

## **IVECO LAUNCHES THE NEW STRALIS HI-WAY**

### **Setting new standards in efficiency, quality and customer value**

- **Reduced cost of ownership**
- **Lower fuel consumption**
- **Euro VI engines with unique HI-eSCR technology**
- **Enhanced cabin ergonomics, comfort and design**
- **Advanced road safety features**
- **New tools for operational management**

Iveco launches, today, the STRALIS Hi-Way, the next generation of the company's heavy-duty vehicle range. The new STRALIS offers a highly competitive proposition to the heavy-duty transport sector of today and tomorrow.

The vehicle stands out in efficiency, quality and customer value and delivers in terms of Iveco's commitment to sustainable mobility with ultra-clean tailpipe emissions.

With the new STRALIS Hi-Way, Iveco reinforces the company's strategy to reduce total cost of ownership (TCO) for the customer. The STRALIS Hi-Way delivers reduced fuel consumption, lower maintenance costs, enhanced reliability and quality, improved cabin ergonomics and driver comfort as well as optimised operational management.

Alessandro Mortali, Senior Vice President Heavy Range Iveco, said: "The new STRALIS maximises savings in all key cost areas. As a result, the total cost of ownership for the ten most common vehicle missions decreases by up to 4%".

Enzo Gioachin, Senior Vice President Sales and Marketing Iveco, said: “The current economic situation is among the most critical our industry ever faced. With the launch of the New STRALIS, we are countering the negative trend. Our package offers the right combination of innovation, enhanced services, and direct cost advantages to our customers”.

The STRALIS Hi-Way features highly-innovative new engine technology - including the patented HI-eSCR developed by FPT Industrial for Euro VI - to meet the latest emission standards while leaving fuel efficiency gains uncompromised.

The STRALIS Hi-Way comes, in addition, with a thoroughly redesigned cabin, advanced and integrated telematics systems, improved customer service tools, as well as state of the art road safety applications.

The new vehicle generation has undergone extensive quality and reliability audits with over 6 million kilometres of durability testing and over 11 million kilometres of real-world driving exposure.

The new STRALIS is manufactured at the Iveco heavy vehicle production facility in Madrid, Spain. This plant was recently awarded a silver medal in the prestigious World Class Manufacturing (WCM) programme, one of the highest scores possible. The programme focuses on eliminating waste and loss, and involves an international, objective auditing of 20 items covering workplace organisation, quality, maintenance and logistics.

### **New STRALIS Hi-Way: the main innovations in brief**

The new STRALIS comes with **Cursor FPT Industrial engines**, ensuring low fuel consumption and excellent performance. **The unique High Efficiency SCR (HI-eSCR)** catalytic reduction system, designed, patented and produced by FPT Industrial, makes the new STRALIS the only heavy vehicle on the market to meet Euro VI emission limits without the use of EGR. This exclusive solution has allowed Iveco to simplify the after-

treatment system and to use the same “body-in white” of the existing cab, since with HI-eSCR the engine does not require any additional cooling.

HI-eSCR offers Iveco’s customers many advantages, such as a weight reduction, lower fuel consumption and increased durability due to a less complex, yet highly efficient, technology.

The carefully redesigned **STRALIS Hi-Way cab** with improved ergonomics and comfort is the product of close cooperation with dealers and customers. The external restyling of the cab has focused on improving vehicle aerodynamics and therefore fuel efficiency, and features a new central grille and redesigned “air deflectors” and a new bumper dam design, among others.

Offering an **all-round transport services solution** for all operations and fleet management needs, the new STRALIS adds to the already broad range an offer with the unique "Driving Style Evaluation" function; IVECONNECT, an exclusive IVECO system that incorporates in a unique device infotainment, navigation, driving support and fleet management services, and the IVECONNECT FLEET function for fleet management.

The STRALIS Hi-Way incorporates the most **advanced electronic systems** available, such as EBS with the Brake Assistant function, Lane Departure Warning System, ESP, Adaptive Cruise Control, Daytime Running Lights, the new Driver Attention Support function and the Advanced Emergency Braking System.

## **THE STYLE OF THE STRALIS HI-WAY**

The “Hi-Way of life” is the new way of experiencing all of the vehicle’s benefits, in terms of comfort and services available for the driver, and in terms of business profitability for the customer.

