



DAILY CNG

GET AROUND ON METHANE

IVECO

FIAT
GROUP

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The information in this publication is provided purely
as a guide and is not binding.





ENVIRONMENTALLY FRIENDLY INNOVATION

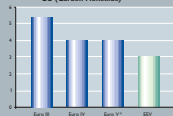
Iveco is the European leader in the design and construction of innovative vehicles driven by CNG (Compressed Natural Gas), commonly known as "methane". Iveco is ahead of its time: it has used methane since 1998. It was able to launch low emission vehicles as early as 2005 and is still one of the few manufacturers able to offer a standard production methane engine that does not require any subsequent modifications, with all the attendant advantages.

The methane engines used on Iveco vehicles use a stoichiometric combustion process (i.e. based on a correct ratio between air and fuel) that benefits from a three-way catalytic converter to obtain emission levels well below EEV (Enhanced Environmental Vehicle) limits and the Euro 5 standards due to come into force in 2009*.

All this plus ongoing innovation, for commercial transport that respects the needs of the environment and our customers.

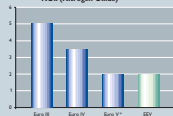
* Compulsory for new vehicles from 10/2009 for type approved under directive 2005/55/EC

CO (Carbon Monoxide)



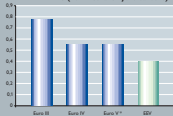
Euro III 5.45
Euro IV 4
Euro V* 4
EEV 3
Values in g/k Wh

NOx (Nitrogen Oxide)



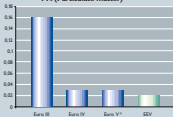
Euro III 5
Euro IV 3.5
Euro V* 2
EEV 2
Values in g/k Wh

NMHC (non-methane hydrocarbons)



Euro III 0.78
Euro IV 0.55
Euro V* 0.55
EEV 0.4
Values in g/k Wh

PM (Particulate matter)



Euro III 0.16
Euro IV 0.03
Euro V* 0.03
EEV 0.02
Values in g/k Wh

METHANE: MORE VALUE, LOWER COST

For air quality

CNG is a chemically simple fuel that burns in the combustion chamber without producing fumes. The level of nitrogen oxide (NOx) and particulate matter (PM) is approximately one quarter of the limit laid down by the EEV standard. These properties mean that lubricant oil lasts longer.

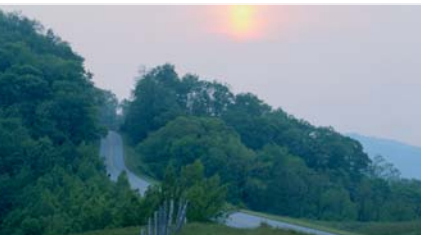
To reduce running costs

Because CNG is so environmentally compatible, the tax on this fuel is much lower than on conventional fuels and this means unrivalled fuel economy at the pump. This is why a CNG

vehicle is able to guarantee low running costs. It is also easy to find CNG nowadays due to the good distribution network.

To work in safety

Methane is highly resistant to combustion when released into the air and is quickly dispersed in the event of accidental leaks because it is a light gas. Tried and tested Iveco engineering ensures maximum system safety.





NEW DAILY CNG: A NEW ANSWER

Reliable as a Diesel, environmentally friendly, quiet and able to drive through most town centres even when they are closed to normal traffic, the Daily CNG is more powerful and efficient nowadays due to its new 3 litre methane engine with 4 valves per cylinder.

The Daily CNG is Iveco's answer to the need to reconcile environmental protection (a priority for the planet) with the demands of competitiveness, efficiency and productivity made on working vehicles.

The Daily CNG limits emission and noise levels: it helps reduce pollution and is therefore

compatible with regulations governing driving in town centres.

The Daily CNG is able to go where Diesels are not able to reach and you are therefore able to work more efficiently and for longer.

F1C CNG

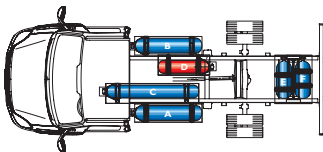
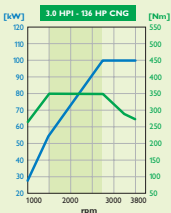
Max power kW [hp]	100 (136) @ 2730-3500 rpm
Max. torque [Nm]	350 @ 1500-2730 rpm
Capacity [cc]	2998
Valve gear	16 v, 2 overhead camshafts, hydraulic tappets
Compression ratio	12.5 : 1
Injection	Sequential Multi Point
Injectors	BOSCH, 9 bars
Ignition	Solid state coil on spark plug
Aspiration	turbocharger plus intercooler
Heated Blow-by device	standard



The Daily CNG is fitted with a new generation methane engine that is directly derived from a 3 litre Diesel engine and thus highly reliable. The new engine performs even better than the previous model with a power rating of 136 bhp (350 Nm).

