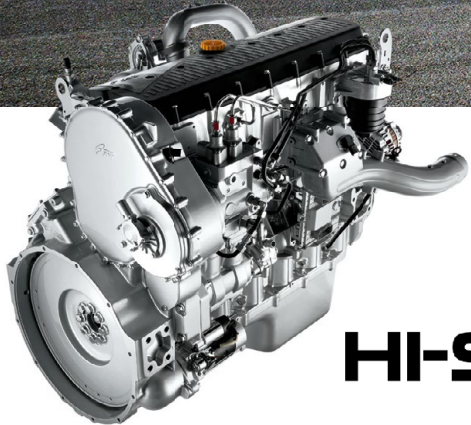


**REGENERATION? NO THANKS.  
KEEP ON RUNNING WITH IVECO.**



**HI-SCR**

**IVECO**  
WWW.IVECO.CO.UK



# IVECO HI-SCR THE MOST EFFICIENT EURO VI TECHNOLOGY ON THE MARKET



**NO EGR.  
NO DPF ACTIVE REGENERATION.  
NO FORCED STOPS.**

**STOP BURNING FUEL, TIME AND PRODUCTIVITY.  
CHOOSE IVECO HI-SCR FOR NON-STOP WORKING  
AND PERFORMANCE.**

## ONLY WITH IVECO HI-SCR CAN YOU ALWAYS:

### **PRESERVE YOUR SAFETY**

- No driver intervention
- No restrictions on mission operations such as distribution, fuel delivery, municipal, airport, off-road, road sweepers and fuel loading areas
- No damage to road surfaces or risk to pedestrians or the environment

### **PRESERVE YOUR MONEY**

- No diesel post injection – no power lost to cool down exhaust gas
- 4.3% less fuel consumption vs. Euro V as certified by TÜV
- No EGR and its related issues – your trucks stay on the road!
- The longest maintenance intervals in the market

### **PRESERVE YOUR PAYLOAD**

- Compact lightweight technology for the best combination of efficiency and service life
- Only one after-treatment system
- No additional engine components or bigger cooling system

### **PRESERVE YOUR BUSINESS**

- To secure ultra-low particulate emission, HI-SCR engines breathe only clean fresh air instead of "hot recirculated gas"
- Forced DPF regeneration is never required – your business can run smoothly
- No extreme heat in the after treatment system – more durability

### **30% MORE BRAKING POWER**

The SUPER ENGINE BRAKE improves road safety and reduces wear to components, thus offering a big saving on consumables.

### **HIGHER MAINTENANCE INTERVALS**

For long haul missions:

- Oil change every 150,000km
- DPF change every 600,000km

### **HIGHER RESIDUAL VALUE**

More reliable engines mean higher residual values in the aftermarket. Would you now buy an Euro IV truck with an EGR engine?

