NEW EUROCARGO

TECHNICAL DESCRIPTION

EURO VIc - MODEL YEAR

ML150E25D/P EVI_C - Rigid 4x2

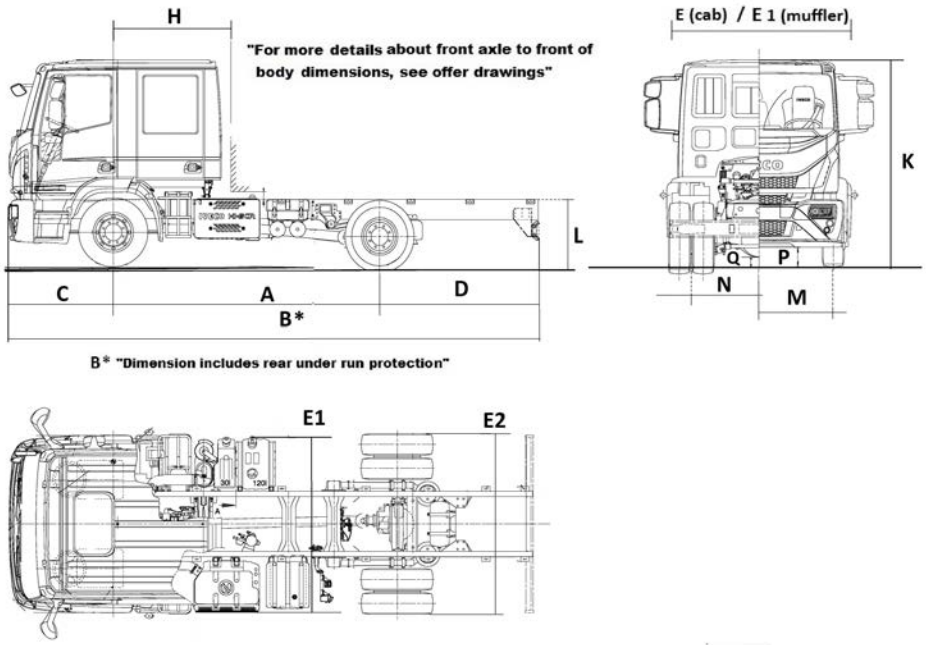
IVECO

Your partner for sustainable transport

LIST OF LINKED VCB

VCB code	Gearbox	Wheelbase	Cabin	Drive
G3TBC534	6AS 800 TO	4185	MLD-NM SX	LH
G3TBC544	12AS 1210 TO	4185	MLD-NM SX	LH
G3TBC5C4	6S 800 TO	4185	MLD-NM SX	LH
G3TBC5F4	9S 75 TO	4185	MLD-NM SX	LH
G3TBC5T4	3000	4185	MLD-NM SX	LH
G3TBC634	6AS 800 TO	4455	MLD-NM SX	LH
G3TBC644	12AS 1210 TO	4455	MLD-NM SX	LH
G3TBC6C4	6S 800 TO	4455	MLD-NM SX	LH
G3TBC6F4	9S 75 TO	4455	MLD-NM SX	LH
G3TBC6T4	3000	4455	MLD-NM SX	LH
G3TBC734	6AS 800 TO	4815	MLD-NM SX	LH
G3TBC744	12AS 1210 TO	4815	MLD-NM SX	LH
G3TBC7C4	6S 800 TO	4815	MLD-NM SX	LH
G3TBC7F4	9S 75 TO	4815	MLD-NM SX	LH
G3TBC7T4	3000	4815	MLD-NM SX	LH
G3TBC834	6AS 800 TO	5175	MLD-NM SX	LH
G3TBC844	12AS 1210 TO	5175	MLD-NM SX	LH
G3TBC8C4	6S 800 TO	5175	MLD-NM SX	LH
G3TBC8F4	9S 75 TO	5175	MLD-NM SX	LH
G3TBC8T4	3000	5175	MLD-NM SX	LH
G3TBC934	6AS 800 TO	5670	MLD-NM SX	LH
G3TBC944	12AS 1210 TO	5670	MLD-NM SX	LH
G3TBC9C4	6S 800 TO	5670	MLD-NM SX	LH
G3TBC9F4	9S 75 TO	5670	MLD-NM SX	LH
G3TBC9T4	3000	5670	MLD-NM SX	LH

