

EUROCARGO EURO VI. PERFECT FOR EVERY SITUATION

Success story: a leader from the start

Heir to its own legacy

New Euro VI FPT engines, more powerful than ever

Gearboxes: New automatic gearbox with 12 gears

A unique vehicle for its class

The most extensive range yet

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SUCCESS STORY: A LEADER FROM THE START

Iveco presents the new **Eurocargo Euro VI**: a medium range vehicle with numerous achievements, reinforced by **reliability and flexibility**, making it a **multi-purpose vehicle that can be adapted for every mission type**.

Europe's favourite "medium range", a veritable icon in its segment for its versatility, sets another record today by combining the cutting-edge innovation with superior power and optimized fuel efficiency through the **exclusive HI-eSCR technology**, patented by FPT Industrial. This innovative after treatment system **reduces nitrogen oxide (NOx) emissions by over 95%** without altering the combustion process, without the requirement of an auxiliary cooling system and without affecting the vehicle's architecture and costs.

The new Tector 5 and 7 Euro VI engines are the only ones in this segment to offer **HI-eSCR** technology thereby positioning themselves at the top of their category, supplying elevated and consistent performance.

The new range includes three new Tector 5 models – with 160, 190 and 210 HP – and four Tector 7 models, with 220, 250, 280 and 320 HP. The displacement of the **Tector 5 and Tector 7, four and six cylinders respectively**, has been increased to obtain optimal versatility for various applications.

The engine power of the **Tector 5**, with a displacement of 4.5 litres, has been increased by 13%, permitting the vehicle to reach 210 HP. The performance of the **Tector 7** engine, with a 6.7 litre, has also been improved with an increase in power of up to 320 HP thanks to a 7% increase in power.

The Eurocargo range is also enhanced with a **new Eurotronic automated ZF transmission with 12 gears**, available for the 6-cylinder Tector 7 as well as for towing versions.

The introduction of these innovative new features has had a positive effect on the TCO (Total Cost of Ownership - the cost of managing the vehicle), Iveco's real “focus” when designing the new Eurocargo Euro VI. For the average vehicle carrying out varied missions which will alternate between urban, intra-urban and motorway travel, the efficiency of the **HI-eSCR system allows drivers to maintain unchanged the equivalent consumption (diesel + Urea).**

The HI-eSCR system technology provides improved performance on inter-urban missions, with a 2% reduction in fuel consumption. Furthermore, across all missions, the upgrading from the 6 cylinder 220 HP Euro V to the new 210 HP 4 cylinder Euro VI brings a reduction in fuel consumption equivalent to 4.5%.

In addition, the maintenance intervals have also been tailored to guarantee the longest possible running time, maintaining safety levels and decreasing vehicle downtime. The residual value of the vehicle reflects its intrinsic quality: thanks to ongoing qualitative improvements, **the Eurocargo Euro VI is more efficient in terms of running time, and maintains a higher residual value over time.**

Ultimately, thanks to the excellent results obtained in terms of fuel consumption, maintenance and value, the new Eurocargo VI also confirms its position as a leader in competitiveness in terms of management costs.

HEIR TO ITS OWN LEGACY

The Eurocargo is a reliable and versatile means of transport with a successful story starting from its launch in 1991 as the first vehicle in its class designed and developed by Iveco. Over the course of the years, the Eurocargo has received numerous international recognitions including the prestigious **“International Truck of the Year 1992”** award. The vehicle can define itself as the heir to a model series that has written history for the medium weight segment. This history precedes that of Iveco's foundation itself: from the rounded form of the Lupetto from OM in Brescia, first launched in 1959; to the more modern and angular Gamma Z in 1977 up to the introduction of a new turbo engine in 1987 with the TurboZeta range.

Important highlights in the history of the Eurocargo

1959	Lupetto Launch
1977	Gamma Z Launch
1987	TurboZeta Launch
1991	EuroCargo Launch
1992	“International Truck of the Year”
1993	“Road Tester Choice” in the United Kingdom
1994	“Fleet Truck of the Year” in the United Kingdom
1996	“Best Imported Truck” in Germany
1996	“MidiEuro Test” for fuel economy and overall productivity for a 12 t version
1997	EuroCargo MY 97 Launch
1998	“MidiEuro Test” for the 7.5 t version
1999	Launch of the new EuroCargo EL range
2001	Launch of the new EuroCargo Tector
2002	“Best Light Truck” in the United Kingdom
2003	Eurocargo MY 2003 Launch

2005	Introduction of the new 140E and 160E variations
2006	Introduction of the Euro4&Euro5 models
2008	New Eurocargo Launch
2013	Eurocargo Euro VI Launch

From its market début in 1991, the Eurocargo has always placed itself amongst the top-selling trucks in its segment, a testimony to its success. In 1999 the EL range was launched, specially designed for urban distribution applications. The new version features technical solutions such as a lowered cab, lighter chassis and tyres with a smaller diameter.