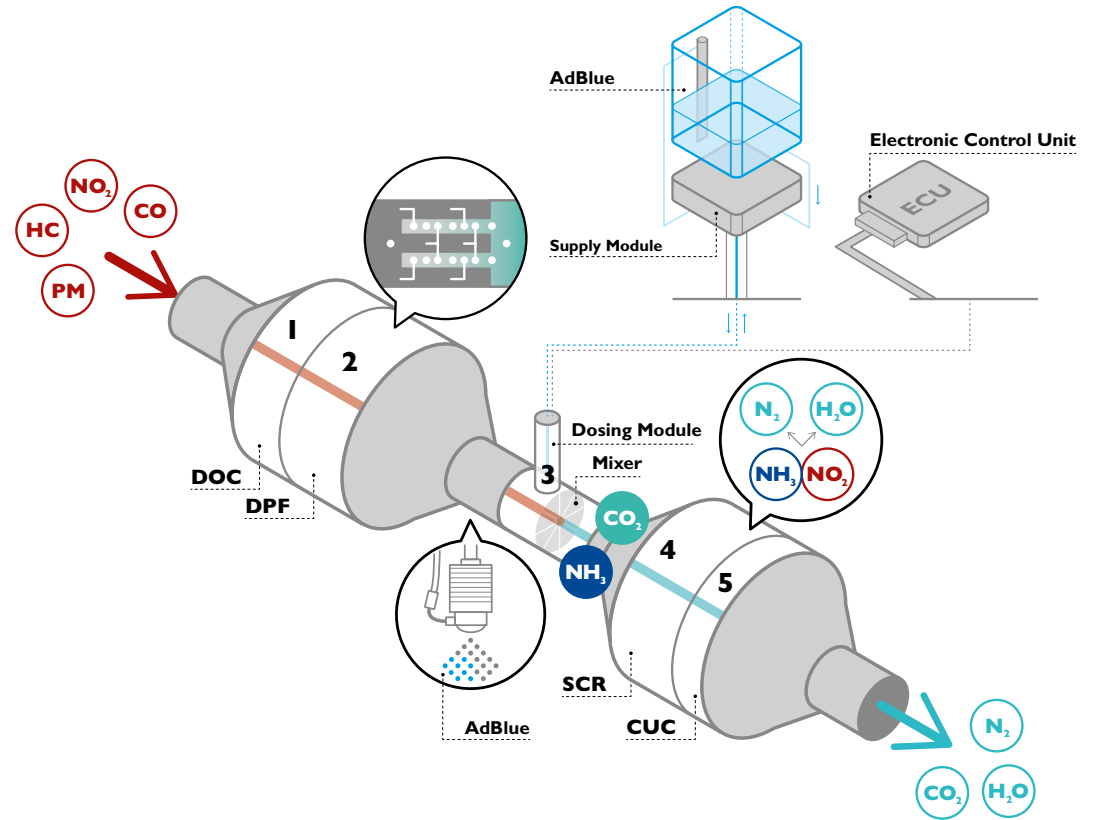
## 4.3% LESS FUEL – 10% LESS COST

The exclusive IVECO HI-SCR system is the only Euro VI technology currently able to reduce fuel consumption by 4.3% versus Euro V (certified by TÜV) as well as significantly reducing maintenance costs.

Compared with the solutions offered by our competitors, Tector and Cursor engines with IVECO HI-SCR offer a number of advantages:

- ⊕ **More compact, less weight.** Using just one NO<sub>x</sub> treatment system downstream of the engine and no EGR makes it possible to achieve higher performance from lower-displacement engines compared with our competitors. The entire system is perfectly positioned on the chassis to suit most body and trailer applications such as refrigerated box, tanker, cargo box and much more.
- ⊕ **Higher efficiency and lower fuel consumption** thanks to optimised combustion, without the use of EGR, and with SCR with an outstanding (> 95%) conversion rate. No need for post-injections of fuel to burn particulate, thereby reducing fuel consumption and thermal stresses on the after-treatment system.
- ⊕ **Passive-only DPF regeneration.** The highly optimised combustion of the HI-SCR engines, guarantees a very low particulate emission level. It allows passive-only DPF regeneration with huge benefits in terms of maintenance intervals and maintenance cost control.
- ⊕ **Much simpler engines,** using only mature technologies for best in class reliability. On longer journeys, the EGR valve and coolers tend to get clogged by soot, potentially meaning more downtime. Complex double-stage turbo and added fuel post injection systems may also impact vehicles' reliability and residual value.

## HI-SCR



### 1. DIESEL OXIDATION CATALYST

NO → NO<sub>2</sub> • HC, CO and PM oxidation

### 2. DIESEL PARTICULATE FILTER

PM oxidation with NO<sub>2</sub>

### 3. AdBlue® INJECTION

Hydrolysis → NH<sub>3</sub> + CO<sub>2</sub>

### 4. SELECTIVE CATALYTIC REDUCTION

NO and NO<sub>2</sub> reduction by NH<sub>3</sub> to N<sub>2</sub> and H<sub>2</sub>O

### 5. CLEAN-UP CATALYST

Residual NH<sub>3</sub> oxidation

AdBlue® = CO(NH<sub>2</sub>)<sub>2</sub> + H<sub>2</sub>O

### LEGEND

**PM** • Particulate Matter

**HC** • Unburnt Hydrocarbons

**NO<sub>2</sub>** • Nitrogen Oxides

**CO** • Carbon Monoxide

**N<sub>2</sub>** • Nitrogen

**CO<sub>2</sub>** • Carbon Dioxide

**H<sub>2</sub>O** • Water

## HI-SCR BENEFITS



OK  
IN TUNNELS AND  
HAZARDOUS AREAS



OK  
FOR ROAD  
SURFACE



WORK  
IN CHEMICAL  
AREAS



30%  
MORE BRAKING  
POWER



LONGER  
ENGINE  
LIFE



NO  
WASTED  
FUEL

## EXCELLENCE IN PERFORMANCE

HI-SCR Tector and Cursor engines deliver **maximum torque at low engine speeds**, which remains **constant over a wide operating range**.

The high degree of flexibility ensures a good level of driver comfort, **excellent performance and low fuel consumption** thanks to the need for fewer gear changes.

### IVECO HI-SCR RANGE



EURO VI ENGINES	NEW EUROCARGO EURO VI		STRALIS EURO VI			TRAKKER EURO VI	
	TECTOR 5	TECTOR 7	CURSOR 9	CURSOR 11	CURSOR 13	CURSOR 9	CURSOR 13
DISPLACEMENT (litres)	4.5	6.7	8.7	11.1	12.9	8.7	12.9
POWER (hp) / TORQUE (Nm)	160 / 680	220 / 800	310 / 1300	420 / 1900	500 / 2300	310 / 1300	410 / 2100
	190 / 700	250 / 850	330 / 1400			330 / 1400	
	210 / 750	280 / 1000	360 / 1650	460 / 2150	560 / 2500	360 / 1650	450 / 2200
		320 / 1100	400 / 1700	480 / 2250		400 / 1700	500 / 2300
BRAKING POWER (hp)	136	204	430	505	600	430	600

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