

# POWER TORQUE

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on all accounts it's an impressive result with the new Eurocargo returning a fuel consumption figure that's 37 per cent better than with Phil's previous Japanese sourced truck.

The current fuel economy performance is returning 3.8 km/litre running at 15 tonnes GVM and it's a figure that can be expected to improve as the engine beds-in through the weeks ahead. That compares to Phil's previous truck that returned an average figure of 2.5 km/l throughout its life.

"One of the impressive aspects of the truck is the flexibility of the engine," said Phil. With the nine-speed gearbox it's possible to ease off the speed in 7th gear back to 60 km/h and then accelerate gently in the same gear and the speed will build back up. In the previous truck you'd have to shift down to 5th. Consequently with less gear changing it's less

## The Tector engine returns exceptional fuel economy with a low service cost

tiring to drive," he added.

Arnett's products are brought to Wodonga by in2store B-doubles from Melbourne and these are off loaded for local distribution by the smaller 15 tonne rigids. There are differences in the standard of the vehicles since Toll took control," said Phil. The company is more focused on providing the right truck to do the job rather than buying on price alone," he added.

The heart of the Eurocargo ML15E28 is the Tector 280 hp engine. This 5.9 litre turbocharged and intercooled six cylinder features 24 valves with high pressure common rail injection for top performance and economy. Maximum performance is 202kW (280hp) at 2500 rpm with peak torque of 930Nm rated at 1250-2100 rpm.

The advent of electronic engine management and monitoring means that Eurocargo buyers can take a contract maintenance package that allows oil drain intervals to be extended out past 20,000km to as much as 60,000 kms. This is dependent on oil sampling and the type of operating environment.



The Vawdrey body is smart, functional and easy to clean



Deflectors profile passing air to keep doors and mirrors clean



Its looks good, feels good and its very comfortable on the road

The transmission is also sourced from Iveco and is a nine-speed synchromesh unit with a direct drive top ratio, configured in a double H pattern. The rear axle capacity is 10,700kg and it features a diff lock as standard.

in2store has opted for airbag suspension on the 30 units in service with a four bag system on the rear and twin bags on the front axle. Two-leaf parabolic springs front and rear are also an option but of course that loses the opportunity to have ECAS, the electronic height adjustment for leveling up the cargo deck to suit different loading docks. It's also possible to have the airbag rear suspension with parabolic springs on the front end. The other factor that keeps loading heights down low are the fitment of 305/70R19.5 tyres all round, in this case being Michelin XZA on the steer axle and XZT on the drive.

Braking systems for medium duty rigids have also come a long way with the Eurocargo and this 15 tonner has disc brakes all round, plus ABS (anti-lock brakes) and a three-stage exhaust brake that comes on with either service brake pedal, foot off throttle pedal or a floor operated button.

Inside the cabin the ergonomics bear testimony to the recent design of the truck with all gauges and switches within easy reach of the driver. The steering column is adjustable for reach, height and rake and combined with an ISRI air suspended seat it's a great match for comfort and control. One nice touch is the sheepskin seat covers added by Phil as a present to his new truck.

The heated mirrors solve the misting problems of cold Albury mornings but one modification taken by the local IVECO dealership Taigh Brothers has been to swap the nearside convex mirror for a flat version. "The original convex mirror made it more difficult to judge distance accurately when reversing into yards," said Phil.

The driver also gets a fair swag of comfy bits and pieces with air conditioning, cruise control, power assisted windows and these are further supported by a fully electronic system to monitor oil and water levels and all relevant information prior to vehicle start-up. The system also checks correct light globe function and issues a warning if one globe decides to give up. A constant evaluation of fuel economy is also displayed on the dashboard centre screen.

The bodywork on the 15 tonner was a smart white box by Vawdrey of Melbourne with stainless steel corner strips and a left hand side entry door additional to the standard rear access. The tare weight was 8580kg.



# ROAD TESTS

## IVECO EUROCARGO ML150-E28



# BIG Bikkies

The familiar sight of a red truck with a Rosella on the side is no more. PowerTorque looks at the changing face of delivering Arnott's Biscuits



It's a great dash layout with electronic monitoring of all engine systems and levels



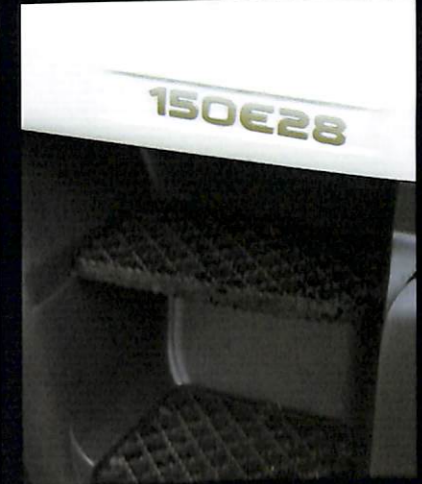
ECAS controls give adjustable selection for the rear suspension to level the deck to dock height



Easy access into a modern cabin and the ergonomics rank up there with the best



Phil Neale has a full collection of Arnott's biscuit tins stretching back almost 100 years



Clear and easy step access into the cab are great OH&S benefits



Phil Neale, the biscuit king of Albury/Wodonga

Phil Neale is one of those professional truckies that you'd find stopping to help a stranded motorist or giving another bloke a hand to make it easier loading or unloading. His truck is spotless, both inside and out and he's very particular about how it operates and keeping up with daily

maintenance. He's also a bit of an expert when it comes to biscuits. Phil has been delivering Arnott's Biscuits since 1975 when he started at the Wodonga depot as a driver and storeman. His run takes in the Albury/Wodonga and Wangaratta area down through to Corryong, Beechworth,

Bright and Benalla and he became that well known to the local kids in the country areas that he could always expect a friendly wave as the familiar red truck headed past their school.

Today the job remains the same but the colour and make of the truck have changed as

the distribution system for Arnott's is now the responsibility of Toll Logistics and the in2store division.

Phil's last truck was a Japanese 15 tonner but his latest charger is one of the first IVECO Eurocargo's to hit the road in Australia. Delivered last October, the Eurocargo ML150-

E28 is part of a total order through Toll for 30 units, destined for local delivery work and the verdict so far after 16,705 kms is nothing short of excellent.

"It's such a change in standards and drivability," said Phil. "The Eurocargo is more comfortable, lighter to steer, rides better

through its airbag suspension and is less tiring to drive. It's also much more fuel efficient," he added.

The fuel efficiency aspect is probably of much more interest to in2store Operations manager Andrew Hope as the new IVECO Tector engine makes its mark in the fleet. And