

Albion

CLYDESDALE

9
TON

sets a
new standard
in efficiency
and economy

36
144
24
12

170

144
24
168



Albion

CLYDESDALE

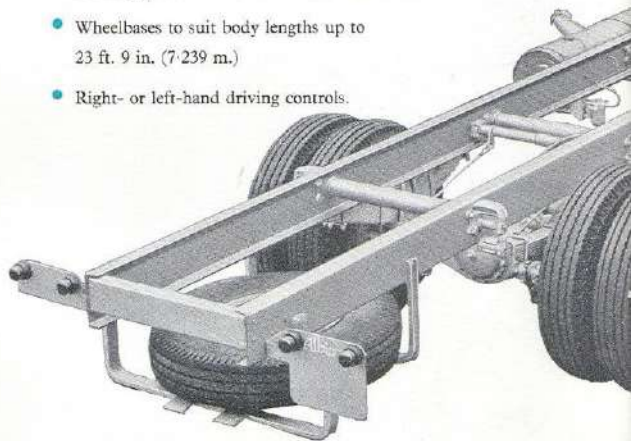
Engineered for low-cost operation

A simple straightforward quality-built chassis, the Clydesdale is a thoroughbred in every sense of the word. The result of extensive research and testing under the most arduous conditions, it embodies many new mechanical refinements designed to give a still longer period of trouble-free service and reduce operating costs to a minimum.

It is designed to operate at a gross vehicle weight of 14 tons (14,225 kg.) as a solo vehicle and 20 tons (20,320 kg.) in the case of the tractor model with semi-trailer.

Among the many outstanding features are:

- Hub reduction rear axle of great strength.
- Air pressure brakes to reduce driving fatigue.
- Luxury pressed steel cab with all-round vision.
- Wheelbases to suit body lengths up to 23 ft. 9 in. (7.239 m.)
- Right- or left-hand driving controls.



- New 6-54 litre 6-cylinder 'Power Plus' series diesel for greater efficiency and economy.
- Renowned Albion 5-speed gearbox with optional overdrive 6th.

