



# Rocky road

As trade shows go, the BAUMA event in Munich is high on the Richter scale. Ian Norwell talks to Iveco's Alessandro Mortali about Fiat's new construction trucks

**W**hen a single exhibition stand takes five months to build and populate with exhibits, it's got to be a serious show. Running every three years in Munich, the BAUMA construction trade fair is such an event – and that massive investment was by Liebherr, which clearly makes more than concrete mixer bodywork.

The construction sector is an important part of Iveco's business and its senior vice president for the heavy range, Alessandro Mortali, is upbeat. Iveco brought its revised Trakker truck range to BAUMA. Like the Stralis Hi-Way, it uses the updated Cursor eight- and 13-litre engines that have declined EGR (exhaust gas recirculation), instead relying on Hi-eSCR (high-efficiency selective catalytic reduction) to achieve Euro 6 limits. "The AdBlue dosing module is now far more intelligent and it can adapt to a wider variety of loads," states Mortali.

"Our research centre in Ulm has been concentrating on cutting AdBlue consumption rates and we are also aiming at a DPF (diesel particulate filter) with a service interval of over one million kilometres," he adds. "It's work in progress." Early views of Euro 6 tagged the DPF as a significant extra maintenance item. However, quoted intervals for cleaning seem to be stretching considerably – now possibly to the point where the issue may go away.

Meanwhile, the new Trakker comes with the two cab configurations of Hi-Land and Hi-Track. The former has the traditional tipper day cab, while the latter brings sleeper and even hi-roof versions. Iveco is continuing the trend set by other manufacturers for

more spacious and luxurious cabs in this sector.

That said, its telematics have been refined, too, with the Iveconnect driver assistance and fleet management system now easier to navigate. "The human element is the most variable aspect of any truck's operating cycle," observes Mortali. "So driver assistance devices are more important than ever. There's a very big variance between the needs of a UK fleet of 50–100 trucks using professional drivers and a European one of over 1,000. There is sadly a high percentage of drivers in these mega-fleets who have no passion for the job."

#### Incremental gains

Iveco is also searching for incremental savings in the drivetrain and Mortali confirms that the firm has been working with ZF on the TraXon dual-clutch transmission. "We do see certain benefits, but the fast-shift system that we are using is almost as good, without the extra weight," he asserts.

What about the big kit? Like many of the global players, Fiat has a variety of brands it can call upon. So, rather than stretch the limits of the Trakker into the brutal end, it turns to the Astra brand, with the BAUMA stand premiering the HHD9 8x6 rigid chassis with a gw of "more than 60 tonnes".

This is suitably vague for the kind of operations where a weighbridge is not seen as necessary. A walk around the chassis leaves you in no doubt of Fiat's intentions. A Cursor 13-litre engine delivering 540bhp, heavy-duty Kessler axles and an extra-heavy-duty ZF Steyr VG 2700 transfer box form the guts of a typical spec. Quite a package. **TE**

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