

9 – POINT VEHICLE DEMO 1920 TIPPER



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1920 TIPPER





1 BRANDING & PROPOSITION

Ashok Leyland has been innovating continuously to help its customers achieve best profitability.

Our customer friendly technologies like the Sada inline Pump in BSIII & iEGR in BSIV have reinforced our motto “AAPKI JEET. HAMARI JEET.” and now we bring to you the i-Gen6 (Mid-NOx) technology .

Our all new Modular platform with a rugged and robust look, reinforces the superiority of our products **UNIQUE**

It provides overall 8 benefits: Better fluid economy, Better Tyre Life, Lower Maintenance, Higher Reliability & durability, Improved Performance, Higher Safety, Better Ride Comfort & Additional Features.

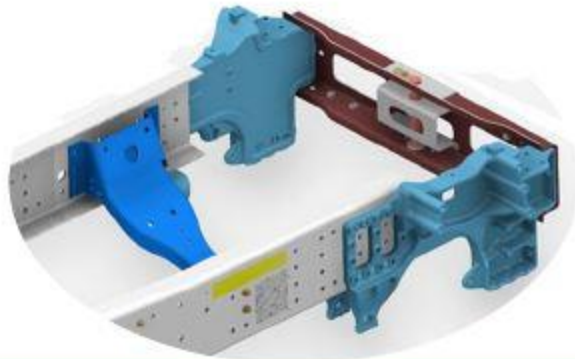




H6 ENGINE



NODO BRACKET



2 BSVI ENGINE & NODO BRACKET

Comes with the i-Gen6 technology of Mid-NOx strategy to equally distribute the load between engine and EATS.

Proven & powerful H6 engine providing power of 200 hp at 2400 rpm and flat torque of 700 Nm between 1200-2000 rpm

Fitted with higher capacity 318 cc compressor leading to faster filling of air tanks and hence less running

Viscotronic fan functions according to the coolant temperature. These two help in better mileage

Better mileage & Unique HC Dozer helps in avoiding oil dilution & hence Longer oil change interval

Multi functional NODO bracket has passed the most stringent crash test. Helps in proving better NVH characteristics **UNIQUE**



3 REVOLUTIONARY i-GEN6 TECHNOLOGY

The i-Gen6 technology is coming with compact size (Only 150 kgs – weight of EATS + DEF tank) giving payload advantage & effective space utilization

Our i-Gen6 (Mid NOx) strategy EATS will ensure the most optimum operating cost to the customer through lower DEF consumption

First pipe length of 1.2 m for better thermal management – crucial for efficient EATS working. **BEST-IN-CLASS**

Patented air assisted DEF dozer for better DEF atomization & unique industry first HC Dozer for economical regeneration **UNIQUE**

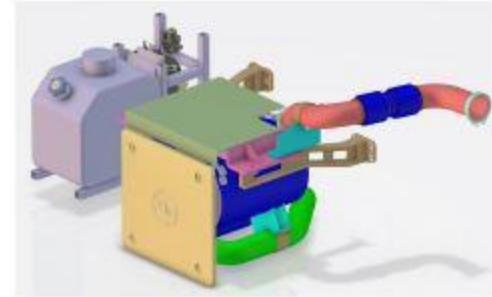
Ground clearance has improved by 30mm from before BSIV to BSVI

Longer Active regeneration interval of 105 hrs for lesser fuel consumption **BEST-IN-CLASS**

