

RANGEABILITY *by*

Atkinson



4 WHEELED DUMPER CHASSIS
(Model DT. 745-6 Series)

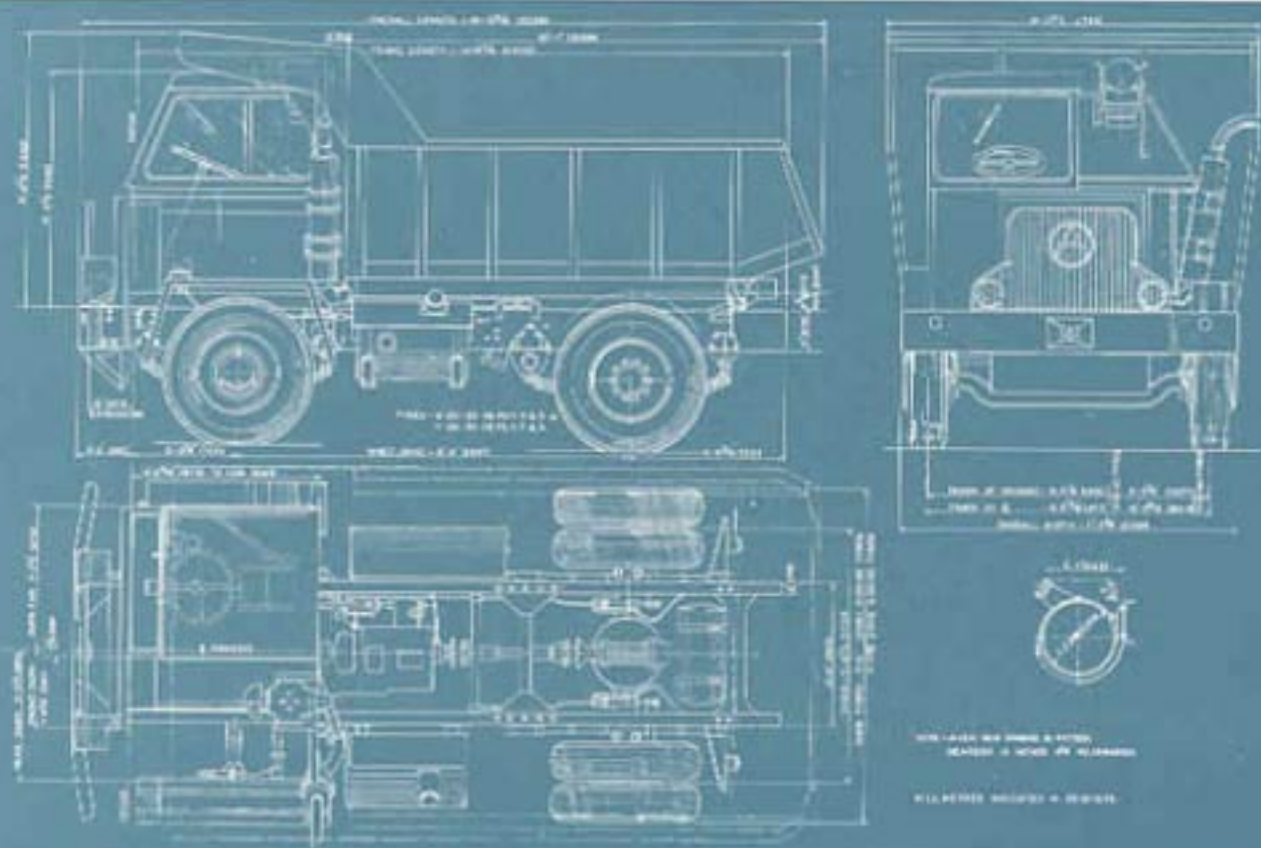
A.P.I., 191—Oct. 1997

AUTOLIT



Automobile - Truck - Motorcycle 1900 to Present
ORIGINAL Sales Brochures, Manuals, Books, Posters,
Catalogs, and MUCH More. World's largest selection!