DIMENSIONS & WEIGHTS



DIMENSIONS (MM)

Wheelbase (A)	**4185**	**4455**	**4815**	**5175**	**5670**
Max length (B)	7612	8017	8647	9232	10042
Max width over wings (cab) (E)	2295	2295	2295	2295	2295
Max width over muffler (E1)	2289	2289	2290.4	2290.4	2292.4
Overall width (rear tyres) (E2)	2412	2412	2412	2412	2412
Front axle to front of body (H)	1525	1525	1525	1525	1525
Frame height at end of frame, unladen (L)	890	890	890	891	891
Frame height at front axle, unladen	946	947	947	947	947
Frame height at rear axle, unladen	899	899	899	899	899
Rear overhang (D)	2055	2190	2460	2685	3000
Minimum ground clearance (front) (P)	235	235	235	235	235
Minimum ground clearance (rear) (Q)	158	158	158	158	158
Overall height to top of cab, unladen (K)	2755	2755	2755	2755	2755
Turning diameter kerb to kerb	14720	15540	16640	17740	19260
Turning diameter wall to wall	15880	16720	17820	18920	20440
Front track (M)	1945	1945	1945	1945	1945
Rear track (N)	1815	1815	1815	1815	1815
Front ovehang (C)	1362	1362	1362	1362	1362
Side members thickness	6	6	6.7	6.7	7.7
Side members max height	252	252	253.4	253.4	255.4
Flange width	70	70	70	70	70
Frame width at rear	852	852	853.4	853.4	855.4

WEIGHTS (KG)

Wheelbase (A)	**4185**	**4455**	**4815**	**5175**	**5670**
Total vehicle kerb weight	5255	5270	5340	5360	5480
Kerbweight - F.A.	3435	3445	3475	3485	3520
Kerbweight - R.A.	1820	1825	1865	1875	1960
G.V.W. (EC)	15000	15000	15000	15000	15000
Plated weight on front axle (EC)	5800	5800	5800	5800	5800
Plated weight on rear axle (EC)	11000	11000	11000	11000	11000
Max body & Payload (EC)	9745	9730	9660	9640	9520

Note :

Weights are to standard configuration and include:chassis cab,driver (75 Kg), full fuel tank,Adblue (if present),oils,tools kit and spare wheel (if present).

The height of the side member includes the thickness as well.

A G.T.W. of 26000 kg is permissible provided a 9-speed gearbox or 12-speed automated gearbox and a drawbar pack are specified.

Drawings :
w.b. 4185 ----> 5801965241
w.b. 4455 ----> 5801965242
w.b. 4815 ----> 5801965243
w.b. 5175 ----> 5801965244
w.b. 5670 ----> 5802019718

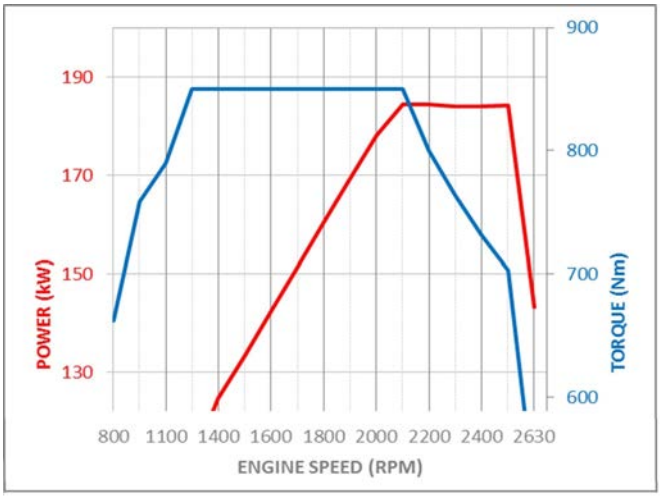
MODEL COMPONENTS

ENGINE

Commercial name	TECTOR 7
Position	FRONT
Cycle	DIESEL
Aspiration type	TC+AFTERCOOLER
4 Stroke / 2 Stroke cycle	4
No. of cylinders	6
Cylinders layout	IN-LINE
Bore mm	104
Stroke mm	132
Total displacement cm^3	6728
Weight (without oil / water) Kg	526
Oil capacity (l)	10.9
Type of fuel	DIESEL OIL
Injection system	HIGH PRESSURE / COMMON RAIL
Injection governor type	ELECTRONIC INTEGRATED WITH ECU
Cooling system	water
Cold starting type	THERMOSTARTER
No. of tanks	1
Tank position	RIGHT SIDE
Filter type	DRY

Notes :
Conformity with Euro 6 standards : all vehicles are equipped with the SCR (Selective Catalytic Reduction) system, an AdBlue dosing system and a catalytic converter.

