STRALIS 8x4AD/AT

CLEAR BACK OF CAB



• BUMPER INTEGRATED STEPS FOR FASY WINDSCREEN CLEANING • 90 DEGREE OPENING DOORS FOR EASY ENTRY AND EGRESS DISC BRAKES WITH ABS ANTI SLIP REGULATOR (ASR) • FRONT UNDERRUN PROTECTION



 SUPERIOR TURNING CIRCLE • CAB AIR SUSPENSION FOR DRIVER COMFORT 7F FUROTRONIC II AUTOMATED ANSMISSION WITH CRUISE CONTROL



PERFORMANCE

12.9 LITRE IVECO CURSOR 13 (EURO 5) ENGINE

450hp/336kW | Total Displacement:

500hp/373kW **Exhaust:**

UP TO 500HP AND 2300NM OF TOROUE

1622 lb ft/2200 Nm @ 1000 rpm

Selective Catalytic Reduction

1696 lb ft/2300 Nm @ 1000 rpm **Optional:**

ENGINE 450hp IVECO Cursor 13 (EURO 5)

Optional: 500hp IVECO Cursor 13 (EURO 5)

Maximum Output:

Maximum Torque:

Emissions Technology:

COMFORT

• 2280MM WIDE CAB WITH A CHOICE OF DAY OR INTEGRATED SLEEPER CAB

• PNEUMATICALLY CONTROLLED DRIVER AND PASSENGER AIR SUSPENDED FULLY ADJUSTABLE, HEATED SEATS BUNK ACCESSIBLE
CONTROL MODULE



PERFORMANCE

ITRE 450/500HP SCR ENGINE EUROTRONIC AUTOMATED TRANSMISSION EXTENDED OIL AND

SERVICE INTERVALS

ECO TURBO BRAKE WITH VG

12.9 litre

Horizontal catalytic muffler with integrated SCR catalyser

Rear Engine Power Take Off (REPTO)

FACTORY FITTED REAR

ENGINE PTO

Chassis mass front 6.4 tonnes*

Chassis mass rear 2.9 tonnes*

Chassis mass total 9.3 tonnes*

*5.5m WB chassis with day cab, oil and coolant, but no fuel, spare wheel or tyre.

2 x IVECO 5876

Type: Forged steel I-beam

Suspension Type: IVECO load equalising

Capacity: 13.0 tonnes

 Meritor RT46-I60GP Capacity: 20.9 tonnes

 Driver controlled differential locks **Suspension Type:** Hendrickson Primaax PAX 462

Capacity: 20.0 tonnes

BRAKES

Type: 4-circuit air system

Front: 432mm Knorr disc brakes

adjusters

- Semi trailer air connections
- 100 litre aluminium air reservoirs

Optional: Knorr SN7 disc brakes on rear axles

STRALIS 8x4AD/AT

STEERING

gear-driven pump

I x 55 litre AdBlue tank

TRANSMISSION

manual shift control

high tensile steel channel

and driving lights

connections to ROF

fog and driving lights

fog and driving lights

ELECTRICAL SYSTEM

controls and diagnostics

Alternator: 24V, 90 amps

WHEELS & TYRES

• I × 500 litre rectangular aluminium

Optional: I × 100 litre AdBlue tank

IVECO Eurotronic II 16AS2630 TO

• Two-pedal operation with automatic or

Type: $257 \times 89 \times 8.0$ mm parallel-section

automated 16 speed overdrive

Polypropylene bumper with fog

Square end of frame with trailer

Optional: Full length 'C' channel

Polished aluminium bumper with

Polished aluminium bullbar with

Multiplex computerised CANBUS

integrated wiring and systems control

Batteries: 4 × 560 amps with automatic

Wheels: 8.25DC × 22.5 10-stud 335mm

Front tyres: Dunlop SP350* 295/80R22.5

Rear: Dunlop SP431A* 11R22.5

network with centralised colour display,

FUEL SYSTEM

tank (RHS)

