

Pinzgauer 710M&K 4X4

First generation

The original prototype was developed around 1969 and production began in 1971, as successor of the Steyr-Daimler-Puch Haflinger 700 AP 4×4 light military multi purpose offroad vehicle. The Pinzgauer first generation model (710, 712) was produced until 2000 by Steyr-Daimler-Puch in the city of Graz, Austria.

The Pinzgauer is one of the most capable all-terrain vehicles ever made.[citation needed] While not as fast (110 kilometres per hour (68 mph)) as the American High Mobility Multipurpose Wheeled Vehicle (HMMWV), it can carry more troops. Even the smaller 710M can carry 10 people or two NATO pallets. Both the 4×4 and 6×6 models can tow 5,000 kilograms (11,023 lb) on road; and 1,500 kilograms (3,307 lb) or 1,800 kilograms (3,968 lb), respectively, off-road. It has a range of over 400 kilometres (249 mi) on one tank of fuel, or nearly 700 kilometres (435 mi) with the optional 125 litre tank. The first generation Pinzgauer is available in both four-wheel drive (4×4) (model 710) and six-wheel drive (6×6) (model 712) versions.

The Pinzgauer was designed to be reliable and easy to fix; it is shipped with an air-cooled dual- Zenith 36mm NDIX carburetor(- as in Porsche 956) petrol engine. The engine in the Pinzgauer was specifically designed for the vehicle; it has more than one oil pump so that the engine will not get starved of oil no matter how the vehicle is orientated.

Pinzgauer 710M 4×4 model

The Pinzgauer has a chassis design which contributes to its high mobility. It has a central tube chassis with a transaxle which distributes the weight more evenly, and keeps the centre of gravity as low as possible. The differentials are all sealed units and require minimal additional lubrication. The Pinzgauer also has portal axles like the Unimog to provide extra clearance over obstacles. The 710 4×4 was the more popular variant, but the Pinzgauer was designed to have a very capable 6×6 configuration from the start. The rear suspension on the back of the 6×6 712 is designed to provide maximum traction in the most demanding circumstances along with increasing its towing, load carrying, and off-road abilities.

During production from 1971 until 1985, 18,349 first-generation 710s and 712s were produced and sold to both civilian and government buyers.

Specifications

All the first generation Pinzgauers are equipped with: Five-speed manual transmission with two-speed transfer case

- four-wheel-drive with on-the-fly hydraulic differential locks
- Fully independent suspension
- Backbone chassis tube[1]
- Integrated differentials
- 24 volt electrical system
- Vacuum assisted drum brakes
- Portal axles to give extra clearance
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<http://pinzgauerforsale.com/specifications/>