The introduction of the Tector engine in 2000 and the restyling of the cab in 2003 further consolidated the status of this vehicle as a leader in its category. In 2008, Iveco presented an important vehicle renewal with a wide range of models, and a greater number of available versions and new features that guarantee customers a vehicle configuration which is increasingly more adapted for their requirements.

THE NEW EURO VI ENGINES FROM FPT INDUSTRIAL, MORE POWERFUL THAN EVER

FPT Industrial, a market leader in power-train technology, supplies the new Iveco Eurocargo with **evolutions of its Tector engines** to meet Euro VI emission regulations. The updated and upgraded **4-cylinder Tector 5** and **6-cylinder Tector 7** will replace the previous Tector 4 and Tector 6 engines.

The European benchmark in middleweight goods transport, the Iveco Eurocargo will benefit from increases in engine power, torque and durability, if compared with Euro V versions; furthermore, the engine upgrade also improves user comfort with reduced engine noise and vibration.

Setting the standard in their class, Tector engines offer high-performance, reliable, cost-effective and compact solutions. The displacements of both Tector 5 and Tector 7 engines, respectively 4.5 and 6.7 litres, have been right-sized to ensure better versatility across a variety of applications.

The increased displacement, along with the use of a second-generation Common Rail HD system with maximum pressures of up to 1600 bar, bring advantages both in terms of performance and with regard to torque at low speeds. The new Common Rail system multiple injection, with new nozzles for increased dosing precision and timing control, serves to optimise the combustion process, reducing engine particulate and fuel consumption under full load.

The engine with 4-litre displacement has received a 13% power increase to achieve an output of 210 HP. Torque has been improved by 23% with the new evolution producing 750 Nm at 1,400-1,800 rpm. The performance of the 6 cylinder engine has also been improved, with an increase of up to 320 HP thanks to a 7% power boost, while the torque has been increased by 5%, to reach 1100 Nm at 1250-1900 rpm.

Thanks to engines performance increase, Iveco has been able to redefine its own product offer, minimizing fuel consumption and at the same time extending its range.

The Euro VI's 4 cylinder 210 HP Tector 5 engine replaces the 6 cylinder 220 HP Tector 6 on the Euro V, guaranteeing lower fuel consumption whilst maintaining high performance; the six-cylinder Tector 7 reaches a power of 320 HP, while the previous Tector 6 reached a maximum power of 300 HP.

Despite the increased displacement, the Euro VI engine and the relative exhaust gas after-treatment system produced by FPT Industrial **are even lighter compared to those of the engines produced by the main competitors, ensuring a greater vehicle payload compared to the market average.**

Both engines feature **High Efficiency SCR (HI-eSCR)**, FPT Industrial's breakthrough after-treatment system that decreases Nitrogen Oxide (NOx) emissions by more than 95 per cent. **The HI-eSCR system is the latest evolution in FPT Industrial SCR technology, and has already been successfully used on more than 350,000 engines.**

The SCR-only system utilises clean air to maximise combustion efficiency and minimise Particulate Matter (PM) production without the use of Exhaust Gas Recirculation (EGR), thus minimizing fuel consumption and maximizing performance.

The post-treatment system uses a catalytic converter (SCR) which uses the chemical reaction with the water-urea solution (AdBlue) to convert the nitrogen oxide emissions produced during combustion into nitrogen (N₂) and water vapour (H₂O).

The absence of both the EGR system and of an active regeneration particulate filter (DPF) also ensures increased engine reliability.

The “SCR-Only” technology sees the introduction of a new integrated approach that is the result of extensive research by FPT Industrial, research that has led to the creation of numerous significant patents for:

- “Closed” control, based on the use of sensors, to ensure accurate information regarding the composition of the exhaust gas at any moment as it passes through the HI-eSCR after-treatment system.
- Adaptive dosing system, thanks to “closed” control technology, to reduce the use of AdBlue.
- Thermally insulated high turbulence mixing, to allow homogeneous hydrolysis of urea and correct distribution in exhaust gas flow.
- Improved thermal management to speed up SCR light-off in the cold part of the emission cycle.

