

M·A·N
DIESEL



415L1K Model
115 h.p.

3-way tipping truck

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Model 415 L 1 K Three-way tipping truck



Robust construction, steep tipping angle - fast tipping - body made of wood or steel - dumpers - refuse removing cars - special bodies.



The time required for loading and discharging respectively is of decisive importance when transporting bulk material. This is the reason for the ever increasing demand for tipping trucks. The sturdy construction of the frame in conjunction with the effective tipping gear ensures greatest reliability and economy. Its excellent performance and good service make this vehicle an outstanding truck amongst other modern commercial vehicles.

The stress proof all steel driver's cab and the one-piece panoramic windshield ensure excellent visibility. A new way of elastically mounting the driver's cab on the chassis frame ensures that the cab will remain free to the greatest extent possible from the torsional stresses acting on the frame.

All controls are in easy view and in easy reach of the driver.

The engine-hydraulic tipping gear

M·A·N prefers the engine to operate the tipping gear, which are of a plain design. The tipping gear is of a plain design.

The process of tipping

On switching on the oil pump driven from the engine, the tipping gear operates the tipping gear after a few seconds. The tipping gear can be locked when the oil is caused to flow back to the tank. When the tipping body will slide back into its original position.

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Hydraulic tipping gear

When the driver wishes to operate the tipping gear, the construction and layout of which are of a plain design. The tipping angle is about 45 degrees.

Process of tipping

When the oil pump drives through the pipe, of the gearbox the oil is pumped to the tipping gear after the flow valve has been opened by the driver. The tipping gear can be locked in any position. By shutting off the oil, the oil is caused to flow back to the reservoir as a result of which the truck body will slide back into its original position.

THE **M**-ENGINE

Noiseless - economical - flexible

The modern design of the MAN Diesel M-engine with direct fuel injection calls for any improvement in the present state of Diesel engineering. Three point suspension is used for the engine, clutch and gearbox being of cast construction. Lubrication of the pistons ensures long life of rings, pistons and cylinders.

High output - good torque over the entire speed range - excellent starting reaction, greatest flexibility on the road and high fuel economy are the distinctive characteristics of this advanced and noiseless M-engine.

Leading data:

MAN Diesel engine model D 002 M 1
water cooled 6-cylinder 4-stroke in-line engine using the M-combustion system with direct fuel injection into the spherical combustion chamber.

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Springs

The new type of leaf springs used for this motor vehicle consists of progressively acting semi-elliptical leaf springs sliding on the front and rear bogies. As a result the usual helper springs are no longer required. The thrust and brake forces are transmitted in each case through the spring brackets to the frame by means of two suitably designed spring leaves.

The rear axle

Also this MAN truck model uses the time-proved MAN rear axle design: spiral bevel drive with side reductions. All shocks resulting from both the load of the vehicle and the road are exclusively being absorbed from the dead axle. Copious lubrication of all drives parts, gears and friction bearings in the final drive and the side reductions is ensured by an eccentric pump.



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