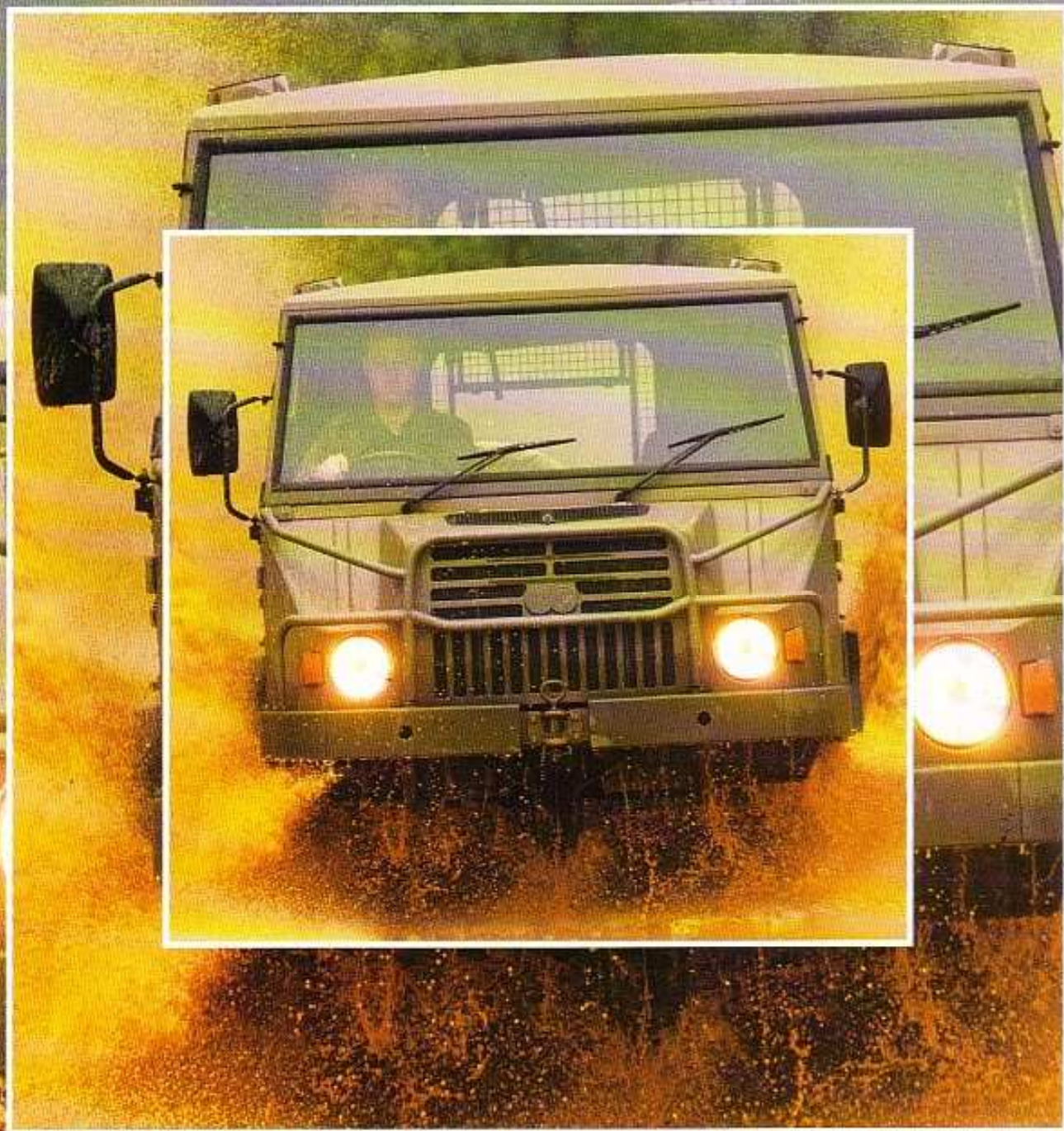


PINZGAUER



Steyr-Daimler-Puch Fahrzeugtechnik



Pinzgauer

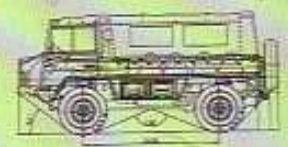
The Pinzgauer, first introduced in 1971, has been in continuous production ever since. The vehicle was considerably uprated in 1988 including the fitting of a Turbo Diesel engine and significantly increased payload capacity.

Today's Pinzgauers offer the highest levels of mobility and performance due to the unique chassis design, portal half axles and transmission system.