The 6 speed overdrive manual gearbox offers highly flexible vehicle management allowing fuel consumption to be slashed.

The vehicle's methane storage cylinders (5 standard + one optional) are fitted under the frame and are protected by special covers. Their ability to withstand heat stress and impact has been tried and tested. Their position offers the greatest freedom during vehicle conversion.



Gas cylinder position	Capacity (lit)	Diameter x Length (mm)
A-B	54	269x1070
	56	228x1630
	80	269x1670
C	56	228x1630
	30	228x920
D (opt)	30	228x920
E-F	28	269x670

DAILY CNG, ALWAYS IN DEMAND

Comfortable, sturdy, innovative and easy to handle, all in the best Daily tradition.

An environmentally friendly choice without compromise.

The Daily CNG combines qualities of environmental compatibility, efficiency and engine power typical of new-generation methane engines with the qualities that the Daily range has made its own: great driving and travelling comfort, Giugiaro-designed cab, consolidated frame strength, latest-generation CAN-bus electrical system.

The Daily CNG comes with rear wheel drive with single or twin wheels, with mechanical or air rear suspension. It is available in van and chassis cab versions (single or crew cab) according to transport and conversion requirements.





Daily CNG. Because methane offers major benefits.

The Daily CNG will help you reduce pollution and save energy resources, which means you are making a worthwhile choice both socially and environmentally.

It also offers other benefits: because methane costs less, your fuel costs will be reduced and you can use tax breaks available for buying low environmental impact vehicles and drive your vehicle where other vehicles are not allowed to go.

VANS	35S	35S	35C	35C	40C	40C	50C	50C
GVW (kg)	3500	3500	3500	3500	4200	4200	5200	5200
Max payload (kg)**	1055/1015	815	905/870	675	1505/1475	1270	2500/2470	2260/2220
Wheelbase (mm)	3300	3950	3300	3950	3300	3950	3300	3950
Total length (mm)	5997	7012	5997	7012	5997	7012	5997	7012
Internal length (mm)	3541	4556	3541	4556	3541	4556	3541	4556
Internal height (mm)	1900/2100	1900	1900/2100	1900	1900/2100	1900	1900/2100	1900/2100
Volume (m ³)	12/13.2	15.6	12/13.2	15.6	12/13.2	15.6	15.6/17.2	15.6/17.2
Total cylinder capacity (Lt)	224	302*	220	302*	220	302*	220	302*

SINGLE CAB	35S	35C	35C	40C	40C	50C	50C	50C
GVW (kg)	3500	3500	3500	4200	4200	5200	5200	5200
Max payload (kg)**	1495	1250	1235	1875	1860	2865	2840	2760
Wheelbase (mm)	3450	3450	3750	3450	3750	3450	3750	4350
Rear overhang (mm)	1355	1355	1665	1355	1665	1355	1665	1885
Total length (mm)	5899	5899	6509	5899	6509	5928	6538	7358
Total cylinder capacity (Lt)	224	250*	250*	250*	250*	250*	302*	302*
SINGLE CAB	60C	60C	60C	60C	65C	65C	65C	65C
GVW (kg)	6000	6000	6000	6000	6500	6500	6500	6500
Max payload (kg)**	3450	3435	3345	3310	3945	3930	3840	3805
Wheelbase (mm)	3450	3750	4350	4750	3450	3750	4350	4750
Rear overhang (mm)	1355	1665	1885	2350	1355	1665	1885	2350
Total length (mm)	5928	6538	7358	8223	5928	6538	7358	8223
Total cylinder capacity (Lt)	220	220	302*	302*	220	220	302*	302*

CREW CAB	50C	60C	65C
GVW (kg)	5000	6000	6300
Max payload (kg)**	2410	3195	3490
Wheelbase (mm)	4350	4350	4350
Rear overhang (mm)	2010	2010	2010
Total length (mm)	7358	7358	7358
Total cylinder capacity (Lt)	250*	250*	250*

* including optional 30 litre capacity cylinder

** Payload obtained from vehicle kerb weight (with driver and full tanks)