



SIMPLE CHANGE FOR THE BETTER

The Iveco Eurocargo's shifty shift has been given short shrift — and it's about time, writes GRAHAM SMITH

ANYONE who has fumbled their way through the gears using the double-H pattern shift on the Iveco Eurocargo will be delighted with the company's dumping of the awkward shift in favour of an H-on-H pattern.

On the previous models, the Iveco nine-speed gearbox employed two conventional H-patterns alongside each other, which sounds simple but tends to be clumsy in operation.

The old shift pattern was a pain in the proverbial, as Iveco was told by Eurocargo drivers.

But those drivers don't have to worry with the 2008 Euro 4 model.

In effect, they now have only a single H-pattern to worry about, with a range change to move from low range to high range in the gearbox.

Along with the shift pattern change, the shift lever is now mounted in the dash with cables to perform the changes.

In addition to the Iveco nine-speed, there's also a new Eaton nine-speed FS 8309A synchromesh gearbox on models with the higher-power 220kW engine.

The new gearshift is just one of the features on the updated Iveco model for this year.

As has almost every European truckmaker, Iveco has opted to employ SCR technology to meet the new ADR 80/02 exhaust-emission limits.

It is by far the most popular method in Europe and, given the vast majority of Eurocargos will be employed on city and regional distribution work, there's little likelihood of difficulty in finding a steady supply of AdBlue.

The AdBlue is carried in a 25-litre tank with the main fuel tank on the right-

hand chassis rail.

The Euro 4 Eurocargo also has 9 per cent more power and 13 per cent more torque. The power and torque curves are flatter, making for better handling on the road.

Up to 12-tonne GVM, the six-litre six-cylinder turbodiesel Tector engine is rated at 205kW and 950Nm, up from 202kW and 930Nm. At more than 12 tonnes it is rated at 220kW and 1050Nm.

Iveco has added the airbag rear suspension for improved payload on the 12-tonne ML120 model. It has also added remote central locking.

Four models make up the Eurocargo range, starting with the 4x2 models that come in 12, 16 and 18-tonne variants with day or sleeper cabs and ending with the 23-tonne 6x2 model with day or sleeper cab.



The Iveco Eurocargo Euro 4 is much more user-friendly than its predecessor