



CLYDE COAST TOURS

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Leyland

Leyland
TIGER





THE LEYLAND TIGER

Tiger, the high performance, air suspended coach chassis from Leyland Bus is already proving outstandingly popular with operators because of its performance, economy, reliability and outstanding ride comfort.

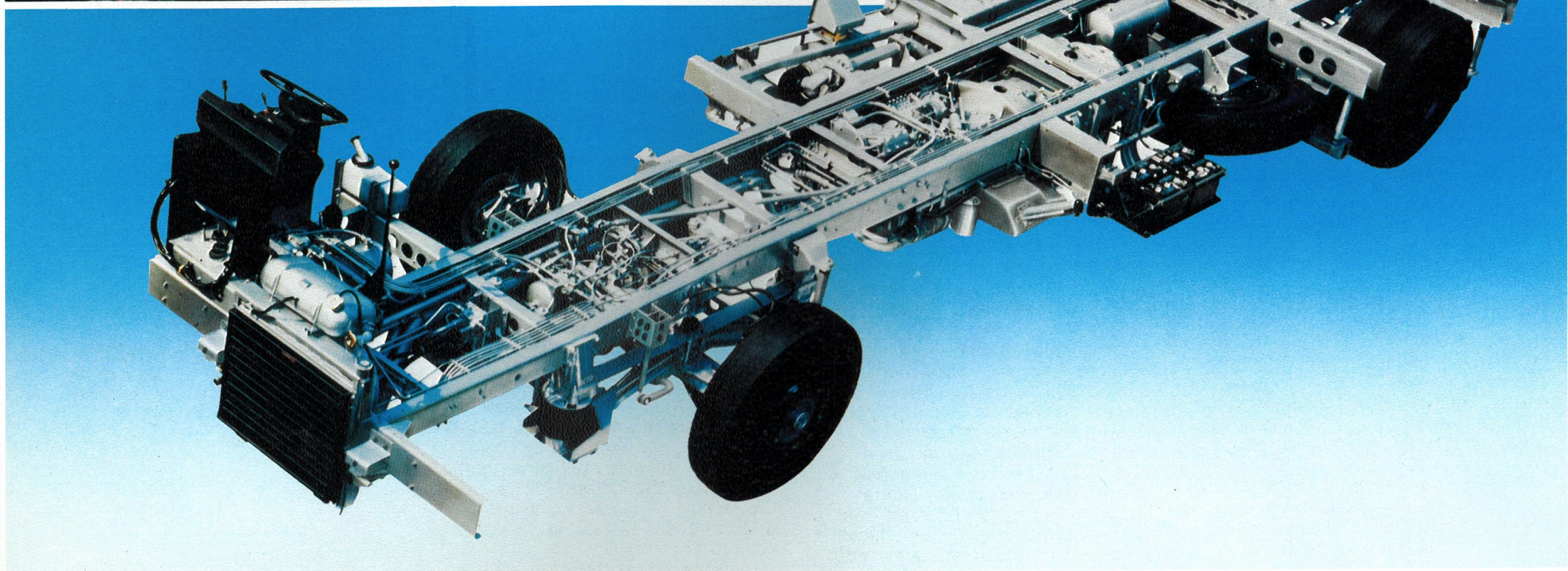
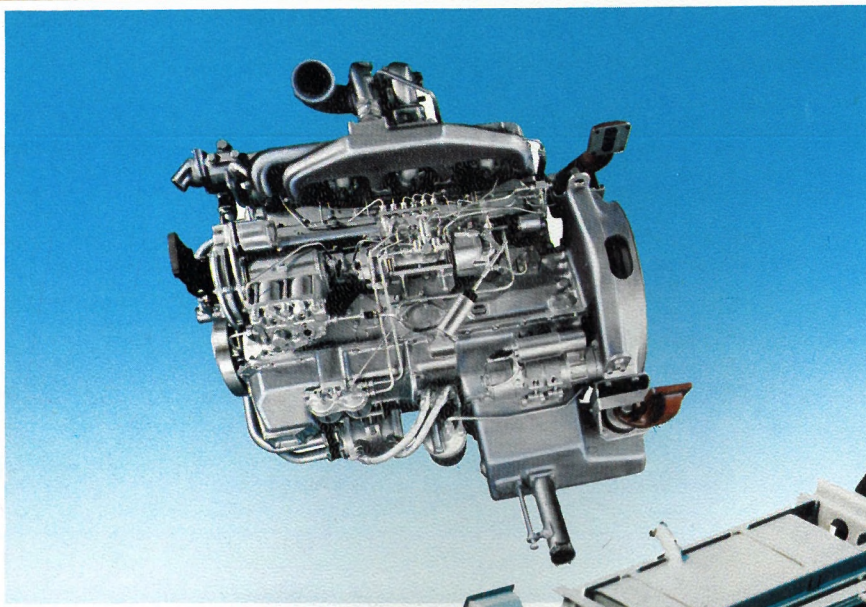
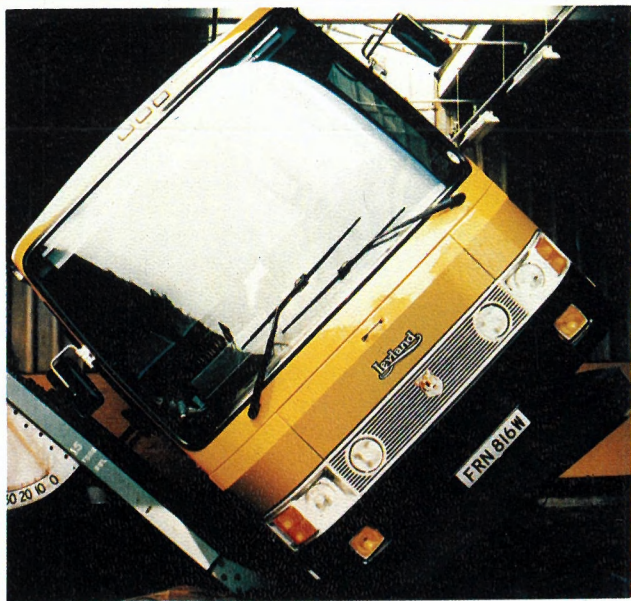
Both the Tiger 245 with Hydracyclic or ZF transmission with Telma retarder or exhaust brake fully meet the requirements of Tempo 100.

