

IVECO



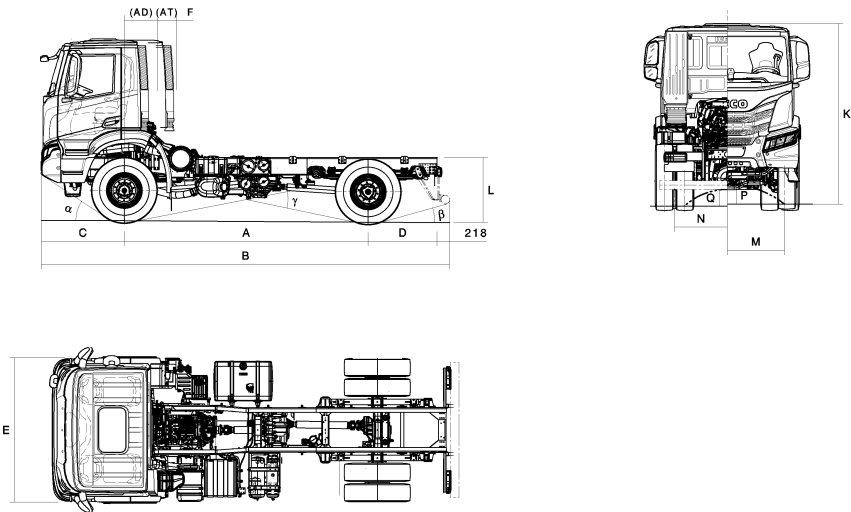
TECHNICAL DESCRIPTION

IVECO *T-way* ADI90T48W H

List of linked VCB

VCB code	Gearbox	Wheelbase	Cabin	Drive
VXECE3B3	I6S 2520 TO	3800	AD-SX	LH
VXECE3D3	I6TX 2240 TO	3800	AD-SX	LH
VXECE4B3	I6S 2520 TO	4200	AD-SX	LH
VXECE4D3	I6TX 2240 TO	4200	AD-SX	LH
VXECE5B3	I6S 2520 TO	4500	AD-SX	LH
VXECE5D3	I6TX 2240 TO	4500	AD-SX	LH

Dimensions & Weights



	BEP	DIMENSIONS (mm)		
Wheelbase (A)	L011	3800	4200	4500
Max length (B)	L001	6672	7077	7932
Max width over wings (cab) (E)	W002	2550	2550	2550
Front axle to back of cab - including snorkel (F)	L064.1	580	580	580
Frame height at end of frame, unladen (L)	H039	1208	1208	1212
Frame height at front axle, unladen (c+cv)	H035	1157	1155	1154
Frame height at rear axle, unladen (d+dv)	H037	1195	1196	1195
Front overhang (C)	L016	1440	1440	1440
Rear overhang (D)	L019	1195	1195	1780
Minimum ground clearance (front) (P)	H015.1	371	371	371
Minimum ground clearance (rear) (Q)	H016.1	311	311	311
Overall height to top of cab, unladen (K)	H001	3228	3226	3226
Turning diameter kerb to kerb	W011	17200	18400	19300
Turning diameter wall to wall	W012	18800	20000	20900
Front track (C1)	W013.1	1981	1981	1981
Rear track (C2)	W013.2	1827	1827	1827
Approach angle α (°)	H010	33	33	33
Ramp angle γ (°)	H12	28	23	22
Departure angle β (°)	H011	16	16	11
Side members max height	H032	304,4	304,4	304,4
Side members flange width	W032	80	80	80
Frame width at rear	W036	771,4	771,4	771,4

Dimensions & Weights

	BEP	WEIGHTS (KG)		
Wheelbase (A)	L011	3800	4200	4500
Total vehicle kerb weight	M060	7922	7948	8041
Kerbweight on Front Axle	M090	5412	5491	5502
Kerbweight on Rear Axle	M100	2510	2457	2539
G.V.W. (EC)	M002	18000	18000	18000
G.V.W. (Design)	M001	20000	20000	20000
Plated weight on front axle (EC)	M041.1	8000	8000	8000
Plated weight on front axle (Design)	M040.1	8000	8000	8000
Plated weight on rear axle (EC)	M041.2	11500	11500	11500
Plated weight on rear axle(s) (Design)	M040.2	13000	13000	13000
Max body & payload (Design)	M110	12078	12052	11959

Notes :
Weights are to standard configuration and include: chassis cab (or tractor), driver (75 kg), full fuel and Adblue tanks, tools kit and spare wheel (if present).
The values of the plated weights / GVW can vary according to the markets and local homologations.

