



AVELING-BARFORD

30 TON

SN

DUMP TRUCK

WITH GENERAL MOTORS ENGINE

AUTOLIT



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SN

30 TON

DUMPER

ENGINE:

General Motors 12V-71 N65 twelve-cylinder Vee-form 2-stroke diesel engine: 475 b.h.p. at 2,100 r.p.m.; bore 4 $\frac{1}{2}$ " (108 mm.); stroke 5" (127 mm.) giving displacement of 851.2 cu. ins. (13,880 c.c.) Maximum torque 1,300 lb. ft. (179.7 kg.m.) at 1,300 r.p.m. 24 volt electrical system.

AIR FILTRATION:

"Rotopac" two stage dry type air cleaner.

STANDARD TRANSMISSION:

CLUTCH - Borg and Beck 17" (432 mm.) dia. twin dry plate type. Air-assisted. Total surface area 636 sq. ins. (4,100 sq. cm.)

GEARBOX (Mechanical): Providing six forward speeds and one reverse speed 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: 1st, 5.265; 2nd, 3.78; 3rd, 2.175; 4th, 1.48; 5th, Direct; 6th, .694; Reverse, 4.725.

SPEEDS: Forward: 3.9, 8.1, 9.2, 13.5, 20.0 and 30 m.p.h. (6.2, 9.8, 14.8, 21.7, 32.2 and 48.3 k.p.h.). Reverse: 4.23 m.p.h. (6.8 k.p.h.).

OPTIONAL TRANSMISSION:

Allison Torqmatic CLBT 5860. Full torque shifting transmission incorporating hydraulic torque converter with lock-up clutch and Torqmatic brake. Power shift gearbox having six forward speeds and one reverse speed.

TORQUE CONVERTER TC-390. 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	32.10
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—4 $\frac{1}{2}$ " (108 mm.) dia.
Outer bearing—3 $\frac{1}{2}$ " (82.5 mm.) dia.

BRAKES:

SERVICE—Two shoe internal expanding on all four wheels. Foot operated, air actuated. Hand control also provided.
Front—19 $\frac{1}{2}$ " x 7" (495 mm. x 178 mm.).
Rear—19 $\frac{1}{2}$ " x 8" (495 mm. x 203 mm.).

PARKING—Mechanically operated 12" (305 mm.) dia. Drum type mounted at rear of transmission.

TORQMATIC—Available only with Allison transmission.

TYRES:

STEERING—18.00 x 25 28-ply Power Grip or Hard Rock Rib.

DRIVING—18.00 x 25 28-ply Power Grip, Hard Rock Lug or Rock

Optional Driving—18.00 x 25 32-ply.
Rims—13.00 x 25.

Tubeless tyres also available.

STEERING:

Manual steering box with hydraulic power assistance. Turning radius 30 ft. (9144 mm.).

TIPPING:

By twin hydraulic two-stage telescopic double-acting rams—universally mounted to body and traction mounted to chassis. Single lever control giving four positions. Tipping angle 6 $\frac{1}{2}$ °. Time 9 seconds.

BODY:

Welded construction with side, end, bottom and corner plates of "T1" special alloy high tensile steel (yield point 100,000 p.s.i.—7031 kg./sq.cm.). Bottom plate $\frac{3}{4}$ " (19 mm.) thick. Side and end plates $\frac{3}{8}$ " (9.5 mm.) thick. Corner plates $\frac{1}{2}$ " (12.7 mm.) thick. Heavily reinforced box and channel section frame. Body pivots on large slotted rubber bushes and is supported on chassis by large rubber pads.

Maximum payload—60,000 lb. (27,216 kg.)

Struct capacity—19 cu. yds. (14.53 m³)

Heaped capacity—(S.A.E. Rating) 22.1 cu. yds. (16.9 m³)

Heaped capacity—(1 : 1 slope)—28 cu. yds. (21.4 m³)

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FRAME:

All welded construction in high tensile steel. Joint section side members with box rear ends reinforced by ribs.

CAB:

Acoustically lined three quarter width rearwardly mounted cab. Fully adjustable bucket-type driver's seat. Bench type seat for passengers.

LIGHTING:

Two headlights in front and one head and two stop-tail lights at rear.

CAPACITIES:

	Imp. galls.	U.S. galls.	Litres
Fuel Tank	85	102	386
Cooling System	16.2	23	87
Hydraulic System	23.78	28.5	108

	Imp. galls.	U.S. galls.	Litres
Engine Sump	10	12	45.4
Rear Axle	6.5	7.8	29.5
Standard Transmission	4	4.8	18
Optional Transmission	15	18	68

WEIGHTS:

	lb.	kg.
Unladen—Total	60,170	27,256
Front Axle	21,700	9,843
Rear Axle	38,470	17,413
Laden—Total	110,170	49,972
Front Axle	30,970	14,047
Rear Axle	79,200	35,925

EXTRAS:

Cab heater and fanster. Spill boards for body. Heated body. Kienice tachograph recorder. Speedometer. Special tools for rear axle. Reversing bell.

SHIPPING SPECIFICATION

	Length	Width	Height	Weight
Dump Truck on wheels	27' 7 $\frac{1}{4}$ " 8418 mm.	11' 5" 3460 mm.	10' 8" 3251 mm.	22.4 long tons 22,760 kg.

Dimensions, weights, clearances and other particulars shown on this leaflet are not binding in detail and the right to modify is reserved.

DIMENSIONS