Tiger, evolved from the famous Leopard and Reliance designs, is a premium quality chassis with the hallmarks which have made Leyland coaches Britain's most popular choice for over sixty years: careful chassis design; excellent road holding; economy; flexible power; reliability and durability.

From the flat-topped, all-bolted chassis, through the proven TL11H engine, Pneumocyclic, Hydracyclic or ZF transmission and big Leyland 'S'

cam brakes, Tiger is every inch a pedigree chassis, designed specifically to meet the requirements of the long distance coach operator whether he specialises in high quality excursions, inter-city express work or touring at home or abroad.





TIGER-SUPREME IN TECHNOLOGY

Just study the specification of Tiger and see the quality for yourself. Take the chassis - straight, flat topped and strong. The perfect base for body mounting. The chassis is of all-bolted construction and uses deep channel section side members. There is a mid wheelbase flitch, nine channel section crossmembers and nine outriggers.

The frame finishes behind the rear suspension mounting to allow body design freedom at the rear end. The whole chassis is corrosion protected for a minimum 15 year life.

Chassis are available to suit 12m or 11m overall length bodies.

The Tiger is powered by the Leyland TL11H engine, a six cylinder, in-line, turbocharged, horizontal diesel which provides outstanding performance with economy and reliability.

In Tiger the TL11H produces up to 182kW (245 bhp) at 2100 rev/min - lower rev level than the Leopard - and there is a massive torque back-up right across the speed range with maximum torque of 976Nm (720 lbf ft) at only 1300 rev/min. This flexibility of power is due to the design of the engine and the use of mild turbocharging, which not only increases power, but has major advantages in terms of reducing noise and emissions.

The TL11H engine features F & M P76 fuel pump and Ambac 17mm injectors for economic fuelling at all speeds. The Tiger engine may be set to produce power outputs of less than 182kW (245 bhp) if required - particularly where the vehicle is being used for stage carriage work. The most common settings are 127kW (170 bhp) and 162kW (218 bhp).

Tiger has a choice of transmission. Standard gearbox is the 5 speed Leyland Hydracyclic in close or wide ratio form. The Hydracyclic is a development of the renowned Pneumocyclic gearbox but uses



hydraulic operation thus avoiding dependence on the vehicle's air system. The Hydracyclic also features an integral frictional retarder. Hand operated on coaches and foot operated on bus models. The gearbox is available with fully or semi automatic control.

For operators preferring to continue using the Pneumocyclic transmission this is available on Tigers with up to 162kW (218 bhp). It is not available with the 182kW (245 bhp) engine. Pneumocyclic Tigers do not incorporate a retarder in the gearbox but can be specified with Telma retarder. Control can be semi or fully automatic. Whatever the specification Pneumocyclic and Hydracyclic reduce wear and tear on the engine, passengers and driver.