MODELS AND APPROXIMATE WEIGHTS

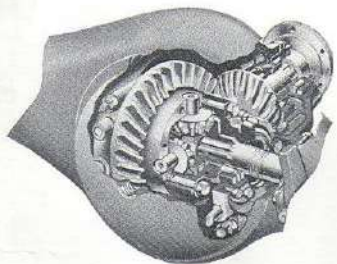
Model	Wheelbase	Overall Width	Tyre Equipment	Approx. Chassis and Cab Weight (dry)	Equipment*	Pay Load Plus Body	Gross Vehicle Weight
CD.21 AY Haulage	12 ft. 0 in. (3.658m.)	7 ft. 6 in. (2.286m.)	10-00—20 14 ply	79 cwt. (4,013 kg.)	5½ cwt. (279 kg.)	195½ cwt. (9,932 kg.)	280 cwt. (14,225 kg.)
CD.21 AYW Haulage	12 ft. 0 in. (3.658m.)	8 ft. 0 in. (2.438m.)	10-00—20 14 ply	81 cwt. (4,115 kg.)	5½ cwt. (279 kg.)	193½ cwt. (9,830 kg.)	280 cwt. (14,225 kg.)
CD.21 AN Haulage	13 ft. 6 in. (4.115m.)	7 ft. 6 in. (2.286m.)	10-00—20 14 ply	78 cwt. (3,963 kg.)	5½ cwt. (279 kg.)	196½ cwt. (9,983 kg.)	280 cwt. (14,225 kg.)
CD.21 ANW Haulage	13 ft. 6 in. (4.115m.)	8 ft. 0 in. (2.438m.)	10-00—20 14 ply	80 cwt. (4,064 kg.)	5½ cwt. (279 kg.)	194½ cwt. (9,881 kg.)	280 cwt. (14,225 kg.)
CD.21 AL Haulage	15 ft. 0 in. (4.572m.)	7 ft. 6 in. (2.286m.)	10-00—20 14 ply	79 cwt. (4,013 kg.)	5½ cwt. (279 kg.)	195½ cwt. (9,932 kg.)	280 cwt. (14,225 kg.)
CD.21 ALW Haulage	15 ft. 0 in. (4.572m.)	8 ft. 0 in. (2.438m.)	10-00—20 14 ply	81 cwt. (4,115 kg.)	5½ cwt. (279 kg.)	193½ cwt. (9,830 kg.)	280 cwt. (14,225 kg.)
CD.21 AXL Haulage	17 ft. 6 in. (5.334m.)	7 ft. 6 in. (2.286m.)	10-00—20 14 ply	84 cwt. (4,267 kg.)	5½ cwt. (279 kg.)	190½ cwt. (9,678 kg.)	280 cwt. (14,225 kg.)
CD.21 AXLW Haulage	17 ft. 6 in. (5.334m.)	8 ft. 0 in. (2.438m.)	10-00—20 14 ply	86 cwt. (4,369 kg.)	5½ cwt. (279 kg.)	188½ cwt. (9,576 kg.)	280 cwt. (14,225 kg.)
CD.21 AT Tipper	10 ft. 0 in. (3.048m.)	7 ft. 6 in. (2.286m.)	10-00—20 14 ply	78 cwt. (3,963 kg.)	5½ cwt. (279 kg.)	196½ cwt. (9,983 kg.)	280 cwt. (14,225 kg.)
CD.21 ATW Tipper	10 ft. 0 in. (3.048m.)	8 ft. 0 in. (2.438m.)	10-00—20 14 ply	80 cwt. (4,064 kg.)	5½ cwt. (279 kg.)	194½ cwt. (9,881 kg.)	280 cwt. (14,225 kg.)
CD.21 ATR Tractor	8 ft. 0½ in. (2.457m.)	7 ft. 6 in. (2.286m.)	9-00—20 12 ply	75 cwt. (3,810 kg.)	5½ cwt. (279 kg.)	319½ cwt. (16,231 kg.)	400 cwt. (20,320 kg.)

*Equipment includes water, full tank of fuel, spare wheel and rods

POWER
PLUS
Series

ation with the Leyland

400-S engine

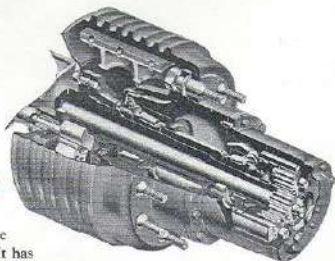


SPIRAL BEVEL

REAR AXLE

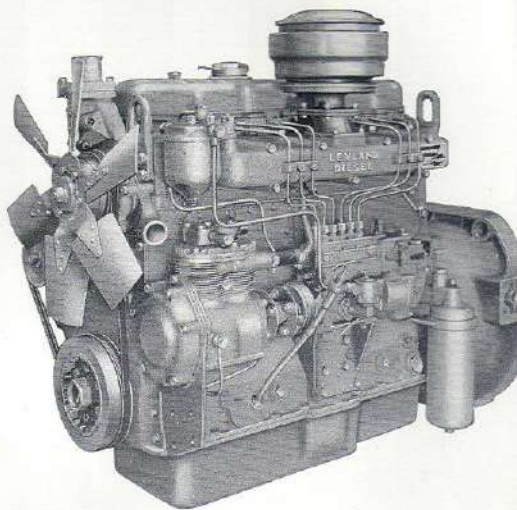
WITH HUB

REDUCTION GEARING



Increased strength with reduced weight are outstanding features of this Albion axle. It has been tested under the most arduous conditions in countries throughout the world.

The driving pinion is extra large and strong. It drives a rigidly supported crown wheel bevel gear and differential unit. In the hubs, a second reduction is provided by epicyclic gears, combining a case-hardened sun wheel, which is integral with the axle shaft, and three planet wheels that rotate in a fixed annulus to transmit the drive to the hubs. Axle shafts are thus lightly stressed, the torque applied to them being three or four times lighter than in a conventional axle. Oil, filled into the centre casing, lubricates the whole axle, including the hub gears and the taper roller bearings supporting the hubs.

