



1965
10 cu. yd

690 DUMPTRUK



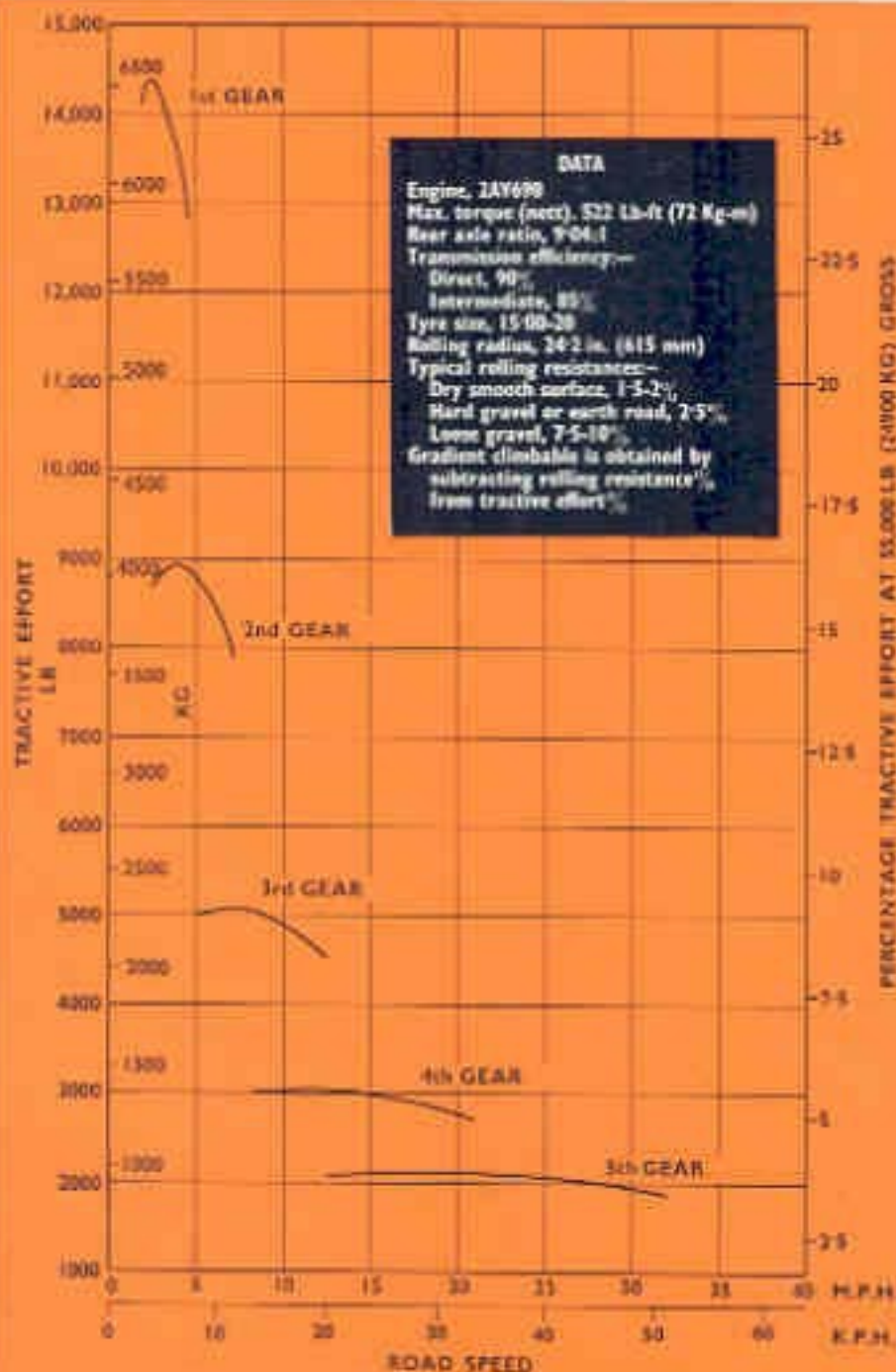
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PERFORMANCE CURVES



DIMENSIONS

Wheelbase	12 ft 3 in. (3761 mm)
Overall Height, General Purpose and Quarry Body	19 ft 3 in. (5894 mm)
Overall and Loading Height, Bulk Coal Body	19 ft 6 in. (5968 mm)
Loading Height, General Purpose and Quarry Body	8 ft 5 in. (2565 mm)
Maximum Towed Height:	
General Purpose and Quarry Body	22 ft 9 in. (6980 mm)
Bulk Coal Body	19 ft 6 in. (5943 mm)
Turning Circle Diameter	58 ft 0 in. (17.7 m)

WEIGHTS (Approx.)