Manual transmission on Tiger is the ZF S6-80 six speed unit operating through a Dana 356mm (14in) twin plate clutch with automatic adjustment. A Telma retarder can be specified.

The front axle is a conventional I-beam unit of 6350kg (6.25 ton) capacity. Rear axle is a spiral bevel, single reduction 11,000kg (10.6 ton) capacity unit with ratio options to suit operators' requirements.

Tiger stops in its tracks - straight and true. Powerful Leyland 'S' cam and roller brakes are fitted to Tiger. The system is full air, dual circuit and meets EEC71/320, 75/524 and 79/489. A total of 4877cm² (756in²) brake area is provided. The parking brake is spring operated on the rear axle.

In accordance with EEC regulations Tiger has an auxiliary braking system. This is in the form of an engine exhaust brake which is linked to the footbrake pedal and comes in automatically when the brake pedal is depressed. The exhaust brake will hold the vehicle on a 7% downgrade in the unlikely event of total failure of the normal brake system.

When a Telma retarder is fitted, or on Tigers with Hydracyclic gearbox the

exhaust brake can be deleted since the retarder acts as an auxiliary brake. Automatic slack adjusters are fitted to all brakes.

Tiger glides on air on one of the finest air suspension systems in the World. Developed originally for Leyland's sophisticated range of buses and coaches produced in Denmark it provides outstanding standards of ride comfort, handling and reliability. Each axle is suspended by four low frequency air bags widely spaced to give maximum roll stability. The air bellows are mounted on two forged steel beams with 100mm (3.9in) wide parabolic links for axle location and four telescopic units provide damping. The system is controlled for ride height, roll stability and wind-up by levelling and isolator valves. Both front and rear suspension beam and link assemblies are identical, 254mm (10in) air bellows are used at the front and 305mm (12in) at the rear. In addition an anti-roll bar is incorporated into the front axle for even greater roll stiffness.

Tiger keeps a cool head whatever the going, thanks to the massive 4800cm² (744in²) four-row radiator with a hydraulically-driven thermostatically controlled fan.

The system incorporates a large volume header tank with external access. The system is lightly pressurized and designed to operate in the ambient band of +35° C to -20° C. A larger radiator for operating in ambients up to +46° C is also available.



TIGER-SLEEK POWERFUL RELIABLE

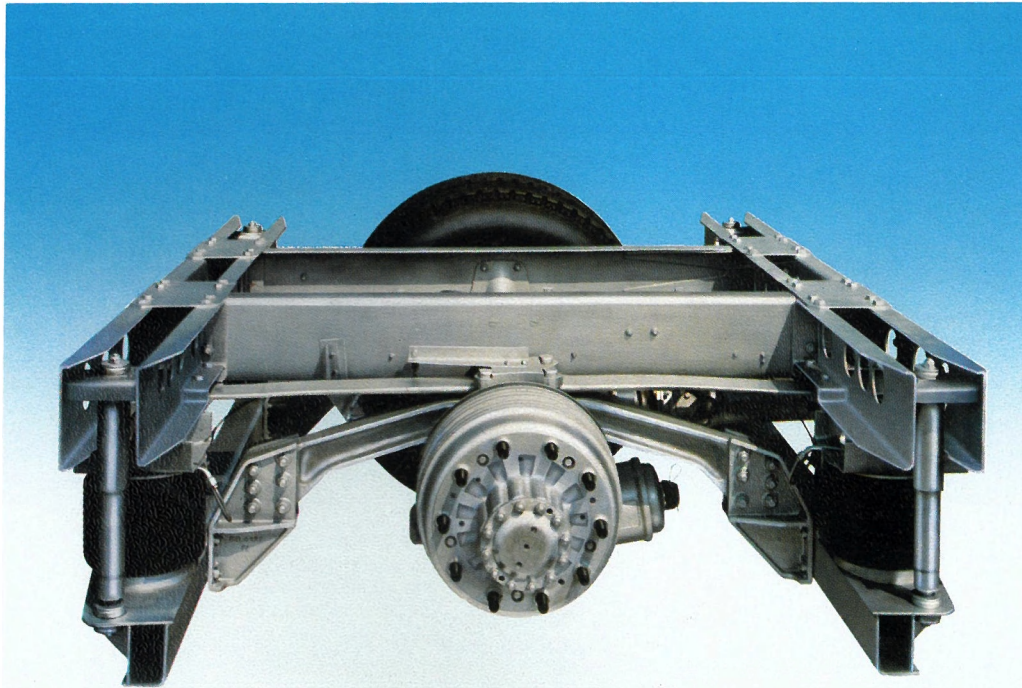
Tiger handles superbly and drivers love it. The whole driving environment has been ergonomically designed. It features clear instrumentation, non-confusing switches and prioritised controls. The steering wheel is only 458mm (18in) diameter, and is cranked at an angle of 32° to the horizontal for driver comfort. The steering is powered, with 5½ turns to lock.