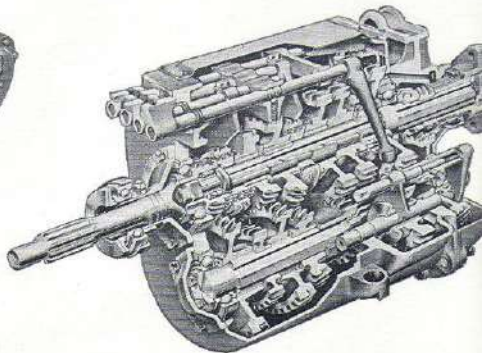


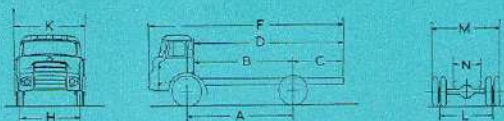
POWERFUL 399 CU. IN. DIESEL

A definite advance in diesel engine design the new Leyland 'Power Plus' series gives still longer life with improved performance and lower operating costs.

It has a capacity of 6.54 litres, develops 125 b.h.p. with a maximum torque of 300 lb. ft. (41.4 kg.m.).

The entirely new design of cylinder block and head, radial arrangement of cylinder head studding and positioning of valve ports ensure a high degree of thermal efficiency.





APPROXIMATE CHASSIS DIMENSIONS

Model	A	B	C	D	F	H	K	L	M	N	Frame Height (Laden)	Turning Circle
CD.21AY Haulage	12 ft. 0 in. (3-658m.)	11 ft. 3½ in. (3-448m.)	5 ft. 1½ in. (1-568m.)	16 ft. 5½ in. (5-017m.)	21 ft. 8 in. (6-604m.)	6 ft. 3½ in. (1-911m.)	7 ft. 5½ in. (2-273m.)	5 ft. 8½ in. (1-740m.)	7 ft. 5½ in. (2-280m.)	2 ft. 10 in. (0-864m.)	3 ft. 2½ in. (0-974m.)	45 ft. 6 in. (13-888m.)
CD.21AYW Haulage	12 ft. 0 in. (3-658m.)	11 ft. 3½ in. (3-448m.)	5 ft. 1½ in. (1-568m.)	16 ft. 5½ in. (5-017m.)	21 ft. 8 in. (6-604m.)	6 ft. 8 in. (2-032m.)	7 ft. 11½ in. (2-426m.)	5 ft. 11 in. (1-803m.)	7 ft. 10½ in. (2-394m.)	2 ft. 10 in. (0-864m.)	3 ft. 2½ in. (0-974m.)	45 ft. 6 in. (13-888m.)
CD.21AN Haulage	13 ft. 6 in. (4-115m.)	12 ft. 9½ in. (3-905m.)	5 ft. 7½ in. (1-721m.)	18 ft. 5½ in. (5-626m.)	23 ft. 8 in. (7-214m.)	6 ft. 3½ in. (1-911m.)	7 ft. 5½ in. (2-273m.)	5 ft. 8½ in. (1-740m.)	7 ft. 5½ in. (2-280m.)	2 ft. 10 in. (0-864m.)	3 ft. 2½ in. (0-974m.)	51 ft. 0 in. (15-545m.)
CD.21ANW Haulage	13 ft. 6 in. (4-115m.)	12 ft. 9½ in. (3-905m.)	5 ft. 7½ in. (1-721m.)	18 ft. 5½ in. (5-626m.)	23 ft. 8 in. (7-214m.)	6 ft. 8 in. (2-032m.)	7 ft. 11½ in. (2-426m.)	5 ft. 11 in. (1-803m.)	7 ft. 10½ in. (2-394m.)	2 ft. 10 in. (0-864m.)	3 ft. 2½ in. (0-974m.)	51 ft. 0 in. (15-545m.)
