

S-WAY / X-WAY 8x2 – 1+3 CONFIGURATION

IVECO S-Way 260S / X-Way 280X

TECHNICAL GVW 35 t



DESCRIPTION

This conversion has been realised and perfected by System Truck on the old IVECO ranges, and is now available on the last range vehicles S-Way 260S / X-Way 280X¹ already equipped with a steering rear axle (6x2). The converted vehicle has EWVTA (European Whole Vehicle Type Approval).

The **1+3 configuration** is perfect for equipment with evenly-distributed loads (roll-offs, tanks, isothermal bodies, etc.).

The conversion to a 4-axle vehicle (8x2) is carried out through the application of an **original IVECO intermediate axle** with single wheel, steering hydraulically. The suspension is pneumatic and features the axle lifting device with automatic operation. The central axle suspension benefits from the optimised traction control system and load transposer for increased grip already present on the last axle.

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.

¹ This conversion is also available on X-Way vehicles equipped with the **Hi-Traction** system with a minimum wheelbase of 4800 mm. In this case, the converted vehicle does not have European Homologation, but it is tested with single vehicle approval.

TECHNICAL NOTES

 Specifications of the **base vehicle** for the conversion to 8x2 1+3:

Model	IVECO S-Way 260S 6x2 / X-Way 280X 6x2
Suspensions	Y/PS (rear pneumatic) ² or Y/FS (full pneumatic) or Y/FS-CM (swap bodies)
Wheelbase (min – max) (mm)	4200 ³ – 6050
Other	Parking brake also on the front axle (IVECO option 2311) ⁴

 Specifications of the **vehicle converted** to 8x2 1+3:

Model	IVECO S-Way 260S 8x2 1+3 / X-Way 280X 8x2 1+3	
Suspensions added central axle	Pneumatic (with automatic lifting device) ⁵	
Tare increase (kg) (including tyres and wheel rims)	~900	
Maximum allowed weights (kg)	1 st axle ⁶	6700 / 7100 / 7500 / 8000 / 8600 ⁷ / 9000 ⁸
	2 nd axle ⁹	6300 / 6700 / 7000 / 7500
	3 rd axle (drive axle) ⁶	11500 / 12000
	4 th axle ⁶	6700 / 7100 / 7500 / 8000
GVW ¹⁰ (max) (kg)	35000 ¹¹ (technical) / 32000 (legal) ¹²	
GCW ¹³ (max) (kg)	60000 (technical) / 44000 (legal) ¹²	

² Where a body with high tare (for example, a concrete mixer) is foreseen, the conversion can even be carried out on vehicles with a non-liftable rear axle.

³ 4800 for the X-Way Hi-Traction model.

⁴ However, vehicles which are not prepared with this option can also be adapted by System Truck prior to the conversion.

For the X-Way Hi-Traction model, the parking brake will be on the 4th axle, with a modification of the brake calliper by System Truck.

⁵ With unloaded or partially loaded truck, it is possible to ride with the 2nd and 4th axles lifted.

On request, the conversion can also be carried out with a non-liftable central axle (regardless of the rear axle featuring the lifting device or not).

⁶ Maximum weight unvaried with respect to the original vehicle.

⁷ **IVECO option 8334.**

⁸ **IVECO option 76248.**

⁹ Maximum weight variable depending on the maximum weight on the 4th axle.

¹⁰ Gross Vehicle Weight.

¹¹ 34000 for ADR compliant vehicle versions.

¹² The legal GVW and GCW can vary according to single country regulations, which must always be checked.

¹³ Gross Combination Weight: maximum technically allowable weight of the combined vehicle (rigid + trailer).

Cabin		AD						AT						AS					
1 st axle ÷ start of body		445						900						940					
Distance between axles	1 st - 3 rd	4200 ¹⁴	4500 ¹⁴	4800 ¹⁴	5100	5700	6050	4200 ¹⁴	4500 ¹⁴	4800 ¹⁴	5100	5700	6050	4200 ¹⁴	4500 ¹⁴	4800 ¹⁴	5100	5700	6050
	2 nd - 3 rd	1365 (standard) or 1320 or 1410																	
Body fitting ¹⁵	min	6550	7100	7650	8200	9250	9850	5700	6250	6750	7300	8400	9000	5800	6350	6900	7450	8550	9200
	max ¹⁶	7100	7650	8250	8800	9950	10600	6200	6800	7350	7950	9100	9750	6250	6850	7400	8000	9150	9850
Allowed fuel tanks ¹⁷	290 l	□	□	■	■	■	■	□	□	■	■	■	■	■	■	■	■	■	■
	390 l			■	■	■	■			■	■	■	■	■	■	■	■	■	■
	480 l			■	■	■	■			■	■	■	■		■	■	■	■	■
	550 l			■	■	■	■			■	■	■	■		■	■	■	■	■

Key: ■ allowed □ allowed with System Truck vertical battery box

The tyres of the added axle are each time the same mounted on the axles of the base vehicle.

The turning radiuses remain the same with respect to the base (6x2) vehicle with the same wheelbase.

Alongside the conversion to 8x2 1+3, System Truck can provide for modifications (extension or reduction) of the **wheelbase** and/or of the **rear overhang** of the vehicle, 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 the electromagnetic retarder **Telma AD 72-00¹⁸**.

The converted vehicle is homologated with II stage European homologation (WVTA) and is accompanied by the certificate of conformity (CoC) for incomplete vehicle¹⁹.

For any further information and to ask for custom designed solutions to meet your specific needs, please don't hesitate to contact our Commercial Office:
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¹⁴ On models with wheelbases of 4200, 4500 and 4800 mm it will be no longer possible to house the spare wheel.

¹⁵ The body fitting dimensions are calculated with reference to the configuration with technical maximum weight of the 1st axle of 7500 kg.
 Nota bene: the dimensions specified are theoretical and must be checked each time according to the actual vehicle configuration.

¹⁶ The maximum body fitting is limited by the value of the weight on the front steering axle, which must not be lower than 20% of the GVW.

¹⁷ Nota bene: the specifications on allowed fuel tanks refer to the standard configuration and must be checked each time according to the actual vehicle configuration (Ad-Blue[®] tank type, air filter type) and to the specific needs of the customer. It is also possible (in some cases, necessary) to install a vertical battery box designed and supplied by System Truck, smaller than the original one.

¹⁸ Only for vehicles with Allison automatic transmission and without Intarder / hydraulic retarder. In the case of installation of the electromagnetic retarder, the added central axle will not feature the lifting device.

¹⁹ The vehicle must be completed by the bodybuilder in order to be registered.