



ASHOK LEYLAND

Koi Manzil Door Nahin

12M



HINDUJA GROUP

ABOUT ASHOK LEYLAND

Ashok Leyland, flagship of the Hinduja group, is the 2nd largest manufacturer of commercial vehicles in India and the 4th largest manufacturer of buses in the world. The Chennai-based \$4.5 billion company has nine manufacturing plants spread across India, UAE, UK and is present across 50 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 of 2.5T GVW (Gross Vehicle Weight) to 55T GTW (Gross Trailer Weight) in trucks, 9 to 80 seater buses, vehicles for defense and special applications, diesel engines for industrial, genset and marine applications. The company has 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 - i-Gen6. Customizing trucks to customer needs has now become a reality with the innovative industry-first truly modular trucks – AVTR. The all-new LCV Bada DOST is set to create a paradigm shift in customer experience with its future-ready and many industry-first customer-centric offerings.

Ashok Leyland with innovative products and services enables customers transform their lives and achieve their dreams, **"Koi Manzil Door Nahin"**



ASHOK LEYLAND i-Gen6 ADVANTAGE

Over the years, Ashok Leyland has delivered an unparalleled performance with Inline or 'Sada' pump for BS-III and iEGR technology for BS-IV. For BS-VI, we introduced i-Gen6 technology that further enhances the engine's performance and durability. With lower Diesel Exhaust Fluid (DEF) consumption and compact design, i-Gen6 lowers the cost of operation by providing best-in-class fluid efficiency. The unique Mid-NOx strategy ensures an overall lower cost of ownership and higher profitability.

Innovative



Improved efficiency

- Controls NOx generation within the engine itself



Lower TCO

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

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 fluid efficiency



Highly robust

- Best suited for Indian driving condition

- 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

12M bus is equipped with modern technology to meet global demands. Within a decade of its introduction, 12M has captured one-fourth of MCV bus business in the country. It is a true intercity bus that offers best-in-class comfort for the passenger with a choice of full air suspension and direct drive for A.C. 12M offers the choice of more legroom and higher seating capacity to ensure more returns for the operator. It is best suited for sleeper coach application, which is a fast-growing segment in the country. The modern heavy-duty drivetrain with option of retarder ensures more trips for the operator, ease of non-stop driving for the driver and a safe journey for the passenger.

APPLICATIONS



Long distance
intercity sleeper



Long distance
intercity seater



Tourist



Staff and stage
carrier

SAFE AND COMFORTABLE RIDE



Engine driven A.C.*

- Direct drive for A.C. compressor from vehicle engine
- Modular arrangement - better belt life
- Better NVH due to non-requirement of auxiliary engine for A.C.



Disc brake*

- Front disc brake optional for heavy-duty application
- Shorter braking distance increases driver confidence
- Improved tyre life due to faster heat dissipation



Front Suspension*

- Two bellow at front ensures smooth ride for both driver/ passengers
- Option of rubber ended suspension at front for comfortable ride at low cost



Retarder*

- Better braking efficiency
- Increases driver confidence in high speed operation
- Improved brake liner, drum, and other driveline components life
- Improved tyre life
- Lesser friction, low noise



Rear Suspension*

- Four bellow air suspension ensures smooth ride for passengers
- Low noise, vibration, and harshness
- Lesser greasing points, lower maintenance cost

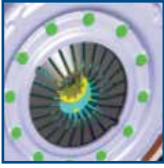


Engine Brake

- Engine brake is available in A series engines as standard fitment
- Reduces braking distance
- Improves service brake components life

*Accessories and features shown in pictures and elsewhere are optional, may not constitute standard fitments

EFFORTLESS DRIVE



Air assisted hydraulic clutch

- Increased clamp load providing improved clutch life
- Hydraulic operation with clutch booster for effortless gear shift
- Flat flywheel and no face plate



Integrated pedal unit

- Better ergonomics and ease of accessibility
- Fit and forget with no further setting required
- Less pedal effort and pedal travel
- Optimal positioning of pedals for untiring long-distance drive



Smooth cable gear shift

- Smooth and effortless gear shift reduces driver fatigue
- Lesser vibration and precise gear shift feel



Comfort and precise steering

- Tilt and telescopic wheel adjustment option to suit driver preference
- Better ergonomics and improved driver comfort
- Improved visibility of the driver console
- Reduced TCD enables easier maneuverability within city limits
- Simplified steering system without bevel box arrangement reduces maintenance

SUPERIOR PERFORMANCE



Engine

- Common Rail System with minimal changes over BS-IV ensures engine familiarity and parts availability
- Two power nodes to suit business needs - 200 hp, 250 hp
- Long-lasting engine life ensures higher profit