CD.21AL Haulage	15 ft. 0 in. (4-572m.)	14 ft. 3½ in. (4-362m.)	7 ft. 1½ in. (2-178m.)	21 ft. 5½ in. (6-541m.)	26 ft. 8 in. (8-128m.)	6 ft. 3½ in. (1-911m.)	7 ft. 5½ in. (2-273m.)	5 ft. 8½ in. (1-740m.)	7 ft. 5½ in. (2-280m.)	2 ft. 10 in. (0-864m.)	3 ft. 2½ in. (0-974m.)	55 ft. 6 in. (16-916m.)
CD.21ALW Haulage	15 ft. 0 in. (4-572m.)	14 ft. 3½ in. (4-362m.)	7 ft. 1½ in. (2-178m.)	21 ft. 5½ in. (6-541m.)	26 ft. 8 in. (8-128m.)	6 ft. 8 in. (2-032m.)	7 ft. 11½ in. (2-426m.)	5 ft. 11 in. (1-803m.)	7 ft. 10½ in. (2-394m.)	2 ft. 10 in. (0-864m.)	3 ft. 2½ in. (0-974m.)	55 ft. 6 in. (16-916m.)
CD.21AXL Haulage	17 ft. 6 in. (5-334m.)	16 ft. 9½ in. (5-124m.)	7 ft. 4½ in. (2-254m.)	24 ft. 2½ in. (7-379m.)	29 ft. 5 in. (8-966m.)	6 ft. 3½ in. (1-911m.)	7 ft. 5½ in. (2-273m.)	5 ft. 8½ in. (1-740m.)	7 ft. 5½ in. (2-280m.)	2 ft. 10 in. (0-864m.)	3 ft. 2½ in. (0-974m.)	63 ft. 6 in. (19-355m.)
CD.21AXLW Haulage	17 ft. 6 in. (5-334m.)	16 ft. 9½ in. (5-124m.)	7 ft. 4½ in. (2-254m.)	24 ft. 2½ in. (7-379m.)	29 ft. 5 in. (8-966m.)	6 ft. 8 in. (2-032m.)	7 ft. 11½ in. (2-426m.)	5 ft. 11 in. (1-803m.)	7 ft. 10½ in. (2-394m.)	2 ft. 10 in. (0-864m.)	3 ft. 2½ in. (0-974m.)	63 ft. 6 in. (19-355m.)
CD.21AT Tipper	10 ft. 0 in. (3-048m.)	9 ft. 3½ in. (2-838m.)	3 ft. 4 in. (1-016m.)	12 ft. 7½ in. (3-854m.)	17 ft. 10½ in. (5-442m.)	6 ft. 3½ in. (1-911m.)	7 ft. 5½ in. (2-273m.)	5 ft. 8½ in. (1-740m.)	7 ft. 5½ in. (2-280m.)	2 ft. 10 in. (0-864m.)	3 ft. 2½ in. (0-974m.)	39 ft. 0 in. (11-887m.)
CD.21ATW Tipper	10 ft. 0 in. (3-048m.)	9 ft. 3½ in. (2-838m.)	3 ft. 4 in. (1-016m.)	12 ft. 7½ in. (3-854m.)	17 ft. 10½ in. (5-442m.)	6 ft. 8 in. (2-032m.)	7 ft. 11½ in. (2-426m.)	5 ft. 11 in. (1-803m.)	7 ft. 10½ in. (2-394m.)	2 ft. 10 in. (0-864m.)	3 ft. 2½ in. (0-974m.)	39 ft. 0 in. (11-887m.)
CD.21ATR Tractor	8 ft. 0½ in. (2-457m.)	7 ft. 3½ in. (2-229m.)	3 ft. 3 in. (0-991m.)	10 ft. 6½ in. (3-219m.)	15 ft. 9½ in. (4-807m.)	6 ft. 3½ in. (1-911m.)	7 ft. 5½ in. (2-273m.)	5 ft. 8½ in. (1-740m.)	7 ft. 4½ in. (2-238m.)	2 ft. 10 in. (0-864m.)	2 ft. 9½ in. (0-854m.)	33 ft. 0 in. (10-058m.)

