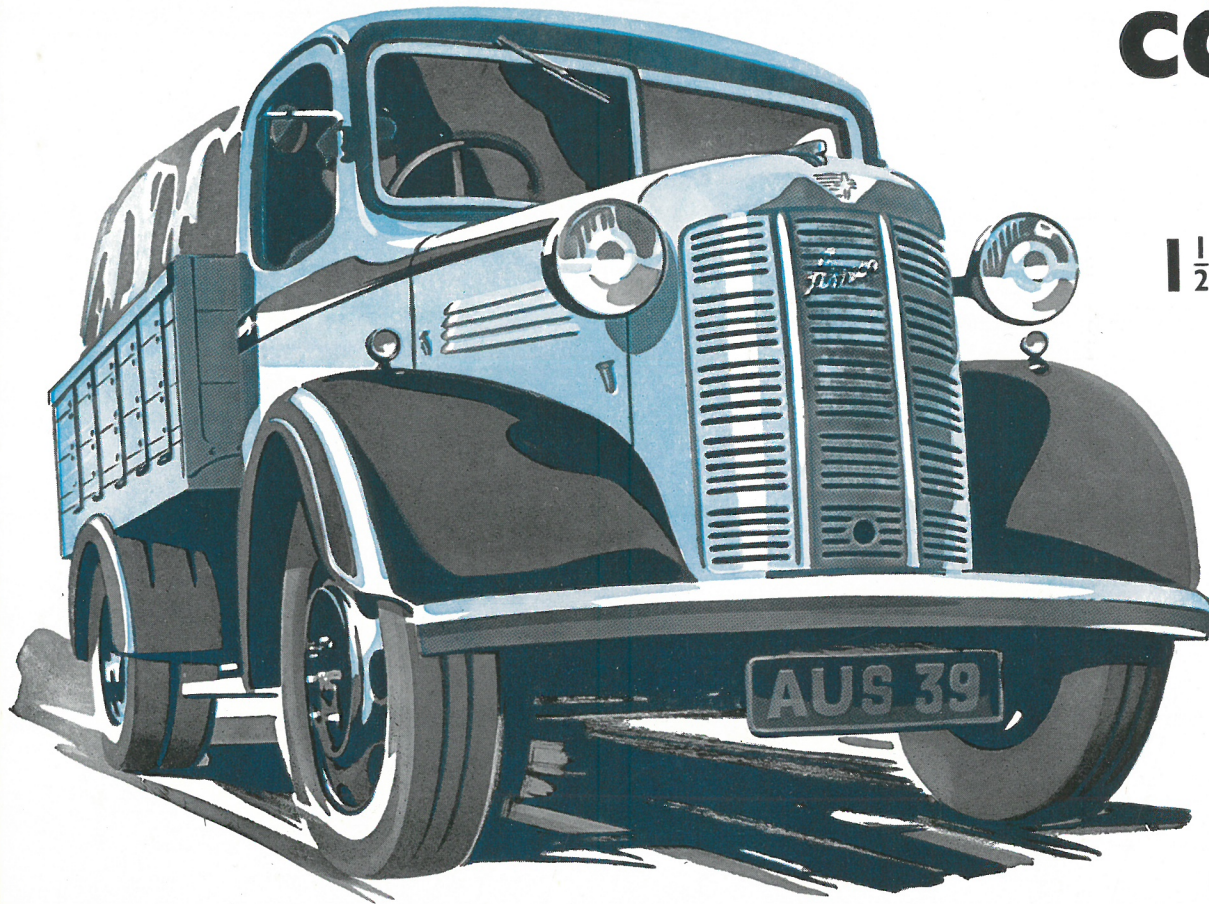


AUSTIN *Dependable*

COMMERCIAL VEHICLES

1½-ton—2-ton—3-ton



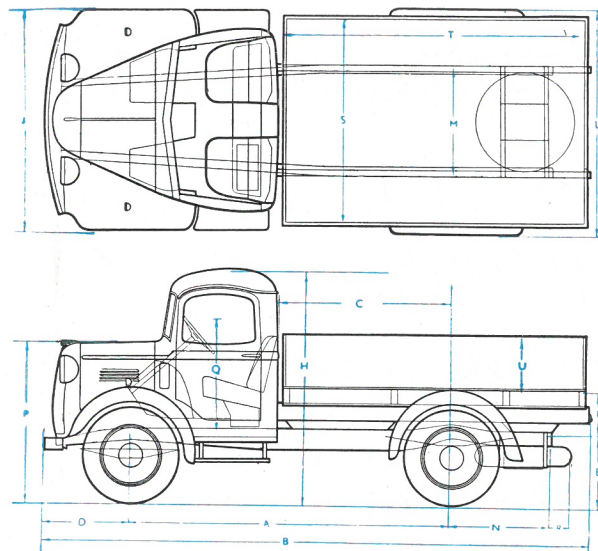
THROUGHOUT the world, "Austin" is synonymous with dependability, and dependability, where commercial transport is concerned, is of paramount importance.

This folder describes and illustrates some of the Austin heavy vehicles. They should be studied so that point by point, feature for feature, the superiority and fundamental soundness of Austin design and construction can be appreciated.

Behind these vehicles are all the resources in plant, personnel and experience of Britain's largest single motor factory. That is why, for value and service, they stand alone as a safe and profitable business investment.

THE AUSTIN MOTOR CO. LTD
LONGBRIDGE . BIRMINGHAM

GENERAL DIMENSIONS of the DROP-SIDED LORRY



VEHICLE	A	B	C	D	E	F	H	J	L	M	N	P	Q	R	S	T	U
	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.
1½-ton	111	182	60½	30¾	26 ³ / ₁₆	15 ¹ / ₈	81	76½	70½	37	35	56½	38¾	8	74	105	18
2-ton Short W.B.	111	191	60½	30¾	24½	15 ⁵ / ₈	79	76½	78	37	30¾	54½	38¾	—	74	105	18
2-ton Long W.B.	134	224	83½	30¾	24½	15 ⁵ / ₈	79	76½	78	37	37	54½	38¾	6	74	138	18
3-ton Short W.B.	111 ³ / ₄	186	61½	30¾	25 ⁵ / ₈	15 ¹ / ₈	80	76½	83	37	30¾	55½	38¾	—	—	—	21
3-ton Long W.B.	157 ³ / ₄	254	107½	30¾	25 ⁵ / ₈	15 ¹ / ₈	80	76½	83	37	42	55½	38¾	2¾	79	168	18

THE AUSTIN MOTOR COMPANY LTD.

LONGBRIDGE G.P.O. Box 41 **BIRMINGHAM**

Telephones : Priory 2101 (20 lines) Telegrams : "Speedily, Telex, Northfield"