### **The launch theme: “Working on the Hi-Way”**

Iveco has chosen the famous rock song “Working on the Hi-Way” by Bruce Springsteen, as the soundtrack to the launch event and the slogan for the launch of the new STRALIS.

### **The launch colour: orange**

Iveco, in collaboration with the Fiat Style Center, has opted for the colour orange for the STRALIS Hi-Way in order to underscore the temperament, elegance and outstanding character of the new Iveco vehicle. This orange is shared with famous objects of the same colour, such as the Brionvega radio cube and the Artemide Nesso lamp. The new Iveco STRALIS Hi-Way stands to the company’s connection with the tradition of excellence of Italian design.

### **The launch campaign**

Starting in September until the end of the year, in different media in all Europe’s major markets, a communications campaign will accompany the launch of the new STRALIS Hi-Way. Furthermore, in addition to the information distributed through the daily and specialised press, Iveco will create a dedicated website for the new STRALIS and all the news will be also updated on the major social networks, as Facebook, Youtube, Twitter, Flickr, more and more common among truck drivers.

## NEW STRALIS HI-WAY: BACKGROUND & TECHNICAL INFORMATION

### Hi-Profitability: the lowest cost of ownership over the life cycle

The needs of the customer are the most important factor for Iveco in directing its product engineering solutions. With this in mind, Iveco has developed the new vehicle, with the aim of reducing the **Total Cost of Ownership (TCO)**.

In the management of a heavy vehicle operating on international routes, there are different elements that affect cost as a percentage: the value of the investment (8%), maintenance and repair of the vehicle (5%), fuel consumption (36%), driver cost (33%) and tolls and taxes (18%).

The development of the new product and the range of services have focused on minimising each individual cost component in order to respond fully to the needs of an ever more competitive market.

Combining the quality of the product with a range of integrated services, including programmed assistance, fleet management and driver training for economical driving, **Iveco can obtain a TCO reduction of up to 4%** on an international mission carried out with a tractor STRALIS Hi-Way, over an average distance of 130,000 kilometres a year for four years.

As part of the costs that contribute to determining the value of the TCO, the most significant factor is represented by fuel consumption. Building on the ECOSTRALIS technologies already applied in the previous range, which ensured excellent fuel efficiency, the new STRALIS is complemented by next-generation solutions. In combination, **these contributions allow for a fuel saving of up to 10%**.

Among the solutions already present in the previous range it is necessary to highlight:

- the **ECOSWITCH**, that limits maximum speed and optimises powertrain performance according to the gross vehicle weight;
- the **ECOFLEET** mode, a unique setting within the EUROTRONIC transmission, that inhibits manual gear change in order to avoid non-efficient driving behaviour;
- the **TPMS** (Tyre Pressure Monitoring System) which measures the air pressure inside the tyres, thus contributing to reducing fuel consumption and tyre wear, as well as to the vehicle safety;
- the low-rolling resistance **tyres**;
- the optimised **drive axle ratio** depending on *mission* and tyres.

The pursuit of vehicle efficiency is a process of continuous improvement, and also makes use of advanced and easy-to-use control devices, like the “**Driving Style Evaluation**”, an instrument that allows the driver to improve driving behaviour in real time.

The idea for this instrument was born out of the awareness that an efficient driving style can generate fuel savings of 5% to 12%, superior to any technology solution. To improve the driver performance, the system processes the data acquired by the engine, vehicle and GPS through an advanced algorithm developed by Iveco, and provides two types of feedback in real time:

- an assessment of driving style, displayed on the screen with a clear and intuitive graphic;
- suggestions for reducing fuel consumption, also displayed on 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. The IVECONNECT FLEET allows continuous monitoring of drivers, vehicles and other transport variables. The possible integration of data in the management system of the client also allows for optimising and automating logistics tasks with a significant reduction of costs.

### **Hi-Design & Aerodynamics: the new front section**

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 striking 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 (DRL) 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 is used to overcome air resistance. Compared with the previous STRALIS, Iveco has improved the Cx of its latest model by 3 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 with a choice of medium-high and low roof, or as a day-cab Hi-Street low roof model.

All cabs have gone through a major upgrade 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.