STANDARD BODY DIMENSIONS

Type of Body	Wheelbase	Capacity of Body	Inside Length of Platform	Inside Width of Platform	Height of Sill or Side	Floor Height Unladen	Overall Height Unladen	Overall Length of Vehicle
Lorry with Cab	12 ft. 0 in. (3-658m.)	—	16 ft. 0 in. (4-877m.)	7 ft. 0 in. (2-134m.)	3 in. (0-076m.)	4 ft. 1½ in. (1-251m.)	8 ft. 6½ in. (2-597m.)	21 ft. 10½ in. (6-667m.)
Lorry with Cab	12 ft. 0 in. (3-658m.)	—	16 ft. 0 in. (4-877m.)	7 ft. 6 in. (2-286m.)	3 in. (0-076m.)	4 ft. 1½ in. (1-251m.)	8 ft. 6½ in. (2-597m.)	21 ft. 10½ in. (6-667m.)
Lorry with Cab	13 ft. 6 in. (4-115m.)	—	18 ft. 0 in. (5-486m.)	7 ft. 0 in. (2-134m.)	3 in. (0-076m.)	4 ft. 1½ in. (1-251m.)	8 ft. 6½ in. (2-597m.)	23 ft. 10½ in. (7-277m.)
Lorry with Cab	13 ft. 6 in. (4-115m.)	—	18 ft. 0 in. (5-486m.)	7 ft. 6 in. (2-286m.)	3 in. (0-076m.)	4 ft. 1½ in. (1-251m.)	8 ft. 6½ in. (2-597m.)	23 ft. 10½ in. (7-277m.)
Lorry with Cab	15 ft. 0 in. (4-572m.)	—	21 ft. 0 in. (6-401m.)	7 ft. 0 in. (2-134m.)	3 in. (0-076m.)	4 ft. 1½ in. (1-251m.)	8 ft. 6½ in. (2-597m.)	26 ft. 10½ in. (8-191m.)
Lorry with Cab	15 ft. 0 in. (4-572m.)	—	21 ft. 0 in. (6-401m.)	7 ft. 6 in. (2-286m.)	3 in. (0-076m.)	4 ft. 1½ in. (1-251m.)	8 ft. 6½ in. (2-597m.)	26 ft. 10½ in. (8-191m.)
Lorry with Cab	17 ft. 6 in. (5-334m.)	—	23 ft. 9 in. (7-239m.)	7 ft. 0 in. (2-134m.)	3 in. (0-076m.)	4 ft. 1½ in. (1-251m.)	8 ft. 6½ in. (2-597m.)	29 ft. 7½ in. (9-030m.)
Lorry with Cab	17 ft. 6 in. (5-334m.)	—	23 ft. 9 in. (7-239m.)	7 ft. 6 in. (2-286m.)	3 in. (0-076m.)	4 ft. 1½ in. (1-251m.)	8 ft. 6½ in. (2-597m.)	29 ft. 7½ in. (9-030m.)
Tipper	10 ft. 0 in. (3-048m.)	6½/7 cu. yd. (4-97/5-35 cu. m.)	13 ft. 0 in. (3-962m.)	6 ft. 11 in. (2-108m.)	2 ft. 0 in. (0-610m.)	4 ft. 4½ in. (1-327m.)	8 ft. 6½ in. (2-597m.)	18 ft. 10½ in. (5-747m.)
Tipper	10 ft. 0 in. (3-048m.)	6½/7 cu. yd. (4-97/5-35 cu. m.)	13 ft. 0 in. (3-962m.)	7 ft. 5 in. (2-261m.)	1 ft. 0 in. (0-559m.)	4 ft. 4½ in. (1-327m.)	8 ft. 6½ in. (2-597m.)	18 ft. 10½ in. (5-747m.)
Tractor‡	8 ft. 0 in. (2-438m.)	—	—	—	—	—	—	—

‡Particulars of trailer attachments are not given owing to wide variations in customers' requirements

SPECIFICATION

The "Clydesdale" range of models is designed to operate at a normal gross laden weight of 280 cwt. (14,225 kg.).

