# NEW DAILY 4X4

TECHNICAL DESCRIPTION

## Daily Van


## 70C15E3A8 V WX - Van 4x4



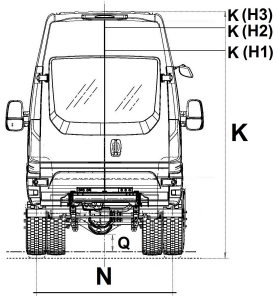
IVECO

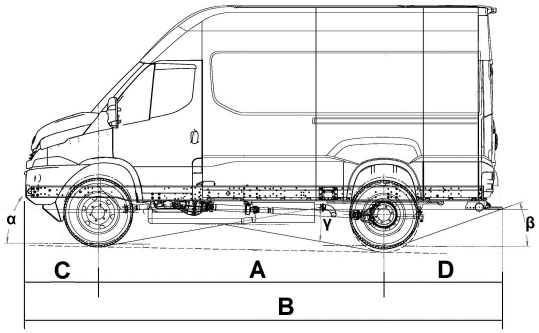
Your partner for sustainable transport

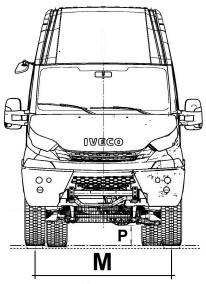
## LIST OF LINKED VCB

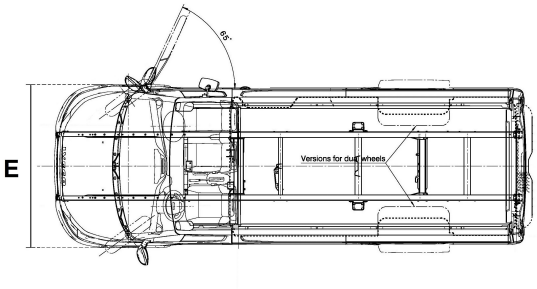
| VCB code | Gearbox | Wheelbase | Roof | Drive |
|---|---|---|---|---|
| WK1N4TE2 | 8HP70L | 4175 | 1900 (H2) | LH |
| WK1N4TE3 | 8HP70L | 4175 | 2100 (H3) | LH |

# DIMENSIONS & WEIGHTS




## DIMENSIONS (MM)

| **Wheelbase (A)** | **4175 H2** | **4175 H3** |
|---|---|---|
| Max length (B) | 7179 | 7179 |
| Max width (E) | 2049 | 2049 |
| Front overhang (C) | 928 | 928 |
| Rear overhang (D) | 2076 | 2076 |
| Rear overhang without footstep | 2021 | 2021 |
| Overall height to top of cab, unladen (K) | 2811 | 3002 |
| Turning diameter kerb to kerb | 16300 | 16300 |
| Turning diameter wall to wall | 17000 | 17000 |
| Front track (M) | 1728 | 1728 |
| Rear track (N) | 1663 | 1663 |
| Approach angle α (°) | 28 | 28 |
| Departure angle β (°) | 11 | 11 |
| Volume (m³) | 16 | 18 |
| Internal height van (mm) | 1900 | 2100 |
| Internal width van (mm) | 1740 | 1740 |
| Internal length van (mm) | 4647 | 4647 |
| Floor height (unladen) | 833 | 832 |
| Wheelhouses distance (mm) | 1032 | 1032 |
| Rear door(s) height (mm) | 1800 | 2000 |
| Side door(s) width (mm) | 1260 | 1260 |
| Side door(s) height (mm) | 1800 | 2000 |
| Rear door(s) width (mm) | 1530 | 1530 |

## WEIGHTS (KG)

| **Wheelbase** | **4175 H2** | **4175 H3** |
|---|---|---|
| Total vehicle kerb weight | 3537 | 3538 |
| Kerbweight on Front Axle | 1775 | 1775 |
| Kerbweight on Rear Axle | 1762 | 1763 |
| G.V.W. (EC) | 7000 | 7000 |
| Plated weight on Front Axle | 2700 | 2700 |
| Plated weight on rear axle(s) | 5000 | 5000 |
| Max body & Payload | 3463 | 3462 |

