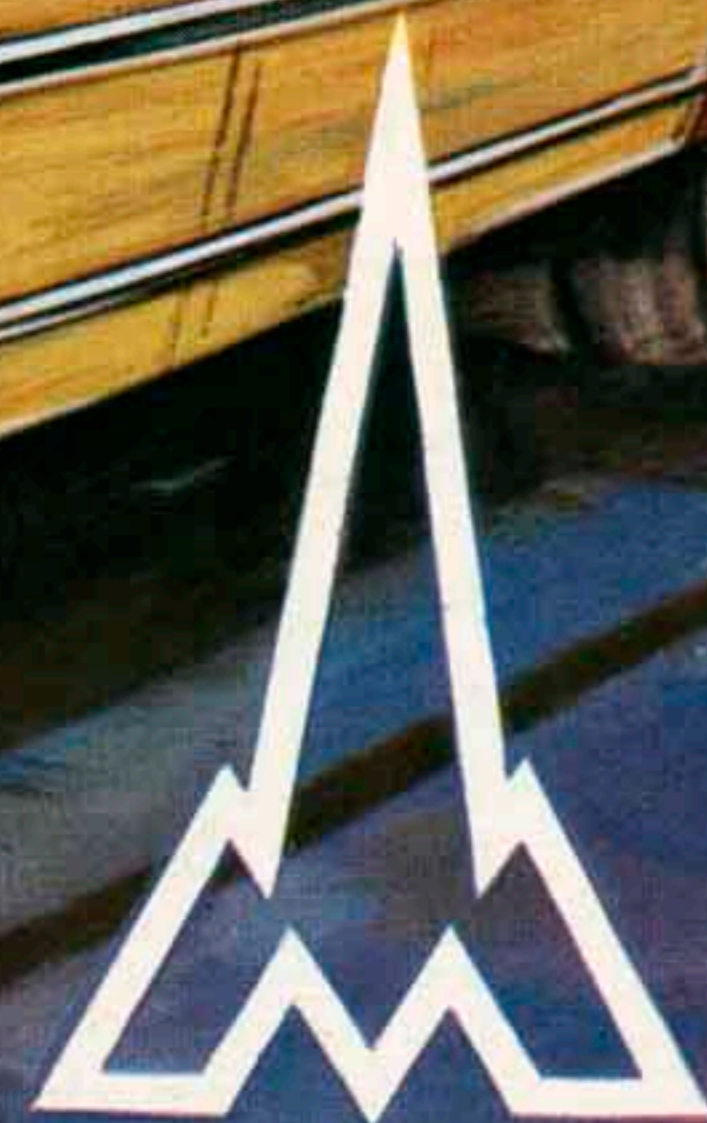
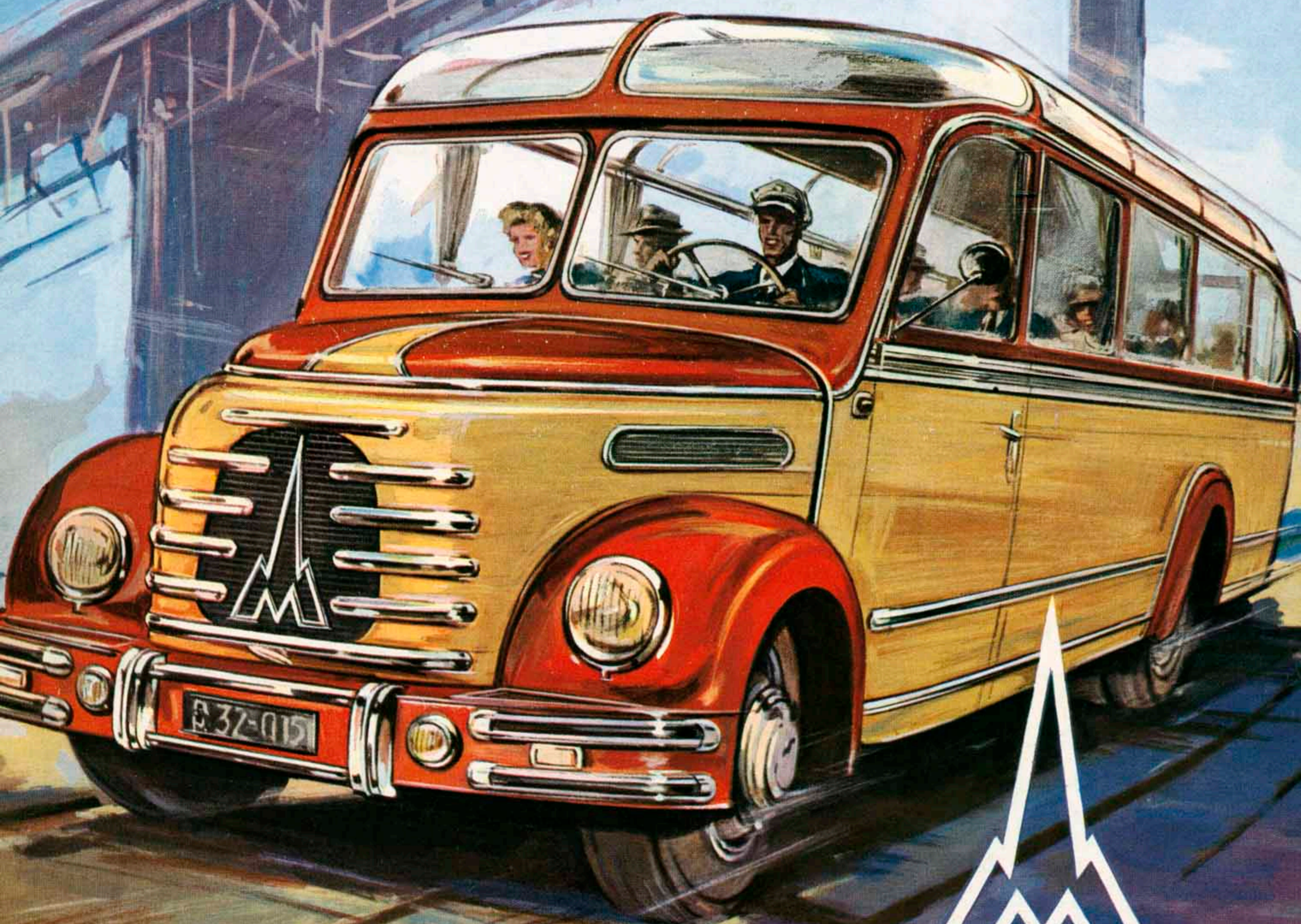