NEW 6.54 LITRE "POWER-PLUS" DIESEL — Leyland six-cylinder direct injection O.H.V. engine. Bore and stroke 4.22 in. \times 4.75 in. (107.19 mm. \times 120.65 mm.); 399 cu. in. (6.54 litres); b.h.p. 125 at 2,400 r.p.m.; maximum torque 300 lb. ft. (41.4 kg.m.) at 1,600 r.p.m.; compression ratio 16 to 1. New design cylinder block and crankcase; renewable, pre-finished dry type cast iron liners; cylinder head studs arranged radially around each cylinder bore; nitride hardened crankshaft with seven journals; indium-coated strip bearings; rubber bonded torsional vibration damper; "Stellite" faced valves with chromium flashed stems; polished alloy steel, heat treated connecting rods; low expansion aluminium alloy pistons of spheroidal form with fully floating gudgeon pins offset towards the thrust side of the piston to achieve quieter running; three compression rings and one slotted oil control ring; helical toothed timing gears; gear type lubricating pump giving full pressure supply to main, big-end and camshaft bearings; intermittent oil feed to rocker gear; full-flow, cloth element type external filter, engine, clutch and gearbox four-point cushion mounted.

INJECTION EQUIPMENT — Leyland 4-spray injectors; C.A.V. fuel injection pump, fed by a diaphragm lift pump from fuel tank; mechanical governor; efficient air cleaner mounted direct on inlet manifold.

THERMOSTATIC COOLING — Vigorous water circulation through water jackets and radiator by self-adjusting pump; thermostatically controlled circulation; 19½ in. (495.3 mm.) diameter 6-bladed fan. Capacity of system 4½ gallons (21.6 litres.).

ENGINE AUXILIARIES — Dynamo starter mounted on the front right-hand side of engine and belt driven; swing motor flange mounted on flywheel housing at right-hand side of engine; 2-cylinder compressor fitted on left-hand side of engine, gear driven on common drive to fuel injection pump.

HYDRAULIC CLUTCH — Borg & Beck rigid type single dry-plate 14 in. (356 mm.) diameter; 182 sq. in. (1,174 sq. cm.) frictional area; hydraulically operated by long-stroke slave cylinder providing automatic adjustment for wear.

HEAVY-DUTY 5-SPEED GEARBOX — Incorporates large diameter shafts carrying wide-faced gears of case-hardened nickel-chrome steel; helical gears on all except 1st and 2nd speeds; all forward gears in constant mesh; engagement by dog chutes. Gear ratios—top, 1 to 1; 4th, 1.605 to 1; 3rd, 2.655 to 1; 2nd, 4.308 to 1; 1st, 6.988 to 1; reverse, 6.343 to 1.

OVERDRIVE 6TH SPEED — To improve fuel economy or to obtain a higher road speed, a helical-toothed 6th speed with a ratio of .76 to 1 is available as an alternative at an extra charge.

EASY SPEED CHANGE — Ball speed change lever centrally mounted at front of gearbox.

NEEDLE ROLLER UNIVERSALS — Open divided propeller shafts with Series 1600 Hardy Spicer needle roller universal joints.

FRONT AXLE — Alloy-steel "I" section forging; pivot pins mounted in plain bushes; thrust taken on a flat phosphor-bronze washer.

REAR AXLE WITH HUB REDUCTION GEARS — Spiral bevel axle with hub reduction gears; the two combined giving a normal overall ratio for the vehicle; reduction ratio at epicyclic gears in hub is 4 to 1; the spiral bevel input gears give a wide range of ratios by change of bevels. The standard overall ratio is 7.428 to 1. Four-pin differential; common lubrication of differential and hubs; oil capacity 27 pints (15.3 litres.).

LONG EASY-RIDING SPRINGS — Normal semi-elliptic springs of silico-manganese steel; centre distance, front 54 in. (1,372 mm.); rear, 54 in. (1,372 mm.); width of plates, front 3 in. (76.2 mm.); rear, 3½ in. (88.9 mm.).

