

SPECIFICATIONS

Engine	‘H’ series turbocharged intercooled engine
Maximum power	Power - 180HP @ 2400 rpm
Maximum torque	Torque - 670 Nm @ 1300-1600 rpm.
Clutch	380 mm dia axial spring clutch with clutch booster and ceramic disc
Gear box	6 speed GB940 with FGR 9.01:1
Front axle	Forged I section Reverse Elliot type
Rear axle	Heavy duty rear axle with RAR 5.83:1
Frame	Ladder type heavy duty frame
Suspension	Semi-elliptic multi leaf and uprated
Brakes	Full air, dual line brakes
Parking brakes	Flick valve operated, pneumatic hand brakes on rear wheels alone
Fuel tank capacity	165 litres
Battery	2 X 12V 110 AH
Tyres	10.00x20 16PR

PERFORMANCE

Max speed in top gear	60kmph (limit as per CMVR)
Maximum gradeability	38%

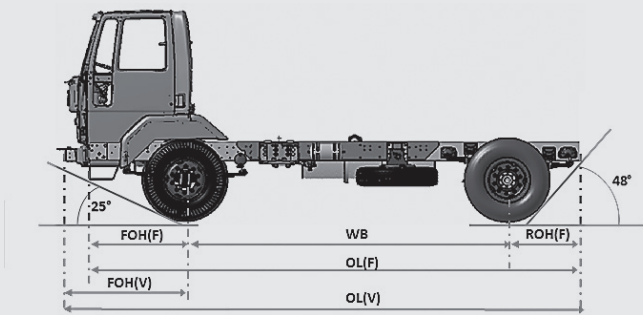
MAJOR DIMENSIONS (in mm)

Wheel base	3607
Overall length	5979
Overall width	2500
Front overhang (With Bumper)	1483
Rear overhang	889
Front track	1978
Rear track	1816
Min. ground clearance	260
Min. turning circle dia	14100

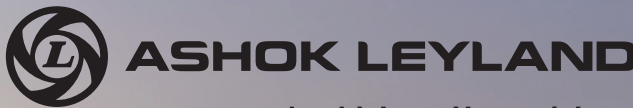
WEIGHT (KGS)

	Unladen	Laden
Front axle	3130	6000
Rear axle	1720	10200
Total	4850	16200

COACH BUILDER DRAWING



1618 XL/C



Aapki Jeet. Hamari Jeet.



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POWERED BY ‘H’ SERIES BS3 ENGINE, OFFERS BETTER DRIVEABILITY AND LOWER OPERATING COST AND EASY TO MAINTAIN. NOW AVAILABLE WITH A COMFORTABLE, FACTORY BUILT CABIN.

BOOK YOUR ASHOK LEYLAND 1618XL/C BSIII TODAY, AND GET YOURSELF MANY YEARS OF ENHANCED PRODUCTIVITY.



APPLICATIONS

- Construction material
- Blue metal, road work
- Sand
- Brick industry
- Shallow quarry (granite, iron ore)

ADVANTAGES

- Specially reinforced for arduous operating conditions
- Good ventilation and ergonomic layout for the comfort of driver

SALIENT FEATURES

- Long maintenance interval enables lower operating costs
- 10 bolt configuration on all wheel hubs
- Load body option available in 8.5 CuM UBT and 10.5 CuM FET



CABIN

- Factory built, all steel day cabin with tilting feature for easy maintenance
- Specially reinforced for arduous operating conditions
- Good ventilation and ergonomic layout for the comfort of driver



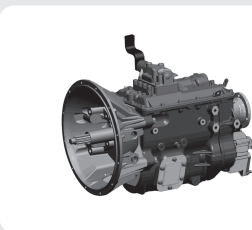
ENGINE

- 5.7 litre six-cylinder, turbocharged and intercooled ‘H’ series engine. Delivers 180HP @ 2400 rpm and 670 Nm torque at 1300-1600 rpm.
- Optimized engine power for best mileage
- Optimized torque in a wider rpm band enables lesser gear changes



CLUTCH

- 380 mm axial single plate type with clutch booster with ceramic disc



GEARBOX

- Heavy duty 6-speed synchromesh gearbox for durability
- First gear ratio of 9.01:1 for better gradeability
- Long maintenance interval for oil



REAR AXLE

- Heavy duty R149.7 rear axle with drive head ratio of 5.83:1 for good fuel economy and speed.
- Increased CWP gear size and wider gear teeth for higher strength and long CWP life.
- Additional ring between dome and axle casing provides extra strength for tough operations.



FRONT AXLE

- Reverse Elliot type front axle with 10 wheel bolt hub ends.



FRAME

- Ladder type bolted frame with adequate reinforcements for easy maintenance and serviceability.



BRAKE

- Full air, dual line ‘S’ cam brakes with ABS and ASA
- Thicker non-asbestos linings in front and rear for safe braking and longer life.



FRONT SUSPENSION

- Standard semi-elliptical front spring



REAR SUSPENSION

- Uprated, semi-elliptical multi leaf suspension.