SUPERIOR BY AIR-COOLING

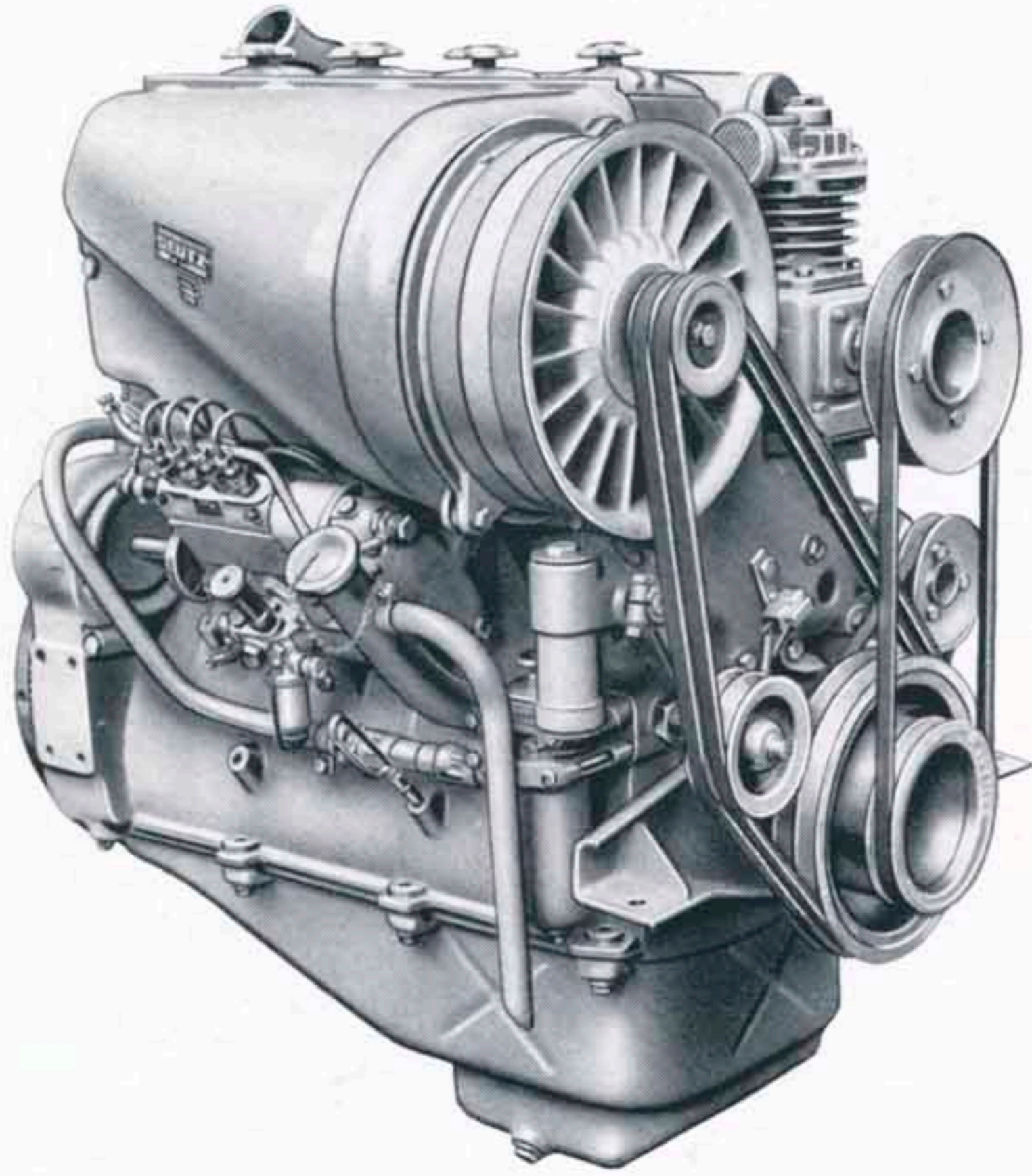
Type

0 3500



MAGIRUS-DEUTZ

KLÖCKNER-HUMBOLDT-DEUTZ AG · WERK ULM



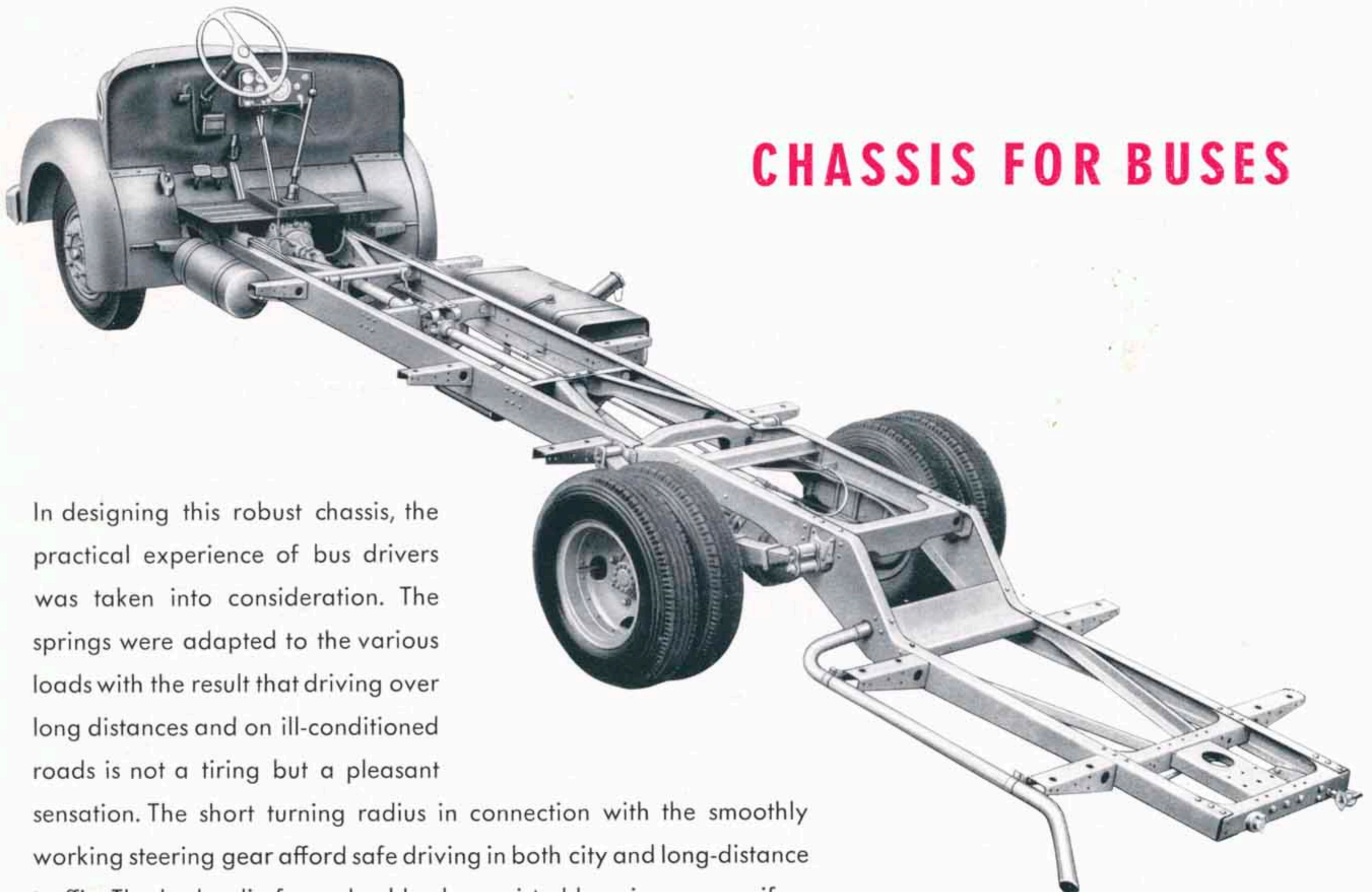
DEUTZ DIESEL ENGINE

90 HP · TYPE F4L 514

The oldest motor factory of the world developed the air-cooled four-cylinder DEUTZ Diesel engine, which proved its unprecedented properties in thousands of vehicles and millions of driven miles. The air-cooled DEUTZ Diesel engine is the very core of all MAGIRUS-DEUTZ buses. The simple design of the engine, its great working reliability combined with its little need of repairs and the economic fuel consumption - all these factors make the engine an ideal power unit for buses.

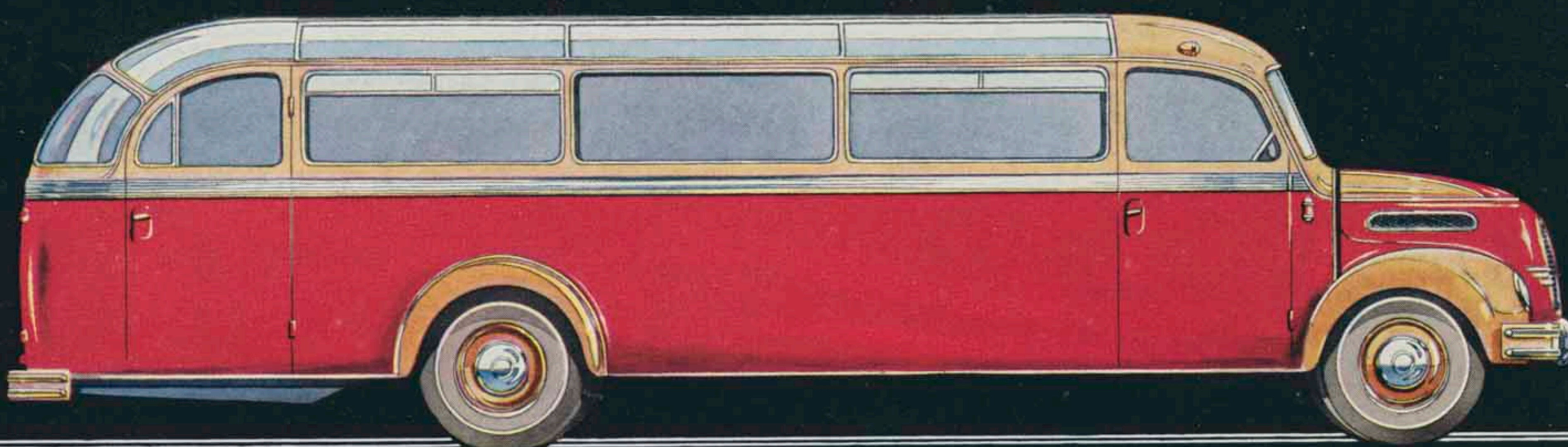
Due to the absence of a water jacket, the air-cooled engine reaches its working temperature already within one minute after cold start. Therefore - no detrimental

