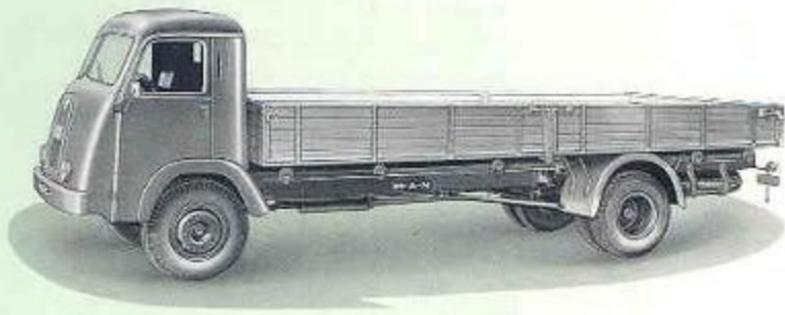


M·A·N
DIESEL



120 h.p. Model 620 L1F

the fast 6 tonner

at forward control design, rendering excellent service at low running costs. In comparison to the standard model the forward control truck exactly meets the customer's demands for a vehicle providing equal manoeuvrability and more loading space at standard wheelbase.

Modern driver's cab easy to enter with a full range of fittings and first-class interior finish. Large windows offering pre-eminent visibility together with an ever reliable brake system and the easy stud and worm type steering gear guarantee a maximum of safety in road traffic.

The driver's cab is effectively insulated against engine noise and engine heat. The engine is operating – like all M·A·N Diesel engines do – on the M-combustion system featured by:

Quiet running, economy and flexibility.

ENGINE:

6-cylinder 4-stroke M·A·N Diesel engine with direct injection according to the new M-combustion system.

Triple fuel filtering, full-flow and by-pass oil filters, oil bath air cleaner with fresh air intake.

Type	D 1246 M 4	Displacement of cylinders	8276 cu.cm. (505 cu.in.)
Bore/stroke	112/140 mm. (4.41"/5.31")	Rating	120 h.p. at 2000 r.p.m.

CHASSIS:

Clutch: Single-plate dry clutch, type LA 50.

Gearbox: 5-speed easy-shift gearbox, type ZF AK 532, with overdrive.

Rear axle: M·A·N design, separate dead and live axles final drives with spurwheel reduction.

Front axle: Reversed Elliot type.

Steering gear: Stud and worm type, ZF Gemmer.

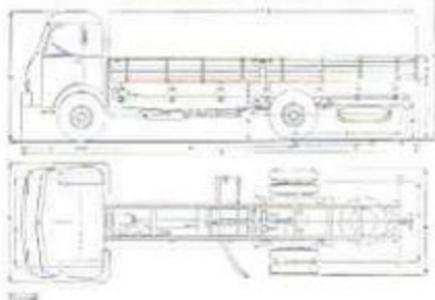
Foot brakes: Air brake acting on all four wheels, operated by means of middle-type application valve.

Hand brakes: Acting on the rear wheels, assisted by air or pressure helmut cylinder.

Wheels: Disc wheels with tapered rims 7.5-20.

Tyres: 9.00-20 eHD or 10.00-20 eHD, reinforced.

Fuel Tank: One tank; 100 litres capacity (26.4 gal.).



DRIVER'S CAB

an all-round view. Instrument panel, 2 seats with comfortable bucket seats, 2 rear windows arranged behind driver's and passenger seat, 3 auxiliary windows with easy operation, insulation, heating, etc.

Front wheel drive 4x4, four-wheel gear transmission, steering, engine, half shafts on each wheel, all-possible drives and forward/reverse gears, etc., via a lever, etc., steering component to control

transmission gearshifts, power steering, pressure gauge, steering power assist gauge with warning lamp, brake pressure gauge with warning lamp, charging current meter, speedometer, tachometer, compass, radio, fan, heater, auxiliary power source.