Wheelbase	Type	Drawing
3800	Left hand drive vehicle drawing	5803034830
4200	Left hand drive vehicle drawing	5803034831
4500	Left hand drive vehicle drawing	5803034832

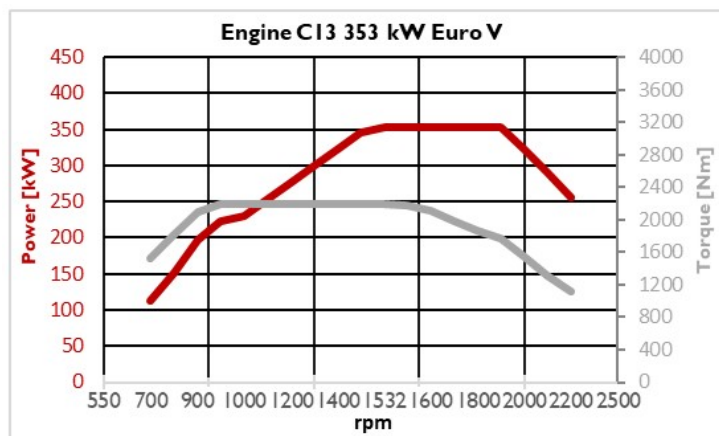
Model Components

Engine

Identification Code	F3HGE611
Manufacturer	FPT Industrial
Commercial name	Cursor 13
Cycle	Diesel
Injection type	Bosch CPN5-22/2
4 Stroke / 2 Stroke cycle	4 Takt
No. of cylinders	6
Cylinders layout	In Reihe
Bore mm	135
Stroke mm	150
Total displacement cm³	12.9
Exhaust gas treatment	muffler
Weight (without oil / water) Kg	1230
Injection system	electronic common rail
Injection governor type	Bosch MDI CE101
Cold starting type	THERMOSTARTER
Type of turbocharging	eVGT
Emissions control	EURO V
Cooling system	Wasser



ENGINE EMISSION EURO V opt. 06049



480 C13 - Cursor 13 - 480 HP - WG

Maximum power: 353 kW (480 HP) @ 1900 rpm

Maximum torque: 224 Kgm (2200 Nm) @ 1000 rpm

The central electronic system controls the following functions: Engine preheating, fuel preheating, turbo, injection control, engine brake, control of engine speed and torque, data exchange OBD with ScanTool, engine diagnostic (on and off-board), control of blink-code and failure indicator light on dashboard, control of engine idling speed and max. engine speed, data exchange with VCM (vehicle control module), supervision of emission values.

Model Components

DRIVELINE

Gearbox

Gearbox model	Gearbox Type	Installation	Box material	Dry weight Kg	Clutch type	Max input torque Nm	No. of forward gears	No. of reverse gears	Shifting
I6S 2520 TO	SYNCHRONIZED	ENGINE FLANGED	ALUMINIUM ALLOY	306 - (w/o retarder)	Dry clutch	2500	16	2	Manual shifting Single - H
I6TX 2240 TO	AUTOMATED	ENGINE FLANGED	ALUMINIUM	290 - (w/o retarder)		2200	16	2	

Gear ratios

Gearbox model	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	rev. 1st	rev. 2nd
I6S 2520 TO	13.8	11.54	9.49	7.93	6.53	5.46	4.57	3.82	3.02	2.53	2.08	1.74	1.43	1.2	1	.84	12.92	10.8
I6TX 2240 TO	14.68	12.05	9.92	8.14	6.78	5.56	4.57	3.75	3.22	2.64	2.17	1.78	1.49	1.22	1.00	0.82	14.14	11.61

Clutch

Gearbox model	Type	Outer diameter mm	Outer diameter (inches)
I6S 2520 TO	Single dry plate	430	17
I6TX 2240 TO	Single dry plate	430	17

Tyres & Wheels

Code	Tyres	Front	Rear	Load index	Rolling circumference m
20081	Standard	I3R22,5	I3R22,5	156/150	3.428
20115	Optional	395/85R20	395/85R20	168/	3.6
20885	Optional	385/65R22,5	315/80R22,5	164/	3.28
20477	Optional	395/85R20	525/65R20,5	168/	3.639
20168	Optional	I4,00R20	I4,00R20	164/	3.826
20795	Optional	315/80R22,5	315/80R22,5	156/150	3.28
20497	Optional	I2,00R20	I2,00R20	154/149	3.42
20780	Optional	I4,00R20	I4,00R20	160/157	3.826
20318	Optional	395/85R20	395/85R20	166/	3.6
20846	Optional	315/80R22,5	315/80R22,5	156/150	3.28
20080	Optional	I3R22,5	I3R22,5	156/150	3.428
20216	Optional	I2,00R20	I2,00R20	154/149	3.42

Rear Axle Ratio

Option code	05003	06017	06019 *	06021	06034	06036
Ratio	6.09	4.231	4.67	5.01	5.56	6.57

*: Standard axle ratio

FRONT BUMPER

Steel front bumper

Model Components

Disc brakes

DUO DUPLEX drum brake
Electronic braking system (EBS)

Front axle
Drum brakes 410 mm (410 x 180)
Friction area: 2884 cm²
Tandem
Drum brakes 410 mm (410 x 200)
Friction area: 3220 cm²

Suspensions

Front parabolic suspension STD
Standard capacity: **8.000 kg.** (options for 8.500 kg and 9.000 kg.)

