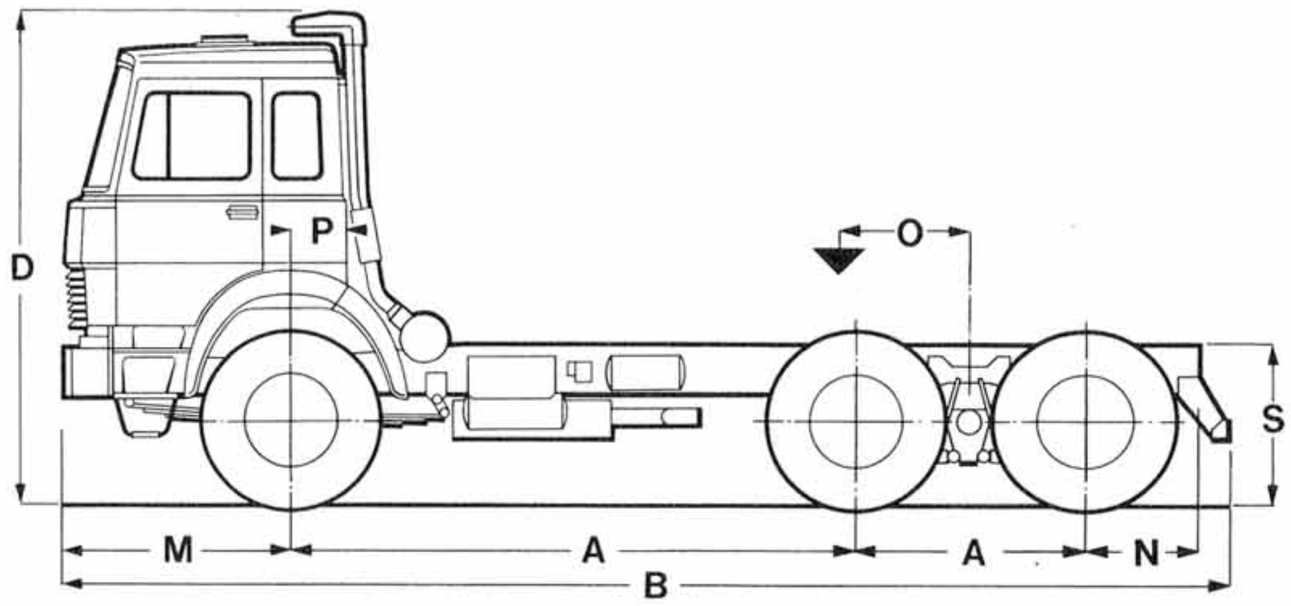
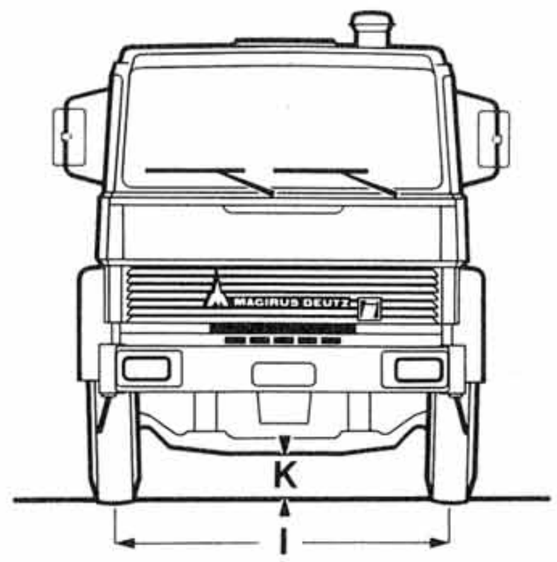
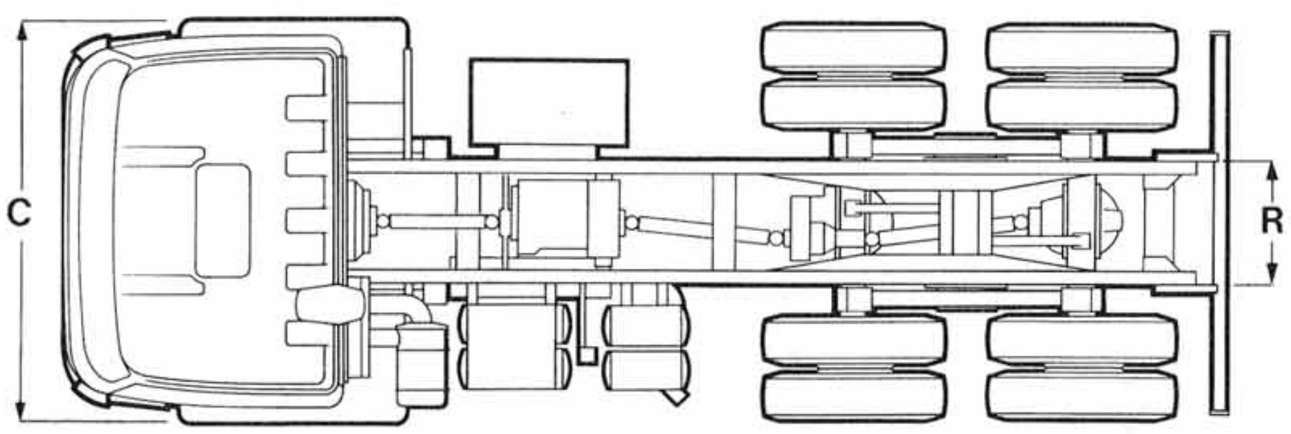
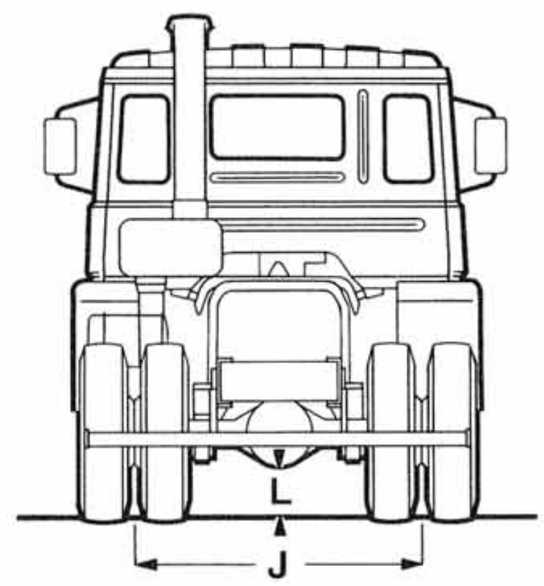

