



MANDATOR MARK III

GOODS CHASSIS

R.H. CONTROL 7 ft. 6 in. OVERALL WIDTH

SPECIFICATION

ENGINE A.E.C. 9.6 litre, 6-cylinder, direct-injection oil engine, 126 mm. (5-12 in.) bore x 142 mm. (5-59 in.) stroke; 125 b.h.p. at 1,800 r.p.m., with 430 lb. ft. torque at 1,000 r.p.m.

Alternative: A.E.C. 11.3 litre, 6-cylinder, direct-injection oil engine, 130 mm. (5-12 in.) bore x 142 mm. (5-59 in.) stroke; 150 b.h.p. at 1,800 r.p.m., with 505 lb. ft. torque at 1,100 r.p.m.

CLUTCH Heavy duty single dry plate type 15½ in. in diameter.

GEARBOX Five-speed constant mesh type, five forward speeds and one reverse. Ratios: 1st speed, 6:60:1; 2nd speed, 4:34:1; 3rd speed, 2:64:1; 4th speed, 1:57:1; 5th speed, 1:1:1; reverse, 6:60:1.

PROPELLER SHAFTS Tubular construction with Hardy Spicer needle roller bearing universal joints.

REAR AXLE Double reduction spiral bevel and double helical. Fully floating axle shafts, hubs mounted on taper roller bearings.

Reduction ratios of 6:22:1, 7:12:1 and 7:92:1 can be supplied, but the latter may not be used with the 11.3 litre engine.

FRONT AXLE Alloy steel "I" section forging with integral spring pads. Hubs mounted on taper roller bearings.

STEERING Worm and nut type. Ratio, 6 turns (approximately) from lock to lock.

SUSPENSION Semi-elliptic leaf springs. Dimensions: 3½ in. wide, front 48½ in. long, rear 54 in. long. Helper springs are fitted at the rear.

BRAKES Foot, compressed air operated with individual air cylinders to all wheels. Hand, progressive ratchet type to rear wheels only. Linings 1 in. thick by 3½ in. wide front and 6½ in. wide rear, 15½ in. diameter drums, lining area 602 sq. in. All chassis are equipped with "Nose" trailer brake gear and air pressure couplings for connecting to the trailer brakes.

RADIATOR Cast aluminium top and bottom tanks bolted to a tubular block of "Still" high-efficiency tubes.

FRAME ¼ in. thick steel channel section, maximum depth 12 in., with 3½ in. wide flanges.

WHEELS AND TYRES Standard 10-00-20, 14-ply rating single front and twin rear tyres.

FUEL SUPPLY 40 Imperial gallon capacity tank.

TOWING ATTACHMENT Helical spring type.

ELECTRICAL EQUIPMENT 24 volt, compensated voltage control, lighting and starting. The equipment includes head, side, tail and stop lights, and electric horn, 288 watts output 5 in. diameter dynamo. Lead acid batteries of 102/108 ampere hours capacity. All controls are housed in a conveniently mounted compact unit.

INSTRUMENTS AND ACCESSORIES Instrument panel containing speedometer, oil pressure gauge, air pressure gauge, water temperature gauge, ammeter, panel illumination and dimmer switch. Horn push button on steering column; foot operated dip switch.

EXTRAS Six-speed overdrive gearbox, power take-off, power-assisted steering, exhaust brake etc. Full details on application. Equipment for operating vacuum trailer brakes can also be supplied.

PRINCIPAL DIMENSIONS

Wheelbase	Overall Width	Overall Length	Body Space	Frame Height at Rear (Unladen)	Turning Circle
ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.
12 1	7 6	18 1	12 10	3 5½	48 0
14 7	7 6	22 7½	17 4½	3 5½	55 0
16 7	7 6	25 7½	20 4½	3 5½	63 0

LOAD RATINGS When subject to United Kingdom legislation, the maximum permissible gross weight of this vehicle is 14 tons, or 32 tons with trailer.

When not subject to legislation, the maximum permissible gross vehicle weight is still 14 tons, but maximum permissible gross train weight is 36 tons.

The above weights are subject to the limit of suitable wheel and tyre equipment.

For details of tractor chassis see separate brochure.



An A.E.C. "Mandator" in service with Tennants, tar distributors of Belfast, fitted with a flat platform body.