AXLE LOADS AND WEIGHTS:

	Type of standard wheelbase of axle units	Type of HDS unit	Type of HDS unit
Front central axleload	1025 kg (2265 lbs)	1025 kg (2265 lbs)	1025 kg (2265 lbs)
Front outer axleload	945 kg (2085 lbs)	945 kg (2085 lbs)	945 kg (2085 lbs)
Rear axleload	1025 kg (2265 lbs)	1025 kg (2265 lbs)	1025 kg (2265 lbs)
Permissible gross vehicle weight	1225 kg (2705 lbs)	1225 kg (2705 lbs)	1225 kg (2705 lbs)
Permissible gross trailer weight	1025 kg (2265 lbs)	1025 kg (2265 lbs)	1025 kg (2265 lbs)
Permissible gross trailer weight plus weight	1225 kg (2705 lbs) + 1025 kg (2265 lbs)	1225 kg (2705 lbs) + 1025 kg (2265 lbs)	1225 kg (2705 lbs) + 1025 kg (2265 lbs)
Permissible gross truck and trailer weight	2250 kg (5000 lbs) + 1025 kg (2265 lbs)	2250 kg (5000 lbs) + 1025 kg (2265 lbs)	2250 kg (5000 lbs) + 1025 kg (2265 lbs)
Weight of chassis without driveline unit	420 kg (925 lbs)	420 kg (925 lbs)	420 kg (925 lbs)
Weight of chassis with driveline unit	420 kg (925 lbs) + 1025 kg (2265 lbs)	420 kg (925 lbs) + 1025 kg (2265 lbs)	420 kg (925 lbs) + 1025 kg (2265 lbs)
Service weight of truck with power unit and auxiliary generator (excluding extra unit with 1044, 1070, 1095 kg) plus	1225 kg (2705 lbs)	1225 kg (2705 lbs)	1225 kg (2705 lbs)

FURTHER EQUIPMENT AND ACCESSORIES:

Options 180 HDS, 55 Volt, power supply, e.g. 24 Volt, 2 alternators, 12 Volts, with 100 Amp/hr, pre-catalytic air cleaner, headlight with beam selector, driving and parking lights, headlights and side lights, head lamp with motor, fire extinguisher with mounting frame, four wheel steering, rear bumper coupling, auxiliary jeep, rear air.

ROAD SPEEDS, REDUCTION RATIOS AND CLIMBING ABILITY:

Gearbox ratio	Type 1.35-20 HDS			Type 1.35-20 HDS model				
	Truck gross weight			Truck and trailer gross weight				
	kg	lb	kg	lb	kg	lb		
NEDERLAND (NETHERLANDS)								
	Driving Ability			Driving Ability				
	%	%	%	%	%	%		
Road ratio reduction								
1st speed	1 : 2.56	7.8 (17.2)	8.2	17.6	—	17.7 (38.2)	38.4	11.8
2nd speed	1 : 2.70	7.8 (17.2)	8.7	18.4	—	18.7 (41.4)	41.7	4.9
3rd speed	1 : 2.84	23.3 (51.5)	23.8	51.0	—	24.2 (53.5)	53.7	2.3
4th speed	1 : 2.96	23.3 (51.5)	4.2	9.2	—	23.3 (51.5)	5.0	1.7
5th speed	1 : 3.04	52.8 (115.5)	7.9	17.2	—	53.1 (115.7)	12.9	8.1
6th speed	1 : 3.12	72.2 (15.8)	10.6	23.3	—	72.5 (15.5)	23.7	13.4
GBR (UK)								
1st speed	1 : 2.56	7.8 (17.2)	8.2	17.6	—	17.8 (38.7)	38.8	11.8
2nd speed	1 : 2.70	7.8 (17.2)	9.7	20.4	—	18.1 (41.8)	42.5	9.2
3rd speed	1 : 2.84	23.3 (51.5)	11.8	23.3	—	23.5 (51.8)	23.7	4.8
4th speed	1 : 2.96	23.3 (51.5)	4.2	9.2	—	23.5 (51.8)	5.0	1.7
5th speed	1 : 3.04	52.8 (115.5)	7.9	17.2	—	53.1 (115.7)	12.9	8.1
6th speed	1 : 3.12	72.2 (15.8)	10.6	23.3	—	72.5 (15.5)	23.7	13.4

For details regarding the trucks without trailer, see page 11.