

Stralis tractor units drive down total cost of ownership

CV Show, Stand 4G10, Hall 4, NEC, Birmingham – 29 April to 1 May 2014

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Twelve months after making its CV Show debut as International Truck of the Year 2013, Iveco's Stralis heavy truck range is back at the NEC with a pair of Euro VI Stralis' on the Iveco stand, and two additional flagship models on display outside the main entrance.

As Iveco's most efficient heavy truck yet, the latest generation Stralis has enjoyed a strong first 12 months in the UK, with deliveries to some of the country's most respected hauliers, including Brian Yeardley Continental, Clipper Logistics, Eurovision Logistics, Knights of Old, RG Bassett & Sons, Widdowsons and Williams Transport.

On display

Taking pride of place on the Iveco stand is a Stralis Hi-Way 6x2 twin-steer (AS440S48TX/P), benefitting from Iveco's top-of-the-range cab for long-distance operations. This model benefits from a comprehensive specification to ensure drivers have every comfort on the road, with a low-noise, low-energy consumption air conditioning unit built into the cab roof, which ensures a comfortable cab temperature even with the engine off. Other features include high-comfort twin bunks, on-board fridge and coolbox, leather seats, leather steering wheel and a heated windscreen for added driver convenience.

Externally, the Hi-Way is mounted with an external sunvisor, adjustable roof-spoiler, air horns, aluminium air tanks, Xenon headlights and Alcoa Durabright wheels. It also features an axle load indicator, adaptive cruise control and a lane departure warning system for maximum on-the-road safety. Workshop staff will also appreciate its servo-assisted cab-tilt feature.

Joining Iveco's flagship tractor unit on the stand is a Stralis Hi-Road 6x2 (AT440S46TX/P) with Iveco's new non-steering lifting mid-axle on a 17.5" wheel. Featuring the Hi-Road cab for distribution and fleet operations as well as medium to long-haul missions, this model combines sleek aerodynamics with the latest technology to help operators reduce running costs and enhance the on-board package for drivers.

The specification of this Hi-Road model includes an external sunvisor, electrically-operated roof-hatch, adjustable roof spoiler, Xenon headlights and the same lightweight Alcoa Durabright alloy wheels as the Hi-Way. The cab is well equipped with automatic air-conditioning, high-comfort



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driver's seat, air-suspended and heated passenger seat, twin bunks, coolbox and an auxiliary cab heater.

Outside the entrance to the CV Show, Iveco is exhibiting two Stralis Hi-Way 4x2 tractor units (AS440S48T/P), built for 40-tonne operation.

Engines built for efficiency

Both tractors are finished in bright orange paintwork and highlight the ability of Iveco's latest generation of heavy trucks to reduce total cost of ownership (TCO) for hauliers and own-account operators.

Key to this efficiency is a patented system of meeting Euro VI limits without the use of EGR. FPT Industrial has developed a high efficiency selective catalytic reduction system, called HI-eSCR, with benefits including weight reduction, optimised fuel consumption and increased durability thanks to a less complex, yet highly efficient, technology.

This solution follows the same path of technical development as FPT Industrial's Euro IV, Euro V and EEV-rated engines of previous years. This has allowed the after-treatment system to be simplified, and means Iveco can use the same 'body-in-white' of the previous generation Stralis, since its Euro VI engines do not require any additional cooling.

Claudio Zanframundo, Managing Director of Iveco UK, says: "We are committed to reducing TCO and recognise in today's challenging environment that operators need to achieve all-round efficiency. They also demand full confidence in the technology they are buying over a long life.

"At Iveco we're confident our Euro VI approach combines both of these priorities, enabling fleets to benefit from a wide range of performance advantages which will help them achieve real savings, coupled with a technology they can have full trust in."

The Stralis Hi-Way AS440S48TX/P is powered by the new high efficiency Cursor 11 engine, which is capable of producing up to 480 hp between 1,500 and 1,900 rev/min and an impressive 2,250 Nm of torque between 950 and 1,500 rev/min. The Stralis Hi-Road AT440S46TX/P also features a Cursor 11 engine, but optimised for 460 hp between 1,600 and 1,900 rev/min, and delivering up to 2,150 Nm of torque from just 925 rev/min, up to 1,500 rev/min.

Fuel-saving features

Like all Euro VI Stralis rigids and tractor units, both vehicles feature an all-new Super Engine Brake (SEB) which uses an exhaust throttle valve in combination with the new electronic variable geometry turbo (VGT) to improve the performance by up to 30 per cent compared to previous versions. The engine brake is integrated with the service braking system and with the optional auxiliary retarder.

These exhibits also benefit from Iveco's unique 'Driving Style Evaluation' (DSE) system, which allows the driver to improve his/her driving behaviour in real time and 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 Iveco algorithm, to provide two types of real time feedback on driving style, together with suggested steps to reduce fuel consumption, displayed on the dashboard.

Both models also feature a suite of additional fuel-saving functions including Iveco's ground-breaking EcoSwitch, which uses vehicle weight information to minimise fuel consumption. The accompanying EcoFleet function restricts manual mode to help fine-tune fuel economy.

In-cab technology

The two Stralis' on show are equipped with the impressive Iveconnect system, which allows drivers to easily manage infotainment, navigation, driving support tools and advanced fleet management services from a single screen.

Iveconnect 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, steering wheel-mounted controls 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.

In addition to the DSE, Iveconnect Drive incorporates a full truck-specific satellite navigation system. The same touch-screen interface is also used to control the advanced fleet management service Iveconnect Fleet – a new system in co-operation with Astrata which monitors the vehicle's position and allows for data integration with the company's own fleet management system.

Iveconnect Fleet is also capable of relaying messages between the traffic office or company HQ and the driver through customisable forms, as well as recording driving times and 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.

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