Longer DPF ash cleaning frequency of 3.2 Lakh km



EATS

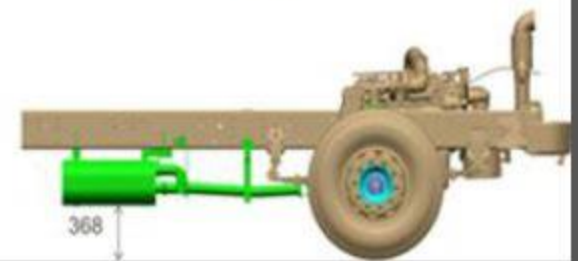


LOWER GROUND CLEARANCE

BSVI



BSIV





FRONT SUSPENSION

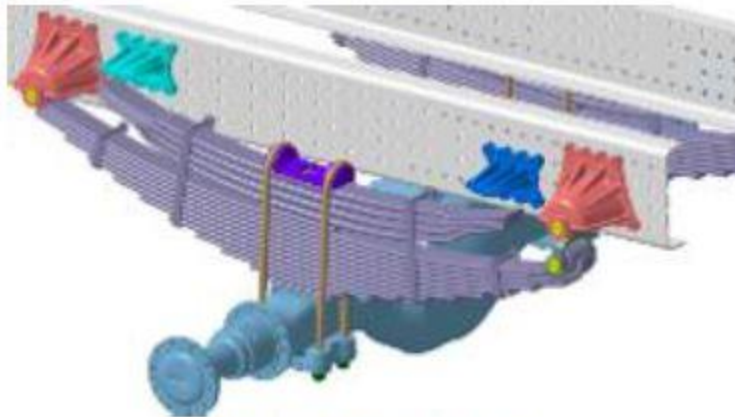


SEMI ELLIPTICAL



PARABOLIC

REAR SUSPENSION



Hybrid Suspension

4 SUSPENSION

Rugged rear hybrid suspension of multi leaf and parabolic helper spring avoids the need to add springs in the market place. **UNIQUE**

Heavy duty spring brackets withstand higher loads and gives longer life. **UNIQUE**

Standardized higher diameter shackle pin with 250 % higher life.

Option of Parabolic suspension with anti roll bar & shock absorber for Captain cabin

Optimized design improves Tyre life & structural rigidity of the system (HD Spring brackets, Parallel U bolt), giving you a better TCO

Option of Parabolic or Semi-Elliptical suspension in front suspension for better comfort



5 NEW IMPROVED FRAME DESIGN



- 11" High strength frame material is used for better ruggedness and rigidity

- Complete elimination of external flitches & use of only 6mm internal L flitch for improved strength & reliability (In Heavy Duty segments) **BEST-IN-CLASS**

- Fine pitch fasteners with ZAC coating ensuring better torque retention such that retightening frequency has improved from 40,000km to 80,000km **BEST-IN-CLASS**

- Improved durability of the frame, improved life.

- Split gusset cross members are provided for abrasion free routing of electrical piping

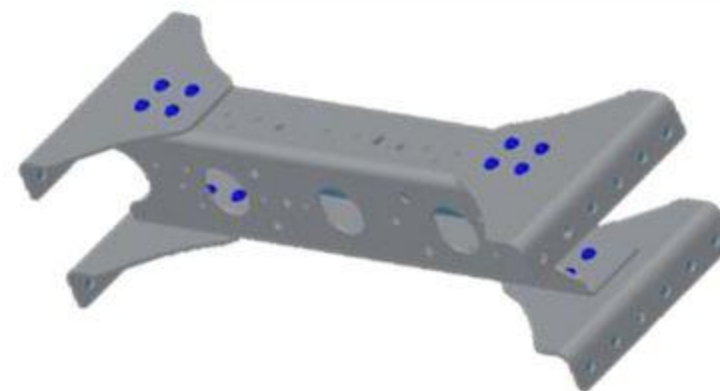
- To match your exact loading requirement - 1920 comes with variety of Loading capacity options : 6.5, 8.5, 10.5, 12 cum

- Tipping gear & WRS Rock body are provided as options to the customer as per his application

FRAME

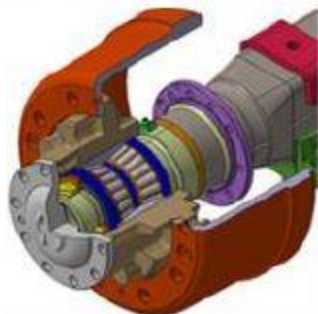


SPLIT GUSSET CROSS MEMBER





UNITIZED BEARING



PROPELLER SHAFT



6 DRIVE TRAIN

Heavy duty rear axle with single reduction and Hub reduction options. Combinations of GB and RAR to suit application requirement.

