



12M

SEGMENT CHAMPION

- Best-in-class for intercity segment especially in sleeper application
- Already 20000 vehicles on road and continues to dominate Indian roads
- Built to meet international standards

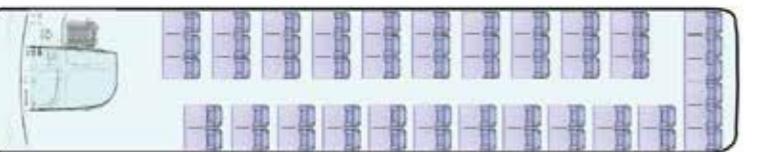
TECHNICAL SPECIFICATIONS

12M

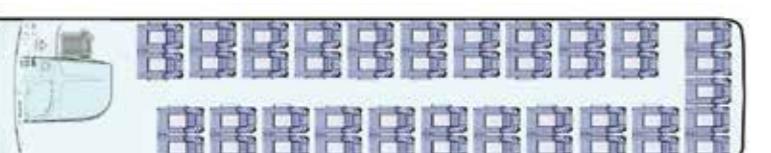
Model	TF2012.0T6R	Model	TF2512.0F6R
Engine	H series, 6 cylinder diesel CRS BS-VI	Engine	A series, 4 cylinder diesel CRS BS-VI
Maximum power	147kW (197HP) @2400 rpm	Maximum power	185kW (248HP) @2200 rpm
Maximum torque	700Nm @ 1200-1900 rpm	Maximum torque	900Nm @ 1100-1800 rpm
Clutch	380mm diameter diaphragm type with air assisted hydraulic actuation	Clutch	380mm diameter diaphragm type with air assisted hydraulic actuation
Transmission	6 speed synchromesh with overdrive, cable shift system	Transmission	6 speed synchromesh with overdrive, cable shift system
Front suspension	Rubber ended leaf spring / air suspension	Front suspension	Rubber ended leaf spring / air suspension
Rear suspension	Rubber ended leaf spring / air suspension	Rear suspension	Rubber ended leaf spring / air suspension
Steering	Integral power assisted, tilt and telescopic option	Steering	Integral power assisted, tilt and telescopic
Rear axle	Fully floating single reduction hypoid	Rear axle	Fully floating single reduction hypoid
Brakes	Full air brakes dual line S-cam with ABS, front disc option	Brakes	Full air brakes dual line S-cam with ABS, front disc option
Tyres	295/80R22.5 - 16PR tubeless	Tyres	295/80R22.5 - 16PR tubeless
Electricals	24V - 150Ah / 200 Ah (EMR variant) battery	Electricals	24V - 150Ah / 200 Ah (EMR variant) battery
Fuel tank	85A / 100 A (A.C. variant) alternator	Fuel tank	85A / 100 A (A.C. variant) alternator
Auxiliary brake	350 litres, aluminized steel tank	Auxiliary brake	350 litres, aluminized steel tank
A.C.	Exhaust brake, electro magnetic retarder option	A.C.	Exhaust brake, electro magnetic retarder option
DEF tank	Provision for direct drive A.C.	DEF tank	Provision for direct drive A.C.
Major Dimensions	24 litres	Major Dimensions	24 litres
Wheelbase (mm)	6000	Wheelbase (mm)	6000
Front overhang (mm)	2245	Front overhang (mm)	2245
Rear overhang (mm)	3500	Rear overhang (mm)	3500
Overall length (mm)	11745	Overall length (mm)	11745
GVW (kg)	16200	GVW (kg)	17500

* Specifications are subject to change in future considering continuous product improvements

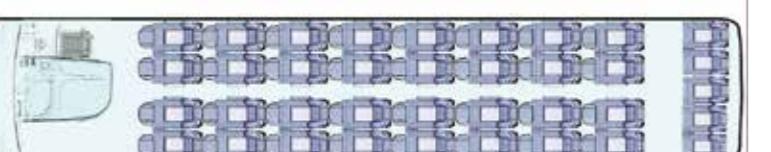
TF2012.0 - 58+D (3x2) High back seat with FOH door



TF2012.0 - 45+D (2x2) Push back seat with FOH door



TF2512.0 - 37+D (2x2) Push back - calf support seat with FOH door



TF2512.0 - 30+D (2x1) Sleeper berth with FOH door



*Layout for representation purpose only

ASHOK LEYLAND
Aapki Jeet. Hamari Jeet.

