

Ashok Leyland Engine

Ashok Leyland Stallion In February 2005, Ashok Leyland began to market the The Stallion range of trucks is produced by Vehicle Factory Jabalpur (VFJ) of Armoured Vehicles Nigam Limited (previously Ordnance Factory Board) for the Indian Armed Forces. license was granted by Ashok Leyland to produce the Stallion Mk III variant at Vehicle Factory Jabalpur 16578ab254

Leyland Motors in the form of Ashok Leyland. Part of the giant Hinduja Group, Ashok Leyland manufactures buses, trucks, defence vehicles and engines. The company is Leyland Motors Limited (later known as the Leyland Motor Corporation) was an English vehicle manufacturer of lorries, buses and trolleybuses. British Leyland later changed its name to simply BL, then in 1986 to Rover Group. It gave its name to the British Leyland Motor Corporation, formed when it merged with British Motor Holdings in 1968, to become British Leyland after having been nationalised. The company diversified into car manufacturing with its acquisitions of Triumph and Rover in 1960 and 1967, respectively 16578ab254

The type was widely used in the United Kingdom and it was also successful in export markets, with numerous examples shipped to Australia, Ireland, India, Spain, South Africa and many other countries. From 1946 specific

export models were introduced, although all Titans were right-hand drive regardless of the rule of the road in customer countries. 16578ab254

Ashok Leyland FAT The design is broadly based on Ashok Leyland Super Stallion truck. It will replace the aging fleet of KrAZ-255 and Scania SBAT111S used by the Indian Army. The Ashok Leyland FAT is a family of all-terrain military truck designed, developed and produced by Indian automobile manufacturer Ashok Leyland. It is primarily used for towing a wide range of artillery guns. The design The Ashok Leyland FAT is a family of all-terrain military truck designed, developed and produced by Indian automobile manufacturer Ashok Leyland 16578ab254

Ashok Leyland Viking The Viking chassis also has a larger front overhang that facilitates placing the front door before front axle. The Ashok Leyland Viking is a front engined bus chassis manufactured by Ashok Leyland that is primarily intended for intercity, urban to rural duties The Ashok Leyland Viking is a front engined bus chassis manufactured by Ashok Leyland that is primarily intended for intercity, urban to rural duties and was introduced in 1976. It was based on the English Albion Viking. It was the first bus with an alternator in India. Since then, Viking has attracted a lot of buyers in private and government sectors in India 16578ab254

There are two variants of the truck 16578ab254

Ashok Leyland 12M This chassis is primarily aimed at Inter state bus operators has a good presence in Indian roads. is a bus chassis range manufactured by Indian vehicle manufacturer Ashok Leyland. This chassis The 12M is a bus chassis range manufactured by Indian vehicle manufacturer Ashok Leyland. Currently this chassis is provided with diesel engine only. 7 meters. The chassis has various options like air conditioner, retarder, full air suspension, automated transmission. The "12M" denotes the chassis length which is 11. The front engine rear wheel driven bus was introduced in 2000s. 7 meters. The "12M" denotes the chassis length which is 11 16578ab254

Currently the Viking lineup consists of diesel and CNG... 16578ab254

Ashok Leyland STiLE The vehicle was unveiled during the 2012 Auto Expo and was launched in July 2013. The Ashok Leyland STiLE (or STiLE) is a minivan manufactured by Ashok Leyland and was a rebadged Nissan NV200 produced under license for the Indian market The Ashok Leyland STiLE (or STiLE) is a minivan manufactured by Ashok Leyland and was a rebadged Nissan NV200 produced under license for the Indian market 16578ab254

After the various vehicle manufacturing businesses of BL and its successors went defunct or were divested, the following marques survived: Jaguar and Land Rover, now built by Jaguar Land Rover owned by TATA Motors; MG,

now built by MG Motor, and Mini, now built by BMW. The truck... 16578ab254

Leyland Titan (front-engined double-decker) After Leyland ended the production of the Leyland Titan in UK, Ashok Leyland of India took up production and marketed the bus in South Asia as the Ashok Leyland The Leyland Titan was a forward-control chassis with a front-mounted engine designed to carry double-decker bus bodywork. It was built mainly for the United Kingdom market between 1927 and 1942, and between 1945 and 1969 16578ab254

In 1997, a naturally aspirated CNG engine option specifically designed for BEST was introduced. The company also launched a two step entry Viking bus chassis in 2003, as an alternative to the three step entry buses of that time. This chassis had a floor height of 860mm. 16578ab254 STiLE was produced as a "minivan" to be used as a commercial vehicle (hotel shuttles, taxi, ambulances, panel van, courier service, inter-city) and for intra-city travel. 16578ab254 With the corporate office located in Chennai, its manufacturing facilities are in Ennore, Bhandara, Vijayawada two in Hosur, Alwar and Pantnagar. Ashok Leyland also has overseas manufacturing units with a bus manufacturing facility in Ras Al Khaimah (UAE), one at Leeds, United Kingdom and a joint venture with... 16578ab254 Ashok Leyland FAT 6×6 or Ashok Leyland GTV 6×6 (payload capacity of 8 tonnes) 16578ab254 Ashok Leyland FAT 4×4 or Ashok Leyland Topchi (payload capacity of 3 tonnes)

16578ab254 After Leyland ended the production of the Leyland Titan in UK, Ashok Leyland of India took up production and marketed the bus in South Asia as the Ashok Leyland Titan, which, in much developed form, is still in production. 16578ab254

Ashok Leyland MiTR Ashok Leyland MiTR Seating capacity: 28 (including driver) Displacement: 2,953 cm³ Max Engine power: 116 The Ashok Leyland MiTR is a Minibus manufactured by Ashok Leyland in Joint venture with Nissan. July 2014. Ashok Leyland MiTR comes in one variant. The vehicle was unveiled in January 2014 during the 12th Auto Expo 2014 and was launched in July 2014 16578ab254

Ashok Leyland founded in 1948 as Ashok Motors, which became Ashok Leyland in the year 1955 after collaboration with British Leyland. It is now owned by the Hinduja Group. Ashok Leyland is the second largest Ashok Leyland Limited is an Indian multinational automotive manufacturer, with its headquarters in Chennai. It was founded in 1948 as Ashok Motors, which became Ashok Leyland in the year 1955 after collaboration with British Leyland. 1% in 2016), the third largest manufacturer of buses in the world, and the tenth largest manufacturer of lorries. Ashok Leyland is the second largest manufacturer of commercial vehicles in India (with a market share of 32 16578ab254

Ashok Leyland Defence Systems Ashok Ashok Leyland

Defence Systems is a Hinduja Group company involved in manufacturing military trucks such as the widely used Stallion troop carriers. Ashok Leyland Defence Systems is a Hinduja Group company involved in manufacturing military trucks such as the widely used Stallion troop carriers 16578ab254

The Stallion forms the logistical backbone of the Indian Armed Forces, with over 60,000 Stallions used by the Indian Army and several thousand are used by ITBP. Stallions in a wide range of configurations were in active service with the Indian Army as of 2010. The Stallions have replaced the erstwhile workhorses of the Armed Forces, the Shaktiman trucks, which has been phased out. 16578ab254

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