CHASSIS

FUPS

reinforcement

Type: 24 volt

isolation switch

PCD steel disc

CHASSIS DIMENSIONS (mm)

WB	5500	6000	6800
GC (Front)	235	235	235
GC (Rear)	230	230	230
AF	1800	3600	2856
L	8710	11010	11066
Turning circle*	18300	20000	22600

*For wall to wall add 1270mm

CAB DIMENSIONS (mm)

	H (Unladen)
Low roof	3085
Low roof with aerokit	4000
Medium roof	3585
Medium roof with aerokit	4000

SUSPENSION (mm)

	PAX 462
В	658
С	665
D (Laden)	1005
D (Unladen)	1030

MASS RATINGS

- GVM 31.0T
- GCM 65.0T (450hp)
- GCM 75.0T (500hp)

FRONT AXLE & SUSPENSION

Capacity: 15 tonnes

4 air bag, Road Friendly certified, two leaf parabolic springs with double acting shock

REAR AXLE & SUSPENSION

Ratios: 3.58, 3.73

Rear: Meritor S-Cam 419mm diameter x 178mm drum brakes with automatic slack

- Wabco E 4-channel ABS/EBL and ASR
- Dessicant type air dryer/pressure regulator

ZF 8098 power-assisted with

- Plain or Durabright finish
- and tread patterns available *Or different brand, equivalent model

COOLING SYSTEM

- Radiator frontal area: 1051in²
- Charge air cooler frontal area: 775in²

Spicer 1710 series interaxle

- steel, forward control low roof sleeper cab
- suspension and dampers at rear

sleeper cab with cooler box and roof hatch

- Fixed ISRI passenger seat with lap-sash retractor seat belt
- Active Time sleeper cab with 2020 x 620mm lower bunk mattress and privacy curtains
- 90° opening doors with electronically operated windows
- steering wheel controls
- console and below bunk
- Air conditioning with climate control Expansion module and PTO provision

Optional: Alcoa 8.25DC x 22.5 10 stud 335mm PCD alloy

• 460mm diameter adjustable steering wheel • Alternative tyre sizes, brands

DRIVELINE

• Spicer 1810 series main driveline with

CAB CONSTRUCTION

- IVECO Active Day 2280mm wide, all steel, forward control low roof day cab IVECO Active Time 2280mm wide, all
- Four-point cab mounting system with air
- Hydraulic cab tilt

Optional: IVECO Active Time medium roof

CAB FEATURES

- Fully adjustable ISRI self levelling air suspension driver's seat with headrest, armrest, adjustable damper and integrated lap-sash retractor seat belt

- Radio/CD MP3 player with Bluetooth and
- Storage lockers and compartments above
- **Optional:** Roof deflector & side extenders