Together with HI-eSCR, the engines also feature an **electronically governed Exhaust Flap**, which contributes significantly to the meeting of Euro VI emission regulations. The exhaust flap is used to speed up SCR warm up in the cold part of the emission cycle, ensuring the optimum SCR working temperatures and therefore peak NOx reduction.

Engine braking power will also be improved with the introduction of this system, achieving maximum brake power of 100 and 150 kwh in the Tector 5 and Tector 7 respectively.

Service intervals of 80,000 km for the Euro VI engines remain unchanged, compared to the Euro V versions, thanks to new high efficiency multi-layer fuel filters and an oil separation blow-by gas system; while the DPF has service intervals of 300,000 km.

In summary, the HI-eSCR system is the only Euro VI post-treatment system that optimizes consumption, reduces system complexity and maintains the original maintenance requirements of the vehicle.

The HI-eSCR technology was an important factor in winning the “International Truck of the Year 2013” accolade awarded to the Iveco Stralis Hi-Way. The quality of the HI-eSCR technological system has recently received major recognition: TÜV (one of the most respected European technical certification centres) has certified that there is a 2.33% reduction in fuel consumption when using the HI-eSCR system.

GEARBOXES: NEW AUTOMATIC GEARBOX WITH 12 GEARS

The transmission has a great impact on a vehicle's performance and fuel consumption. In order to meet the requirements of each mission, **the new Eurocargo Euro VI offers the most extensive range in the sector, with six manual ZF gearboxes with 5, 6 and 9 gears; four automated Eurotronic ZF gearboxes with 6 and 12 gears and three Allison automatic transmissions with 5 gears.**

All models in the range are available with manual, automatic and automated transmission.

The new range is now augmented by the option of a new Eurotronic automated transmission with 12 gears for all 6-cylinder Tector 7 engines, from 12 to 19 tonnes. Also available on tow versions, this new transmission system delivers the optimum performance with heavy loads, with reduced clutch wear. It has a capacity of 1,100 Newtons/metre of torque with bulk and weight content.

The Allison automated transmissions with torque converter are available for the entire 4x2 range and offer maximum comfort on urban missions, where an average of 1,200 gear changes are made per day.

A UNIQUE VEHICLE FOR ITS CLASS

Versatile

The new Eurocargo is the most suitable vehicle for every type of use in the medium segment. This is thanks to its power, payload, range, gearboxes and suspensions which are unmatched in the market. The flexibility of the Eurocargo is undisputed and it is a model that continues to be a point of reference for competitors. **The vehicle is able to carry out all of the principal missions in its category: from distribution to the transport of refrigerated goods, from construction to municipal services; as well as being a specialist for meeting the demands of the market: from fire protection to waste collection and the transport of people.**

Its structure, steel 'C' section side members with a high-yield index, is completely devoid of obstructions, permitting for higher body lengths from 4,265 to 10,175 mm. The vehicle allows for easy driving in all circumstances: from urban centres where it demonstrates its extraordinary manoeuvrability thanks to a cabin that measures only 210 mm, a 52-degree steering angle and a reduced turning diameter (less than 11 metres with 2,790 mm wheelbase); and motorways where it is stable and secure in the event of last-minute manoeuvres.

Its exceptionally robust structure and safety equipment make the vehicle suitable for rough surfaces and extreme conditions.

Comfortable for those at the wheel

Iveco has always guaranteed superior comfort for its vehicles in terms of ergonomics, reduced vibrations and low noise levels.

The cab of the Eurocargo is simple, intuitive and handy. The controls are organized logically: all instruments are directly positioned in front of the driver; all of the commands are in the steering wheel area. Frequently used push controls are grouped along the dashboard for easy access and for maximum safety.

The instrument panel has been graphically redesigned, and can display all information regarding the journey and the constant monitoring of the vehicle's parameters and route: fuel level, tyre pressure, average fuel consumption and instantaneous fuel consumption, maintenance schedules, travel time and average speed.

