

AVELING-BARFORD

SN 35

**35 TON
DUMP TRUCK**

450 b.h.p ENGINE

"T-1" STEEL BODY
(100,000 p.s.i. yield point)

ALLISON CLBT. 5960
TORQMATIC
TRANSMISSION (OPTIONAL)



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35 TON DUMP TRUCK

ENGINE:

Rolls-Royce C8TFL eight-cylinder turbo-charged diesel engine; 450 b.h.p. at 2,100 r.p.m.; bore 5½" (130 mm.) stroke 6" (152 mm.) giving displacement of 990 cu. ins. (16,222 c.c.) Maximum torque 1,200 lb.ft. (165.9 kg.m.) at 1,550 r.p.m. 24-volt electrical system.

AIR FILTRATION:

"Rotopanic" two stage dry type air cleaner.

STANDARD TRANSMISSION:

CLUTCH: Borg and Beck 18" (457 mm.) dia. twin dry plate type R4/T. Air-assisted. Total surface area 620 sq. ins. (4,000 sq.cm.).

GEARBOX (Mechanical): Providing six forward speeds and one reverse under control of one hand lever. All gears, except reverse, are in constant mesh, helical with sliding dog engagement. Gears of case hardened alloy steel. Specially designed for off-highway operation, the gearbox is remotely mounted for easy removal and access to clutch for servicing.

GEARBOX RATIOS		ROAD SPEEDS	
Gear	Ratio	M.P.H.	K.P.H.
1st	5.285 : 1	3.8	6.2
2nd	3.28 : 1	6.1	9.8
3rd	2.175 : 1	9.2	14.8
4th	1.48 : 1	13.5	21.7
5th	1.0 : 1	20.0	32.2
6th	.694 : 1	30.0	48.3
Reverse	4.725 : 1	4.23	6.8

OPTIONAL TRANSMISSION

Allison Torqmatic CLBT5960. Full torque shifting transmission incorporating hydraulic torque converter with lock-up clutch. Torqmatic brake, power shift gearbox having six forward speeds and one reverse speed.

TORQUE CONVERTER—TC-590, Single stage.
RATIO—2.5 : 1

GEARBOX RATIOS		ROAD SPEEDS	
Gear	Ratio	M.P.H.	K.P.H.
1st	4.0 : 1	5	8.05
2nd	2.68 : 1	7.5	12.07
3rd	2.01 : 1	10	16.09
4th	1.35 : 1	14.8	23.82
5th	1.0 : 1	20	32.19
6th	.67 : 1	33	53.12
Reverse	5.12 : 1	3.9	6.28

REAR AXLE

Extra heavy-duty specially developed for arduous "off-highway" duty. Fully floating half shafts, spiral bevel differential, and planetary reduction gear in road wheel hubs. Cast steel housing is mounted semi-rigidly to chassis through eight shock springs on the mounting bolts.

RATIOS:		
Spiral bevel differential	3.70	: 1
Planetary gears	4.94	: 1
Total	18.28	: 1

FRONT AXLE

Straight bed, forged alloy steel, "I" section. Mounted to chassis by longitudinal semi-elliptical springs bearing on curved spring-pads and constrained by longitudinal, sleeved, rubber-bushed radius rods.

HUB MOUNTING—Taper roller bearings
Inner bearing—4½" (108 mm.) dia.
Outer bearing—3½" (82.5 mm.) dia.

BRAKES

SERVICE—Two shoe internal expanding on all four wheels. Foot operated, air actuated.

Hand control also provided.
Front—19½" x 7" (495 mm. x 178 mm.)
Rear—19½" x 8" (495 mm. x 203 mm.)

PARKING—Mechanically operated 19½" (495 mm.) dia. disc type mounted on rear axle input shaft.

TORQMATIC—Available only with Allison transmission.

TYRES:

STEERING—16.00 x 25—28-ply Power Grip or Hard Rock Rib.

DRIVING—18.00 x 25—32-ply

RIMS—13.00 x 25.
Premium Tread tyres available.
Tubeless tyres also available.

STEERING:

"Ross" power assisted steering with twin rams.
Turning radius 30 ft. (9144 mm.).

TIPPING:

By twin hydraulic two-stage telescopic double-acting rams—universally mounted to body and trunnion mounted to chassis.

Single lever control giving four positions.

Tipping angle 6½°.

Time 9 seconds.

