Is it worth paying almost £39k for a used Stralis?

As the used truck market scrambles for late-year stock, *CM* gets its hands on a second-hand Iveco Stralis and asks whether it represents value for money

*Words: Kevin Swallow / Images: Tom Lee*

**The revamp of** Stralis in 2007, five years after its initial launch, gave Iveco a true shot in the arm. Already the first manufacturer to go with automated transmissions as standard, subsequently followed by MAN and Volvo, it updated the cab design and sharpened up its array of electronics.

Coupled with an incredible sponsorship deal with the New Zealand All Blacks’ rugby team, the Italians looked set to take the world by the scruff of the neck and drive it back to its own five-yard line.

Acting as scrum-half to a formidable pack, former MD Henk van Leuven publicly committed the manufacturer to gaining a 15% share of the British truck market by 2011. Iveco has fallen short of that target thanks to the recession, but there is no harm in being ambitious.

Stralis has established itself as a sound product in its own right and Iveco’s plan to gain marketshare by getting bums on seats – shame that message didn’t convey to the decision makers. Both the Stralis AT450 roadtest (*CM* 27 August 2009) and cab test (*CM* 15 April 2010) delivered positive fuel figures and reviews.

Key is the performance of the Cursor 10 engine, which like MAN and Volvo provides the industry with a sound sub-11-litre driveline. *CM*’s test vehicle, YJ08 HBD, has the 10.3-litre engine using selective catalytic reduction (SCR) to achieve Euro-5 emission levels. It delivers 444hp and 2,100Nm torque, and is matched to the Euro-Tronic (ZF AS-Tronic) 12-speed automated gearbox. It also has the Iveco turbo brake that delivers 375hp (280kW) of braking power at 2,600rpm.

Its characteristics mirror MAN’s D20 10.5-litre engine (*CM* 13 October 2011), which uses exhaust gas recirculation (EGR) and boasts 434hp at 1,900rpm and 2,100Nm peak torque through the MAN Tipmatic 12-speed automated transmission.

Perhaps key to the specification is the optional Active Space Super3 cab, which is as close to a solo cab the current market can provide.

YJ08 HBD was first registered on 27 March 2008 and it
has clocked 340,000km in its 43 months on the road. Iveco has priced it at £38,950 (plus VAT).

**Productivity**

With clear skies and little wind, all too rare for what passed as summer, the road test’s only caveat was the roving, unpredictable speeds of cars towing en route. Through the revamped 207.9km A-road section, YJ08 HBD returned 7.53mpg at an average speed of 57.2km/h without any hold ups save for a set of traffic lights between Shrewsbury and Leominster.

On the 95.5km motorway section, the truck delivered 9.03mpg at 80.2km/h without any delays, which produced 8.10mpg overall at 65.2km/h. Total AdBlue use was 4.7%.

On the climb up Dinmore Hill on the A49 between Leominster and Hereford, it took YJ08 HBD 143 seconds to reach the summit.

Kerbweight for the tractor, without the nominal 75kg driver, is 8,398kg. Adding the weight of the 7-tonne test trailer leaves a payload of 28,602kg for the haulier.

**On the road**

With more than 340,000km on the clock, the first part of the drive was spent checking for squeaks and rattles. After 20km and no erroneous noises, we concentrated instead on the level of external noise. Satisfied that there was nothing wrong, we got down to the driving.

On paper, having 444hp to pull 44 tonnes means it is 10.1hp per tonne. However, no transport manager will want their drivers using more than 1,500rpm in order to gain maximum power, so the better way to judge this is by the maximum torque. Here we have 2,100Nm delivered from 1,050rpm to 1,550rpm. This equates to around 48Nm per tonne.