Complete with General Purpose Body	25,000 lb (11340 kg)
Complete with Quarry Body	27,100 lb (12280 kg)
Complete with Coal Carrying Body	22,500 lb (10200 kg)
Payload (20,000 lb, 9082 kg gross):	
General Purpose Body	30,000 lb (13600 kg)
Quarry Body	27,800 lb (12650 kg)
Coal Carrying Body	30,000 lb (14100 kg)

CAPACITIES

Engine cooling system	62 imp. gal (21 litres)
Fuel tank	40 imp. gal (182 litres)
Crankcase	5 imp. gal (23 litres)
Gearbox	2 imp. gal (9 litres)
Rear axle	6 imp. gal (27 litres)
Hydraulic tank	20 imp. gal (91 litres)
Steering booster tank	14 imp. gal (63 litres)

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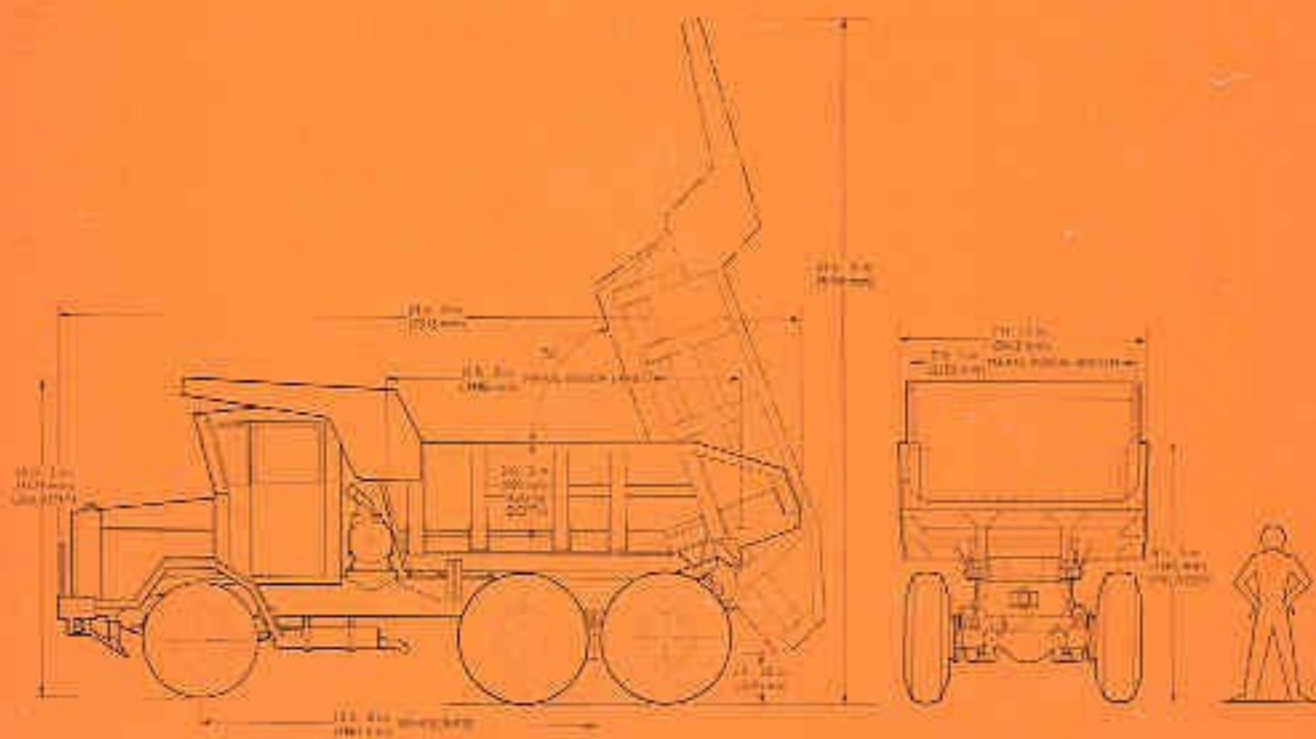
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Comfortable and well equipped driver's cab

An all-steel full-width cab, resiliently mounted, with easy access steps both sides has a lined interior and flat two-piece reverse sloping windscreen, counter-balanced drop door windows, rear view quarter and centre windows and adjustable driver's seat. Cab equipment includes twin windscreen wipers, two large rear view mirrors, an efficient heater/demister unit and a tool box.



valued power, capacity and output



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ENGINE

AEC type 2AV690, 4-stroke, 6-cylinder vertical, direct injection diesel. Bore, 130 mm (5.12 in.); stroke, 142 mm (5.59 in.); capacity, 690 cu. in. (11310 cu. cm).