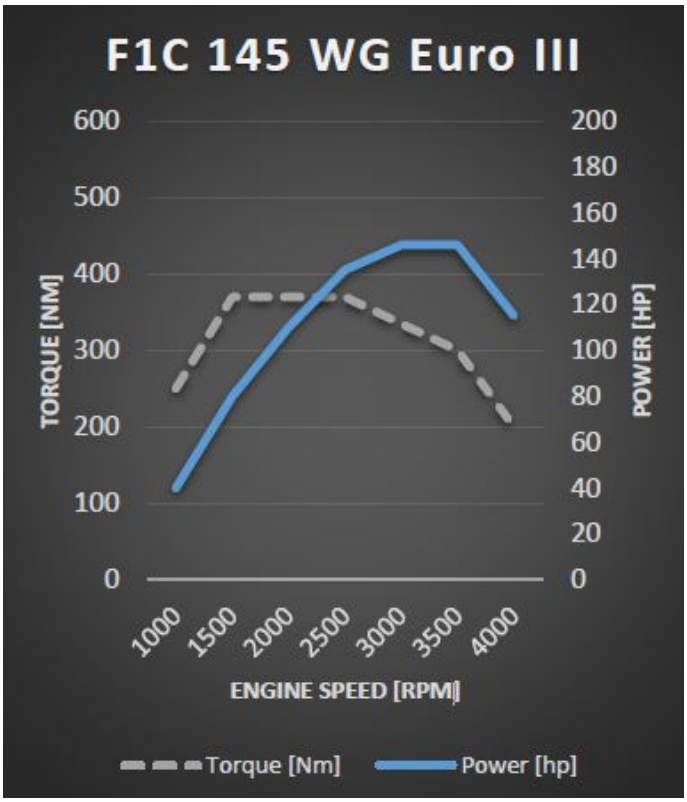
| | **H2** | | | **H3** | |
|---|---|---|---|---|---|
| **Wheelbase** | **Type** | **Drawing** | **Wheelbase** | **Type** | **Drawing** |
| 4175 | Left hand drive | 5802447634 | 4175 | Left hand drive | 5802447634 |

# MODEL COMPONENTS

## ENGINE

| | |
|---|---|
| Manufacturer | FPT Industrial |
| Position | FRONT |
| Arrangement | LONGITUDINAL |
| Cycle | DIESEL |
| Aspiration type | TC+AFTERCOOLER |
| Injection type | Unijet common rail - 16 valves |
| 4 Stroke / 2 Stroke cycle | 4 |
| No. of cylinders | 4 |
| Cylinders layout | IN-LINE |
| Total displacement cm³ | 2998 |
| Cooling system | water |
| Fan type | electromagnetic |
| Filter type | DRY |

## DRIVELINE




**150EIII - 150 CV EIII**

Maximum power: 107 kW (145 HP) @ 3500 rpm

Maximum torque: 36 Kgm (350 Nm) @ 1500 rpm

**Type of turbocharging:**
Waste gate.

Antiwear Pack. No DPF.

# MODEL COMPONENTS

## GEARBOX

| Gearbox model | Gearbox Type | Installation | Box material | Dry weight Kg | Max input torque Nm | No. of forward gears | No. of reverse gears | | |
|---|---|---|---|---|---|---|---|---|---|
| **8HP70L** | AUTOMATIC | ENGINE FLANGED | ALUMINIUM | 89 | 470 | 8 | 1 | | |

## GEAR RATIOS

| Gearbox model | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th | rev. 1st | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **8HP70L** | 4.696 | 3.130 | 2.104 | 1.667 | 1.285 | 1 | 0.839 - O.D. | 0.667 - D.O.D | 3.297 | | | | | | | | | | | |

## CLUTCH

| Gearbox model | Type | Actuation | Adjustment | Outer diameter (inches) | Release control | |
|---|---|---|---|---|---|---|
| **8HP70L** | --- | --- | --- | --- | --- | |

## REAR AXLE RATIO

| | |
|---|---|
| **Option code** | **02007 *** |
| Ratio | 3.91 |

*: Standard axle ratio

## TYRES & WHEELS

| Code | Tyres | Front | Rear | Dynamic Radius m | Rolling resistance Coefficient | Rolling circumferenc e m |
|---|---|---|---|---|---|---|
| 20663 | Standard | 225/75R16 | 225/75R16 | .359 | .0086 | 2.254 |
| 20662 | Optional | 225/75R16 | 225/75R16 | .359 | .0086 | 2.254 |

**Wheels**

| | | | |
|---|---|---|---|
| Rim type | DISC | Rim material | STEEL |

## AXLES

| Position | Description |
|---|---|
| Front | 5917 - Drive axle |
| Rear | 4517/2 - Drive axle |

**Front axle**

Independent suspensions. Anti rolling bar. Max Loading Weight: 2500 kg / 2700 kg (depending on different tires)

**Rear Axle**

Rigid axle with differential lock. Antirolling bar. Max Loading Weight: 5000 kg

# MODEL COMPONENTS


## 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: 20663 - 225/75R16 L.I. INCREASED** **Efficiency: 0.91** **Off road fast**

**Gearbox model 8HP70L**

H1

| Axle Ratio | Gear Ratio 1° | Gear Ratio 8° | Speed km/h 1° | Speed km/h 8° | RPM at 80 km/h | RPM at 90 km/h | A 7000 | | B 10500 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 1° | 8° | 1° | 8° |
| **3.91** | 4.696 | 0.667 | 26.04 | 183.33 | 1542 | 1734 | 23.20 | 1.32 | 14.95 | 0.59 |

