

THE WORLD'S FIRST **E.O.V.**

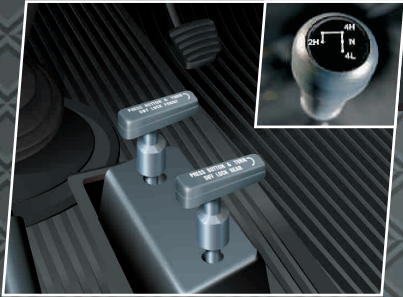
FORCE GURKHA E.O.V.
4x4x4
BUILT FOR WAR

EXTREME OFFROADER VEHICLE

4WD x 4TERRAINS x 4SEASONS



Introducing, THE WORLD'S FIRST E.O.V. Extreme Off-roader Vehicle. Extreme Terrain, Extreme Road Conditions. Battle them head on. FORCE Gurkha, the world's first 4x4x4 E.O.V. is here. Armed with a powerful Mercedes derived turbo-charged engine, differential locks on both front and rear axles to conquer any terrain, and snorkel intake to wade through water, it is built for the brave. It's built for victory. On road. Off road.



4WD WITH DIFFERENTIAL LOCK ON BOTH AXLES

The Gurkha has an advanced hi-tech transfer case with ground gears offering life-long service and least NVH levels. With a conveniently located lever one can select any of the three options, 4x2 High, 4x4High or 4x4Low. The differential lock is a unique feature of the Gurkha that helps come out of situations when one or more of the wheels are slipping on soft ground or in the air due to undulating terrain and unable to generate the required traction to move forward. Engaging the differential lock forces both wheels to turn in unison regardless of the traction available to the wheels enabling the wheel on the surface with more traction to rotate and pull the vehicle out.



HIGHEST GROUND CLEARANCE

The Gurkha has a class leading ground clearance of 210 mm helping it to negotiate undulating terrains with ease. In addition, critical areas like the engine under belly, fuel tank, propeller shaft joints have a protective shield to prevent damage during off-roading.



SNORKEL INTAKE - BREATHES HIGH ALTITUDE FRESH AIR

Unlike others, where the air intake is closer to the ground and prone to dust entry, the air intake of the Gurkha is through a snorkel mounted at the roof height of the vehicle that ensures ample supply of clean air to the engine ensuring better combustion and lower strain on the air cleaning system. The Snorkel also gives Gurkha a high water wading ability of upto 550 mm, unmatched by any other vehicle in this category.



HARD TOP WITH AC

The only vehicle in its class with factory fitted hard top and air conditioning ensuring total safety and living room comfort even while traversing scorching deserts, freezing mountaintops or torrential downpours.



34°
ANGLE OF DEPARTURE

29°
RAMP-OVER ANGLE

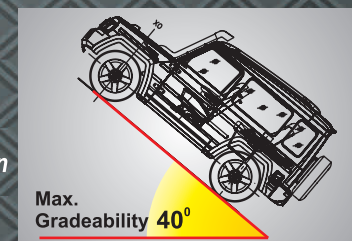
37°
ANGLE OF APPROACH

DESIGNED TO TAKE ON THE EXTREMES

37° Approach Angle to help negotiate sudden steep gradients. A 34° Angle of Departure that is more than any other vehicle in this category makes reversing on gradients and tackling ditches effortless. The class-leading ramp over angle of 29° in the Gurkha is more than any other vehicle in its class and enables negotiating humps with ease.

GRADEABILITY

The Gurkha has best in class gradeability and can negotiate gradients up to 40° (84%) in Low 4x4.



COMFORT

Independent front suspension with solid torsion bar in the front and two stage semi elliptical leaf springs in the rear assisted by double acting telescopic hydraulic shock absorbers ensure unmatched ride comfort whether on road or off road. Anti-roll bar provided on both front and rear axle ensure roll over stability.

The Gurkha is available in both Soft Top and Hard Top Versions. The Hard top has five forward seats including the driver. The Soft top version has longitudinal seats in the rear and can accommodate six including the driver.