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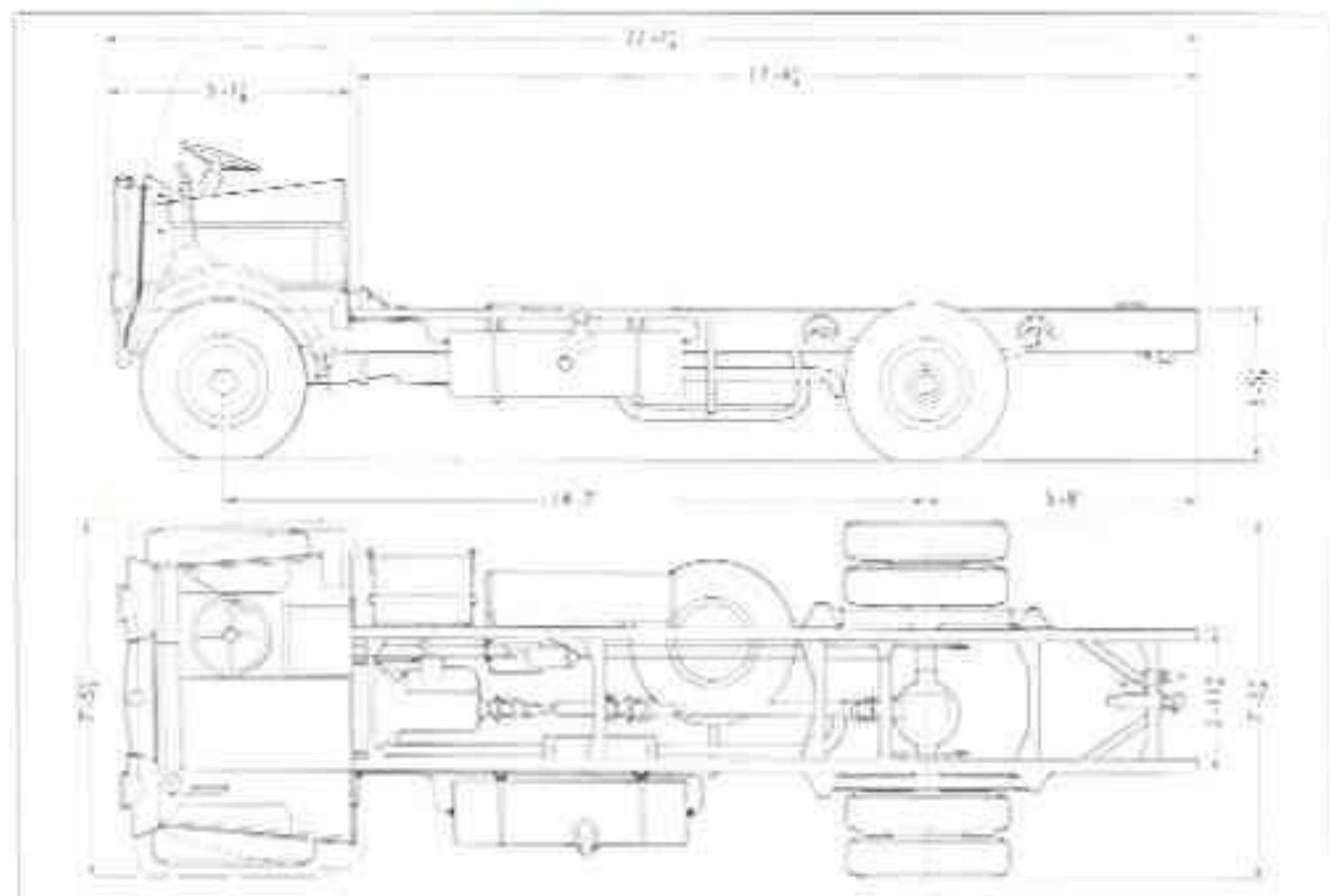
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MANDATOR MARK III GOODS CHASSIS



ARRANGEMENT OF THE 14 ft. 7 in. WHEELBASE CHASSIS

Dimensions shown are for spoked chassis fitted with standard tyres.

Coachbuilders' drawings are available on request.

A.C.V. products are sold subject to the A.C.V. Group's current Conditions of Business.

GUARANTEE: Comprehensive guarantees are given with all A.C.V. Group products, full particulars of which are stated in their current Conditions of Business.

A.C.V.'s policy of extensive research resulting in continuous improvement in design, makes it necessary for the Group to reserve the right to alter the information in this publication without notice.

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