H2

| Axle Ratio | Gear Ratio 1° | Gear Ratio 8° | Speed km/h 1° | Speed km/h 8° | RPM at 80 km/h | RPM at 90 km/h | A 7000 | | B 10500 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 1° | 8° | 1° | 8° |
| **3.91** | 4.696 | 0.667 | 26.04 | 183.33 | 1542 | 1734 | 23.20 | 1.17 | 14.94 | 0.49 |

H3

| Axle Ratio | Gear Ratio 1° | Gear Ratio 8° | Speed km/h 1° | Speed km/h 8° | RPM at 80 km/h | RPM at 90 km/h | A 7000 | | B 10500 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 1° | 8° | 1° | 8° |
| **3.91** | 4.696 | 0.667 | 26.04 | 183.33 | 1542 | 1734 | 23.20 | 1.05 | 14.94 | 0.41 |

**Tyre: 20663 - 225/75R16 L.I. INCREASED** **Efficiency: 0.91** **Off road slow**

**Gearbox model 8HP70L**

H1

| Axle Ratio | Gear Ratio 1° | Gear Ratio 8° | Speed km/h 1° | Speed km/h 8° | RPM at 80 km/h | RPM at 90 km/h | A 7000 | | B 10500 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 1° | 8° | 1° | 8° |
| **3.91** | 4.696 | 0.667 | 11.99 | 84.42 | 1542 | 1734 | 57.95 | 6.15 | 35.12 | 3.81 |

H2

| Axle Ratio | Gear Ratio 1° | Gear Ratio 8° | Speed km/h 1° | Speed km/h 8° | RPM at 80 km/h | RPM at 90 km/h | A 7000 | | B 10500 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 1° | 8° | 1° | 8° |
| **3.91** | 4.696 | 0.667 | 11.99 | 84.42 | 1542 | 1734 | 57.95 | 6.12 | 35.12 | 3.79 |

# MODEL COMPONENTS

H3

| Axle Ratio | Gear Ratio 1° | Gear Ratio 8° | Speed km/h 1° | Speed km/h 8° | RPM at 80 km/h | RPM at 90 km/h | A 7000 | | B 10500 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 1° | 8° | 1° | 8° |
| **3.91** | 4.696 | 0.667 | 11.99 | 84.42 | 1542 | 1734 | 57.95 | 6.09 | 35.12 | 3.77 |

# TRANSFER BOX

## Type

| | |
|---|---|
| Model | TC400 |
| OFF ROAD Low Ratio | 2.15 |
| OFF ROAD Normal Ratio | 0.99 |

**Notes:**

All wheel drive: permanent

Percentage of torque distribution - front: 50
Percentage of torque distribution - rear: 50

PTO prearrangement.
It is possible to manage independently from the axles motion the activation of the PTO.

- The PTO can work also with the vehicle in motion.
- There is a specific **switch** on the basis of the driver seat that manages the motion transmission to axles.

# SUSPENSIONS

**Front:** Independent suspensions / Double wishbone with torsion bar + reinforced stabilizer bars ( Ø 22 mm ).

**Rear:** Parabolic suspensions / No. of leaves : 3 + reinforced stabilizer bars ( Ø 28 mm ).

# BATTERY

## Electrics

| | |
|---|---|
| Batteries capacity V/Ah | 12 V / 110 Ah |

# ESP SYSTEM 9.1

ABS-**Antilock Braking System**: avoids wheel locking during the braking
EBD-**Electronic Brakeforce Distribution**: shares the brake force between the rear and front axle
ESP-**Electronic Stability Program**: brakes each wheel and controls the engine by reducing the number of revolutions if the vehicle becomes unstable
ASR-**Anti Slip Regulator**: acts on the engine and the brakes preventing the driving wheels from skidding
MSR(DTC)- Motor Schleppmomenten Regelung **(Drag Torque Control):** acts on engine speed to reduce the braking torque in release HHC-**Hill Hold Control:** acts on the braking pressure to hold the vehicle in up hill departure to assist thedriver
LAC-**Adaptive Load Control:** recognizes the longitudinal load distribution
HRB-**Hydraulic Rear Wheel Boost**: in case of emergency braking, it boost the rear braking force, thus allowing a reduction in the vehicle stopping distance
HFC-**Hydraulic Fading Compensation**: the system is able to detect fading condition of the brakes and thus to increase the brake circuit pressure up to ABS intervention
RMI-**Roll Movement Intervention**: mitigate dangerous roll-over situations during highly dynamic driving, e.g. evasive maneuvers, J-turn, Fishhock
ROM-**Roll Over Mitigation**: extension of RMI by mitigation of rollover at quasi-stationary maneuvers, e.g. motorway exit.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