Cables : "Speedily, Birmingham, England" Code : Bentley's

479 - 483 OXFORD STREET, LONDON, W.I.

(Near MARBLE ARCH)
Telephone : Mayfair 7620 (18 lines) Telegrams : "Austinette, Telex, London"
and at

HOLLAND PARK AVENUE, LONDON, W.II

AUSTIN TRUCKS

All standard body types listed below are Austin built.

1½-TON

Chassis	. . . . .
Chassis with cab	. . . . .
Platform lorry (tailboard extra)	. . . . .
Drop-sided lorry	. . . . .
Van	. . . . .
Luton van	. . . . .
End tipper (hand-operated screw gear)	. . . . .
Hydraulic end tipper (power)	. . . . .
Hydraulic end tipper (hand)	. . . . .

2-TON SHORT WHEELBASE

Chassis	. . . . .
Chassis with cab	. . . . .
Platform lorry (tailboard extra)	. . . . .
Drop-sided lorry	. . . . .
Van	. . . . .
Luton van	. . . . .
End tipper (hand operated screw gear)	. . . . .
Hydraulic end tipper (power)	. . . . .
Hydraulic end tipper (hand)	. . . . .

2-TON LONG WHEELBASE

Chassis	. . . . .
Chassis with cab	. . . . .
Platform lorry (tailboard extra)	. . . . .
Drop-sided lorry	. . . . .
Box van	. . . . .
Luton van	. . . . .

3-TON SHORT WHEELBASE

Chassis	. . . . .
Chassis with cab	. . . . .
Hydraulic end tipper (power)	. . . . .

3-TON LONG WHEELBASE

Chassis	. . . . .
Chassis with cab	. . . . .
Platform lorry (tailboard extra)	. . . . .
Drop-sided lorry	. . . . .
Luton van	. . . . .

Sliding roof to Driver's cab, extra

SPECIAL BODIES ALSO AVAILABLE — 1½-ton, 2-ton and 3-ton Farmers Wagons, and 3-ton Box Vans.