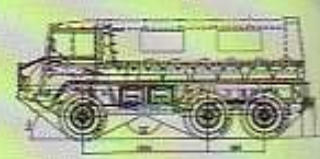
4 x 4
Short Wheel base



4 x 4

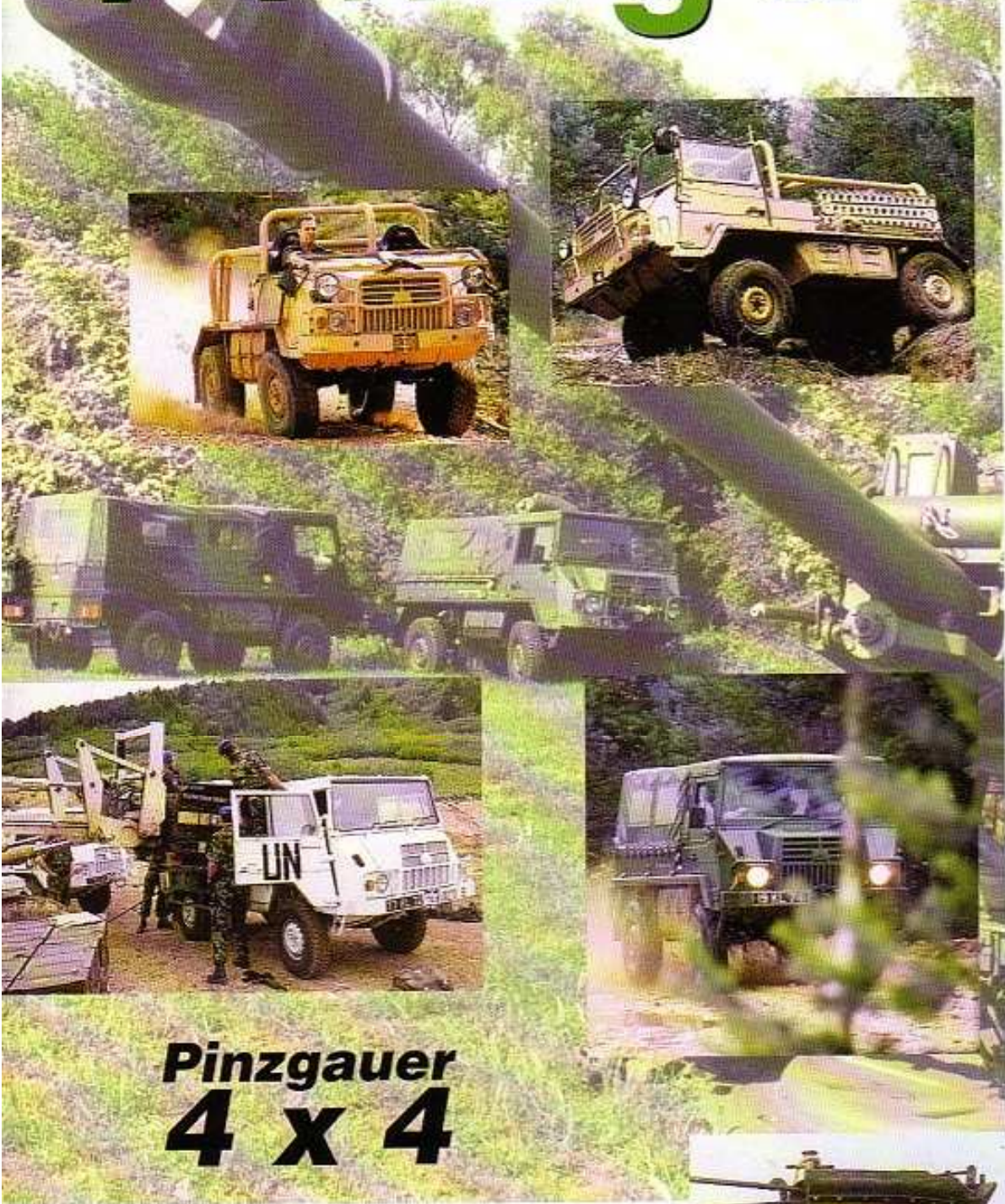


6 x 6



Pinzgauer 4 x 4

The high quality of build and product development during 25 years service with military users results in incredibly high levels of reliability and survivability. During the last few years, the Pinzgauer has undergone the most demanding reliability trials ever conducted by the UK Ministry of Defence. The vehicle proved to be the most reliable they have ever tested. The 1.5 tonne payload and body drop sides make the Pinzgauer a versatile load carrier.



- totally in

6 cylinder diesel engine with turbo charger and intercooler produces 85 Kw (115 bhp) at 4,500 rpm and 220 Nm from 2,400-2,850 rpm. The engine is liquid cooled and multifuelled capable of operating on AVTUR

Steyr's unique differential splits the drive to independent left and right hand half axes. The differentials are fitted with electro pneumatically operated locks which when operated from a switch in the cab lock the drive across the axle immediately at any vehicle speed.

ZF fully synchromesh 5 speed gearbox or ZF 4 speed Automatic gearbox

ZF 2 Speed fully synchromesh transfer gearbox

Steyr portal axes transmit the drive via half shafts to the wheel hub. Each half axle is completely independent.