undercooling immediately after the start and when driving slowly; neither will there be any prejudicial effects due to bad fuel. For this reason, the service life of this engine is twice as long as that of water-cooled engines. An irrefutable proof of the economy of the air-cooled engine, furthermore, is the fact that the cylinder wear is very insignificant. Even engines with a mileage of more than 200.000 km (125.000 miles) did not require any repairs. Individually removable and interchangeable cylinders and cylinder heads ensure simple, cheap and quick repair of worn parts. Since the end of the war, far more than 15.000 air-cooled Diesel engines have stood the test in spite of utmost stresses in everyday operation.



CHASSIS FOR BUSES

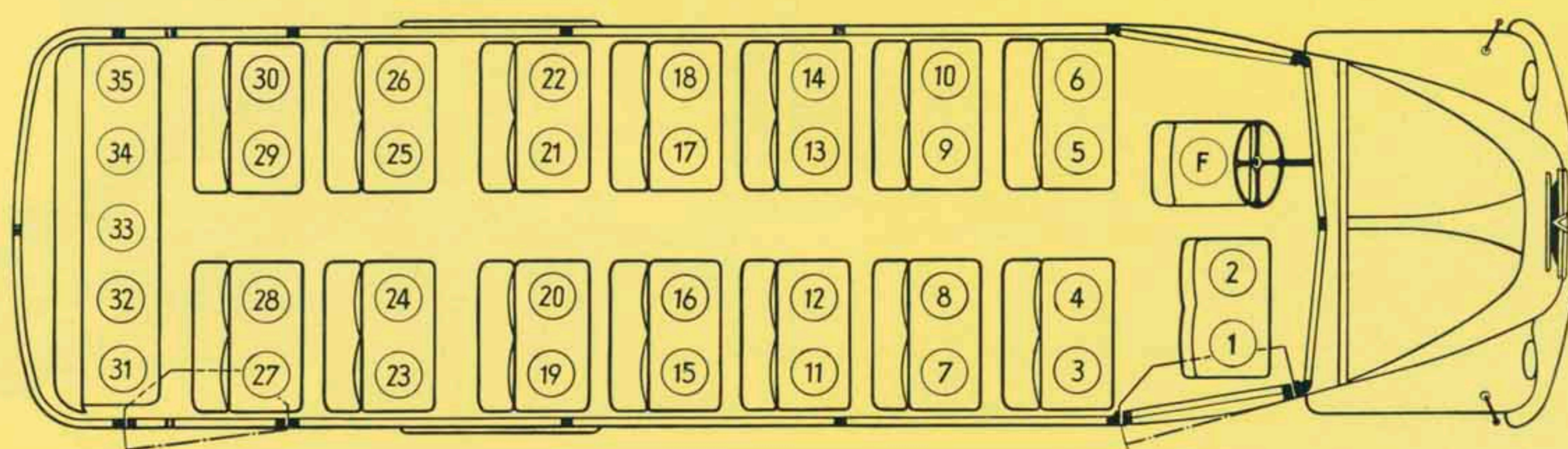
In designing this robust chassis, the practical experience of bus drivers was taken into consideration. The springs were adapted to the various loads with the result that driving over long distances and on ill-conditioned roads is not a tiring but a pleasant sensation. The short turning radius in connection with the smoothly working steering gear afford safe driving in both city and long-distance traffic. The hydraulic four-wheel brake, assisted by air pressure if so desired, guarantees very short stopping distances.