TYRE OPTIONS AT EXTRA CHARGE

1½-TON	2-TON	3-TON
A 32in. × 6in. front and rear.	*A 32in. × 6in. front and rear.	*A 32in. × 6in. R.H.S. front and rear.
B 32in. × 6in. front and spare. 32in. × 6in. R.H.S. rear	*B 32in. × 6in. front and spare. 32in. × 6in. R.H.S. rear.	*B 7.00in. × 20in. R.H.S. front, 7.50in. × 20in. R.H.S. rear and spare.
	*C 32in. × 6in. R.H.S. front and rear.	C 32in. × 6in. R.H.S. front, 36in. × 8in. R.H.S. rear and spare.
R.H.S. Reinforced Heavy Service.	†D 32in. × 6in. front, 32in. × 7in. rear and spare.	*D 32in. × 6in. R.H.S. front, 34in. × 7in. R.H.S. rear and spare.
* Twtn at rear.		*E 34in. × 7in. R.H.S. front and rear.
† Heavy duty at rear.		

LOWER COST PER TON-MILE

TRANSPORTATION is only truly profitable when operating costs are reduced to a minimum. Whilst the owner can secure economy by careful use of, and proper attention to the vehicle, real economy is impossible without the co-operation of the manufacturers. The maker contributes his share when he produces at a reasonable cost a vehicle which will travel with its full authorised load the maximum of miles at the minimum of expense in respect of fuel, tyre renewals or maintenance.

Austin vehicles have been designed with this ideal in view and after being subjected to the severest trials and tests are offered with fullest confidence in their ton-mile economy.

Prices have been fixed as low as is possible having regard to the high quality of material and expert workmanship employed. This combination of low initial outlay, long life and economy of operation, satisfies the ideal of every transport user—LOW COST PER TON-MILE.

GENERAL SPECIFICATION

ENGINE. Six-cylinder with overhead valves. Bore 85 mm. (3.35"). Stroke 101.6 mm. (3.97"). Treasury rating 26.8 h.p. Capacity 3,459 c.c. (211 cubic inches). Compression ratio 5.75 to 1. Maximum torque 160 lbs. ft. at 1,100 to 1,500 r.p.m. Cylinder block and crankcase in one piece. Full length water jackets. Detachable cylinder head carrying the valve gear. The overhead valves are operated by push-rods actuated by enclosed roller chain driven camshaft supported in four bi-metal bearings. Pistons oval ground cast-iron alloy. Crankshaft, balanced by counterweights supported by four large bearings. 12-volt battery ignition with automatic advance and retard with supplementary vacuum control. Zenith downdraught carburettor with hot-spot vaporiser induction system. Lubrication by submerged gear-driven oil pump with floating filter pick-up and external by-pass oil filter. Cooling water circulated by centrifugal pump with thermostatic control, cooling being assisted by a four-bladed fan operated by vee belt from the crankshaft.

CLUTCH. Borg and Beck dry single-plate clutch, 11" diameter. Self-lubricating carbon-type withdrawal race.

GEARBOX. Provides four forward speeds and reverse. Special alloy steel shafts and gears of large diameter. Layshaft mounted on roller bearings. Provision for power take-off on offside of gearbox.

REAR AXLE. Fully-floating with straddle mounted spiral bevel and large-diameter double-purpose bearings throughout. The driving shafts take the torque only, and carry no load. The differential assembly and driving shafts can be dismantled without jacking the wheels. Shock buttresses are incorporated in the differential bearing housings to take exceptional stress. The axle casing is built up of high-grade steel tubes and cast-steel centre case. This system of construction reduces the unsprung weight. Large taper roller bearings are fitted to each road-wheel hub. Standard and optional gear ratios are provided as follows:

		FINAL GEAR RATIOS			
		1½-TON.			
Top	4.37 to 1	2nd		15.22 to 1	
3rd	7.4 to 1	1st		31.6 to 1	
	Reverse		33.3 to 1		
	STANDARD	2-TON LONG and SHORT	OPTIONAL		
Top	4.71 to 1	Top		5.85 to 1	
3rd	8.5 to 1	3rd		10 to 1	
2nd	16.4 to 1	2nd		20.4 to 1	
1st	34 to 1	1st		42.4 to 1	
Reverse	33.7 to 1	Reverse		41.8 to 1	
	STANDARD	3-TON SHORT	OPTIONAL		
Top	6.66 to 1	Top		5.85 to 1	
3rd	11.4 to 1	3rd		10.0 to 1	
2nd	23.2 to 1	2nd		20.4 to 1	
1st	48.3 to 1	1st		42.4 to 1	
Reverse	47.6 to 1	Reverse		41.8 to 1	
	STANDARD	3-TON LONG	OPTIONAL		
Top	5.85 to 1	Top		6.66 to 1	
3rd	10.0 to 1	3rd		11.4 to 1	
2nd	20.4 to 1	2nd		23.2 to 1	
1st	42.4 to 1	1st		48.3 to 1	
Reverse	41.8 to 1	Reverse		47.6 to 1	

	ROAD SPEEDS IN	M.P.H. AT	1,000	R.P.M.	ENGINE SPEED
FINAL GEAR Ratio	4.37	4.71	5.85	6.66	
1st Speed	3.08	2.74	2.2	2.0	
2nd Speed	6.4	5.7	4.6	4.2	
3rd Speed	13.0	11.6	9.34	8.35	
4th Speed	22.24	19.82	15.95	14.592	

(With Standard Tyres)

FRONT AXLE. The axle beam is a toughened steel drop-forging of I section changing to rectangular section from the spring pads to the steering swivels. On the 1½-ton and 2-ton models the swivel pins can be withdrawn without dismantling the hubs and brakes.

STEERING. Bishop cam-and-roller type with Thompson self-adjusting tie-rod connections.

BRAKES. Lockheed hydraulic with slotted shoes on all wheels applied by pedal with Bisector operation at rear. Mechanical handbrake, operating independently on rear wheels through compensated mechanism. The brake drum diameters on 1½-ton and 2-ton models are, front 12 in., rear 14 in. On 3-ton models the front brakes are 14 in. diameter, and the rear brakes 16 in. diameter.

TRANSMISSION. Open tubular balanced propeller shaft with needle-roller bearing universal joints. Single shaft on the 1½-ton and short chassis 2-ton and 3-ton models. Two-piece shaft with middle joint and large heavy-duty bearing on the long wheelbase models.

SPRINGS. Semi-elliptic front and rear with auxiliary leaves for maximum load at rear on 2-ton and 3-ton models. These springs are carefully graded to give great flexibility without sacrifice of lateral stability.

FRAME. Pressed steel channel 7½ to 8 inches maximum depth and tapered at front and rear to reduce weight and increase the strength.

FUEL TANK. Mounted on offside of chassis and instantly accessible. For 1½-ton and 2-ton chassis, 12 gallon (54 litre) tanks are provided, and for 3-ton chassis the capacity is 16 gallons (72 litres).

WHEELS. Pressed-steel disc-type with ventilation. Six-stud fitting on 1½-ton and 2-ton models. Eight-stud fitting on the 3-ton models.

TYRES. Dunlop. 1½-ton model has 6.00in. x 20in. at front and 32in. x 6in. at rear. 2-ton models have 6.00in. x 20in. front and rear with twin wheels at rear. 3-ton models have 32in. x 6in. at front and rear with twin wheels at rear. For optional sizes at extra cost, see the list on opposite page.

ELECTRICAL SYSTEM. 12-volt battery of 63 ampere-hour capacity. Two powerful head-lamps with hand operated dip-and-switch. Two side-lamps, tail-lamp and stop-lamp. Concealed illumination for fascia panel with large-dial instruments. Electric horn. The dynamo charge is subject to compensated voltage control to suit the needs of the battery.

FASCIA PANEL. Contains speed indicator, mileage recorder with trip and total distance, oil pressure gauge and ammeter (all illuminated by concealed lighting) choke and starter knob.

CHASSIS EQUIPMENT. Detachable starting handle, well equipped tool roll, running boards, scuttle dash, bonnet, front and rear wings.

CAB. All-steel safety construction with vee screen, one panel of which opens. Winding windows in doors. Toughened glass in all windows. Deeply upholstered cushions. Holder for records, etc., and space for stowing rugs and oilskins. Cab equipment includes large rear-view mirror and electric windscreen-wiper.

AUSTIN COMMERCIAL VEHICLES

The Driver's Cab

IN the Austin Commercial Vehicle special attention has been given to the driver's comfort and safety. Deeply sprung cushions provide a comfort which is particularly desirable for long distance transport. The driving position is natural and reduces fatigue.