Superior quality of life on-board the Eurocargo is ensured by the different cab types, adapted for different mission types: the **day cab** for distribution and short routes ; **the sleeper cab with a low or high roof**, for long distances requiring an overnight stay, equipped with one or two bunks as well as the option for a fridge; a **double cabin** to accommodate six passengers plus the driver (ideal for the transport of work teams to construction sites). The seats are available with either fabric or PVC fittings in order to assure maximum resistance and practicality.

Safety

Security is fundamental for a commercial vehicle which operates in many diverse conditions: safety for those in transit from drivers to pedestrians, for the cargo, and for the value of investment.

Iveco addresses this theme with a 360° approach by manufacturing vehicles on a daily basis that protect the vehicle's driver and passengers as well as safeguarding the safety of all road users. Eurocargo is a testament to Iveco's continued commitment to safety, providing technical and technological solutions for preventive, active and passive safety.

In terms of **passive safety**, Iveco has created cabs that effectively protect in the event of a collision, for **active safety**, the company supplies the vehicle with the best hold and braking in its category. For **preventive safety**, Iveco offers drivers a pleasant work environment that reduces fatigue and stress. Also contributing to safety are **the latest generation electronic systems including the new**

stability control system (EVSC) available as an optional for vehicles from 6 to 10 tons, and as standard for 12 to 19-ton series.

The **Enhanced Vehicle Stability Control (EVSC)** system activates in the event of over steering, under steering or sudden route deviations. At the first sign of skidding, the EVSC system is activated, adjusting the engine power and braking on individual wheels with different intensities so as to stabilize the position of the vehicle.

The EVSC system of the new Eurocargo Euro VI can also be integrated on request with the **Hill Holder** device, which is used to ease hill starts. Its function is to prevent the vehicle from rolling back for a few seconds after the brake pedal is released. Thanks to this solution, uphill take-off is performed without danger, without the slipping of the clutch and with much lower wear on tyres.

In addition to improved safety, this feature also helps to create a pleasant driving environment, allowing you to travel in comfort, even over long distances. A new **hands-free device** is now available on the Eurocargo Euro VI, which links to the new Bluetooth ® radio, allowing drivers to talk on the phone without letting go of the wheel. The radio is "Made for Apple" certified, and is thus compatible with iPods and iPhones.

Reliable

The Eurocargo's reliability is further reinforced by the evolution of the Tector engine due to the technological solutions offered by HI-eSCR which improves performance and durability. Furthermore, the Eurocargo has adopted an exceptionally durable rolled chassis with mechanical characteristics that are similar to heavy vehicles, but with lighter weight.

Thanks to its chassis with steel side struts in a C formation with a high yield limit, the vehicle is capable of withstanding the stress of unbalanced loads or a sudden change of direction.

The suspensions

The suspensions adopted for the Eurocargo are **reinforced parabolic, semi-elliptical and pneumatic, as well as full air** (with two bags for the 6 to 14 ton versions and four bags for the 15 to 18 ton versions) with an **ECAS (Electronically-Controlled Air Suspension) system** that improves driving comfort and the constant weight of the vehicle in terms of speed, cargo and road type.

The braking system

Axles, rear axle and the braking system all guarantee reliability and the maintenance of characteristics over time, above all, the technologically advanced braking system stands for security.

The entire Eurocargo range, with Tector 5 and Tector 7 engines, is equipped with a standard engine brake. Additionally, there is also the possibility to select intervention modes via the lever located to the right of the steering column. All of the 4x2 versions have disc brakes on both axles with discs and pads on the 6 to 10 ton range. The braking system is hydro-pneumatic for the 6-10 ton range and entirely pneumatic for the 11-19 ton range.

An large set of options allows for the creation of “made-to-measure” configurations for specific missions and for frequent routes, guaranteeing safety and comfort in all conditions and road surfaces.

Easily equipped

The strong point of this medium range vehicle is its versatility and the Eurocargo is perfect for every type of configuration: from refuse collectors to tippers, from refrigerated vans to 3-way tippers, from tanks to commercial vans, from tail lifts to fire protection configurations, from small compactors to sweepers.

The vast range of final drive ratios and gearboxes enables the vehicle to adjust itself to every kind of professional challenge, territory or configuration: high gears for long highway journeys, low gears for short missions on harsh or rough roads (construction sites, dirt roads, mountainous routes).

The shorter wheelbase typical of this category is particularly appreciated by body-builders who can use the Eurocargo as the ideal base for a multitude of missions from short to medium length.