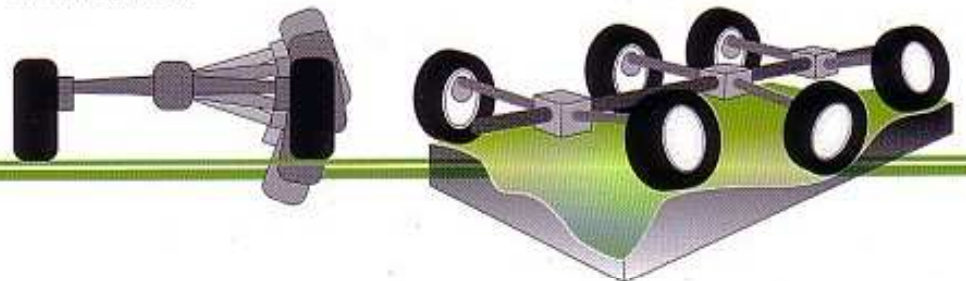
Steyr wheel hubs have internal gears which provide the final transmission speed reduction and torque increase.

Body floorpan is made from galvanised steel. Corrosion protection is achieved by the use of a sophisticated cathaphoretic dip process.

The body is degreased and cleaned in a bonderising process before a dip coating is applied cathaphoretically. This process provides protection to exposed edges. A primer coat is applied before the final top paint coat. Cavities in the structure are protected by wax injection and all joints are sealed with PVC.

Portal half axes

Half axes are articulated independently at the differentials. Portal design of the hub provides extra ground clearance. The portal half axes are individually sprung, each half axle pivots around the centre line of the chassis tube, which locates the differentials. No cross-axis shocks are transmitted between the axles or wheels. This allows the Pinzgauer to travel at high speed cross-country and provides a stable and smooth ride.



dependent

With a payload capacity in excess of 2 tonnes, the 6 x 6 is a formidable Light Logistic Vehicle.

The rear 4 wheels are in permanent drive with 6 wheel drive operation activated by a switch on the dashboard. All three differentials can be locked by switches on the dashboard, while the vehicle is on the move.

The unique chassis design and transmission operation qualifies the Pinzgauer for the Improved Medium Mobility class.

Payload capacity enables the vehicle to carry 2 standard NATO pallets or 14 men with full kit. Performance and reliability make it an ideal vehicle for transport of communications systems

Pinzgauer 6 x 6

Approach/Departure

40°/45°



Gradeability

100%



Break-over angle

132°



Belly clearance

360mm



Lateral inclination

35°

Ground clearance

360mm



Steyr-Daimler-Puch Fahrzeugtechnik AG

Founded in 1899, Steyr-Daimler-Puch Fahrzeugtechnik (SFT) has been involved with design and manufacture of vehicles for nearly 100 years.

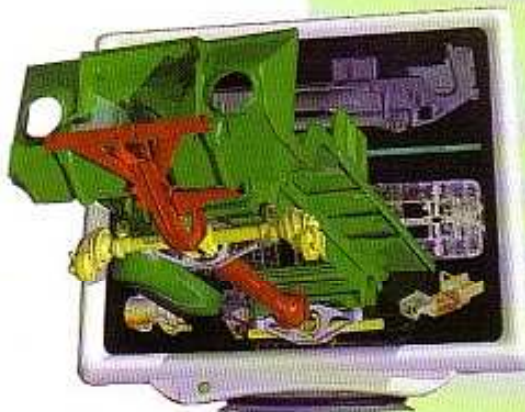
Research and Development facilities are extensive with over 450 engineers working on a variety of projects. The Pinzgauer benefits from a cross fertilisation of ideas and technology from ongoing projects. R & D facilities have been extensively used in recent years to upgrade the Pinzgauer, increasing engine power output, load capacity and longevity of assemblies and components.

A great deal of experience was gained from over 4 years of extensive trials with the UK MOD.

During the past years SFT has become a significant supplier of components to the automotive industry. From initial design to full production SFT has the capability to manufacture all components which make up vehicle transmission systems as well as a number of other sub assemblies.

Unique special features of the Pinzgauer such as half axles, differentials and hub reductions are all Steyr design and manufacture

Vehicle production facilities include lines manufacturing Mercedes 'G' Series, Chrysler Jeep Grand Cherokee and Pinzgauer variants. Total annual production of vehicles is in excess of 100,000 units.



Steyr-Daimler-Puch Fahrzeugtechnik is certified in accordance with ISO/EN 9001.

After having been subjected to system and process audits, Steyr-Daimler-Puch Fahrzeugtechnik is recognised and certified as a qualified supplier by the following automobile manufacturers:

Manufacturer	Year of auditing
Mercedes	1963
Renault	1989
Fiat	1992
Opel	1992
Mercedes	1992
Chrysler	1992
Ford	1993
Volkswagen	1993
BMW	1994
Volkswagen	1995
Rover	1995



SFT factory in Graz employs approximately 4000 people and covers an area of 700.000 sq. m



PINZGAUER

-Tough, reliable and versatile

The Pinzgauer range is truly a family of vehicles.

Over 98% of mechanical parts are compatible and interchangeable including engine, gearbox, transfer box, differentials, half axles, wheel stations, steering and braking control systems and parts of the chassis and body.

The 6 x 6 with a payload of over 2 tonne and the 4 x 4 at 1.5 tonne provide a range of high performance Light Utility Trucks which compliment and support each other.



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