There is no need to keep topping up with Tiger. The miserly TL11H engine has superb fuel economy and the massive 400 litre (88 gal) tank means miles and miles between fill-ups.

Standard wheel and tyre equipment on 11m Tiger is 11 x 22.5 16 ply tyres on 7.5in rims with a 6in offset. The 12m Tiger has 12 x 22.5 16 ply tyres on 8.25in rims with a 6.5in offset. Wheel and tyre equipment can be varied to suit operating load/speed requirements. Wheels are spigot mounted to provide secure location and prevent stud fracture. For consistent running at high speeds special tyres are available.

Tiger uses a 24V electrical system with colour coded wiring. A main control box for all electrical functions is situated at the front beside the driver with access from outside the vehicle. In addition all engine bay interface connections are contained adjacent to the engine in a junction box which also houses the main cut-off switch. 135 amp/hr batteries are standard but 195 amp/hr batteries can also be specified. Standard alternator is 60 amp but a 100 amp alternator is also available.

When the Telma retarder is fitted, 100 amp alternator and 195 amp/hr batteries are standard.



Whilst the Tiger is primarily used as a touring coach it is also the ideal base for a service bus. The bus version of the Tiger has basically the same specification as the coach except for the lower rear axle ratio, omission of certain gauges and speedometer in lieu of tachograph.

Tiger can accept a wide variety of bodywork including the Duple Dominant, Laser and Caribbean ranges, the Plaxton Paramount 3200 and 3500, Wadham Stringer Vanguard, Van Hool Alizee, Jonckheere Bermuda and Jubilee, Padane, Berkhof Everest, LAG, Alexander, Wrights etc.

Tiger is also a highly suitable chassis for specialised vehicles used for carrying easily damaged equipment. Its superb shock-free suspension ensures safe transit for racehorses, antiques, musical instruments, computers etc. The low frame height, flat topped chassis and long deck length provide an ideal load carrying base for specialist bodywork.

Tiger - the best thing to happen to the coach industry for 20 years. A British chassis that beats the World.

Leyland –Means Total Product Support

After your coach has been bodied and before you take it from the bodybuilder we will have given it a thorough Pre-Delivery Inspection. It is then eligible for a free 1000 mile service at any of our Coach Service Centres and is backed by a one year unlimited mileage warranty.

We have a comprehensive service back-up throughout the UK and Europe. In the UK we have five regional service engineers operating under our Coach Service Operation and Coach Service Specialists strategically located throughout the UK, on main coaching routes. Some of these, such as Nottingham and Bristol are our own facilities and others are widely respected independent companies specialising in service: but all have to conform to our stringent standards on facilities, equipment, trained staff, spares stock holding, recovery, etc. We also run extensive training courses for your own mechanics on all the models, and associated vehicle systems.

Even the finest vehicle can break down and when it does you need help fast. Our service network is there to do just that. In addition we have in

the UK, Linkline, an emergency service whereby your driver has only to ring Freefone 2353 and instantly we will set to work to sort the problem. For any assistance in Europe a single call to the Leyland Europ Assistance multi-lingual control centre in London, 681-6824 will bring immediate and comprehensive assistance. If it is parts that are needed we have massive stocks at all our UK and Europe Service Centres and at our new computer controlled warehouse at Chorley. A special 24 hour VOR/CH back-up service is available if one of our service centres does not have the part you require.

Our total Service package is called Top Cat Service.

A Manual detailing all the aspects of Top Cat Service is available from the address at the foot of this page.



This literature is descriptive of the basic Leyland Tiger range. The Company (Leyland Vehicles Ltd.) reserve the right to change the materials, specifications, dimensions or designs of the vehicles shown, described or referred to herein at any time and without prior notice. Every reasonable effort is made to ensure that the Company's publications are up to date but nothing shown, described or referred to herein should be regarded as an infallible guide to the materials, specifications, dimensions, design, price or availability of any particular vehicle, nor does this publication constitute an offer for the sale of any particular vehicle. All chassis and parts are sold subject to the Company's terms and conditions of business. The Company's sales staff will always be pleased to advise customers of the latest information relevant to Leyland Coaches.

Leyland Bus. Bow Lane, Leyland, Preston PR5 1SN Tel: 07744 (Leyland) 24241
Telex: 67515