DRIVELINE



250 T6 - Tector 7 SCR 6,7 lt - 6L

Engine Identification Code	F4AFE611B
Power kW	185
Power Hp	250
Rpm at Max Power	2500
Torque Nm	850
Torque Kgm	87
At rpm 1/min	1250
Specific consumption-max power g / kWh	215
Specific consumption-max torque g / kWh	197
Type of turbocharging	with waste gate valve

MODEL COMPONENTS

GEARBOX

	Gearbox Type	Installation	Box material	Total ratio speed	Dry weight Kg	Clutch type	Torque converter (value of the mech. conversion)	Max input torque Nm	No. of forward gears
12AS 1210 TO	AUTOMATED	ENGINE FLANGED	ALUMINIUM ALLOY		193			1100	12
3000	AUTOMATIC			4.65	260 * see notes		2.35 ** see notes	1261	5
6AS 800 TO	AUTOMATED	ENGINE FLANGED	ALUMINIUM ALLOY	8.44	138	MANUAL H		850	6
6S 800 TO	SYNCRONIZED	ENGINE FLANGED	ALUMINIUM ALLOY	8.44	124	MANUALLY OPERATED		850	6
9S 75 TO	SYNCRONIZED	ENGINE FLANGED	ALUMINIUM ALLOY	13.10	125	SERVOCONTROL H		900	9

GEAR RATIOS

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	rev. 1st	rev. 2nd						
12AS 1210 TO	10.369	8.428	6.487	5.273	4.182	3.399	2.48	2.015	1.551	1.261	1	.813	10.561	8.584						
3000	3.49	1.86	1.41	1	.75								5.03							
6AS 800 TO	6.58	3.6	2.12	1.39	1	.78							6.06							
6S 800 TO	6.58	3.6	2.12	1.39	1	.78							6.06							
9S 75 TO	9.56	6.47	4.72	3.5	2.54	1.85	1.35	1	.73				8.53							

CLUTCH

	Type	Adjustment	Outer diameter mm	Outer diameter (inches)	Release control	
12AS 1210 TO	SINGLE DRY PLATE	AUTOMATIC	395	15.5"	MECHANICAL/HYDRAULIC	
3000						
6AS 800 TO	SINGLE DRY PLATE	AUTOMATIC	395	15.5"	MECHANICAL/HYDRAULIC	
6S 800 TO	SINGLE DRY PLATE	AUTOMATIC	395	15.5"	MECHANICAL/HYDRAULIC	
9S 75 TO	SINGLE DRY PLATE	AUTOMATIC	395	15.5"	MECHANICAL/HYDRAULIC	

Notes :

3000
* 300 kg with Hydraulic Retarder
** HP Range / Model / Stall Torque Ratio
220/250 TC415 2,35
280/320 TC418 1,98

REAR AXLE RATIO

Option code	00007	00008	00011 *	00016	02005	02006	02007 *	02008	02009 *	03005	06020
Ratio	6.14	6.43	4.1	5.63	3.42	3.73	3.91	4.3	4.56	5.125	4.89

*: Standard axle ratio

TYRES & WHEELS

Code	Tyres	Front	Rear	Dynamic Radius m	Rolling resistance Coefficient	Load index	Speed index	Rolling radius m	Rolling circumference m
20494	Standard	305/70R19,5	305/70R19,5	.448	.007		M = 130 KM/H	.423	2.815
20370	Optional	11R22,5	11R22,5	.51	.007	148/145	L = 120 KM/H	.489	3.203

Wheels
Rim type DISC Rim material STEEL

AXLES

Position	Description	Type
Front	5860 CL - Iveco axle - large track	RIGID
Rear	MS10-164 - Rear Axle ArvinMeritor S.R.	RIGID

