

# *Ape Classic 400*



## Technical Specifications Ape Classic 400

## Technical Specifications 1/3

Approval Category	L5e
Model	STANDARD DECK
<b>VEHICLE DIMENSIONS [mm]</b>	
Lenght	3.150
Width	1490
Height	1685
Wheelbase	2.100
Rear Track	1200
<b>LOADING DECK DIMENSIONS</b>	
Lenght [mm]	1740
Width [mm]	1490
Side Rail Height [mm]	275
Load Height [mm]	650
Load Volume [m <sup>3</sup> ]	0,8
<b>WEIGHTS [kg]</b>	
Payload	650
Unladen Mass	445
Running Order Mass (With Driver)	525
Gross Vehicle Weight	1.175
Max laden mass technically permissible among the front axle	250
Max laden mass technically permissible among the rear axle	980
Maximum weight allowed	1230

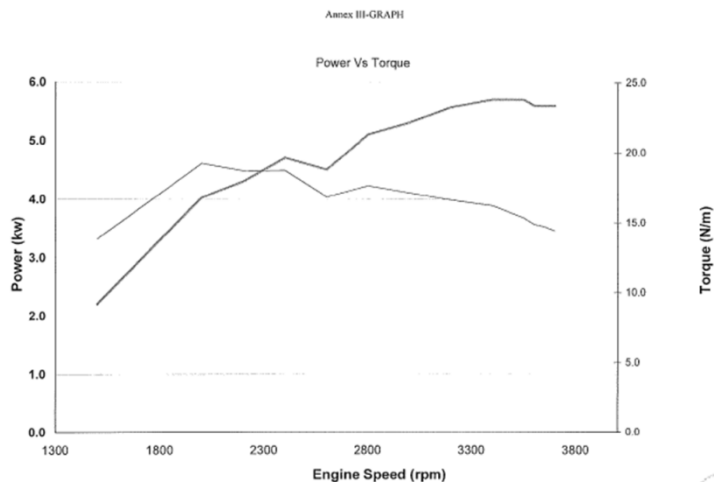
## Technical Specifications 2/3

Approval Category	L5e
Model	STANDARD DECK
<b>ENGINE</b>	
Drive	2WD post.
Capacity [cm <sup>3</sup> ]	435
Cycle	4 T
N° cylinders layout	1 Horizontal
Fuel	Diesel
Ignition	Spontaneous
Injection	Direct injection with cam FIP
Bore [mm]	86
Stroke [mm]	75
Compression Ratio	1
Valves	2
Maximum power: [kW@rpm]	5,5 @ 3.450
Maximum torque: [Nm@rpm]	18,6 @ 2.000
Maximum Speed [km/h]	45
<b>SUSPENSIONS</b>	
Front Suspensions	Leading arm, hydraulic shock absorber with coaxial coil spring
Rear Suspensions	Semi trailing arm, hydraulic shock absorber with rubber bumper
<b>BRAKES</b>	
Front Brakes	Drum foot brake, double hydraulic circuit
Rear Brakes	Drum foot brake, double hydraulic circuit

## Technical Specifications 3/3

Approval Category	L5e
Model	STANDARD DECK
<b>ENGINE</b>	
Front Tyres	4,5 " - 10" 85E 8PR
Rear Tyres	4,5 " - 10" 85E 8PR
Front Tyres Pressure (when empty)	2.3 bar
Rear Tyres Pressure (when empty)	3.5 bar
<b>GEARBOX</b>	
Type	Manual
Gear Ratio	4+Reverse
<b>OTHERS FEATURES</b>	
Maximum hill-starting (full loaded)	22%
Coolant	Liquid
<b>ELECTRICAL SYSTEM</b>	
Battery	12V - 55Ah
Alternator	330W - 12V
Starter Motor	12V - 1,6 kW
<b>REFILLING [l]</b>	
Fuel Tank	10,0 (0,5)
Engine Oil	14
Engine oil and filter	1,7
Windscreen washer fluid reservoir	1,5
Coolant Circuit	3,5
<b>EMISSIONS [g/km]</b>	
CO	0,04
HC	0,02
Nox	0,37

# Torque-Angular Velocity/Power-Angular Velocity Diagrams and Gearbox Ratio



INGRANAGGIO Gear	MOTORE/MULTIPLIO engine / multi	MULTIPLIO/SECONDARIO multi / secondary	SECONDARIO / DIFF. Secondary / diff.	TOTAL total
N	R <sub>1</sub>	R <sub>2</sub>	R <sub>3</sub>	R <sub>t</sub>
1a marcia / 1st gear	23/66	10/46	26/62	1/31,48
2a marcia / 2nd gear		15/41		1/18,70
3a marcia / 3rd gear		21/35		1/11,40
4a marcia / 3rd gear		26/29		1/7,66
retromarcia / reverse gear				1/55,08

N = marcia  
N = gear ratio  
R<sub>1</sub> = rapporto dell'albero primario (rapporto tra il regime del motore e il numero di giri dell'albero primario del cambio)  
R<sub>1</sub> = primary ratio (ratio of engine speed to rotational speed of primary gearbox shaft)  
R<sub>2</sub> = rapporto dell'albero secondario (rapporto tra il numero di giri dell'albero primario e quello dell'albero secondario del cambio)  
R<sub>2</sub> = secondary ratio (ratio of rotational speed of primary shaft to rotational speed of secondary shaft in gearbox)  
R<sub>3</sub> = rapporto finale (rapporto tra il numero di giri dell'albero di uscita del cambio e le ruote motrici)  
R<sub>3</sub> = final drive ratio (ratio of rotational speed of gearbox output shaft to rotational speed of driven wheels)  
R<sub>t</sub> = rapporto totale di trasmissione  
R<sub>t</sub> = overall ratio

# Standard Deck - Alloy Side Views