MAGIRUS DEUTZ
IVECO
RV-HH 159

MAGIRUS-DEUTZ 256 M 26 FK 6x4









A	=	3 500/1 380	3 850/1 380
B	=	7 149	x
C	=	2 500	x
D	=	3 005	x
I	=	2 020	x
J	=	1 809	x
K	=	329	x
L	=	297	x
M	=	1 392	x
N	=	675	x
O	=	455 - 575	x
P	=	335	x
R	=	770	x
S	=	1 005*)	x
		1 070**)	x

*) laden/sous charge/con carga
**) unladen/sans charge/sin carga

Forward Control Tipper
with 188 kW (256 DIN H.P.). 814 Nm (83 kg.m) max. torque.
3500/1380 mm; 3850/1380 mm wheelbase.
For 26 tons gross vehicle weight or
38 tons gross combination weight.

Engine: Type F8L 413 F. Air cooled, 4-stroke Deutz diesel V-engine with direct injection. Replaceable cylinders. Lower section of crankcase removable. Air cooling provided by automatically controlled axial-flow blower. Oil cooler fitted to engine. Paper-element air cleaner. Forced-feed lubricating oil circulation system with replaceable full-flow filter, plus supplementary bypass centrifugal filter and oil pressure warning lamp.
Single-cylinder air compressor 300 cc.
Rating 440 l/min at maximum engine speed.
Indicator lamp for paper-element air cleaner.
Pump for power steering.

Specifications:

Number of cylinders	8	
Bore	125	mm
Stroke	130	mm
Displacement (actual)	12,763	cc
Net horsepower (in acc. w/ DIN 70020)	188	kW (256 DIN H.P.)
at	2,500	r.p.m.
Max. torque	814	Nm (83 kg.m)
at	1,400 - 1,600	r.p.m.
Weight (without oil)	850	kg
Specific fuel consumption at max. torque approx.	216	g/kWh
	(159	g/DIN H.P./hr)

Horsepower reduction:
approx. 1 % for every 100 m above M.S.L.
approx. 1 % for every 2° above 20°C.

Clutch: Hydraulically operated single dry-plate type clutch with automatic adjustment.

Gearbox: Type 5 S-90 GP. Eight-speed Synchroma gearbox with crawler gear and double H-shifting. Power take-off; indicator lamp for power take-off.

Power train: To the 1st rear axle via universal shafts, a pneumatically lockable bevel-gear differential unit and a set of spur gears; directly to the 2nd rear axle via an additional universal shaft. To the planetary reduction gears in the wheel hubs via bevel and crown gears with pneumatically lockable bevel-gear differential units. Thrust transmitted to frame via radius rods. Indicator lamps for lockable differential units.

Frame: Ladder-type frame. Continuous, one-piece, channel-section side members with parallel main frame member, riveted-in cross members, riveted-on brackets and thrust plates for attachment of the body, and underrun guard mounted at end of frame.

