

IVECO TRUCK



IVECO
Your partner for sustainable transport



IVECO Z TRUCK: THE ZERO-IMPACT CONCEPT TRUCK THAT ANTICIPATES THE SHIFT TO GREEN ENERGY AND AUTONOMOUS DRIVING IN LONG-DISTANCE HAULAGE

IVECO Z TRUCK BREAKS AWAY FROM EVERY CONSTRAINT TO BE A ZERO-IMPACT VEHICLE FOR A TOTALLY SUSTAINABLE TRANSPORT SYSTEM:

- **Zero emissions** Well-to-Wheel through **enhanced aerodynamics, waste heat recovery, optimised Liquefied Natural Gas technology** with the use of biomethane for virtually no CO₂ emissions
- **Zero accidents** through the deployment of **Active and Preventive Safety technologies** up to full Automated Driving
- **Zero stress** and **Zero waste of time** with the Driver-Centred Design where the cab is freed from traditional constraints and can be totally reconfigured according to the various activities of the day (driving, automated driving, office working, resting) to maximise the drivers' productivity and comfort.

IVECO Z TRUCK takes a step into the future anticipating the way new technologies and automated driving will change the driver's life and role: the driver becomes a logistics operator. **This pioneering approach has resulted in a concept protected by 29 patents. IVECO Z TRUCK defines a future evolution of freight transport** where sustainability is the key.



ADVANCED AERODYNAMICS

The **improvement in aerodynamics** results from the integration of the trailer and the **extreme geometry changes** on the tractor. As a result, **drag is reduced by up to 30%** with potential for further improvement in platooning configuration.



ERGONOMIC ACCESS

The **sliding door opens and moves away** with a rototraslating movement, **enabling a retractable platform and 5-step stairs to slide out** parallel to the vehicle. This provides **full ergonomic access to the cab** similar to home stairs.

Sliding wall

Parts of the side wall, the pavilion and the floor are integrated to form a self-supporting box-sliding structure, adding 50 cm of interior length.



NEW LNG TECHNOLOGIES WITH BIO-METHANE

Waste heat recovery

The on-board Rankine Cycle system exploits exhaust gas as a heat source to recover energy.

LNG powertrain

Rated power: 460 hp

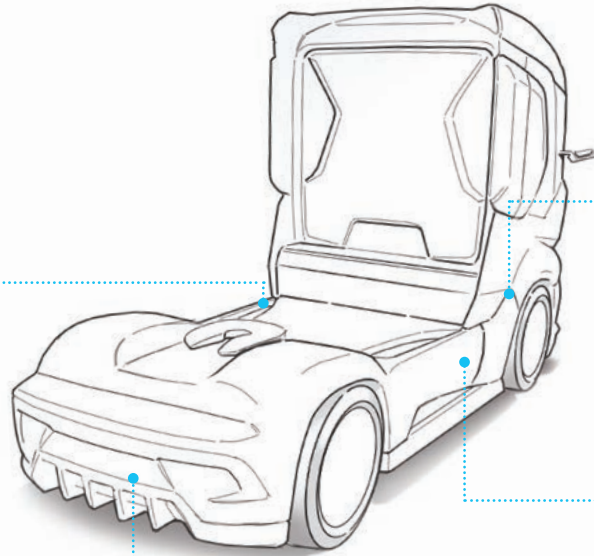
Torque: 2000 Nm

Transmission: 16 gears automated with powershift in the upper gears

Tank capacity: 1200 l

Autonomy: 2,220 km

+60% autonomy compared to current Stralis NP



Enhanced engine

Higher efficiency with improved combustion and reduced friction also thanks to ultra low viscosity oil.

LNG conformable tank

New tank technology allows for a squared shape and new layout that optimise the use of space and increase vehicle autonomy.

ADAPTIVE INFORMATION INTERFACE

The **HMI (Human Machine Interface)** is designed to adapt the way it provides information to the task – **the right information, at the right time, in the right place.**

TOTAL VISIBILITY

The **ample glazed surface** provides **excellent visibility** at the front of the vehicle. In addition, views from a **multi-camera system** are displayed on a **wide screen at the top of the windshield**, giving the driver **full visibility** around the vehicle in every driving phase.



ACTIVE SUSPENDED DRIVING PLATFORM

The seat, steering wheel system, pedals and controls console form a **self-contained unit**. The platform is **suspended independently from the cab** for the smoothest ride.



CLIMATIC BUBBLE

The driver is cocooned in a bubble, enjoying **ideal temperature conditions** coming from a breathable floor.



SEAT AND RETRACTABLE STEERING WHEEL SYSTEM

The **two systems move together** in a double arch rotation: while the steering wheel moves forward, the seat moves back **to provide a comfortable position to the driver**.

CAB RECONFIGURABILITY

Life in the cab will become increasingly about productivity; the driver will **drive less and do more office work**.

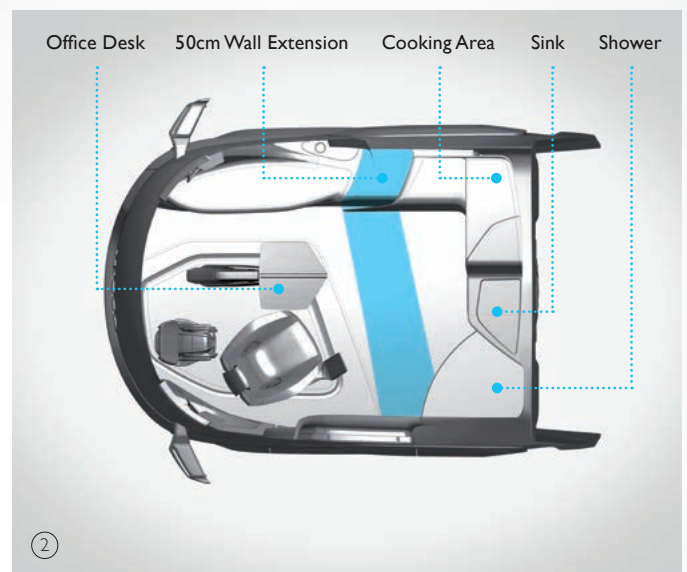
The cab space will adapt to meet the driver's needs during autonomous cruise and resting time.

Parts of the side wall, the pavilion and the floor are integrated to form a self-supporting box-sliding structure, adding 50 cm of interior length: this sliding wall provides additional living space when the truck is parked.



Urban driving mode

Set up for low speed and high traffic areas: the seat is close to the windscreen to optimise visibility, the steering wheel and controls console are in standard position.



Resting mode

Can be set when the vehicle is parked. It allows the driver to activate features that convert the interiors of the vehicle into a true living and working space.

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