

**M·A·N  
DIESEL**

415 L1K 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 - dampers - safety running gear - optional 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 selective 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 three-proof oil steel driver's cab and the one-piece pyramide windshield ensure excellent visibility. A new way of electrically mounting the driver's cab on the chassis frame insures that the cab will remain free to the greatest extent possible from the torsional stresses acting on the frames.

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, of which are of a plain design. The tipping gear is

### **The process of tipping**

On switching on the oil pump drives through the piping actuates the tipping gear after the handwheel. The tipping gear can be locked so that the oil is caused to flow back to the tipping body until with each turn of the engine

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#### engine-hydraulic tipping gear

MAN prefers the system to operate the tipping gear, the construction and layout which are of a plain design. The tipping angle is about 45 degrees.

#### process of tipping

Switching on the oil pump drives through the pump, off the gearbox the oil is pumping actuates the tipping gear after the flow valve has been opened by the wheel. The tipping gear can be locked in any position. By cutting off the oil, the oil is caused to flow back to the container in result of which the 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 opens up all the improvements of the present stage of Diesel engineering. Three point suspension is used for the engine, clutch and gearbox being of unit construction. Lubrication of the power comes from long-life oil rings, pistons and cylinders.

High output - good running 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 2206 M.I  
water cooled 6-cylinder 4-stroke in-line engine using the  
MAN-injection system with direct fuel injection into the  
spherical combustion chamber.

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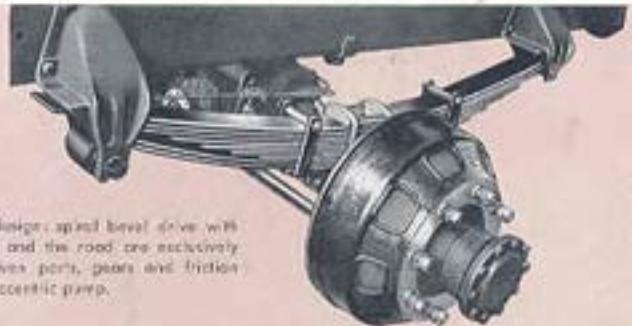


#### Springs

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 brackets. 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 specially 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 oil driven parts, gears and friction bearings in the final drive and the side reductions is ensured by an eccentric pump.



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