PERFORMANCE

* Max Speed. Calculated speed on the basis of engine rpm and axle ratios. Real speed limits must take into account the speed index of the tyres: K = 110 km / h L = 120 km / h M = 130 km / h
** Theoretically calculated values, arising from the engine torque without considering the road-friction values and the stability limits of the vehicles. When calculating with more than one tyres or more than one axle ratio, availability of each combination must be checked.
Speed and gradeability values are rounded.
A = Total Weights (solo vehicle) Kg - Max Gradeability %
B = Total Weights (vehicle+trailer) Kg - Max Gradeability %

Tyre: 20494 - TYRE 305/70R19.5 ON ROAD /TRACTION Efficiency: 0.85 No transfer box

12AS 1210 TO

Axle Ratio	Gear Ratio I°	Gear Ratio L°	Speed km/h I°	Speed km/h L°	RPM at 80 km/h	RPM at 90 km/h	A 15000 I°	A 15000 L°	B 18500 I°	B 18500 L°
6.14	10.369	0.813	6.63	84.59	2365	2660	95.53	4.55	67.37	3.56
6.43	10.369	0.813	6.33	80.77	2476	2786	100.00	4.83	72.22	3.78
4.1	10.369	0.813	9.93	126.68	1579	1776	51.65	2.46	39.92	1.86
5.63	10.369	0.813	7.23	92.25	2168	2439	81.72	4.06	59.56	3.16
3.42	10.369	0.813	11.91	151.86	1317	1482	41.29	1.63	32.38	1.19
3.73	10.369	0.813	10.92	139.24	1436	1616	45.86	2.02	35.75	1.51
3.91	10.369	0.813	10.41	132.83	1506	1694	48.63	2.24	37.76	1.68
4.3	10.369	0.813	9.47	120.78	1656	1863	54.96	2.68	42.25	2.04
4.56	10.369	0.813	8.93	113.90	1756	1976	59.48	2.96	45.37	2.27
5.125	10.369	0.813	7.95	101.34	1974	2220	70.35	3.55	52.55	2.75
4.89	10.369	0.813	8.33	106.21	1883	2119	65.63	3.31	49.49	2.55

3000

Axle Ratio	Gear Ratio I°	Gear Ratio L°	Speed km/h I°	Speed km/h L°	RPM at 80 km/h	RPM at 90 km/h	A 15000 I°	A 15000 L°	B 18500 I°	B 18500 L°
6.14	3.49	0.75	19.70	91.69	2181	2454	23.39	4.09	18.65	3.18
6.43	3.49	0.75	18.82	87.56	2284	2570	24.60	4.35	19.60	3.39
4.1	3.49	0.75	29.51	137.32	1457	1639	15.13	2.09	12.08	1.56
5.63	3.49	0.75	21.49	100.00	2000	2250	21.29	3.62	16.99	2.80
3.73	3.49	0.75	32.44	150.94	1325	1491	13.66	1.66	10.91	1.21
3.91	3.49	0.75	30.94	143.99	1389	1563	14.37	1.87	11.48	1.39
4.3	3.49	0.75	28.14	130.93	1528	1719	15.92	2.30	12.72	1.74
4.56	3.49	0.75	26.53	123.46	1620	1822	16.96	2.58	13.55	1.96
5.125	3.49	0.75	23.61	109.85	1821	2048	19.23	3.14	15.36	2.41
4.89	3.49	0.75	24.74	115.13	1737	1954	18.28	2.91	14.60	2.23

6AS 800 TO

Axle Ratio	Gear Ratio I°	Gear Ratio L°	Speed km/h I°	Speed km/h L°	RPM at 80 km/h	RPM at 90 km/h	A 15000 I°	A 15000 L°	B 18500 I°	B 18500 L°
6.14	6.58	0.78	10.45	88.17	2269	2552	48.41	4.31	37.61	3.36
6.43	6.58	0.78	9.98	84.19	2376	2673	51.33	4.58	39.70	3.58
4.1	6.58	0.78	15.65	132.04	1515	1704	30.14	2.27	23.92	1.70
5.63	6.58	0.78	11.40	96.15	2080	2340	43.51	3.83	34.03	2.97
3.73	6.58	0.78	17.20	145.13	1378	1550	27.14	1.84	21.59	1.36
3.91	6.58	0.78	16.41	138.45	1445	1625	28.59	2.05	22.72	1.53
4.3	6.58	0.78	14.92	125.89	1589	1787	31.80	2.49	25.20	1.88
4.56	6.58	0.78	14.07	118.72	1685	1895	33.99	2.76	26.88	2.11
5.125	6.58	0.78	12.52	105.63	1894	2130	38.90	3.34	30.60	2.57
4.89	6.58	0.78	13.12	110.70	1807	2033	36.83	3.10	29.04	2.38