SIGHTSEEING BUS

The sightseeing bus »03500«, an outstanding product of its class, plays a most important part in modern overland passenger traffic. The harmonious coordination of chassis, engine and body of the highly finished MAGIRUS-DEUTZ buses is achieved by simultaneous assembly line production of these main component parts in our own works. The bus, designed as overland travelling coach, offers ample accommodation for 36 persons including the driver. Even the most exacting passengers will be highly satisfied with the exquisitely soft springs, comfortably upholstered seats, ample sightseeing windows, ventilation by means of slide windows, heating plant installed in assembly line production, and every conceivable comfort in the interior of the bus. All the seats can be provided with adjustable head-rest and with back-rest inclining backward, if this should be desired.

The hinged alligator type bonnet makes the engine well accessible, facilitating maintenance and repair work. Large integral rear trunk compartment; spare wheel placed behind a lateral flap, easily accessible. The powerful 90 HP engine in connection with the FAKS 40 reduction gear has no difficulty in overcoming all gradients, and develops approx. 80 km/h (50 miles/hour) on level ground. Internally acting hydraulic four-wheel brakes combined with vacuum servo brake or assisted by air pressure brake, if so desired, make the passenger feel absolutely safe. Apart from sightseeing coaches, our manufacturing programme comprises motor buses in standard design with rigid roof and with or without windows along the roof edges.