THE MOST EXTENSIVE RANGE YET

The Eurocargo range is absolutely the most complete in its category. **With 14 weight versions (from 6 to 19 tonnes), 7 power levels (from 160 to 320 HP), 13 transmissions (six manual, four automated, and three automatic), 15 wheelbases (from 2,790 to 6,570 mm), 3 types of cab with two ceiling heights, and 4x2 and 4x4 drives, there are more than 11,000 combinations**, one for every specific need. From urban distribution to on-site work and industrial transport services for towns and boroughs, the Eurocargo Euro VI can easily be adapted to each mission and specific need.

Eurocargo 4x4: it knows no obstacles

For more demanding missions, Eurocargo is available in the 4x4 version with specific solutions to protect the structure: a steel bumper, retractable access steps, and a cover specifically for the radiator. Eurocargo 4x4 is equipped with Tector 6 engines, cylinders of 220 and 250 HP for the 11.5-tonne version and of 250 and 280 HP for the 15-tonne version. The six-gear ZF manual transmissions come with the **servo-assistance system “servoshift”** in order to ensure ease of shifting even on the most demanding missions.

The longitudinal differential enables permanent all-wheel drive by distributing torque to the front and rear. In addition, the driver is able to choose a fast or slow transfer gear, depending on the conditions under which the vehicle is operated (on/off road).

For leisure time: Eurocargo Camper

The Eurocargo range can provide an optimal base for transforming the vehicle into a camper. Flexibility and adaptability are the main characteristics of the Eurocargo camper, thanks in part to its sturdy frames and bodies and to the great attention paid to the choice of components, like engines, transmissions, brakes, and electronic systems, for which Iveco relies on partners of excellence.

Relaxation and comfort are essential when travelling in a camper: every solution on board the Eurocargo is designed to increase the well-being and driving pleasure of those who have chosen it. Thanks to its ease of handling, driving comfort, and high performance, the vehicle is at home on any type of roadway (city, highway, off-road), and it is at the top of its class with regard to reduced fuel consumption, emissions, and operating costs. Its range, complete and ready for everything, enables

the most diverse types of outfitting (camper, motorhome, etc.) thanks to eight different versions of weight, of 8, 9, 10, and 12 tonnes, three Tector 6 engines of 220, 250, and 280 HP, and two types of cabins (truck and chassis-cowl).

AFTER-SALES INNOVATIONS IN MAINTENANCE FOR THE EUROCARGO EURO VI

The productivity of Eurocargo Euro VI also extends to after-sales. In order to demonstrate its commitment to controlling maintenance costs for the entire lifetime of the Eurocargo Euro VI, Iveco has created the **original spare parts kit** for scheduled maintenance, which enables savings of 25% on the cost of each spare part. The kits are included in the wide range of personalised **Elements** assistance programmes, thus adding convenience to the numerous advantages already offered by Elements.

Accessories: a new dedicated line

The Iveco Accessories line is enriched with new products dedicated to Eurocargo Euro VI that enable owners to customise technologies, safety features, inside and outside. In particular, owners can purchase the professional, waterproof telecamera kit with prismatic lenses, which ensures maximum visibility when manoeuvring, and the perimeter volumetric anti-theft kit with a phone dialler for the safety of the vehicle and its load.

“PERFECT IN EVERY SITUATION”: THE COMMUNICATION CAMPAIGN

Eurocargo Euro VI, designed and produced in Brescia in its more than 11,000 available versions, is “perfect in every situation”, as is stated by the pay-off in the communication campaign accompanying the market launch of the new Euro VI product. The campaign aims to highlight the vehicle’s “European-ness”, starting with its very name “Eurocargo”, as well as its roots and history.

Eurocargo is a product that has Europe in its name and in its history, and which represents efficiency, leading-edge technology and Italian production quality: a case history which demonstrates not only European success, but also Italian excellence.

The vehicle will be introduced on a tour that will take it to the five most representative markets – Germany, United Kingdom, France, Spain, and Italy – that constitute about 90% of volume in Europe. These five countries, particularly their capitals, will also be the starring locations for the campaign’s photo shoots for the Eurocargo Euro VI. From the Brandenburg Gate in Berlin, the House of Parliament in London, and the Place Vendôme in Paris to the Plaza de Cibeles in Madrid and the

Mole Antonelliana in Turin, the Eurocargo will travel across Europe to symbolise the European calling of a product that has come to stand for the history of Iveco throughout the world.

