

T-WAY 10x4 – 2+3 REAR STEER CONFIGURATION

IVECO T-Way 410T and 410T /P



DESCRIPTION

New conversion developed by System Truck for the application of a rear (tag) axle on the new range vehicles T-Way 410T and 410T /P (8x4*4).

The conversion to a 5-axle vehicle (10x4*6) is carried out through the application of a rear axle with single wheels, steering hydraulically, with disc brakes. The suspension is pneumatic and features the axle lifting device with automatic drop function. The rear axle suspension benefits from a traction control system for increased grip which can be used up to a speed of 30 km/hr.

System Truck's Technology system for the hydraulic control of the added axle steering is completely independent from the front steering system and therefore does not affect in any way the original vehicle driving comfort.

TECHNICAL NOTES

Specifications of the **base vehicle** for the conversion to 10x4*6 2+3 rear steer:

| | | | |
|-----------------------------|--|--|--|
| Model | IVECO T-Way AD/AT 410T or 410T /P 8x4*4 | | |
| Suspensions | - (mechanical) or /P (rear pneumatic) | | |
| Wheelbase (min – max) (mm) | 4250 – 5820 | | |
| Distance between axles (mm) | 1 st – 2 nd axle | 1875 | |
| | 3 rd – 4 th axle | 1380 (for mechanical suspensions) or 1395 (for rear pneumatic suspensions) | |
| Tyres | 315/80 or 385/65 or 13 R22.5 | | |

Specifications of the **vehicle converted** to 10x4*6 2+3 rear steer:

| | | | | | | | | |
|---|---|--|----|-------|----|-------|----|------------|
| Model | IVECO T-Way AD/AT 410T or 410T /P 10x4*6 | | | | | | | |
| Suspensions added rear axle | Pneumatic | | | | | | | |
| Wheelbase (min – max) (mm) | 4250 – 5820 | | | | | | | |
| Distance between axles (mm) | 1 st – 2 nd axle | 1875 | | | | | | |
| | 3 rd – 4 th axle | 1380 (for mechanical suspensions) or 1395 (for rear pneumatic suspensions) | | | | | | |
| | 4 th - 5 th axle | 1430 | | | | | | |
| Tare increase ¹ (kg) | ~1200 | | | | | | | |
| Maximum allowed weights ² (kg) | 1 st axle | 8000 / 9000 | | | | | | |
| | 2 nd axle | 8000 / 9000 | | | | | | |
| | 3 rd axle (drive axle) | 9500 | or | 10500 | or | 11500 | or | 13000 |
| | 4 th axle (drive axle) | 9500 | | 10500 | | 11500 | | 13000 |
| | 5 th axle | 8000 | | 9000 | | 10000 | | 9000/10000 |
| GCW ³ (max) (kg) | 44000 – 60000 ⁴ (technical) | | | | | | | |

Body fitting dimensions must be checked each time with System Truck and with the subsequent bodybuilder according to the actual vehicle configuration.

The tyres of the added axle are identified each time depending on those mounted on the base vehicle axles.

Alongside the conversion to 10x4, System Truck can provide for the installation of the **FUP device** (Front Underrun Protection).

Furthermore, we can make modifications (extension or reduction) of the **wheelbase** and/or of the **rear overhang** of the vehicle, and/or provide for the **repositioning of components** applied to the chassis (moving them from one side to the other or to the rear overhang) in order to achieve a configuration suitable for the foreseen body, as well as the installation on the vehicle of a **vertical battery box** designed and supplied by System Truck, smaller than the original one.

For any further information and to ask for custom designed solutions to meet your specific needs, please don't hesitate to contact our Technical Commercial Office:
T +39 (0)376 1590804 commerciale@st-truck.com

¹ Approximate value, including tyres and wheel rims and rear overhang extension.

² Maximum allowed weights combinations to be verified according to the specific configuration of each ordered vehicle.

³ Gross Combination Weight: maximum technically allowable weight of the combined vehicle (rigid + trailer).

⁴ Weight is variable depending on the vehicle engine type and the number of spring brakes, and is the same with respect to the base vehicle.