Lube for life propeller shaft, reduces the maintenance cost

Drive angle improved to offer best torque transmission & reduced NVH **BEST-IN-CLASS**

New 295/90R20 tyre designed for new axle load norms, designed to give best performance for your vehicle

Option of pre packed unitized bearing leads to better tyre life as there is no play setting like periodic hub greasing **BEST-IN-CLASS**



7 FUEL TANK



FUEL TANK



PTFC FUEL JOINTS



- 220 L cross linked polymer tank which is rust / fire proof and light in weight

- High impact resistance, Zero rust formation

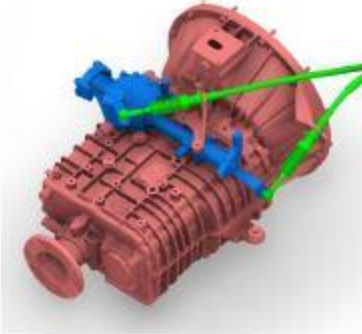
- Common fuel tank mounting across all models **UNIQUE**

- Option of twin tank in all models be provided on Right hand side

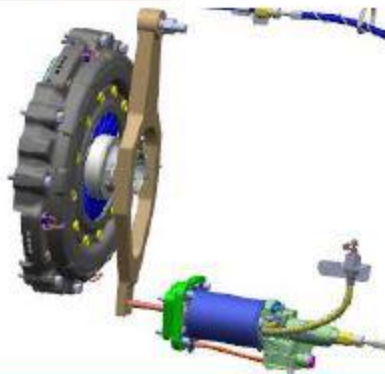
- PTFE connections for all fuel pipe joints (Leak proof joints & easier connections) **BEST-IN-CLASS**



TWIN LEVER



CLUTCH



8 GEAR-BOX, CLUTCH & BRAKES

Option of multiple combination of gearbox & rear axle ratios to suit application requirements for better TAT & Productivity

Cable shift arrangement with twin lever arrangement is provided for reduced gear shift effort & better driver comfort

Air Assisted Hydraulic booster with Uni lever clutch actuation ensures easy pedal operation and improved ceramic clutch life and low maintenance due to reduction in greasing points

Exhaust brake is standard fitment in all models reducing the usage of service brakes by 60-70% resulting in longer life of brake linings

APDA and 10 bar pressure ensures clean high pressure air available in system enhancing the life of brake components like valves and linings

BEST-IN-CLASS

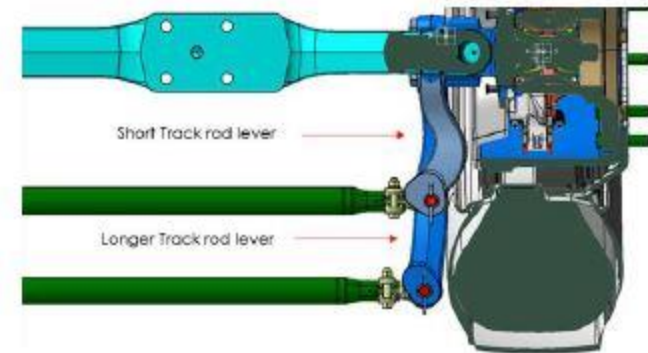


9 STEERING SYSTEM

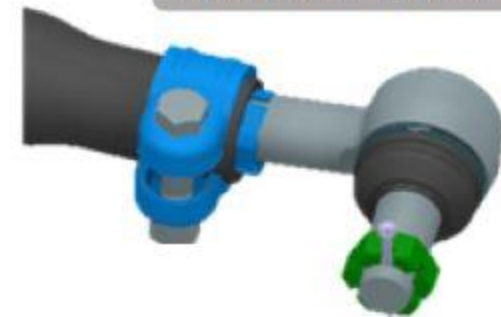
- High stiffness steering brackets for improved steering accuracy & Better tyre life
- Sealed ball joints at all steering joints offers better steering accuracy & Lower maintenance **BEST-IN-CLASS**
- Fine adjuster sleeve in drag link ensures easier serviceability **BEST-IN-CLASS**
- Improved steering geometry offers Better tyre life **BEST-IN-CLASS**
- Lesser Steering effort due to high capacity steering system



TRACK ROD LEVER



SEALED BALL JOINTS





INSTRUMENT CLUSTER



CABIN OPTIONS



9 INSIDE THE CABIN

Variety of cabin options available (Economy cowl – G, Economy Cabin – M, Value – U, Premium – N)

All Cabin and FES are all fully metal front fascia & metal front bumper for easier repairability. They also have 3 step entry.