Used properly with the 12-speed transmission, this is more than enough to haul the truck up hill and down dale. In top gear at 64km/h, the truck sits at approximately

---

**SPECIFICATION**

**Manufacturer:** Iveco, Iveco House, Station Road, Watford, Hertfordshire WD17 1SR

**Website:** www.iveco.com

**Engine:** Cursor 10 Euro-5 selective catalytic reduction, overhead camshaft, charge-cooled, turbo-cooled with four valves per cylinder, unit injectors and variable turbocharger

**Cylinders:** Six, in-line

**Bore and stroke:** 125mm x 140mm

**Compression ratio:** 16.5:1

**Maximum power:** 444hp (331kW) at 1,550rpm-2,100rpm

**Maximum torque:** 2,100Nm (1,549lbft) at 1,050rpm – 1,550rpm

**Transmission:** EuroTronic AS2330TD (ZF AS-Tronic) 12-speed fully automated

**Gear ratios:** 15.86, 12.33, 9.57, 7.44, 5.87, 4.57, 3.47, 2.70, 2.10, 1.63, 1.29, and 1.00:1, reverse 14.98 and 11.41:1

**Clutch:** Single dry plate, 432mm

**Brakes:** Full air-braked EBS discs fitted with all-round auto adjustment and pad wear indicators, ASR and VGT brake

**Parking brake:** Spring brakes on front and drive axle

**Secondary brakes:** Iveco Turbobrake with 380hp maximum power at 2,600rpm

**Chassis:** Steel ladder frame with riveted and bolted construction

**Dimensions (mm):** 80 x 300 x 6.7

**Steering:** Integral hydraulic power-assisted (second axle hydraulically operated)

**Turns, lock to lock:** 5.7

**Wheels and tyres:** Steel 22.5x9.00 wheels with 315/80R22.5

**Fuel tank/AdBlue tank:** 455 litres/50 litres

**Electrical system:** 24V earth-return system

**Battery/Alternator:** 2x12V / 225Ah

**Test trailer:** 7,000kg CM curtainsider 4.0m-high test trailer

“YJ08 HBD was first registered on 27 March 2008 and it has clocked 340,000km in 43 months”

---

For today’s news visit: www.roadtransport.com
This truck has a tray on the sidewall for a TV, as well as a pull-out fridge and additional storage underneath the central part of the bottom bunk. Above the windscreen there are three closed storage areas.

Manufacturer: Iveco, Iveco House, Station Road, Watford, Hertfordshire WD17 1SR
Website: www.iveco.com

Engine:
Cursor 10 Euro-5 selective catalytic reduction, overhead camshaft, charge-cooled, turbo-cooled with four valves per cylinder, unit injectors and variable turbocharger

Cylinders: Six, in-line

Bore and stroke: 125mm x 140mm

Compression ratio: 16.5:1

Maximum power: 444hp (331kW) at 1,550rpm-2,100rpm

Maximum torque: 2,100Nm (1,549lbft) at 1,050rpm – 1,550rpm

Transmission: EuroTronic AS2330TD (ZF AS-Tronic) 12-speed fully automated

Gear ratios: 15.86, 12.33, 9.57, 7.44, 5.87, 4.57, 3.47, 2.70, 2.10, 1.63, 1.29, and 1.00:1, reverse 14.98 and 11.41:1

Clutch: Single dry plate, 432mm

Brakes: Full air-braked EBS discs fitted with all-round auto adjustment and pad wear indicators, ASR and VGT brake

Parking brake: Spring brakes on front and drive axle secondary brakes: Iveco Turbobrake with 380hp maximum power at 2,600rpm

Chassis: Steel ladder frame with riveted and bolted construction

Dimensions (mm): 80 x 300 x 6.7

Steering: Integral hydraulic power-assisted (second axle hydraulically operated)

Turns, lock to lock: 5.7

Wheels and tyres: Steel 22.5x9.00 wheels with 315/80R22.5

Fuel tank/AdBlue tank: 455 litres/50 litres

Electrical system: 24V earth-return system

Battery/Alternator: 2x12V / 225Ah

Test trailer: 7,000kg CM curtainsider 4.0m-high test trailer
1,000rpm so all hill ascents require a change down the box.

