

# New AUTOCAR

**T**HE Autocar Co., Ardmore, Pa., has taken another important step in its invasion of the light duty field. It has made available the recently-announced models A and B in cab-over-engine models which will be known as models UA and UB.

Despite heavier steering gears and front axles the new c.o.e. models with cabs actually weigh 100 lb. less than their conventional counterparts. The specifications of other units are the same, the weight saving having come chiefly from shortening the wheelbases and overall lengths without sacrifice of the CA dimension.

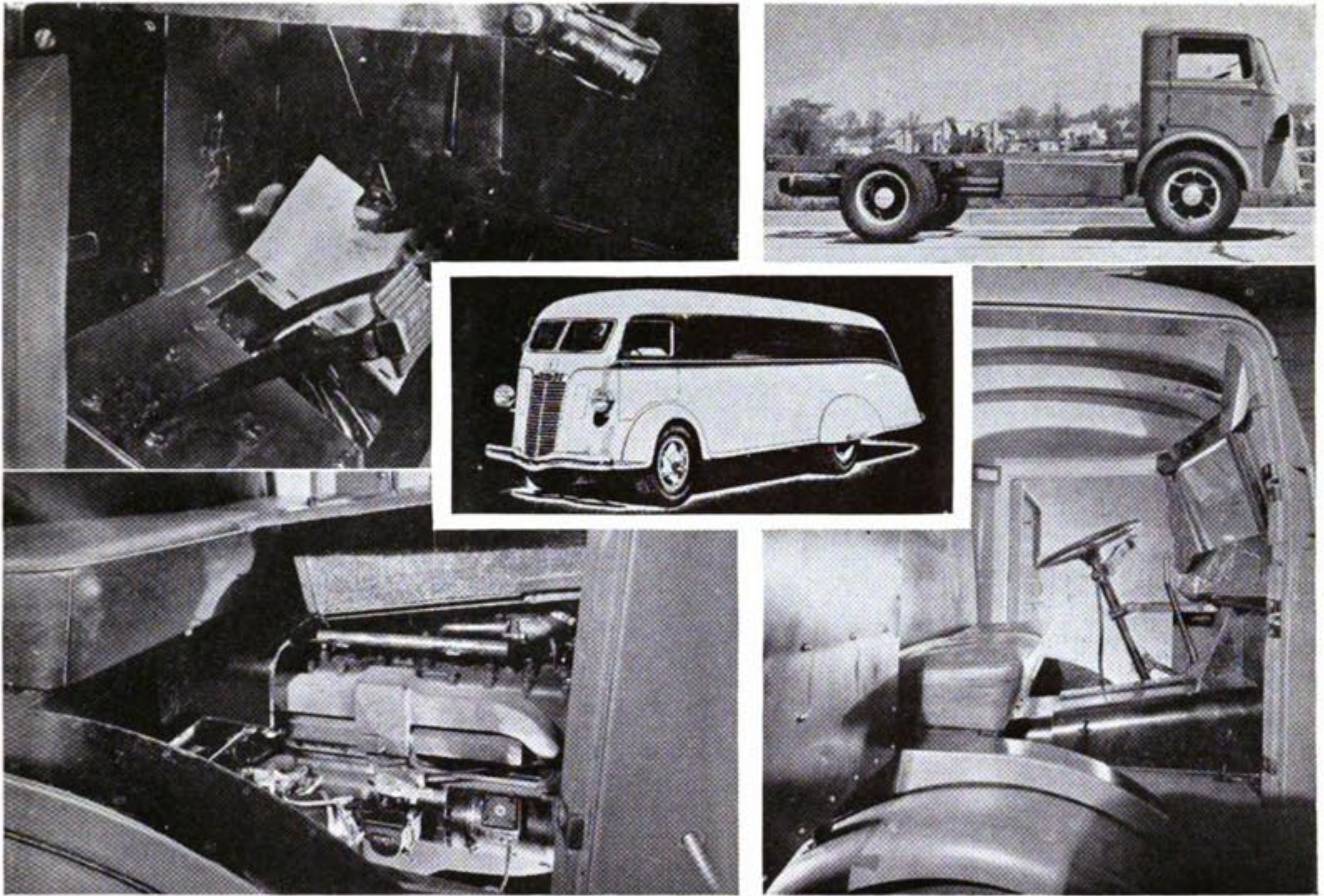
Prices for the conventional and c.o.e.

**Trucks in Assembled Line Have Minimum Wheelbase of 84 in. Both Models Weigh 100 lb. Less Than do the Corresponding Conventional Jobs.**

model chassis are identical, the A and UA price being \$1095 for a 13,500 lb. gross weight truck, and the B and UB selling for \$1480 for trucks with a gross weight of 16,000 lb.

There is only one cab available for the c.o.e. models at \$250, while on the conventional models there is a standard cab at \$200 and a deluxe at \$250. The engines in the c.o.e. models ap-

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Opposite page—Showing front-end view of Autocar's new UA and UB c.o.e.'s. Note ventilators at sides and radiator cover in center of cab. Above left—Access to the engine is made easy simply by raising the floor board. Top left—A hinged door in the toe board opens up to the distributor and oil filler. Above right—Interior view of the roomy cab. Top right—Over-all view of the new c.o.e. chassis. Center—Showing appearance of the new job complete with panel body

of the floor boards to the seat but does not divide the seat, has two conventional hood latches and after raising the right side of the hood the whole right floor board may be removed by simply loosening two wing nuts and sliding a small metal plate forward. When the floorboard is removed the whole right side of the engine is exposed.

All of the fuses are on a panel immediately behind an instrument board door in place of the usual "glove compartment." The gage and instrument panel, which is hinged at the bottom, may be inspected by loosening two bolts which hold the panel in place at the top. The radiator filler is concealed behind what appears to be a center ventilator in the front of the cab. The ventilating is done through two side ventilators.

**T**HE model UA has a Hercules JXB engine of 263-cu. in. piston displacement, giving 163 lb. ft. of torque and 68 horsepower at 2800 r.p.m. This engine is mounted in a 7 15/16 in. x 2 3/4. x 7/32 in. frame of carbon steel. Behind this engine is a Clark 185F four-speed transmission. The shift

lever is in conventional position. The rear axle is a Timken 54412 of spiral bevel drive and of full-floating design. Vacuum-actuated hydraulic brakes act upon 320 sq. in. of brake lining area on four wheels.

The engine of the UB is a Hercules JXC which has 282 cu. in. of piston displacement. Its horsepower output is 73 at 2800. The torque is 175 lb. ft. Bore and stroke are 3 3/4 x 4 1/4 in. The UB has the same transmission as the UA. The brake lining area is 358 sq. in. The rear axle is the same design but a larger Timken.

Both engines have aluminum pistons and seven cadmium-nickel replaceable-type shell main bearings. Connecting rod bearings are also replaceable.

Wheelbases for both models are 84 in., 106 in., and 124 in. 6.50/20 tires with duals are standard on the UA with a maximum allowable tire size of 8.25/20. The UB standard and maximum sizes are identical with the UA.

The new models have a pleasing compact look. Fenders are high crowned and with the Autocar-designed-and-built cab give the front of the truck plenty of eye appeal.

## C.O.E.'S

appear to be even more accessible for maintenance work than do the conventional trucks. The new design ingeniously includes a small trap door in the toe board immediately to the right of the brake pedal which gives access to the distributor and the oil filler, while a small square has been cut in the floor board further back to open above the oil bayonet gage. The square can be lifted out by gripping through a thumb hole. A low hood, which extends back through the center