Output, 192 b.h.p. at 2000 r.p.m.; maximum torque, 557 Lb-ft (77 Kg-m) at 1100 r.p.m. Integral crankcase and cylinder block casting with wet cylinder liners. Two cylinder heads with renewable alloy iron valve seat inserts. Valves have chromium plated stems and stellite faced seats. Masked inlet valves. Alloy steel, counterbalanced, seven bearing crankshaft with damper. Distributor type fuel injection pump. Oil bath air cleaner.

CLUTCH

Hydraulically operated single dry plate, 16 in. (406 mm) dia; area of friction surface, 268 sq. in. (1729 sq. cm).

GEARBOX

Five forward speeds and reverse all constant mesh; unit-mounted with engine. Ratios: 1st, 7.17 : 1; 2nd, 4.45 : 1; 3rd, 2.54 : 1; 4th, 1.53 : 1; 5th 1 : 1; reverse, 7.49 : 1.

FRONT AXLE

Enlarged 'I' section beam with stub axles 2 $\frac{1}{2}$ in. (65 mm) dia. Hubs mounted on taper roller bearings with vernier adjustment.

SUSPENSION

Front has 3 $\frac{1}{2}$ in. (89 mm) wide semi-elliptic leaf springs with progressive rubber bump stops and telescopic double acting hydraulic dampers. Rear bogie has 3 $\frac{1}{2}$ in. (89 mm) wide inverted semi-elliptic leaf springs, pivoted at their centres on a transverse tube mounted in cast steel brackets bolted to the chassis frame. Spring ends slide on pads attached to the axle casings and are located sideways by stirrups. Each axle is located longitudinally by one upper and two lower radius arms having bonded rubber joints. The axles have a maximum diagonal displacement of 13 in. (330 mm).

FRAME

The frame is of bolted construction with heavy channel section sidemembers. An internal channel section flitch $\frac{1}{2}$ in. (5.4 mm) thick is fitted inside along the major portion of the frame, and an 'L' shaped section is fitted along the top web to spread body loads. Frame dimensions are: 14 $\frac{1}{2}$ in. (350 mm) deep x 3 $\frac{1}{2}$ in. (79 mm) flange width x $\frac{1}{2}$ in. (9.5 mm) thick.

WHEELS AND TYRES

The standard wheel and tyre equipment is: front, 11-00-22, 14-ply Dunlop "Roadtrak Major" single on B7.5 discs and rear Dunlop 15-00-20, 20 ply "Powergrip" single on 10-00 W discs.

DUMPTRUK

*for unrivalled***STEERING**

Cam and double roller, incorporating hydraulic power assistance; an extended shaft connects by universal joint to the steering column. Ratio, 28.5 : 1, or 5 $\frac{1}{2}$ turns from lock to lock.

REAR AXLES

Two driving axles with fabricated casings and double reduction, spiral bevel/double helical drive units. Ratio, 9.04 : 1. Fully floating driving shafts. Hubs mounted on taper roller bearings.

SERVICE BRAKE

Actuated by foot pedal, air pressure operated on all wheels. Air is provided by an engine driven compressor of 11.8 cu. ft (334 litres)/min. displacement which charges a single chamber reservoir of 2100 cu. in. (34 litres) capacity.

The single leading brake shoes are cam operated and screw type adjusters are fitted. Brake drums are 15 $\frac{1}{2}$ in. (394 mm) dia. Linings are $\frac{1}{2}$ in. (19 mm) thick x 5 in. (127 mm) wide, front and 7 in. (178 mm) wide rear. The total friction area is 1110 sq. in. (7160 sq. cm).

EMERGENCY BRAKE

The emergency brake mechanically operates the brake shoes on the rear bogie by means of a multiple pull handbrake lever. The friction area is 818 sq. in. (5276 sq. cm).

EQUIPMENT

24-volt insulated return starting and lighting electrical equipment is fitted. The generator has an output of 360 watts and four, 6-volt lead-acid batteries of 108 amp-hr capacity are provided. The instrument panel contains a speedometer with total distance recorder, temperature gauge, ammeter, air pressure gauge, oil pressure gauge, inspection lamp sockets, lighting switches and dimming control for indirect panel illumination. A 40-gallon (182 litres) fuel tank is fitted transversely behind the cab.

TIPPING GEAR

The Edbro B & E Model 15 DN (MK IV) twin-ram, 3-stage tipping gear gives 70° angle of tip in 12-14 seconds; with double-acting cylinders on the last two stages. An automatic pressure-compensated float control valve is incorporated to control the tipping action and a damper valve prevents self-tipping.

Hydraulic pressure is supplied by a large capacity, 12-cylinder positive displacement pump of the swash plate type integral with the power take-off and mounted on the side of the gearbox casing.

The hoist control gives four positions: lift, hold, power down, and float. It operates a fast acting spool valve fitted inside the oil reservoir, where it is completely protected.