At the top of the STRALIS range is the Hi-Way high roof version for long distance national and international missions, with an interior space of more than 10 m<sup>3</sup>. The cab interior has been completely redesigned: the new dashboard, which is ergonomic, functional and features attention to the smallest details, has been designed with high quality non-reflective materials that are pleasant to the touch.

Inside, the controls have been repositioned around the dashboard and the central area, so as to be readily visible and accessible, ensuring maximum safety. The storage compartments have been expanded to deliver greater capacity, so you can always have documents, tablet computers, maps or tools at hand.

To further improve comfort for the driver, the new STRALIS features a new ventilated and heated seat with built-in height-adjustable safety belt.

The quality of life on board is essential for anyone who makes long trips. For this reason, all the contents of the vehicle have been designed to make the driver's journey more comfortable: from the new steering wheel with integrated phone controls, to the IVECONNECT system with radio hi-fi and *touch-screen* display which also runs the "Driving Style Evaluation" function, the navigation system and advanced telematics services.

The sleeping area features the new "High Comfort" lower bunk, which is 80cm wide and more than 2m long, 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 useful 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 space in the cab. Sound insulation has been further



enhanced so as to guarantee a more comfortable working environment for drivers, who spend countless hours behind the wheel.

Iveco has also incorporated an additional air conditioning system in the roof, which is quiet and energy efficient, and ensures the correct cab temperature is maintained 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 is enhanced with 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 cab has also been redesigned for better functionality and ergonomics. The new dashboard is symmetrical and is distinguished by its modern design, colour consistency, and the use of embossed high quality materials: all to make the interior environment pleasant and relaxing.

The polished chrome Iveco logo stands out on the steering wheel, and switches and controls have been repositioned around the dashboard and near the driver for maximum visibility and accessibility. 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. In addition, in the upper part there is a large document case.

### **Hi-Technology & Telematics: the on-board telematics**

The pursuit of efficiency also makes use of advanced and easy to use control devices which help to provide a productive work environment. In particular, on the new STRALIS you will find IVECONNECT, the exclusive system that allows you to manage *infotainment*, navigation, driving support tools and advanced *fleet management* services in a simple and integrated way.

IVECONNECT is equipped with 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, 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 includes a navigation system, the "Driving Style Evaluation" system, 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, a new system that monitors the vehicle's position with advanced features and allows for data integration with the company's logistics systems.

The system is also capable of handling the messaging between the operations centre and the driver, driving times and driver break periods: the interaction between driver, vehicle and operations centre allows for control of all the vehicles, thus verifying, in real time, times, 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 and are run in cooperation with QUALCOMM®, a global leader in the sector.

### **Hi-Efficiency: low fuel consumption and excellent performance**

The new STRALIS has adopted Cursor FPT Industrial engines with in-line 6 cylinder architecture, in three variants (8, 10 and 13 litres for the Euro V range; 9, 11 and 13 litres for the Euro VI range) and eight power variants for the Diesel versions (from 310 to 560 hp) and three CNG versions (from 270 to 330 hp). They are engines offering low fuel consumption and

excellent performance, with maximum torque available at very low speeds (starting from 1,000 rev /min). Thanks to the reduced number of gear changes, this flexibility results in high efficiency and driving comfort.

The exceptional vehicle operating range is guaranteed by fuel tanks with capacities of up to 1,400 litres. All the powertrains are equipped with a decompression engine brake, which provides additional security and helps to reduce the wear and maintenance costs of the braking system.

Furthermore, on all the Euro VI engines, there is an exhaust throttle valve that improves the performance of the new engine by up to 30% compared to current Euro V engines, called Super Engine Brake (SEB). The engine brake is integrated with the service braking system and with the auxiliary retarder INTARDER.

Fundamental for the optimisation of combustion efficiency are the effective high average cylinder pressure and the high injector pressure. In order to achieve these results, significant changes have been made to the architecture 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 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. The new control unit has been designed to optimise the compactness and to integrate the functionality of the engine, the SCR system and DPF.

The Cursor Euro VI series engines, equipped with the highest torque in a variable geometry turbocharger, are characterised by the introduction of an electronic control unit, which helps to optimise the response times of the load at low engine speeds and to increase the efficiency of the engine brake.

In order to ensure reduced environmental impact, the Euro V series engines have been provided with a closed circuit suction system - a characteristic maintained even for the Euro VI series. Furthermore, to prevent the dispersion of oil vapours into the blow-by gases of the engine, high-performance oil separation systems have been introduced, in order 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 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.