Steering: Ball-and-nut type power-assisted steering system, with divided steering column. Height and rake of steering wheel adjustable. Steering wheel with tamperproof lock.

Front axle: Rigid "I" section axle beam carrying forged stub axles.

Rear axles: Two cast-steel banjo-type drive axles with flange-mounted axle tubes.

Springs: Front springs: Leaf springs. Front ends mounted in spring eyes, rear ends held in lubricatable shackles; no maintenance required. Rear springs: Leaf springs, pivoted to frame. Rear spring ends supported on rear axles by means of slipper plates.

Shock absorbers: Two double-acting hydraulic telescopic shock absorbers are fitted to the front axle.

Wheels: Steel disc wheels with 8.25 x 22.5 steep-taper rims.

Tyres:

Front single	12 R 22.5
rear twin	12 R 22.5 S+G

Brake system: Front and rear wheel brakes: Duo-Duplex self-adjusting "wedge" air brakes.
Service brake: Actuation by means of dual-circuit truck brake valve, with automatic load-dependent brake pressure regulation feature on the front and rear-wheel brakes.

Parking brake: Bleeding the spring energy brake cylinders causes the spring force to act on the brake shoes of the rear wheels.

Retarder: Engine exhaust brake, actuated by means of compressed air, with electrical actuation of the trailer brakes.

Electrical system:	24 V	
Alternator	28 V	35 A
Starter	24 V	4.4 kW (6 DIN H.P.)
2 batteries, each	12 V	143 Ah

Alternator warning lamp.

Lighting system: Two headlamps, high and low beams, integrated into the bumper. Two clearance lamps on front of cab roof. One side marker lamp each on the left and right, combined with the directional signal lamps in front. One combination stop, tail and directional light each at left and right rear. One licence plate light at left rear. High beam indicator. Dipper switch incorporated in directional-signal lever.

Directional signal system: Two directional signal lights on front panel of cab plus one additional directional signal light each at left and right. Flasher, automatic-reset directional-signal switch, directional-signal indicators, hazard warning blinker system with indicator lamp.

Signals: Horn and headlamp flasher. Actuation by means of directional-signal lever.

Other: Two el. trailer sockets with connections for trailer lighting, directional signal lamps and brake.

Other equipment:
D = 12.0 tail end cross member.
Two-line brake connection.
24 V trailer light coupling.
Front bumper with towing eye.
2 chocks.
Spare wheel and tyre.
2 reflectors.
Tools and accessories.
1 fuel tank, capacity 200 l.

Cab: All-steel forward-control standard cab, soundproofed, with cavity corrosion protection. One-piece windscreen of laminated safety-glass. One drop and one vent window each in left and right doors. Three rear windows, one window each in side panels behind the doors. Grab handles at foor openings and instrument panel ends. Sun visors at front for driver and mate, additionally at the side for the driver. Console for radio installation and interior lighting. One tray on engine tunnel. Storage compartment at left and right rear, in side wall lining. Two large fold-away rear-view mirrors. Outside air intake at rear panel of cab, with intake opening above cab roof level.

Instrument panel: Impact-absorbing, padded facia. Glove box. Access flap to spare bulbs and fuses. Central electrical system with access flap beneath glove box.

Instruments on instrument panel: EEC tachograph, tachometer, fuel gauge, oil pressure gauge, two air pressure gauges (circuits I and II), engine temperature gauge. Various indicator lamps labelled with symbols, e.g. for spring energy brake, compressed air supply, etc.

Driver's seat: Individual seat, hydraulic suspension, vertically and longitudinally adjustable. Adjustable backrest. Anchoring points for three-point seat belt.

Mate's seat: Individual seat, vertically and longitudinally adjustable. Adjustable backrest. Anchoring points for three-point seat belt.

Long-haul cab: Same as standard cab, but equipped with a bunk and mattress at the rear. Cab rear panel without window. Curtains on rear side windows and behind seat.

Suspension: Flexibly mounted, front suspension by means of rubber buffers, rear suspension by means of helical spring and shock absorber. The cab can be mechanically tilted forward in steps by means of torsion bars. 1st step: for engine maintenance, tilting angle approx. 65°. 2nd step: for major engine repairs, removal of engine etc., tilting angle approx. 85°. Locked and secured from outside.

Windscreen wipers: Wiper system includes three wiper arms and two-speed central wiper motor featuring intermittend wiping and automatic return to parked position. Windscreen washer system with electric pump and two double nozzles.

Heating and ventilation: Engine heating system: Fresh air flowing through the heat exchanger is employed for demisting and cab heating. Dynamic pressure heating and ventilation with additional two-speed blower. Infinitely variable temperature control. Independent heater optional at extra cost. Roof vent for either fresh or spent air. Additional vent holes in lower part of doors.