Rear semi elliptic parabolic suspension STD
Capacity: **13.000 kg.**

Axles

Position	Description
Front	5985/2D - Drive a. H.R. (Drum br. D.D.)
Rear	451391/2D - Rear axle H.R. (Drum brake 2D)

Transfer Box

Type
Model
TC 2200
OFF ROAD Low Ratio
1.6
ON ROAD Normal Ratio
1

Battery

Electrics
Voltage V
24
Alternator power V/A
28 / 90
Starter power kW
5.5
No. of batteries
2
Batteries capacity V/Ah
12 / 170

390L FUEL TANK

Fuelling
Capacity (l.)
390
Material
Aluminium

60L UREA TANK

Adblue tank
Capacity (l.)
60
Material
Plastic

Model Components

Miscellaneous

THE AVAILABILITY OF THE FOLLOWING OPTIONS DEPENDS ON VERSIONS AND MARKETS :

SAFETY :

TPMS (on cluster): Tyre Pressure Monitoring System is an electronic system which monitors the air pressure inside a tyre and provides information on faults in real time to the driver. In addition to improving vehicle safety, **TPMS** helps the driver plan tyre maintenance and contributes to reducing fuel consumption.

ESP: Electronic Stability Program (ESP). The **ESP** system acts in skidding phase, by adjusting the engine power and braking on individual wheels with different intensities so as to stabilise the position of the vehicle. It is effective both in case of sudden deviations from the trajectory and in correcting situations of oversteer or understeer, which may occur in case of incorrectly approaching a bend.

LDWS: Lane Departure Warning System (LDWS). The Lane Departure Warning System beeps when the vehicle strays from the lines that mark the driving lane without the indicators being activated. The system is very effective in preventing accidents due to distraction or sleepiness.

FUEL CONSUMPTION OPTIMIZATION:

ECOSWITCH: Designed to reduce fuel consumption, **ECOSWITCH** is an important aid for the driver. It activates the "Eco program" in order to optimise gear shifting strategy and performance according to actual vehicle weight, assuring the best productivity under any operating condition.

ECO ROLL: On all type of incline (also on moderate one), the eco-roll function serves to open the driveline and retain the kinetic energy of the vehicle for longer or to slightly increase it by reducing the engine-drag torque that affects the impellers. If the vehicle subsequently slows down, the engine must increase the injected fuel quantity at a later point. Driver actions during an active rolling function such as accelerator pedal, brake actuation, changing to manual, or speed range selector actuation lead to the termination of the rolling function and the closing of the driveline. Depending upon the speed range, the last gear before the rolling phase can be engaged or a new gear can be calculated and engaged when the rolling function is terminated.

ECO ROLL works in the range (50km/h ; 92km/h) and is independent from Cruise Control setting.

GPS-PREDICTIVE DRIVING (OPT Code 78878) GPS-predictive driving is the driving strategy implemented in TraXon with predictive functionality to determine the optimal gear early for any driving situation, according to the electronic horizon information acquired via GPS by a provider and made available on the CAN bus. The electronic horizon acquires the current location of the vehicle via GPS and determines the route from topographical street maps (uphill gradient, curves, max permissible speed). GPS-predictive driving is used to improve the gear shifting and Eco-rolling strategy.

DRIVEABILITY :

ROCKING MODE (OPT Code 78507) TRAXON provides a Rocking function to have the clutch reacting directly to accelerator pedal movements for rocking the vehicle out of a depression in the terrain in low grip conditions. When the Rocking mode is activated, it is possible to disengage the clutch immediately by releasing the accelerator pedal, roll back the vehicle and engage the clutch immediately again by depressing the accelerator pedal. The HMI provided for the Rocking mode includes: a dedicated switch to let the driver activate / deactivate the Rocking mode. A specific indication on the Instrument Cluster to inform when the Rocking function is active ("ROCK" indication in the transmission modes area).

OFF-ROAD MODE is an high mobility function with which the gearshifting logic allows higher rpms before shifting to faster gears, thus providing higher engine power and torque.

CREEPING MODE is an high mobility function with which the vehicle moves forward at minimum speed, simply by releasing the service brake pedal, useful for precise maneuvering operations at low speed (active via Quick Menu).



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