ASHOK LEYLAND SERVICE OFFERINGS

IALERT | LEYKART | e-DIAGNOSTICS

LEYPARTS® | VALUEPARTS | RECON | EXTENDED WARRANTY | AMC

QUICK RESPONSE | SERVICE TRAINING | DRIVER TRAINING | NETWORK

AUTHORISED DEALER:

CIN: L34101TN1948PLC000105

Registered Office - Ashok Leyland Limited, No. 1, Sardar Patel Road, Guindy, Chennai - 600032, Tel. - 91 44 2220 6000
E-mail - reachus@ashokleyland.com | Website - www.ashokleyland.com | Helpline Number - 1800 266 3340

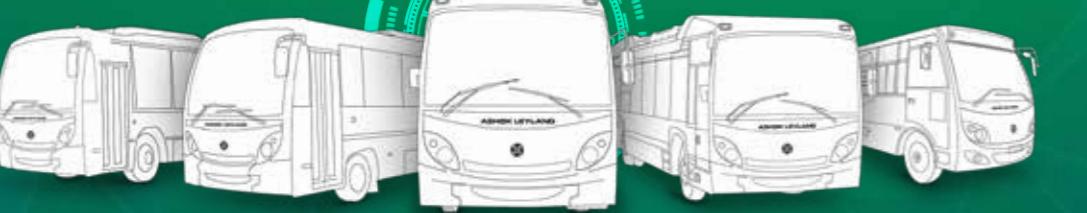
ABOUT ASHOK LEYLAND

Ashok Leyland, flagship of the Hinduja group, is the 2nd largest manufacturer of commercial vehicles in India. Globally, it is the 3rd largest and the 10th largest manufacturer of buses and trucks respectively. The Chennai based \$4.02 billion company has nine manufacturing plants spread across India, UAE, UK and is present across fifty countries. The company has ISO / TS 16949 Corporate certification and is also the first truck / bus manufacturer outside of Japan to win the Deming Prize for its Pantnagar plant in 2016 and Hosur Unit II in 2017.

Ashok Leyland has a product range from 2T to 55T Gross Vehicle Weight in trucks, 9 to 80 seater buses, vehicles for defence and special applications, diesel engines for industrial, genset and marine applications. The company also launched the first Indian electric bus.

Ashok Leyland has a strong legacy of introducing industry first solutions with technologies like the 'Sada' or Inline pump for BS-III engines and the unique iEGR technology for BS-IV engines. With a passion to carry the legacy forward and create differentiated solutions, the company has indigenously developed a revolutionary BS-VI technology. Ashok Leyland is also the first Indian CV manufacturer to get BS-VI certification for its full range of heavy duty trucks. The organization has won several accolades such as the Golden Peacock for Sustainability and Risk Management as well as the Best Employer India 2019 by AON. Ashok Leyland has recently been ranked as the 34th best brand in India.

People, Planet and Profit for all stakeholders, including customers, are at the core of Ashok Leyland, which resonates with the 'AAPKI JEET HAMARI JEET' philosophy.



ASHOK LEYLAND i-GEN6 ADVANTAGE

Over the years, Ashok Leyland strove to deliver performance beyond excellence with Inline or 'Sada' pump for BS-III and iEGR technology for BS-IV. Now with BS-VI, taking the proven iEGR technology up a notch, we are introducing the i-Gen6 engine technology which enhances the engine performance and durability further. With lower Diesel Exhaust Fluid (DEF) consumption and compact design, i-Gen6 lowers the cost of operation, provides better fluid efficiency and low maintenance. The unique Mid-NOx strategy ensures overall lower cost of ownership.

Innovative

- Improved efficiency
 - Controls NOx generation within the engine itself

Lower TCO

- Lower Diesel Exhaust Fluid (DEF) consumption
- Lower operational cost

- Superior mileage: Proven iEGR engine combined with innovative air intake system and exhaust treatment offers higher performance
- Longer active regeneration intervals: Ensures longer DPF life
- Compact Exhaust After Treatment System: Allows flexibility in packaging / better space utilisation
- Larger Diesel Exhaust Fluid (DEF) tank: Coupled with lower consumption, ensures less frequent DEF refills
- Shortest first pipe length in exhaust system: Best-in-class thermal management

Intelligent

- Simple functioning
 - Lesser number of sensors

Improved life of Exhaust After Treatment System

- Patented air-assisted DEF injection and unique HC dozer
- Lower maintenance cost

Indian

- Mid-NOx technology**
 - iEGR + SCR
 - Higher fuel efficiency
- Highly robust**
 - Best suited for Indian driving condition