Crash test code compliant cabin assuring utmost safety to the driver

Improved cabin accessibility offers easier maintenance
Enhanced drive comfort due to reduced ride frequency

Error Free Next Generation cluster with unique styling proving all necessary information and guidance to driver

Four Head lamp - Improved Visibility by 20% for high speed applications. Bumper is common for all the models – 3 piece steel bumper – improved safety.

Additional OE wiring harness to tap additional loads inside cabin and body.

9 – POINT VEHICLE DEMO

2820 TIPPER





FRONT SUSPENSION

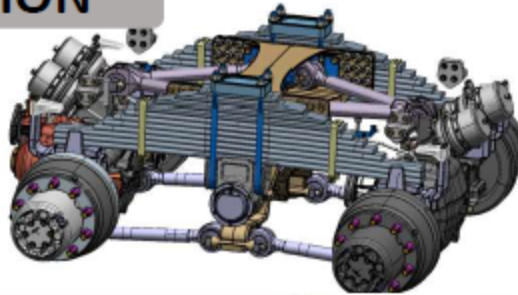


SEMI ELLIPTICAL

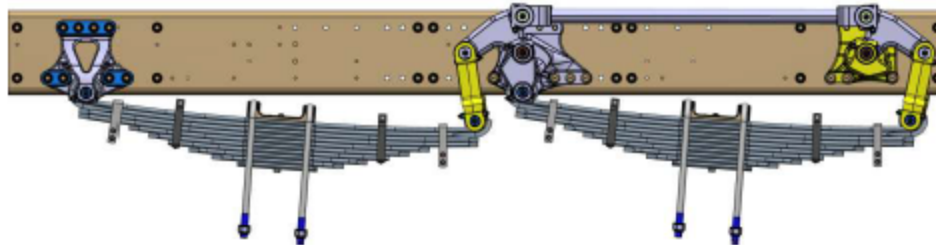
PARABOLIC

REAR SUSPENSION

Bogie
Suspension



NRS
Suspension



4 SUSPENSION

Heavy Duty single cast bogie design with inverted U bolt & parallel V & Radius rods. It has 10 leaves, 27mm each in the 37T capacity

Option of improved NRS suspension with no projection above FSM. 22T Capacity NRS has 10 leaves, 16mm each

Heavy duty spring brackets withstand higher loads and gives longer life. **UNIQUE**

Standardized higher diameter shackle pin with 250 % higher life.

Option of Parabolic suspension with anti roll bar & shock absorber for Captain cabin

Optimized design improves Tyre life & structural rigidity of the system (HD Spring brackets, Parallel U bolt)

Option of Parabolic or Semi-Elliptical suspension in front suspension for better comfort



7 FUEL TANK



FUEL TANK



PTFC FUEL JOINT



- Option of 220/300L cross linked polymer tank which is rust / fire proof and light in weight

- High impact resistance, Zero rust formation

- Common fuel tank mounting across all models **UNIQUE**

- Option of twin tank in all models be provided on Right hand side

- PTFC connections for all fuel pipe joints (Leak proof joints & easier connections) **BEST-IN-CLASS**

NEW STRONG AND COMFORTABLE CABIN



M Cabin

- All steel cabin with internal structure and tooled up panels
- Available in day and sleeper versions
- Full Metal front fascia
- Crash compliant as per truck code
- Two-piece windshield
- Metal Bumper with twin headlamps
- Lowered footstep for easy entry/exit