The driver's cab is placed well forward; the driver has an unusually wide view of the road, a contribution to safety, as is the fitting of approved toughened glass to the screen, doors and rear window of the cab.

Under the passenger's seat is fitted the 12-volt battery. The tool locker is situated under the driver's seat. This locker is large enough to store oilskins, rugs, etc. The cab is constructed of pressed steel, and is attached to the chassis by spring-cushioned bolts which absorb vibration and prevent weaving.

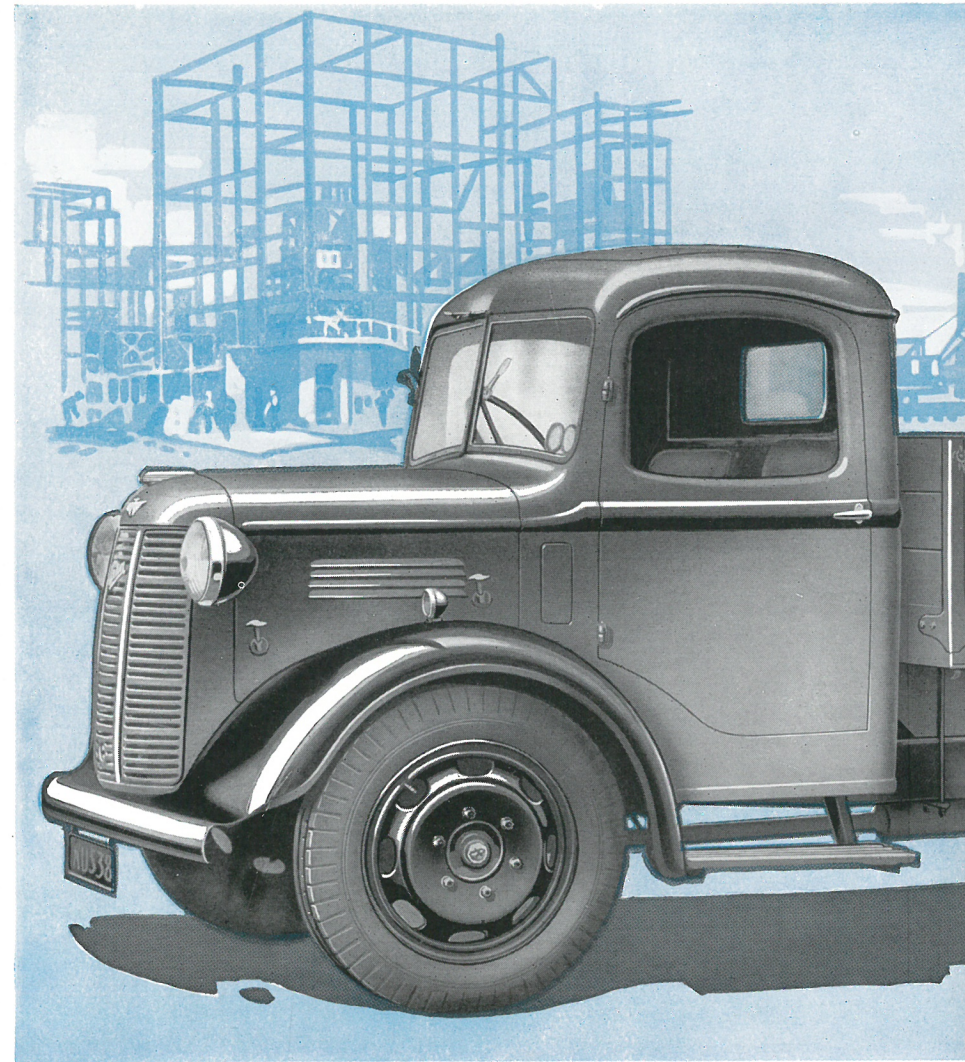
For the driver's convenience the half of the windscreen may be opened to admit air or give a clear view when snow or fog make driving difficult. An electrical screen-wiper is fitted, and concealed illumination of the instruments on the fascia panel enables the gauges and meters to be seen easily when driving in the dark.

The 1½-TON Model

Maximum permissible gross laden weight: 9,000 lbs. (4082 kilos.)

THE 1½-ton model is manufactured in one wheelbase only, 9ft. 3ins. This length has been decided upon after careful consideration of load distribution and affords ample space behind the cab for the fitting of bodywork suitable to hauliers and a large variety of trades.