POWERFUL BRAKES — Air pressure brakes are of the cam-operated internal-expanding type. Air pressure is supplied to the system by a 2-cylinder compressor mounted on the engine. The footbrake operates on all wheels, the pedal being coupled direct to the air control valve, which in turn is connected to a large air pressure reservoir. The diaphragm-type brake chambers which operate the front brakes are mounted over the kingpins, whilst the chambers for the rear brakes are mounted on the axle casing. An unloader valve is fitted to the chassis. The system incorporates adjusters, so that fine adjustment can be made to each individual brake quickly and simply.

On the tractor model a hand control valve, conveniently mounted on the steering column, provides for the independent operation of semi-trailer brakes.

A multi-pull ratchet type handbrake operates the shoes on the rear wheels by mechanical linkage. Cast iron drums, 15½ in. (39.37 cm.) diameter; front liners 4½ in. (11.43 cm.) wide; rear liners, 7 in. (17.78 cm.) wide. Total braking area, footbrake 624 sq. in. (4,026 sq. cm.); handbrake 380 sq. in. (2,452 sq. cm.).

VARIABLE RATIO STEERING — Burman re-circulating ball-type steering gives a ratio ranging from 29.4 to 1 in the straight-ahead position to 50 to 1 at full lock; steering wheel 19½ in. (50.2 cm.) diameter. Turning circles as tabulated overleaf.

ROBUST PRESSED-STEEL FRAME — Frame side members of high tensile steel pressed-channel section; 9½ in. \times 2½ in. \times ½ in. (23.5 cm. \times 6.35 cm. \times 7.94 mm.); well braced with stay tubes and pressed-steel cross-members bolted in position; front towing plate. Tipper model generously flitch-plated to reduce frame stresses.

FUEL TANK — Cylindrical tank with fuel gauge, outriggered from main frame member; capacity 37 gallons (168 litres) for all except CD.21ATR which carries 42 gallons (191 litres).

WHEELS AND TYRES — Detachable steel disc wheels with ten-stud fixings; hubs mounted on taper roller bearings; 10-00—20 (14-ply) or equivalent tyres, single front, twin rear, for all types except CD.21ATR which is fitted with 9-00—20 (12-ply) or equivalent tyres, single front, twin rear. On 8 ft. 0 in. wide chassis only, 11-00—20 (12-ply) tyres can be fitted at an extra charge.

24-VOLT ELECTRICAL SYSTEM — 24-volt lighting and starting; constant voltage system; dynamo output 360 watts; 4½ in. (11.4 cm.) diameter starter; batteries 81 amp. hr. capacity; voltage regulator and fuse and junction box; electric horn, headlamps, sidelamps, stop and tail lights.

PANORAMIC ALL-STEEL CAB — Modern styling full forward control cab of pressed-steel construction; remarkably easy entrance; three point rubber mounted; front visibility through large curved glass windscreen, rear through well placed rear lights (for platform vehicles); neat removable engine cover; illuminated panel on fascia carrying ammeter, oil pressure gauge, air pressure gauge, speedometer with mileage recorder and temperature gauge; horn button and dipper switch mounted on steering column. Doors hinged at front; winding windows in doors; swivelling "D" windows; comfortable adjustable seats for driver and mate; organ pedal accelerator; rubber floor covering; draught sealed pedals and doors; two rear view mirrors; two electric windscreen wipers; provision for built-in heater and de-mister; built-in head and side lamps; detachable radiator grille.

CHASSIS EQUIPMENT AND FINISH — The chassis and cab are finished in primer. The underside surfaces of cab and front wings are given a weather-sealing treatment. The chassis is supplied complete with front and rear number plates and driver's tool kit.