Seating Arrangement - Sightseeing Bus



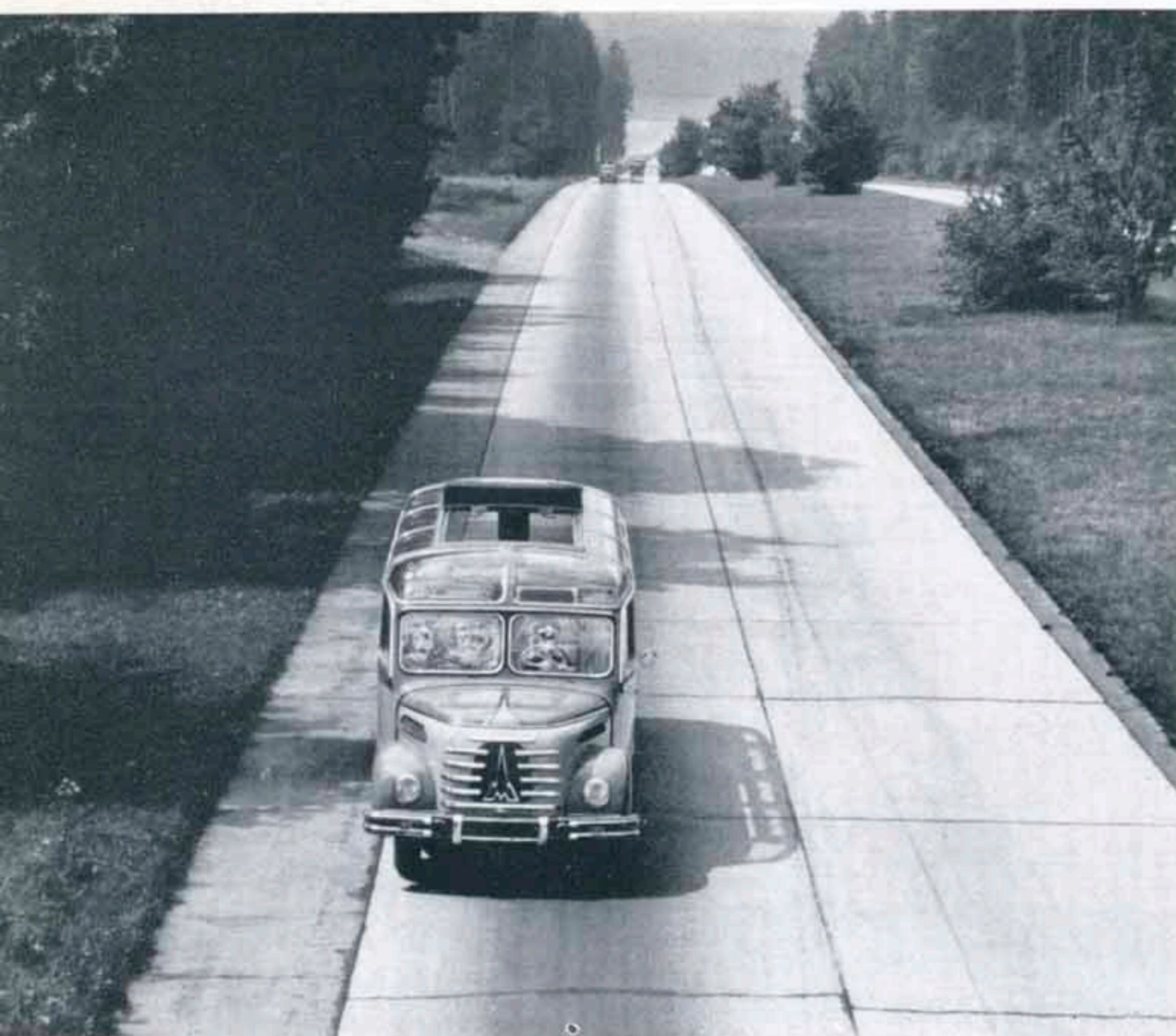
Rear View with Large Trunk Compartment

MAGIRUS-DEUTZ

TYP O 3500

ECONOMIC · STYLISH IN APPEARANCE · COMFORTABLE TRAVELLING





A PRODUCT OF THE OLDEST
MOTOR
FACTORY OF THE WORLD

TECHNICAL DATA OF THE MAGIRUS-DEUTZ BUS TYPE „0 3500“

Type of engine	F4L 514	Hand brake	mechanical
Number of cylinders	4	Wheelbase	5200 mm = 17'
Bore	110 mm = 4 5/16"	Track	front and rear approx. 1600 mm = 5' 3"
Stroke	140 mm = 5 1/2"	Wheels	steel disc wheels
Swept volume	5322 cm ³ = 342.7 cu. in.	Tyres	8,25 - 20" eHD Truck-Bus, single front, twin rear
Engine capacity	90 HP *		approx. 78 km = 50 m.p.h.
Combustion system	DEUTZ turbulent air chamber	Top speed	approx. 36 0/0
Cooling system	air cooling	Climbing capacity on gradients in first gear	
Oil cooling system	oil cooler on engine	Maximum width of bus	approx. 2400 mm = 7' 11"
Gear	ZF five-speed type FAKS40, reduction gear type	Maximum height of loaded bus	approx. 2640 mm = 8' 8"
Rear axle	banjo type (spiral bevel with front and shaft bearings)	Maximum length of bus	approx. 9120 mm = 29' 11"
Springs	semi-elliptic	Chassis weight, serviced	approx. 2800 kg = 6170 lbs.
Steering system	ZF-ROSS	Carrying capacity of chassis	approx. 5400 kg = 11900 lbs.
Turning circle	approx. 21 metres = 69'	Maximum of permissible total weight of vehicle loaded	approx. 8200 kg = 18000 lbs.
Chassis lubrication	grease lubrication	Fuel consumption	approx. 12,5 kg per 100 km = 5 Imp. gall. per 100 miles
Foot brake	hydraulic four-wheel brake, internally acting, vacuum servo assisted (additional air pressure brake optional at extra cost)	Consumption of lubricating oil	up to 0,22 kg per 100 km = 0.09 Imp. gall. per 100 miles

* It is not necessary to deduct any power absorption for the blower and the not-charging dynamo

KLÖCKNER-HUMBOLDT-DEUTZ AG · WERK ULM