6S 800 TO

Axle Ratio	Gear Ratio I°	Gear Ratio L°	Speed km/h I°	Speed km/h L°	RPM at 80 km/h	RPM at 90 km/h	A 15000 I°	A 15000 L°	B 18500 I°	B 18500 L°
6.14	6.58	0.78	10.45	88.17	2269	2552	48.41	4.31	37.61	3.36
6.43	6.58	0.78	9.98	84.19	2376	2673	51.33	4.58	39.70	3.58
4.1	6.58	0.78	15.65	132.04	1515	1704	30.14	2.27	23.92	1.70

MODEL COMPONENTS

Axle Ratio	Gear Ratio I°	Gear Ratio L°	Speed km/h I°	Speed km/h L°	RPM at 80 km/h	RPM at 90 km/h	A 15000 I°	A 15000 L°	B 18500 I°	B 18500 L°
5.63	6.58	0.78	11.40	96.15	2080	2340	43.51	3.83	34.03	2.97
3.73	6.58	0.78	17.20	145.13	1378	1550	27.14	1.84	21.59	1.36
3.91	6.58	0.78	16.41	138.45	1445	1625	28.59	2.05	22.72	1.53
4.3	6.58	0.78	14.92	125.89	1589	1787	31.80	2.49	25.20	1.88
4.56	6.58	0.78	14.07	118.72	1685	1895	33.99	2.76	26.88	2.11
5.125	6.58	0.78	12.52	105.63	1894	2130	38.90	3.34	30.60	2.57
4.89	6.58	0.78	13.12	110.70	1807	2033	36.83	3.10	29.04	2.38

9S 75 TO

Axle Ratio	Gear Ratio I°	Gear Ratio L°	Speed km/h I°	Speed km/h L°	RPM at 80 km/h	RPM at 90 km/h	A 15000 I°	A 15000 L°	B 18500 I°	B 18500 L°
6.14	9.56	0.73	7.19	94.21	2123	2388	82.48	3.94	60.02	3.06
6.43	9.56	0.73	6.87	89.96	2223	2501	89.45	4.20	64.03	3.27
4.1	9.56	0.73	10.77	141.08	1418	1595	46.62	1.96	36.31	1.46
5.63	9.56	0.73	7.85	102.74	1947	2190	71.73	3.48	53.43	2.69
3.73	9.56	0.73	11.84	155.07	1290	1451	41.56	1.54	32.59	1.12
3.91	9.56	0.73	11.30	147.93	1352	1521	43.99	1.75	34.38	1.29
4.3	9.56	0.73	10.27	134.52	1487	1673	49.48	2.18	38.37	1.63
4.56	9.56	0.73	9.69	126.85	1577	1774	53.36	2.45	41.13	1.85
5.125	9.56	0.73	8.62	112.86	1772	1994	62.49	3.01	47.41	2.31
4.89	9.56	0.73	9.03	118.29	1691	1902	58.56	2.78	44.74	2.12

CABIN

Crew Cab Interior:
Forward control MLD crew cab. 3-way adjustable driver's seat with integral head restraint and safety belt. Dual fixed passenger seat with 50/50 split back rest, head restraints and one outer diagonal, one central lap safety belts. Four man contoured rear seat with seatbelts and head restraints. Opening roof vent. Overhead lockers with doors. Windowless rear cab wall. Large storage shelf on passenger side. 4-speed fan air flow up to 500m3/hr. 10kw output. All gauges monitored using international symbols. Automatic electronic 2-man digital 24hr tachograph. Speedometer with dual scale instrumentation. Left and right hand entry assist handles. Fully adjustable steering column. Dash mounted gear selection switches for automated gearbox. Column mounted control stalks. Overhead console for radio/CB. Courtesy and map reading lights. Engine immobiliser. Handbrake warning buzzer. Drivers safety belt warning buzzer.