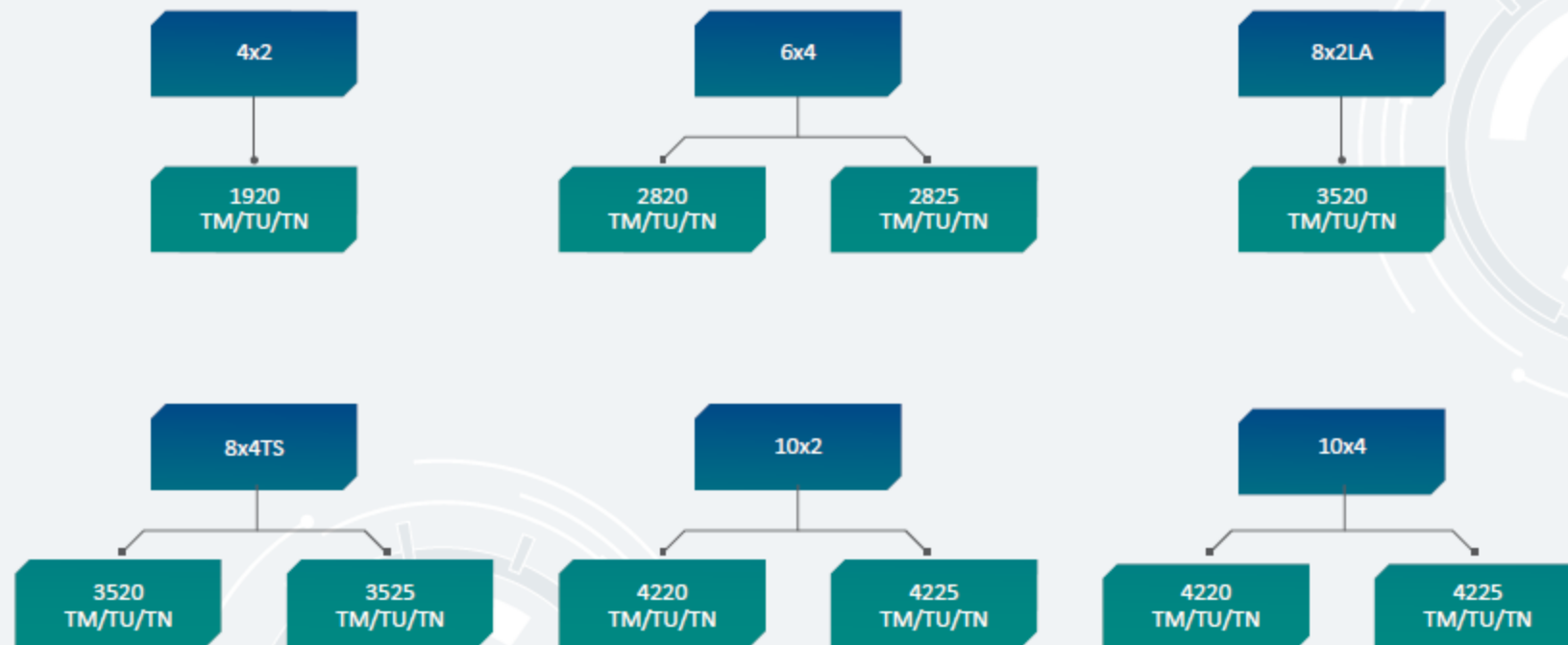
U Cabin

- Full metal front fascia
- Front pivoted and rear suspended cabin
- Crash compliant as per truck code
- Reclining seats for higher driver comfort
- Anti-roll bar in the front for higher safety
- Optional AC
- Single bigger windshield for better all-round visibility
- Metal bumper with twin headlamps
- Lowered footstep for easy entry/exit

N Cabin

- Tilt able cabin for easy service access
- Suspended driver seat (optional)
- Anti-roll bar in the front
- Excellent overhead, rear and glove box storage space
- Music system
- AC & HVAC (optional)
- Full Metal front fascia
- Metal bumper with twin headlamp
- Lowered footstep for easy entry/exit