Throughout the A-road section, the truck didn’t miss a beat. The changes were spot on. Using driver intervention of the transmission on hill climbs to put the truck in the right gear before it starts an arduous climb gives it a real chance to demonstrate its longevity.

For all the driver intrusion into the brains behind the automated transmission, hill climbing is the most important. Historically, CM has witnessed automated gearboxes change gear when the load on the engine starts to get too much, which invariably is in the middle of the steepest part.

This can lead to near catastrophic situations where the truck loses all momentum and the transmission then has to instantly reassess its decision and drop to another lower gear. No auto-box can make up for the driver’s knowledge and as a result of manual intervention through the Dinmore Hill climb we only dropped to eighth gear and 40km/h. Using the torque, the truck hauled up with ease with plenty left in reserve and the finish came into view.

At 85kph (53mph) on the motorway, the CM test speed to keep the truck from getting baulked by fellow trucks every other mile, it happily sat at around 1,250rpm without undue stress.

It had more than enough to handle the eastbound climb from J1 on the M42 towards J2 and the M6 eastbound climb towards Coventry, from where the toll road and the M6 rejoin, without dropping gear.

Although with more operators adopting 83km/h (52mph) as their motorway speed limit to conserve fuel, CM is finding itself overtaking more often and getting baulked or boxed-in by quicker trucks.

With full air suspension for the cab, CM was duly impressed by the comfort of the journey, as well as the twin-steer mid-axle. It’s remarkable just how different it feels tramping through the A-road section with numerous tight corners and not having to battle against the standard fixed mid-lift as it scrubs into the corner counting any steering that is taking place.

**Cab comfort**

Press test trucks have a habit of arriving in pristine condition, and this Stralis was no exception. It had been prepared to a high standard.

For the record, there are no additional holes drilled into the dash or walls to house additional equipment, a strict no smoking policy has been upheld, and the only coffee stain on the driver seat was created by yours truly.

What is worth pointing out is the specification for the Active Space Super3 when it comes to relaxing. When it’s not being used, the top bunk can be stowed flush against the back wall, unlike the typical 33° angled stowage of the top bunk preferred by much of the competition.

The bottom bunk is split into three sections with the nearside part doubling as the passenger seat. Lift the centre part of the bunk and it creates a table, so when the driver stops, for 45 minutes or the legal rest period between shifts, the passenger seat doubles as a recreational zone for watching the TV, surfing via the laptop, reading or eating a meal.

Back in the noughties, Renault Trucks developed the solo cab for its Premium (CM 27 September 2007), but it never really took off. This abridged solo design in the Stralis offers the best of both worlds.

Above the windscreen there are three closed storage areas, and two open tray spaces.

This truck also has a tray on the sidewall for a TV, as well as a pull-out fridge and additional storage underneath the central part of the bottom bunk.

To store gloves, boots and any additional equipment there are two external lockers.
There is no doubt that YJ08 HBd is a sought-after vehicle. With its 10.3-litre Euro-5 driveline, it meets all the current emission levels, making it a ‘go anywhere’ truck. Paying £38,950 for a three-year-old IVECO Stralis is about right – it’ll ensure a bun fight between hauliers that will probably force the value up. Also, it’s not so overpriced to force anyone to look at new rolling stock as an alternative. There’s also a strong specification to back up the ‘go anywhere’ driveline and its price tag. The truck has enough horsepower and torque to tramp across the UK and deliver decent fuel economy. What stood out for us was the quick and responsive transmission under pressure, a resilient torque that digs in well on hill climbs, and the twin-steer specification that allows the truck to go where the driver wants it to on winding roads, rather than a fixed mid-axle that fights any turn left or right. This is topped off with a large interior with a smartly designed passenger seat-cum-bottom-bunk. The fridge, the fold-down table from the centre section of the lower bunk, and space to move between the centre to the nearside footwell is a rare combination these days. The only problem CM envisages is supply meeting demand.