These aspects are also particularly advantageous in terms of operating costs and vehicle downtime due to scheduled maintenance. The advantages can be summarised in the following points:

- increased reliability;
- higher power without necessarily having a sophisticated system of air management;
- low operating costs due to lower engine wear and long service intervals (up to 150,000 km);
- simple and compact design, both of the engine and of the High Efficiency after-treatment system, with reduced weight and obstructions.

### **Hi-Performance: the High Efficiency SCR system**

The new STRALIS Euro VI engine range is characterised by increased capacity and equal consumption torque. It also stands out for its exclusive HI-eSCR, a patented FPT Industrial system representing the state-of-the-art in heavy-duty Diesel engine technology.

The Euro VI emission limits can be reached through the use of the SCR (Selective Catalytic Reduction) system with or without the combined use of the EGR (Exhaust Gas Recirculation) system. The use of the EGR system allows for a reduction of NOx emissions in the combustion chamber via recirculation of exhaust gases, with the consequent increase in the production of particulates and reduction of combustion efficiency. The increase in particulate emissions from the engine needs forced regeneration of the DPF.

The choice made by FPT Industrial instead consists of increasing the efficiency of the engine and in reducing the particulate produced by the combustion, 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 an improvement in fuel consumption, performance and reliability.

**The FPT Industrial High Efficiency SCR system** can reduce nitrogen oxide levels by **over 95%**. The after-treatment technology of FPT Industrial for Euro VI vehicles is unique and exclusive, since it meets the strict limits for nitrogen oxide emissions, thanks to the single catalytic reduction system, and without any need for the recirculation of exhaust gases. In particular, the system includes:

- Diesel Oxidation Catalyst (DOC)
- Passive Diesel Particulate Filter (DPF)
- Metering module for AdBlue
- AdBlue mixer
- Selective Catalytic Reduction (SCR)
- Clean Up Catalyst (CUC)

Finally, it is equipped with a network of integrated sensors to monitor nitrogen oxide emissions and possible excessive levels of NH<sub>3</sub> (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.

### Hi-Safety: safety is on board

The driver of a STRALIS can rely on an efficient and reliable braking system. The EBS now has the Brake Assistant function, for even more rapid and effective braking.

The advanced safety systems are essential for protecting the driver, the vehicle and the load. The new STRALIS ensures a safe driving and makes work more relaxing and productive.

The following security systems are available on the new vehicle:

**Electronic Braking System (EBS).** The EBS also integrates ABS (Antilock Braking System), ASR (Acceleration Slip Regulation) and EBL (Electronic Brake Limiter) functions. The system combines the action of the engine brake and the Intarder, which are automatically activated in order to increase efficiency and minimise the wear on the service brakes. The system ensures short braking distances and even wear of the brake pads.

**Electronic Stability Program (ESP).** The ESP system acts in skidding phase, 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 trajectory and in correcting situations of oversteer or understeer, which may occur in case of incorrectly approaching a bend.

**Hill Holder.** The Hill Holder system is an aid that is used during hill starts. Its function is to prevent the retraction of the vehicle for a few seconds when releasing the brake pedal. Thanks to this solution, it is possible to start on hills without any danger, without slipping of the clutch and with very low wear of the tyres.

**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, interarder and service brake are activated automatically.

**Advanced Emergency Braking System (AEBS).** The system, available on vehicles with the Euro VI engine, 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 is very effective in preventing accidents due to distractions or drowsiness.

**Driver Attention Support.** The system constantly monitors the driver's level of attention. The system 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.** The Xenon headlights enhance the drivers' visibility and ensure relaxed and safe driving.

**Daytime Running Lights.** The lights can be kept on, ensuring maximum visibility, even during the day. They are available with Xenon and traditional headlights.

**Hi-Reliability: quality, high reliability of the components, low maintenance costs**

The new STRALIS is manufactured at the Madrid plant according to World Class Manufacturing (WCM) principles. These were introduced several years ago into the manufacturing system of the Fiat Industrial Group, which chose to adopt one of the world's highest manufacturing standards. WCM is an integrated model that views factory organisation as a whole and

places particular attention on managing environmental aspects by eliminating manufacturing waste.