Arrangement of Atkinson DT.745-6 Chassis



Rangeability - Serviceability - Reliability



AUTOLIT



Automobile - Truck - Motorcycle 1900 to Present
ORIGINAL Sales Brochures, Manuals, Books, Posters,
Catalogs, and MUCH More. World's largest selection!

**ATKINSON 4-WHEELER CHASSIS, DT 345-6
6-7 CU. YD. HEAVY DUMPER**

This dump truck has been specifically designed for heavy duty operation under the most onerous conditions, on or off the road. The chassis can be specified in either R.H. or L.H. form, and the following basic specifications can be modified to suit individual operating conditions.

ENGINE: Is the "Gardner" LW compression ignition diesel injection diesel, having 4 1/2" bore, 6" stroke.

Model	Engine Type	No. of Cylinders	H.P. at 1700 R.P.M.	Max. Torque at 1500 R.P.M.	No. of Bolts
DT 345	3LW	5	94	300	6
DT 346	4LW	6	112	358	7

In the above models the crankshaft is carried in a deep section rigid crankcase the dry lined cylinders being arranged in row blocks, with detachable heads and overhead valve location; pistons are fitted with aluminum plated gas rings, all features ensuring long life with ease of maintenance. Forced lubrication to all crankshaft bearings is provided by submerged gear pump housed in a large capacity sump with strainers on both suction and delivery circuits. Cool air circulating and a special high mounted air cleaner complete with pre-cleaner is fitted as standard. Airline cooling is provided by a large diameter fan and centrifugal water pump, the system being thermostatically controlled. The particular feature of this unit is fuel economy ensured by the specially developed fuel meter, controlled by centrifugal governor the amount of fuel injected. Ready starting from cold by electric starter and positively driven dynamo are other features. The engine as a unit, with clutch and gearbox, is three point mounted, with rubber isolation at each location. The engine sump is fully protected by a substantial steel guard.

CLUTCH: Is a 18" single dryplate type, provided with a clutch stop and ample two stage adjustment to cater for full wear down. Clutch slip torque is 210 lb. ft. more than equal to all loads from the driver, yet smooth in operation under all conditions.

GEARBOX: Mounted as a unit with engine. This unit has five forward speeds and reverse-top gear being direct, controlled by one change speed lever only. All gears are high quality heat treated alloy steel, mounted on large diameter rigid shafts, carried on bearings of ample capacity. The ratios are particularly selected to suit the onerous duties the chassis will perform, and are as follows:-

- 1 : 1 Fifth - 2.24 : 1 Third - 7.32 : 1 First
- 1.565 : 1 Fourth - 4.48 : 1 Second - 7.92 : 1 Reverse

TRANSMISSION: Power is transmitted to the driving axle by a single piece tubular propeller shaft, incorporating needle roller bearing side angle universal joints, and sliding coupling to allow full axle articulation. All shafts are dynamically balanced to eliminate vibration.

REAR AXLE: The drive to the road wheels is provided by an overhead drive worm axle having an 8 1/2" centre heavy duty axle fitted with a standard ratio of 3 1/2" with the following alternative ratios available 6 1/2" and 7 1/2" to 1.

FRONT AXLE: This unit incorporates a one piece I section high tensile steel beam of gaseous proportions, with forged steel hubs mounted on taper roller bearings. The king pins are mounted on taper roller bearings to provide easy steering the ball jointed adjustable track rod being mounted at the rear.

ROAD SPRINGS: Front and rear are semi-elliptic, silicon manganese steel, of variable lengths, shackled at the rear, to ensure smooth riding under all conditions.

BRAKING SYSTEM: The footbrake acts on all wheels, and is hydraulic servo assisted, drum chambers and brake shoe widths being 17" x 3 1/2" on front axle, 12" x 6" on rear. The handbrake type handbrake, located on the driver's right hand, acts on the rear wheels only, and is mechanically operated straight through.