Crew Cab Exterior:
One step cab entry. Suspension ¿ rubber blocks and dampers. Electrically operated hydraulic tilt to 45 degrees with twin hydraulic rams. Pressed steel construction with injection moulded plastic for vulnerable components. Electric door windows and laminated windscreen. Heated rear view mirrors to EEC 2003/97 and 2005/27, including two wide angle, one kerb view and one front view mirror. LED day time running lights (DTRL).

SAFETY SYSTEMS

ELECTRONIC VEHICLE STABILITY CONTROL (EVSC) :

It's a system that improves a vehicle's stability by detecting and reducing loss of traction (skidding). When EVSC detects loss of steering control, it automatically applies the brakes to help "steer" the vehicle where the driver intends to go. Braking is automatically applied to all individual wheels, such as the outer front wheel to counter oversteer or the inner rear wheel to counter understeer.
EVSC intervenes only when it detects a probable loss of steering control, i.e. when the vehicle is not going where the driver is steering.
Additionally, the system may reduce engine power or operate the transmission to slow the vehicle down.
Availability on rear steel suspensions models: as an option from ML60E.. up to ML100E.. / standard from ML110EL.. up to ML190EL..
Availability on rear air and full air suspensions models: as an option from ML60E.. up to ML80EL.. / standard from ML80E.. up to ML190EL..

LANE DEPARTURE WARNING SYSTEM (LDWS) :

EU Regulation No. 351/2012 requires the implementation of the Lane Departure Warning System (LDWS) for vehicles registered in the EU countries starting from November, 1st 2015.

The system consist of a camera mounted at the vehicle windshield: the sensor detects different types of lane markings and calculates the position of the vehicle in reference to the detected markings.

The system operates at vehicle speeds > 55 km/h.
To allow the driver control over the system, it can be disabled by a switch on the dashboard.
After Key-on the system is always active independent of it's prior state.

MODEL COMPONENTS

If the vehicle drifts in the direction of one marking without direction light activation, a warning sound is generated to alert the driver.
The sound is generated by the cluster in combination with the standard radio provision or is generated in the left and right speakers when the speakers are installed by factory. When the speakers are installed, the sound is directional, so that a left-hand departure will result in the sound being generated in the left vehicle speaker and a right hand departure in the right speaker.
On each Key-on the system will generate a short warning (chirp) and it start trying to detect lane markings to track. Upon detection of suitable lane markings, the system continuously monitors the vehicle's position, angle of incidence to the road, and speed relative to the lane markings that it is tracking.
If a marking is passed the system will issue a warning.

The warning will not be issued if :
Less than 55 km/h.
Turn-lights are active.
Brake pedal is depressed.
No tracking is possible.

Once initialized, the alarm continues for a minimum of 0.5 seconds. After the minimum alarm time has passed, the alarm will cease when any of the following occurs:

The vehicle resumes its proper lane position.
The vehicle changes the lane completely (by purpose).
Four seconds of continuous alarm have elapsed.

The system also works during the night time provided that the 6 to 12 meters in front of the truck is uniformly illuminated with two standard dipped or main beams.
Weather conditions (e.g. rain, fog, etc.) affects the operation of the LDWS since the lane markings needs to be visible in the required field of view.

AVAILABLE AS AN OPTION :
ADAPTIVE CRUISE CONTROL (ACC) - (It has always to be ordered in combination with **AEBS**) :

Be aware that ACC is not available for CNG models.

The system, when travelling on motorways, is able to adapt automatically the driving speed and the distance from the vehicle in front with a visual range of 120 metres, calculates the best approach strategy, adjusts the engine torque, activates first engine brake, intarder (if fitted) and last service brakes if necessary.

AIRBAG :
Is available only in combination with multifunctional steering wheel.

FRAMES

	4185	4455	4815	5175	5670
Front crossmembers	BOLTED	BOLTED	BOLTED	BOLTED	BOLTED
Middle crossmember	RIVETED	RIVETED	RIVETED	RIVETED	RIVETED
Rear crossmember	BOLTED	BOLTED	BOLTED	BOLTED	BOLTED
Frame section	PARALLEL	PARALLEL	PARALLEL	PARALLEL	PARALLEL
Section shape	"C"	"C"	"C"	"C"	"C"
Side members material	STEEL	STEEL	STEEL	STEEL	STEEL

SUSPENSIONS

Front parabolic suspension:
No. of leaves : 2

Rear pneumatic suspensions :
4 Bellows.