STYLING

Styled on the lines of the legendary Mercedes G-Wagen, the Gurkha has a timeless appeal. The bold front fascia, new front and rear bumpers, muscular side cladding, attractive graphics, clear lens headlamps and fog lamps, large ORVMs, sturdy and slip resistant full length foot board, increased width and all terrain tubeless tyres and stylish alloy wheels lend the Gurkha a macho, bold presence appreciated by the true blue off-roaders.

4x4x4 FORCE GURKHA E.O.V. BUILT FOR WAR



TECHNICAL SPECIFICATIONS

ENGINE	: TD 2650 FTI BS-III Turbo charged Inter - cooled	STEERING	Type : Power Steering	DIMENSIONS (mm)	Wheel Base : 2400
Type	: Direct Injection	Turning Radius	: 5.8 m	Overall Width	: 1820
Displacement	: 2596 cc	Chassis Frame	: Tubular Ladder Type	Overall Length	: 3992
Compression Ratio	: 18:1	SUSPENSION		Overall Height	: 2055
Max Output	: 60 kW @ 3200 rpm / 82 Ps @ 3200 rpm	Front	: Independent with Solid Torsion Bar, Hydraulic Telescopic Shock Absorbers & Anti-roll bar	Overhang Front	: 735
Max Torque	: 230 Nm @ 1800-2000 rpm	Rear	: Semi Elliptical Leaf Spring with Hydraulic Telescopic Shock Absorbers & Anti-roll bar	Overhang Rear	: 857
CLUTCH		BRAKES		Track Front	: 1485
Type	: Single Plate, Dry Friction, Hydraulically Actuated	Service Brakes	: Dual Circuit Hydraulic Vacuum Assisted with auto wear adjuster and LCRV	Track Rear	: 1440
Transmission	: G1 18/5B – Overdrive	Front	: Disc	Ground Clearance	: 210
No. of Gears	: 5 Forward, 1 Reverse	Rear	: Drum	GVW (KG)	: 2510
Transfer Case (4WD)	: Single Lever Selective 4x4 with High - Low options	Wheels	: Alloy (4WD only)	SEATING CAPACITY	
Front Axle (4WD)	: Live independent with Diff lock	Tyres - 4WD	: 245 / 70R16	Hard Top	: 4+D, All forward facing
Rear Axle (4WD)	: Live rigid with Diff lock	- 2WD	: 235 / 70R16	Soft Top	: 5+D, Longitudinal seats in the rear
				Fuel Tank Capacity	: 63 Litres

Colours



Copper Red

Dragon Green

Matt Black

Options

Hard Top 4WD • Soft Top 4WD • Soft Top 2WD

OTHER SALIENT FEATURES

Engine

Powered by 2.6 litre TD2650 Mercedes OM616 derived direct injection, turbo-intercooled diesel engine developing 82 Ps at 3200rpm and class leading 230Nm torque at 1800-2000rpm. The Gurkha has ample reserve power to negotiate the toughest of terrains.

Transmission

The engine is merged with the proven 5 speed Mercedes G1-18 derived synchromesh gear box with overdrive known for effortless gear shifting and trouble-free performance.

Axles

Full floating sturdy axles in the rear and independent axles in the front. The front hub assembly has a unique arrangement of large capacity bearing with collapsible bush in between them. This design is proven for its longevity and no adjustment is required for bearing play.

Chassis

A tough tubular chassis with reinforced cross members and body support brackets on each side enable the Gurkha to withstand the extreme torsional stresses that the vehicle is subjected to in off-road conditions

Brakes

The Gurkha has fail-safe, dual circuit, hydraulic vacuum assisted Twin-pot 4 Piston Calliper disc brakes in front and drum brakes in the rear that ensure sure stop braking. The Auto wear adjuster and Load Conscious Regulating Valve (LCRV) ensure consistent braking performance throughout the life of the brake linings and irrespective of road and load conditions.



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NOTE: On account of continuous Research and Development, specifications are subject to change without prior information. The data included herein is to be regarded as approximate. Accessories shown may not necessarily be part of standard equipment.



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