

Take the Hi-Way

What's under the skin and behind the wheel of Iveco's intriguing new Euro 6-compliant EcoStralis tractor unit? Steve Banner finds out

Iveco is taking a very different and very patented approach to meeting the Euro 6 engine emissions requirements, compared to just about all of its mainstream truck OEM competitors. While all its rivals who have disclosed their plans so far have gone for selective catalytic reduction (SCR) and exhaust gas recirculation (EGR), alongside an active diesel particulate filter (DPF), the Italian manufacturer has decided it can meet the required standard without EGR, focusing its attention instead on greater combustion efficiency. As a consequence, under the 'HI-eSCR' banner, Iveco's new Euro 6 Stralis Hi-Way is equipped solely with SCR, plus a DPF.

Eschewing the use of EGR, which involves extra engine cooling, makes its engineered system lighter and less complex. The weight penalty is 170kg, but the absence of exhaust gases flowing back through the engine means less wear and allows service intervals to move up to 150,000km, says Iveco. What's more, because no additional cooling is required, the company's designers haven't needed to make costly structural alterations to the Stralis' restyled cab.

HI-eSCR does not come free, however. This Euro 6 variant entails a likely list price increase of around 7–9%. Additionally, AdBlue usage is up, to sustain the higher SCR rate, although apparently only by around 1.5%. And the good news: Iveco states that its novel engine design will not result in bigger fuel bills – although just about all of the others are also making that claim for their combination EGR, SCR and DPF systems.

Stralis Hi-Way is being built in Euro 5 guise, too, with both variants said to offer total cost of ownership savings of up to 4%, compared with the outgoing truck. Iveco says these savings are achieved partly by the use of some of the fuel-saving features found on the existing EcoStralis, with enhanced aerodynamics another factor. Drag coefficient has been cut by 3%.

'Driving Style Evaluation' is now available on the newcomer. This gives the driver an instant on-screen assessment of his or



her performance, along with advice on how to drive more frugally. If this gadget is linked to the Iveconnect Fleet telematics system, then the transport manager can also consider the individual's performance remotely. And the incentive:

should an operator make maximum use of all these features, then a fuel saving of up to 10% is possible, contends Iveco.

As for the mechanical specifications, Hi-Way offers the usual extensive range. The long-distance, top-of-the-range Hi-Way sleeper cab, for example, is built in both high- and low-roof versions. Also on offer are the narrower Hi-Road sleeper and the Hi-Street low-roof day cab.

Looking at the power plants, six-cylinder Cursor FPT Industrial engines are being offered at 8, 10, and 13 litres for Euro 5 models, and 9, 11 and 13 litres for Euro 6 versions. Eight variants are on offer at Euro 5 and 6, running all the way from 310bhp to 560bhp. And there are three compressed natural gas (CNG) engines at 270–330bhp. All Iveco's Euro 6 engines are fitted with common rail fuel injection, plus an exhaust throttle valve called Super Engine Brake.

Prospective purchasers can order the new Stralis now, with deliveries likely in November. However, Iveco's UK operation will be concentrating initially on Euro 5 models. While Euro 6 trucks will be available from January 2013, Iveco believes the additional cost means British hauliers are unlikely to opt for them before January 2014 – when, of course, they will be compelled to. **TE**