Chassis

- 11" deep frame gives higher strength and longer life
- Full-depth cross member provides higher rigidity



Tubeless tyres

- Better ride comfort
- Better fuel performance
- Better heat dissipation
- Helps avoid sudden loss of air in case of a puncture



Unitised bearing*

- No need for periodic servicing
- Unaltered factory setting ensures better wheel alignment

*Accessories and features shown in pictures and elsewhere are optional, may not constitute standard fitments

SEGMENT CHAMPION



Best-in-class for intercity segment especially in sleeper application



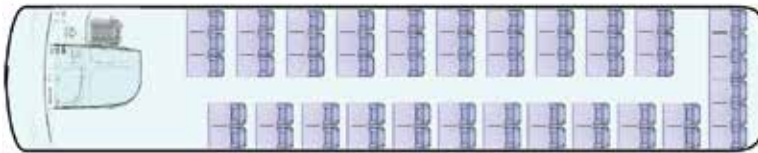
Already 20,000 vehicles on road and continues to dominate Indian roads



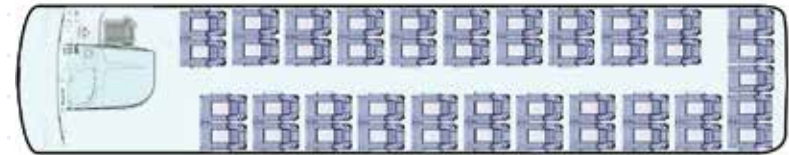
Built to meet international standards

SEATING LAYOUT

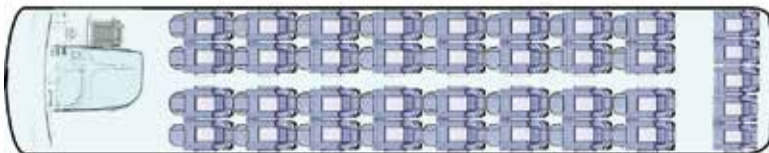
TF2012.0 - 58+D (3X2) High-back seat with FOH door



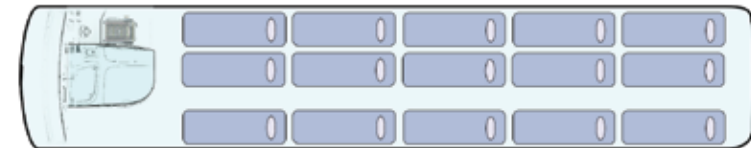
TF2012.0 - 45+D (2X2) Push-back seat with FOH door



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

TECHNICAL SPECIFICATIONS

12M

Model	TF2012.0T6R	TF2512.0F6R
Engine	H series, 6 cylinder diesel CRS BS-VI	A series, 4 cylinder diesel CRS BS-VI
Maximum power	147 kW (197 hp) @2400 rpm	185 kW (248 hp) @2200 rpm
Maximum torque	700 Nm @ 1200-1900 rpm	900 Nm @ 1100-1800 rpm
Clutch	380 mm diameter diaphragm type with air assisted hydraulic actuation	
Transmission	6 speed synchromesh with overdrive, cable shift system	
Front suspension	Rubber ended leaf spring/ Air suspension	
Rear suspension	Rubber ended leaf spring/ Air suspension	Air suspension
Steering	Integral power assisted, tilt and telescopic option	
Rear axle	Fully floating single reduction hypoid with unitized bearing option	
Brakes	Full air brakes dual line 'S'-cam with ABS, front disc option	
Tyres	295/ 80 R 22.5 - 16 PR tubeless	
Electricals	24 V - 150 Ah/ 200 Ah (EMR Variant) Battery 85 A /100 A (A.C. variant) Alternator	24 V - 150 Ah/ 200 Ah (EMR variant) Battery 100 A Alternator
Fuel tank	350 L, aluminized steel tank	
Auxiliary brake	Exhaust brake, Electro magnetic retarder option	Engine brake, Electro magnetic retarder option
A.C.	Provision for direct drive A.C.	
DEF tank	24 L	
Wheelbase	6000 mm	
Front overhang	2265 mm	
Rear overhang	3500 mm	
Overall length	11765 mm	
GVW	16200 kg	17500 kg
Indicative Seating Capacity	2X1 - 30+D Sleeper Berth Single Door 2X2 - 37+D Push back seats with calf support Single Door 2X2 - 45+D Push back seats Single Door 3X2 - 58+D High back seats Single Door	



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Koi Manzil Door Nahin

ALCARE | IALERT | LEYKART | LEYPARTS® | AMC | RECON

TECHNICAL TRAINING | DRIVER TRAINING | HELPLINE | elite

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