The vehicle's launch colour, red, known as "**Rosso Maranello**", will be the campaign's true "fil rouge", in perfect harmony with the spaces and locations that the vehicle will cross.

There is also a new, **original app for iPad** available for the new Iveco **Eurocargo Euro VI**. Available free from the iTunes App Store from 1st December 2013 in six languages (Italian, English, Spanish, French, German and Polish), **the "NEW EURO CARGO" app** features an original interactive menu which allows you to discover the main innovations introduced on the new vehicle which Iveco offers to customers.

WHERE EURO CARGO WAS BORN: THE PLANT IN BRESCIA

The plant in Brescia is a production enterprise that has been important both to Iveco and to the city since its inception. The plant in fact was the home of the glorious OM, originally the Fabbrica Automobili Roberto Züst in 1903, which then became OM in 1928 and was acquired by Fiat in 1968. After initially manufacturing cars (including race cars), OM moved into the agricultural sector and then on to industrial vehicles. In 1975, OM was one of the "founding members" that gave life to Iveco and became part of the new company in all respects. This plant, which was already producing medium vehicles under the OM brand, was chosen in 1991 to start production of the Eurocargo.

In total, the plant today has about 2,300 employees, and comprises a total area of 676,000 m², of which about 300,000 m² is covered. It was recently renovated in accordance with the precepts of **World Class Manufacturing (WCM)**, an integrated model for the organisation of manufacturing introduced by the Fiat Group: from management of environment aspects and workplace safety to maintenance and logistics, with particular attention being paid to eliminating waste.

WCM applies to all areas of production, with the objective of optimising results by continuously improving processes and product quality, controlling and progressively reducing production costs, becoming more flexible in responding to market requirements, and involving and motivating individuals.

ENGINE TECHNICAL SPECIFICATIONS**FPT Industrial Tector 5 Specification**

Displacement:	4.5 litres
Valves / Valvetrain:	4 / OHV
Bore (mm):	104
Stroke (mm):	132
Bore / stroke:	0.79
Max. power (HP):	206 @ 2,500 rpm
Max. torque (Nm):	750 @ 1,400-1,800 rpm
Injection system:	Common Rail (CR) 1,600 bar
Air handling:	Wastegate (WG)
Dry weight:	400
Oil change interval (km):	80,000
DPF service interval (km):	300,000
EGR:	None
ATS:	HI-eSCR (DOC + pDPF +SCR + CUC)

FPT Industrial Tector 7 Specification

Displacement:	6.7 litres
Valves / Valvetrain:	4 / OHV
Bore (mm):	104
Stroke (mm):	132
Bore / stroke:	0.79
Max. power (hp):	320 @ 2,500 rpm
Max. torque (Nm):	1,100 @ 1,250-1,900 rpm
Injection system:	Common Rail (CR) 1,600 bar
Air handling:	Wastegate (WG)
Dry weight:	530
Oil change interval (km):	80,000
DPF service interval (km):	300,000
EGR:	None
ATS:	HI-eSCR (DOC + pDPF +SCR + CUC)

For more information on FPT Industrial visit www.fptindustrial.com.

EURO VI ENGINES	NO. CYLINDERS	DISPLACEMENT:	POWER	MAX. TORQUE
TECTOR 5	4 in-line	4.5 l	118 kw (160 HP) @ 2,500 rpm	580 Nm @ 1,250-1,950 rpm
			137 kw (190 HP) @ 2,500 rpm	680 Nm @ 1,250-1,900 rpm
			152 kw (210 HP) @ 2,500 rpm	750 Nm @ 1,400-1,800 rpm
			162 kw (220 HP) @ 2,500 rpm	800 Nm @ 1,250-1,900 rpm
			185 kw (250 HP) @ 2,500 rpm	850 Nm @ 1,250-2,050 rpm
TECTOR 7	6 in-line	6.7 l	206 kw (280 HP) @ 2,500 rpm	1,000 Nm @ 1,250-1,950 rpm
			235kw (320 HP) @ 2,500 rpm	1,100 Nm @ 1,250-1,900 rpm

Iveco

Iveco, a CNH Industrial company, designs, manufactures and markets a wide 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 26,000 individuals globally. It manages production sites in 11 countries throughout Europe, Asia, Africa, Oceania and Latin America where it produces vehicles featuring the latest advanced technologies. 5,000 sales and service outlets in over 160 countries guarantee technical support wherever an Iveco vehicle is at work.

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