Subject to changes without notice.
Magirus-Deutz AG

Performance Data / Weights
Performances / Poids
Datos de rendimiento / Pesos

Rear axle ratio:
Rapport de démultiplication du pont AR:
Demultiplicación del eje trasero:

I = 1.842 x 3.111 = 5.73 5 S-90 GP standard/en série/en serie
II = 1.632 x 3.111 = 5.08

Gears Vitesses Marchas	Ratios Rapports de démultiplications Demultiplicaciones	Speeds / Vitesses / Velocidades (km/h) at max. engine speed au régime maxi con régimen máx. del motor 2500 min^{-1}		at max. engine torque au couple maxi con par motor máx. 1200 min^{-1}		Gradeabilities at max. engine torque (%) Rampes gravies au couple maxi (%) Capacidades ascensionales con par motor máx. (%) Truck Tracteur Camión 26 t		Truck-trailer unit Train-routier Camión con remolque 38 t **)	
	I + II	I	II	I	II	I	II	I	II
1.*)	**13,0**	**6,7**	7,5	**3,2**	3,6	**43,7**	37,8	**28,3**	24,7
1.	**8,7**	**10,0**	11,2	**4,8**	5,4	**27,6**	24,2	**18,3**	16,1
2.	**6,35**	**13,6**	15,4	**6,6**	7,4	**19,6**	17,2	**13,1**	11,5
3.	**4,7**	**18,4**	20,8	**8,9**	10,0	**14,2**	12,5	**9,5**	8,3
4.	**3,43**	**25,3**	28,5	**12,1**	13,7	**10,1**	8,9	**6,7**	5,9
5.	**2,54**	**34,1**	38,5	**16,4**	18,7	**7,3**	6,4	**4,8**	4,2
6.	**1,85**	**46,9**	52,9	**22,5**	25,4	**5,1**	4,4	**3,3**	2,8
7.	**1,37**	**63,3**	71,4	**30,4**	34,3	**3,5**	3,0	**2,2**	1,9
8.	**1,0**	**86,7**	97,8	**41,6**	47,0	**2,3**	1,9	**1,4**	1,1
R.	**11,2**	**7,7**	8,7	**3,7**	4,2	—	—	—	—

*) Creeper gear / Vitesse extra-lente / Marcha de gran ralenti

Order No. / No. de commande / Número de pedido		1 933	1 780
Wheelbase / Empattement / Distancia entre ejes		3 500/1 380 mm	3 850/1 380 mm
Permissible gross vehicle weight / Poids total autorisé en charge / Peso total autorizado del camión		26 000 kg	26 000 kg
Permissible total weight truck-trailer unit**) / Poids total roulant**) Peso total autorizado del camión con remolque**)		38 000 kg	38 000 kg
Permissible front axle load / Charge maxi admissible s/essieu AV / Carga máx. admisible sobre el eje delantero		6 500/7 500 kg***)	6 500/7 500 kg***)
Permissible rear axle load / Charge maxi admissible s/essieu AR / Carga máx. admisible sobre el eje trasero		20 000 kg	20 000 kg
Axle load of chassis incl. driver's cab, driver, tools, and spare wheel Charge sur essieux du châssis — cabine avec conducteur, outillage et roue de secours Carga del chasis sobre el eje con cabina, conductor, herramientas y rueda de repuesto	front/ rear AV / AR delante/ detrás	4 070 kg 4 115 kg	x x
Weight of chassis incl. driver's cab, driver, tools, and spare wheel Poids total châssis — cabine, conducteur, outillage et roue de secours Peso del chasis con cabina, conductor, herramientas y rueda de repuesto		8 125 kg	x
Remaining weight for body and payload / Charge totale / Peso restante para superestructura y carga útil		17 815 kg	x
Clearance circle dia. approx. / Diamètre de braquage env. / Diámetro de giro del vehículo aprox.		20 000 mm	x

Fuel consumption acc. to DIN 70030, part 2, at 65,0 km/h: 26.5 litres par 100 km
Consommation de carburant selon DIN 70030, partie 2, avec 65.0 km/h: 26.5 litres aux 100 km
Consumo de combustible según DIN 70030 apartado 2, con 65.0 km/h = 26.5 lts. por cada 100 km.

**) May be increased relative to specific application and the respective legal regulations. Subject to prior consultation of our works.
**) Peut éventuellement être augmentée en fonction des conditions d'utilisation et de la réglementation. Nous consulter.
**) Puede aumentarse según las condiciones de servicio y de las estipulaciones de la ley. Imprescindible consultar la fábrica.

***) Technically max. permissible front axle load for corresponding tyres.
***) Charge maximum sur essieu avant techniquement possible avec pneumatiques adéquats.
***) Carga sobre el eje delantero técnicamente posible con neumáticos correspondientes.