

Diesel-free days

IVECO, Scania and Renault all have big plans to focus on low-emissions technologies at IAA. First up is IVECO (FG H95, FG K95 and Hall 17, stand B06); the other two are profiled below and to the right, respectively

Brand president Pierre Lahutte explains the big idea: "IVECO, in collaboration with Shell, will demonstrate that its electric, CNG and LNG full offering is available today as a viable alternative to diesel vehicles."

There are 18 vehicles on show, covering most sectors in truck and bus. No fewer than seven Stralis NP long-haul natural gas trucks will be shown

in different configurations, articulated and rigid, including the Stralis NP 460. A complete one-off scheduled to be shown is the Stralis X-Way Natural Power equipped with a Cifa electric concrete mixer (pictured above in a tipper configuration).

In addition, a 26-tonne gvw Stralis NP 400 rigid fitted with Carrier Supra CNG-powered refrigeration unit is said to be an industry first. Three

CNG tanks offer a 1,000km range.

Two CNG-powered Eurocargo trucks cater to both city-centre delivery and regional haulage. One will be fitted with three-way tipper; the other with a Johnston sweeper.

Propping up the light commercial vehicle end are five Daily Hi-Matic Natural Power trucks, which feature an eight-speed automatic gearbox, as well as a Daily Electric minibus for small-



IN BRIEF

■ **SCANIA** (Hall 12, C22; FG R66) plans to display seven trucks inside the exhibition and three more in the outside exhibition area. All of the trucks on show will represent alternative propulsion in some form or other. "Scania is now turning its attention towards future-oriented solutions," comments Alexander Vlaskamp, senior vice president, Scania Trucks. The indoor trucks will be accompanied by two buses; one will be an Interlink MD, the first coach with an LNG powertrain.

■ **US engine brake manufacturer JACOBS VEHICLE SYSTEMS** (Hall 16, A37), which makes heavy-duty diesel engine retarding systems and valve actuation systems, will show off its engine brake technology, particularly the 1.5 Stroke HPD (high power density) model launched in May. The company points out that its products can be tailored to CNG engines, too, which otherwise might be subject to a 25% reduction in traditional engine brake retardation because of smaller turbochargers and lower compression ratios.

■ **HIAB** (Pavilion P35; FG L66) shows its renewed light range of loader cranes for the first time at an international exhibition, and launches the first of its coming renewal of heavy Multilift hooklifts. Also new are the dedicated Hiab building materials cranes and the new-to-market Multilift Commander container handling unit. Also to be shown are Moffett NX truck-mounted forklifts, Zepro and Del tail-lifts, and Loglift and Jonsered forestry and recycling cranes. In particular, a new long-life oil filter for Zepro tail-lifts is launching.

■ **DANA INCORPORATED** (Hall 17, A24) will show a range of hybrid and electric vehicle solutions including mechanical power conveyance and thermal management. It also advertises new capabilities in electric motors and inverters through partner TM4.

■ **WABCO** (Hall 16, B10) is showcasing its new fleet management software, Traxee, among other products and services. Launched as a scalable solution, Traxee enables operators to better coordinate fleet capacity, manage

driver activity and improve administrative efficiency. The system also provides real-time status updates on individual trucks and drivers while helping to address legal compliance requirements for tachographs across Europe. The Traxee application can be operated on desktop computers as well as a broad range of mobile devices. Once Traxee's on-board unit is installed, data it captures is streamed to the fleet manager to support real-time operating decisions. It is also supplied with GPS equipped as standard.

■ **MOUVEX** (Hall 25, C39) will feature a variety of pumps and screw compressors for transferring liquids and dry bulk products. The CC10-24 vane truck pump, launched last year, is lighter, smaller and quieter than previous models. And two prototype MX12 screw compressors, smaller but featuring the same flow rates as predecessor models, are on show in advance of their launch in 2019. Also to be featured is the MH6 screw compressor's ability to directly mount to the truck gearbox, which is said to offer a 70% weight reduction.



scale low-emissions mobility options.

There are full-size buses, too: the Crossway Low Entry Natural Power and 12m GX Series two-door electric Heuliez bus. Finally there is Crealis, an electric bus powered by on-board battery and overhead catenary. Thanks to its in-motion charging system, the bus can be deployed on routes that include sections without overhead lines. [IE](#)

LIMITED-EDITION LOOKS

In addition to the second generation full-electric ZE range, the highlight of the seven Euro VI conventional powertrains on the 1,700m² Renault Trucks stand (Hall 17, stand 21) is the Range T High 520. That 4x2 tractor (pictured) is in the Renault Sport Racing limited series, fitted with a 13-litre Euro VI engine. It launches in September.

Also to be unveiled on stand is details of Renault's FALCON research project (Flexible & Aerodynamic Truck for Low Consumption). The company argues that diesel will remain the dominant form of energy for long-distance road transport for many years to come.

However, models on show from the full-electric ZE range include a Master ZE (3.1t gvw) and 26-tonne Range D Wide ZE 6x2 fitted with a refuse body.



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