ROAD WHEELS AND TYRES: Pressed steel disc wheels are carried on the hubs, by car 1" dia. wheel studs, tyres being 9.00 - 20 (12 ply) or alternative C.20 Michelin metallic single front and twin rear. Single rear tyres of equivalent carrying capacity can be fitted.

STEERING: Is the Marlex Case and double roller type, totally enclosed and working in oil. All contacting surfaces are of hardened alloy steel, wear being minimized and development of backlash practically eliminated.

FRAME: Frame side members are of high tensile steel possessing 11" x 3" x 1/2" braced by substantial gusseted sections members fitted with high tensile bolts. The frame is extended past the front of the car and is fitted with a maximum strength front bumper bar.

RADIATOR: Car aluminium, with three-row detachable "Walked" tubes, giving ample cooling surface area and water capacity. Temperature controlled by thermostat, allowing quick warm up under cold conditions. The radiator is totally enclosed and protected by a robustly constructed guard.

FUEL TANK: Is of 20 gallon capacity mounted on the rear side of the chassis frame. Fuel is by Aerial pump mounted on and driven by the engine. A return guard is fitted over the tank.

ELECTRICAL EQUIPMENT: Is 12-volt double pole system with battery of ample capacity. Instruments are grouped in a panel in front of the driver, with a control box mounted conveniently to the driver's right hand. Twin head, side and stop-lamp are provided, head lamps controlled by dipper switch. Electric starting is standard.

CHASSIS EQUIPMENT: This includes speedometer, twin matched shock absorbers, hydraulic jack, long starting handle, rear number plate, grease gun, complete set of tools and wheel cast covers, lubrication chart, wiring diagram, service manual and spare parts list are provided with each chassis.

CAB: A special all steel half cab is provided as standard, particular attention having been paid to visibility, and the driving controls have been laid out to reduce driver's fatigue to a minimum. The cab has been designed to afford full and easy access to the engine and other units. Substantial guards are mounted to the front bumper bar to protect the cab front and headlamps.

BODY: All steel electrically welded semi-enclosed dumper body with 3/16" steel side plates and 1 1/2" hardwood sandwich floor covered with a 1-16" mild steel plate. A high loading board with a cab protection canopy is provided. The maximum width of the standard body is 8' 3". Alternative types of body can be fitted to suit the operators requirements.

TIPPING GEAR: Special heavy duty, twin axle body, Model 114 D tipping gear, complete with heavy duty hinge equipment and spread release valve. This unit is capable of tipping the body to an angle of 60°.

EXTRAS.	
Cab heater	Standard all steel cab
24-volt electrical equipment	Double reduction axle
Power steering	Air brakes
Gardner 6-LN engine	Common H.U.6 engine
28-6 speed gearbox	

LEADING DIMENSIONS.	
Wheelbase	8' 9"
Overall length (including)	To suit its body
Overall width (including)	7' 11"
Back of axles to end of frame	To suit its body
Frame length	5' 2 1/2"
Ground clearance	5 1/2"
Frame width	3' 2"
Front wheel track at C.G.	4' 2 1/2"
Rear wheel track	5' 8 1/2"

AUTOLIT



Automobile - Truck - Motorcycle 1900 to Present
ORIGINAL Sales Brochures, Manuals, Books, Posters,
Catalogs, and MUCH More. World's largest selection!



ATKINSON VEHICLES LTD.

WINERY LANE, WALTON-LE-DALE, PRESTON, LANCs.

PHONE: 84284-7

TELEGRAMS: "WAGONS, PRESTON."

SPARES AND SERVICE: Phone 56217 (Day and Night).

LONDON SALES AND SERVICE: WESTERN LANE, NIGHTINGALE LANE, S.W. 12
Battersea 2193

AUTOLIT



Automobile - Truck - Motorcycle 1900 to Present
ORIGINAL Sales Brochures, Manuals, Books, Posters,
Catalogs, and MUCH More. World's largest selection!