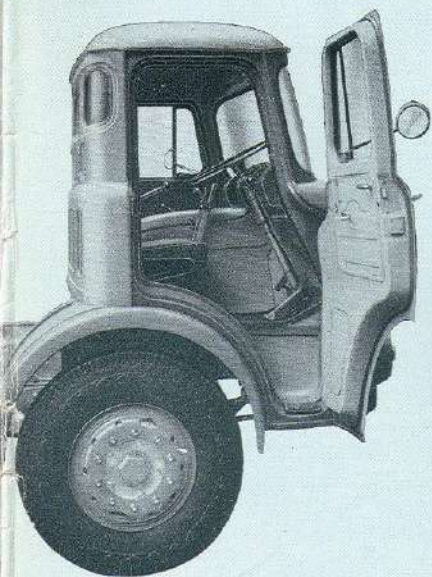
REAR WINGS — On the tractor chassis rear wings are a standard fitment.

OPTIONAL EQUIPMENT — Included amongst the optional equipment that can be supplied are the following—Super trim cab. Spare wheel carrier. Spare wheel, tyre and tube. Overdrive 6th speed. Crawler/Spitter Gearbox. Power take-off, light low or high speed. Front bumper. Hydraulic telescopic dampers on front axle. Cab heater and de-mister. Fog lamp. Flashing indicators. Radio. Windscreen washers. Garage tool kit. 11-00—20 (12-ply) tyres on 8 ft. 0 in. wide chassis only.

Note.—Albion Motors Ltd. retain the right to revise this specification without notice.

ALBION MOTORS LTD · SCOTSTOUN · GLASGOW W.4.
LONDON OFFICE, BERKELEY SQUARE HOUSE, BERKELEY SQUARE, LONDON, W.1

EASY ACCESS LUXURY CAB FOR COMFORT, SAFETY AND DURABILITY



The cab is of entirely modern design with every feature essential to the vehicle of today. Particular emphasis has been placed on ease of entrance, visibility and driver comfort. It is a pressed-steel welded assembly based on a rigid sub-frame of deep box section pressings, combining strength and durability with pleasing lines and styling.

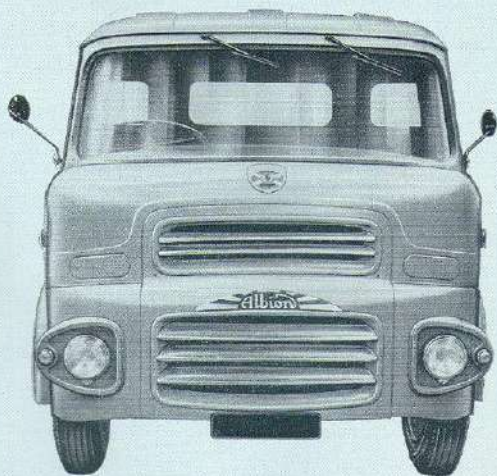
Easy access to the cab is a great feature; one step from the kerb and you're in.

The comfortable driver's seat is adjustable vertically and longitudinally.

Provision is made for the installation of a fresh air heater with de-mister, radio, windscreen washers and flashing indicators.

5 or 6 SPEED GEARBOX

The 5-speed constant mesh gearbox is a real heavy-duty unit, built to withstand the most rigorous treatment. Silence in operation is ensured by use of helical gears. To improve fuel economy or to obtain a higher road speed, a helical-toothed overdrive 6th speed with a .76 to 1 ratio, can be incorporated at an extra charge. A low or high speed power take-off can be fitted on side of box.



ALL-ROUND VISION

Full curved windscreen with twin wipers, swivelling quarter lights and full drop winding windows, supplemented by a central rear window with curved quarter lights on each side, ensure perfect all-round visibility. The radiator grille panel is detachable and when radiator is removed, the engine can be easily withdrawn through the aperture. All the underside surfaces of cab and front wings are treated with weather-sealing.

DRIVER COMFORT



Readily accessible controls, which include organ pedal accelerator, cut driving effort to a minimum, thus reducing fatigue on long distance journeys. Instruments are grouped in an attractive detachable panel with concealed illumination, and mounted in easy-viewing position. Floor of cab has rubber mats and pedals and doors are draught sealed.