard.

Fuel consumption

Always a vital consideration is fuel cost. Iveco cannot influence fuel price but new Trakker - in either Euro 4 or Euro 5 engine emission level - does return excellent fuel consumption thanks to the advanced combustion system employed by the Cursor engines and the SCR exhaust after treatment which allows the engine to be tuned for power and economy. Cursor Euro 4/5 engines are a reference point in terms of torque, life, maintenance and operating costs: they consume 2 to 5% less compared to the already economic Euro 3 versions.

## **Range wider than ever**

The quarry and construction vehicle market is extremely complex, because of the many applications: vehicles with 2, 3 or 4 axles with or without all-wheel drive; a wide range of power deliveries; trucks and tractors; models designed for limited off road use or full off road and special variants for specific applications.

New Trakker boasts a product range, in both left and right hand drive, wider than ever before allowing customers to tailor the product to their specific mission. As before the lighter range, designed for on/off highway under legally controlled vehicle operating weight conditions and the heavy range designed for substantial off road conditions demanding an exceedingly robust chassis and running gear construction.

New for Trakker are single reduction drive axles fitted with disc brakes, bringing all wheel disc brakes to new Trakker representing further savings in operating costs, and the availability of the hub reduction axles with a new heavy duty pneumatic suspension.

New Trakker configurations

The rigid range comprises vehicles of 2, 3 and 4 axles.

The 2 axle rigid versions in 4x2 configuration are available with the Cursor 8 engine at power ratings of 330hp and 360hp and the Cursor 13 engine at 410hp and 450hp. This is mirrored by the 4x4 configuration in which the 310hp version of the Cursor 8 engine is added to meet specific utility requirements.

The 3 axle rigid versions in 6x4 configuration are targeted for general on and off road applications and for specific concrete mixer application. The Cursor 8 engine is available at 330hp and 360hp and the Cursor 13 engine is available with power ratings of 410hp and 450hp. The Cursor 13 engine rated at 500hp is available for heavy duty off road applications. The 6x6 configuration is available with the Cursor 8 engine rated at 360hp and the Cursor 13 engine rated at 410 and 450hp.

The 4 axle rigid versions in 8x4 configuration, are again targeted for general on and off road applications and for specific concrete mixer application.

The Cursor 8 engine is available at 360hp and the Cursor 13 engine is available with power ratings of 410hp and 450hp. The 8x8 configuration is available at the single engine rating of 500hp with the Cursor 13 engine.

The tractor range comprises vehicles of 2 and 3 axles.

The 2 axle tractor versions in 4x2 configuration are available with the Cursor 8 engine at a power rating of 360hp and the Cursor 13 engine at 410, 450 and 500hp. The 4x4 tractor configuration is available with the Cursor 13 engine rated at 410 and 450hp.

The 3 axle tractor versions in 6x4 configuration are available with the Cursor 13 engine at 410, 450 and 500hp. The 6x6 tractor configuration is available with the Cursor 13 engine rated at 410 and 450hp.

The range is available with the AD cab and - subject to a few restrictions - the AT sleeper cab.

#### Braking system

All non driven Iveco front axles are fitted with disc brakes and Iveco rear axles of the hub-reduction type, providing excellent off-road tractability, are fitted with drum brakes. Meritor single-reduction axles are used for the lighter on/off road 6x4 and 8x4 models and feature disc brakes giving those models disc brakes all round. Front axle platings range from 8ton to 9ton. All engine variants retain the Iveco decompression engine brake and, for the Cursor 13 – 410 engine, the new CEB (Compression Engine Brake) has been adopted. This is a constant counter pressure engine brake providing enhanced levels of engine brake performance

#### Suspensions

Steel parabolic and multileaf road springs are carry over as is the light duty on/off road air suspension used on 6x4 and 8x4 models. A new air suspension system for heavier duty off road applications in combination with the Iveco hub-reduction axle bogie for 6x4 and 8x4 applications. Suspension anti-roll stabilisers are available to suit a wide range of centre of mass heights to ensure a high degree of vehicle stability even for arduous off-road conditions.

#### Model naming

New

Trakker has model naming clearly identifying the vehicle product specification. This is derived as follows:

### **Engine and transmissions**

The Cursor 8 and 13 engines are retained for new Trakker, some versions with increased power ratings, culminating in the 500 hp version for the highest operating weights. All versions are equipped with the Cursor decompression engine brake but there is a new Combined Engine Brake introduced on the 410 hp Cursor 13 engine to give enhanced performance.

The transmission line up for new Trakker includes the 12 speed EuroTronic 2 automated transmission with steering column mounted gear change controls and ZF Ecosplit 16 speed transmissions with servoshift and the ZF Ecomid 9 speed transmissions on 310 and 330 hp engines.

#### Lasting torque, immediately dependable

A common feature of the Cursor engine range is to have maximum engine power and torque over a wide range of engine speeds. A feature of the variable geometry turbocharger is to provide for a very high engine torque at low engine speeds which can be maintained over a wide portion of the useful engine speed range. Similarly, the rated engine power occurs well before the rated engine speed and is maintained up to the rated engine speed. This provides excellent truck performance characteristics allowing gear up-shifting under arduous conditions to be made with the engine capable of still developing its maximum power.

All Cursor engines are certified and available meeting either Euro 4 or Euro 5 exhaust emission limits. In either case the engines exploit the Selective Catalytic Reduction exhaust after treatment ensuring optimum vehicle fuel consumption.

Powerful and reliable, Cursor engines have been designed to ensure not only excellent performance, but also low running costs, in addition to a higher driving comfort given their exceptional flexibility.