The new STRALIS was developed by placing the highest possible emphasis on quality aspects. Quality controls during the manufacturing process have been increased by 40% compared with earlier versions of the vehicle. The new functions, the materials used, and the development processes have been subjected to the strictest quality control, which extended to the creation of experimental fleets on which numerous reliability tests were undertaken. These included 6 million km of driving under especially severe conditions, in order to verify the vehicle's endurance, and 11 million km of road reliability testing under normal load and driving conditions, some of which was performed by customers.

In order to maintain its first-rate features in the long term, the cabin of the new STRALIS has been 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 protected with an anti-abrasive wax coating. All of these changes mean increased reliability and reduced maintenance costs.

The new STRALIS offers the choice of three transmission types: 9 and 16 speed manual, automated EUROTRONIC with integrated lever on the steering wheel switch and 6 speed automatic. All transmissions have a high level of reliability and low maintenance costs. The speeds are optimised to increase the productivity and efficiency of the vehicle. The manual transmissions offer greater ease of operation thanks to the "servo-shift" system for more comfortable driving.

The automated 12 speed EUROTRONIC ZF transmissions offer, besides the comfort, significant benefits in terms of cost of ownership: the automatic logic chooses the ideal speed based on economic driving principles, protects the transmission against over revving, and reduces clutch wear, noise and fuel consumption. Upon request the manual and automated transmissions can be equipped with an INTARDER hydrodynamic retarder, which improves braking efficiency and reduces consumption of brake friction material.



The Allison automatic transmission ensures optimum efficiency of the motion transmission in the case of multi-drop applications, such as urban waste collection, recycling or urban distribution. The integrated converter is a hydraulic clutch that is not subject to wear.

The different types of axles offered by the new STRALIS enable the vehicle to be perfectly adapted to the *mission* of the customer. The front axles have maximum permissible loads of up to 9 tons. The standard rear axles are single reduction type, with maximum permissible loads of up to 13 tons. There are also differential lock and double reduction rear axles (central and on hubs). The choice of axle drive ratios from 2.64 to 5.29 ensures 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, with single or twin wheels. The frame is manufactured with side members, double-bottle neck and with a high yield point steel C-section. The thickness is 6.7 or 7.7 mm depending on the wheelbase and the model.

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

### Hi-Services: assistance and financial services

Iveco services are available at all Iveco dealers:

- **NON STOP ASSISTANCE (ANS24):** the Iveco Customer Centre is available 24/7, with 80 operators offering support in 10 languages, ready to contact the nearest Iveco service point and assist the customer in getting the vehicle back on the road.

In particular, with IVECONNECT technology, access to the service is immediate: one simple click on the on-board screen is all it takes to send the necessary activation details to the Iveco Customer Centre;

- **ELEMENTS:** offers a wide range of tailored assistance programs to keep the vehicle in perfect shape. ELEMENTS offers specialised and high quality services designed to ensure STRALIS will have reduced running costs over a long life;
- **IVECO ORIGIN PARTS:** excellent performance over time is ensured for STRALIS by the use of ORIGIN 100% Iveco original spare parts, the result of careful selection of materials and suppliers, specific and rigorous product testing. Iveco employs an efficient and cutting edge supply and distribution system of original spare that guarantees delivery, day and night, within 24 hours in any country.

Iveco CAPITAL, the Iveco financial company, offers targeted solutions for the purchase, rental or leasing of any type of new and used vehicle. Iveco CAPITAL assists clients in choosing the financial products best suited to the operational, economic and tax profile of the company. Financing can be integrated with maintenance and repair contracts and with insurance services of various kinds (RCA, Fire & Theft, Kasko, collision, protected credit).



## Iveco

*Iveco, a Fiat Industrial Group company, designs, manufactures and markets a wide range of light, medium and heavy commercial vehicles, quarry/construction site vehicles, city and intercity buses and special vehicles for applications such as fire fighting, off-road missions, defence and civil protection.*

*With approximately 25,000 employees, Iveco manufactures in 11 countries around the world using the most advanced technologies. Besides Europe, the company also operates in China, Russia, Australia and Latin America. Approximately 5,000 sales and service points in over 160 Countries guarantee support in any geographic area where there is an Iveco vehicle at work.*

Turin, July 1, 2012