TIPPER RANGE



1920 SERIES

GVW 18.5T



1920 TU

1920 TN

1920 TM



Best-in-class
fuel efficiency



Lowest
maintenance cost



Higher profitability

2820 SERIES

6X4 TIPPERS



2820 TM

2820 TU

2820 TN



Superior TCO



Rugged and reliable
aggregates



Best-in-Class
productivity

2820 SERIES

6X4 TIPPERS

SPECIFICATIONS

Engine type	H series H6	
Engine power	200hp @ 2400 rpm	
Engine torque	700Nm @ 1200 - 2000 rpm	
Clutch	380mm dia single dry plate, ceramic clutch, air assiste hydraulic booster	
Gearbox	6 speed - 2 options FGR 8.91 and FGR 9.01	9 speed - 1 option CGR 12.73
Rear axle	Fully floating, hypoid differential RAR options: 5.83. 6.5. 5.57 and 7.2 HR	
Suspension	Front option: semi-elliptic multileaf and parabolic springs Rear: NRS semi-elliptic and bogie	
Gradeability	Options available 29%, 43%, 46%, 48% and 64%	

TCD	14.3M and 16.6M
Brake	Full air dual line with ABS with ASA, drum brakes
Diesel tank capacity	220 / 300 liters
Chassis dimension	275x75x8
Max speed	60 kmph
Tyre options	295/90R20 295/95D20 11x20 16PR 11R20 16PR 11x20 ML
Cabin options	M Day, U Day and N Day with AC Option
Chassis weights	Front Laden: 7000 Rear Laden: 21000

Wheelbase(mm)	3900	4600	3900	3900	3900	3900	4600
Body capacity	CAB CHASSIS	CAB CHASSIS	14 m³ BOX & ROCK	16 m³ Box	18 m³ Box	20 m³ Box	20 m³ Box

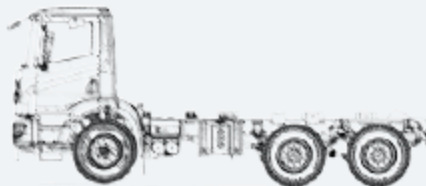
SCHEMATIC LAYOUT



RMC

2820 SERIES - 6x4 RMC			2825 SERIES - 6x4 RMC		3525 SERIES - 8x4 RMC	
Engine type	H series		A series		A series	
Engine power	200Hp @ 2400 rpm		250Hp @ 2200 rpm		250Hp @ 2200 rpm	
Engine torque	700Nm @ 1200 - 2000 rpm		900Nm @ 1200 - 1800 rpm		900Nm @ 1200 - 1800 rpm	
Clutch	380mm Dia Single dry plate, Ceramic clutch, Air assisted Hydraulic booster					
Gearbox	6 Speed – 2 Options: FGR 8.91, 9.01		6 Speed – 2 Options: FGR 8.91 and 9.01 9 Speed CGR 12.73		9 Speed CGR 12.73	
Rear axle	Fully floating, Hypoid differential RAR Options: 6.17		Fully floating, Hypoid differential RAR 6.17		Fully floating, Hypoid differential RAR 5.83	
Suspension	Front options: Semi Elliptic Multileaf and Parabolic springs Rear options: NRS Semi Elliptic and Bogie					
Gradeability	24%		23% and 39%		32%	
TCD	14.2 & 18.2M					
Brake	Full air Dual line with ABS with ASA, Drum brakes					
Diesel tank capacity	220 litres					
Chassis dimension	275x75x8mm					
Max speed	76 kmph		80 kmph		80 kmph	
Tyre options	295/90R20 295/95D20 11x20 16PR 11R20 16PR					
Cabin options	M Day, U Day and N Day with AC option		N day cabin with AC option		N day cabin with AC option	
Wheelbase(mm)	3900	5050	3900	5050	5250	
Body capacity	6 and 7 CuM RMC	8 CuM RMC	6 and 7 CuM RMC	8 CuM RMC	9 and 10 CuM RMC	

SCHEMATIC LAYOUT



Longer Service Intervals

Aggregate	Change Frequency
Engine Oil	1000 Hr for H Series and 500 Hr for A Series
Gearbox Oil	3000 Hr for 9 Speed & 2000 Hr for 6 Speed
Rear axle Oil	2000 Hr
Wheel Greasing	1500 Hrs/ Not Required for Unitised hubs
Fuel Filter	1000 Hr
Clutch Oil	3000 Hr
Steering Oil	4000 Hr
Hydraulic oil	<ul style="list-style-type: none">• First oil change 6 months• 24 months (12 months for dusty operations)