Side extenders only



STRALIS 8x4AD/AT

CLEAR BACK OF CAB







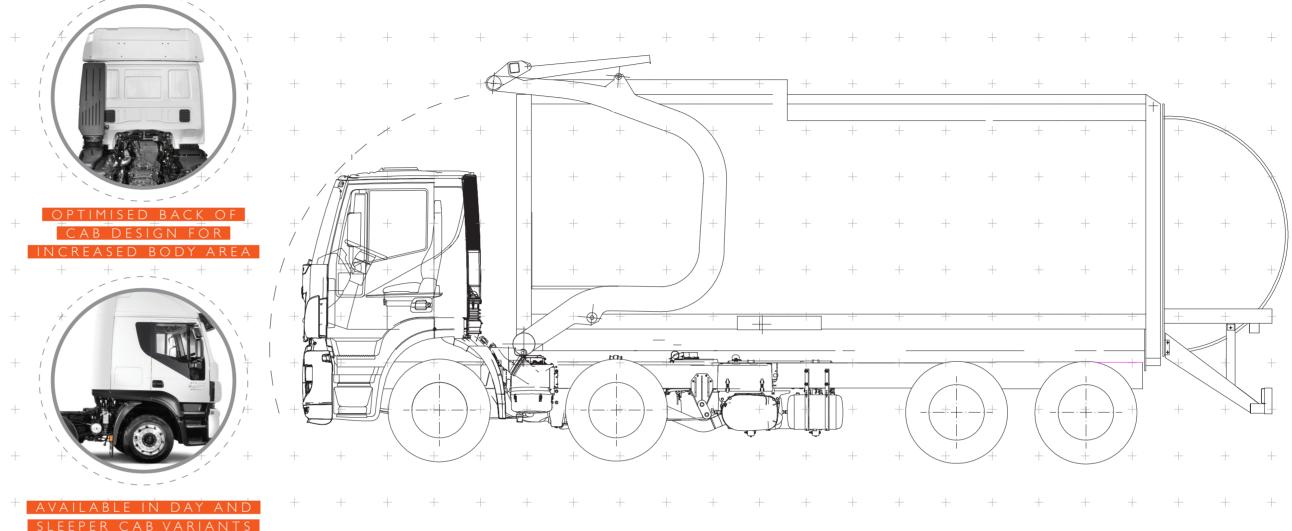


IN CREASED PAYLOAD

HORIZONTAL EXHAUST DESIGN

NEW MODULAR AIR INTAKE BETWEEN FRONT STEER AXLES
GREATER PRODUCTIVITY FOR WASTE APPLICATIONS
OPTIMISED WEIGHT DISTRIBUTION





CLEAR BACK OF CAB FOR WASTE COLLECTION APPLICATIONS

MODULAR AIR INTAKE BETWEEN FRONT AXLES + OPTIMISED WEIGHT

GENERAL OVERVIEW

Productivity is a crucial consideration in waste applications.

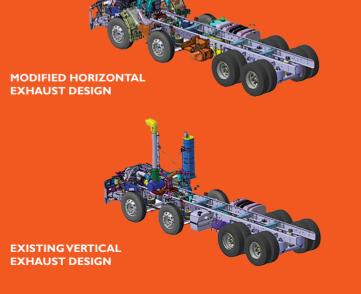
The greater the payload that can legally and safely be carried, the greater the efficiency. A cleverly-designed vehicle can assist in improving productivity by increasing a truck's carrying capacity, while remaining within the size regulations set-out by Australia's road transport authorities.

The Stralis 'Clear Back of Cab' (CBOC) allows the compactor body to be mounted tightly behind the truck cabin, making the most of the available space previously occupied by exhaust and air intake components.



REDESIGNING THE STRALIS

In offering CBOC options on Stralis, Iveco engineers have redesigned the vehicle's exhaust system to a horizontal orientation, while also adopting a new modular air intake which is now located between the front steer axles. The exhaust system's underframe re-routing does not clash with the operation of rear engine-mounted PTO, ensuring greater suitability for a wider array of body fitment and applications. Other changes include localising the positioning of the fuel and Adblue tanks to the same side of the chassis for greater convenience, while the integration of the new exhaust with the battery box now allows clear space on the left hand side of the chassis rails for a toolbox or similar. The CBOC model allows for easier body fitment with clear provisions for various body mounting points.



THE BENEFITS ARE CLEAR

- Productivity is increased by allowing longer bodies to be fitted
- Productivity is increased by providing a reduced tare weight as exhaust and air intake gantries are no longer required
- Optimal weight distribution between front and rear axles
- increased flexibility, making the Strails 8x4 more suitable for a wider array of body fitments
- Fit-for-task specification requiring no additional modification for most applications, saving the customer time and money at the bodybuilder
- Extensive consultation was undertaken with customers and bodybuilders in designing the model
- All the other many benefits of the Stralis range: power, safety, reliability, efficient fuel consumption and Australian-manufacture using 55 per cent local components