Pneumatic suspensions stroke :
Raise / Lower 120 mm / - 75 mm.

BATTERY

Electrics

Voltage V	24
Starter power kW	4.4
No. of batteries	2
Batteries capacity V/Ah	12 / 143

Notes :

Standard battery for EuroCargo from ML140E.. up to ML180E.. and for Scudbus CC150E...
Standard battery for EuroCargo from ML110E..W (4x4) up to ML150E..W (4x4)

MODEL COMPONENTS

Option battery for EuroCargo from ML60/65E.. up to ML120EL... and for Scudbus CC80/90 (Camper)

BATTERY

Electrics

Voltage V	24
Starter power kW	5.5
No. of batteries	2
Batteries capacity V/Ah	12 / 170

Notes :

Option battery for EuroCargo from ML110EL... up to ML180E... / 190EL ... and also for 4x4 models.

INNOVATIONS

NEW CONTENTS OF EUROCARGO MODELS "EuroVI phase c".

Euro VI emission standards were introduced by Regulation 595/2009, with technical details specified in the Regulation 582/2011.
The Euro VI standards also introduced particle number (PN) emission limits, stricter OBD requirements and a number of new testing requirements including off-cycle and in-use testing.

The "**EuroVI phase c**" introduces new limits:

Phases		NOx OTL mg/kWh	PM OTL mg/kWh	Reagent quality and consumption deviation (CD) mg/kWh	New homologation	New registrations	Last date of registrations
Introduction	A	1500	*	NOx 900 (CD 50%)	31/12/2012	31/12/2013	01/09/2015
Introduction	B	1500	25	NOx 900 (CD 50%)	01/09/2014	01/09/2015	31/12/2016
Introduction	C	1200	25	Emissions limit CD 20%	31/12/2015	31/12/2016	

OTL = On-Board-Diagnostic threshold Limit / CD = Consumption Deviation

NOTE: Phase B introduction has been postponed with Phase C. The Euro VI Regulation is "technology neutral"; this means that no particular technology is indicated to meet the limits established in the legislation. Despite that, the limit of 25 mg/kWh, established by the Euro VI B for PM OTL, can be met only with the adoption of a **PM** (Particulate Matter) **sensor**.

NEW CONTENTS:
1. **Muffler**. New heat shield and new PM sensors have been adopted.
2. **Tector 5 & 7 engines**. Increased wiring hardness and new Electronic Control Unit (ECU) software.
3. **Urea Quality Sensor** (UQS). The Urea tank has been modified. Reagent quality monitoring against emission limit implies adoption of the **Urea Quality Sensor**. The driver warning system shall be activated in case of deviation of more than **20 %** between the average reagent consumption and the average demanded reagent consumption by the engine system over a period to be defined by the manufacturer, which shall not be longer than 48 hours or the period equivalent to a demanded reagent consumption of at least 15 liters, whichever is longer.
4. **After Treatment System** (ATS). A new **DOC** (Diesel Oxidation catalyst) and a new sensor inlet before **DPF** (Diesel Particulate Filter) have been introduced. The DOC has now an increased volume and an improved robustness. Also the **SCR** (Selective Catalytic Reduction) has been increased.
The time based thermal treatment has been improved: thermal cycles are now every 20 hours of operation (instead 15) and have a duration of 40 minutes (instead of 30).

MISCELLANEOUS

Fuelling:
Fuel tank : 120 litres, plastic ; filter, fuel pump, prefilter, fuel separator.

Adblue tank capacity : 30 lt.

Braking system
Disc Brakes :
Diameter : front 377 x 45 mm ventilated disc.
rear 377 x 45 mm ventilated disc.
Surface area : 602 cm2
Type .....Air. Two independent circuits.
Service brake.....AEBS - EVSC.
Parking.....Spring parking brake on rear axle.
Exaust brake.....Standard.
Air drier.....Standard.

ADVANCED EMERGENCY BRAKING SYSTEM (AEBS) has always to be ordered in combination with EVSC:

EU Regulation No. 347/2012 requires the implementation of Advanced Emergency Braking System (AEBS) for vehicles registered in the EU countries.
AEBS mandatory in two different steps:
Step 1 : (vehicles > 8t with air rear axle suspensions) - Starting from November the 1st 2015.
Step 2 : (all Eurocargo models) - Starting from November the 1st 2018.

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