

IVECO launches new heavy CNG truck range

Iveco recently presented in the Pollutec Fair in Lyon, its new heavy range of CNG Stralis, which substitutes the previous range of CNG EuroTech. The first unit on show is assigned to FCC who is increasing its Madrid garbage service fleet from 445 to 675 CNG trucks.

This first unit of the AD260S27Y/PS model has an optimised very short chassis with three axles and a total weight of 26 tons to be bodied with a garbage collector.

The Stralis CNG range covers the applications of heavy trucks from a total weight of 18 to 26 tons, with configurations of two and three axles, 4x2 and 6x2x4, this last one having a trailing steering axle with pneumatic suspension. This range is used for urban transport, and is equipped with the new automatic gearbox Allison 3200 with a hydraulic torque converter and 6 speeds.

Apart from the technical innovations and improvements to the new range in common with the diesel Stralis range, the new compressed natural gas trucks use the Cursor 8 CNG engine, with a 7.8 litre displacement, with a maximum power rating of 200 kW at 2000 r/min, and a maximum torque of 1100 Nm from 1100 to 1700 r/min.

This engine, like all Iveco natural gas engines, complies



Stralis CNG in IVECO's plant in Madrid

with E.E.V levels for the emission of exhaust pollution giving much lower values than those demanded from the standard, for example: in accordance with the European standard 2005/55/EC, it emits 0.53 g/kWh of NOx while the E.E.V. limit for this pollutant is situated at 2 g/kWh. The Cursor 8 CNG engine, with more than 1500 units in service in urban buses, is now also powering this new range that enjoys the wide experience accumulated in garbage collection of more than 1000 trucks in service in France, Italy, Spain and shortly in Portugal.

The Cursor 8 CNG is a gas engine, Otto cycle, with 6 cylinders, 24 valves, overhead camshaft, cutting-edge technology, ultra low exhaust emissions, with a stoichiometric combustion system and multi-point electronic injection with 12 gas injectors situated in a two by two format at the entrance to the inlet duct of each cylinder achieving an identical mixture in each of them.

Furthermore, as is standard in Iveco, the engine has a lambda probe in the exhaust as part of the close loop combustion control system which guarantees the stoichiometric combustion which isn't even affected by the composition of natural gas which reaches the cylinders.

IVECO's stoichiometric system is the best choice for the near future use of a renewable source of bio-fuel: bio-methane or bio natural gas.

The exhaust has a three-way catalyst, made of platinum and palladium to reduce the concentration of pollutants CO, HC and NOx produced by the combustion.

Currently Iveco natural gas trucks cover the necessities of freight transport from 3.5 to 6.5 tons – Daily range, from 12 to 16 tons – EuroCargo range, and from 18 to 26 tons – Stralis range, with power ratings from 106 to 272 CV.



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