A feature of the chassis is the deep section channel steel frame braced by four cross members to which are attached the various units. The frame side members taper at each end to reduce weight and have the

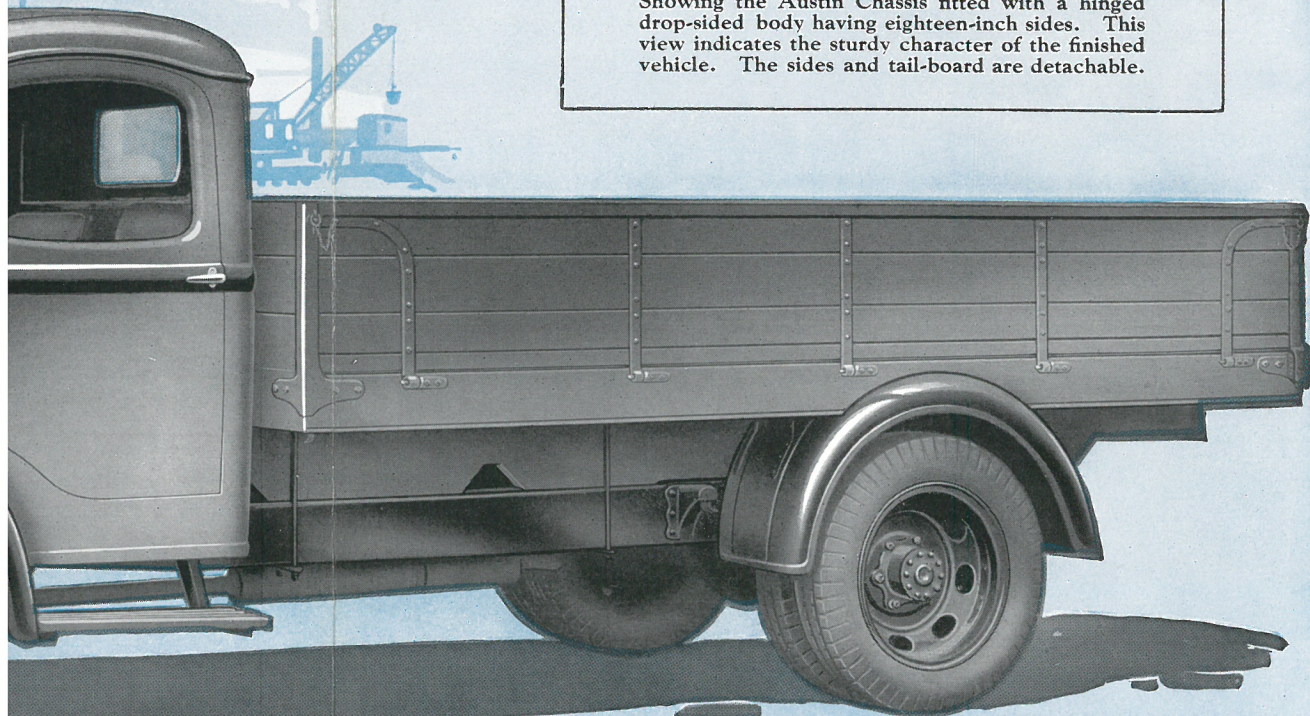


COMPREHENSIVE PARTICULARS

For more complete information concerning design, dimensions

THE 2-TON LONG WHEELBASE DROP-SIDED LORRY

Showing the Austin Chassis fitted with a hinged drop-sided body having eighteen-inch sides. This view indicates the sturdy character of the finished vehicle. The sides and tail-board are detachable.



The 2-TON Model

Long Wheelbase—11ft. 2in.

Short Wheelbase—9ft. 3in.

Maximum permissible gross laden weight:

12,600 lbs. (5715 kilos.)

12,500 lbs. (5670 kilos.)

THIS model is made in two wheelbase lengths as above and four options of tyres are offered. The capacity of the standard 2-ton lorry body on the long wheelbase chassis is four cubic yards and is particularly suitable for builders, contractors, agricultural produce or other bulky loads.

All ironwork is hand forged and of a very robust character. The body-work is made of well-seasoned timber, accurately fitted, the platform being hardwood, tongued and grooved.

Although shown with drop-side bodywork the chassis can be supplied with cab only or special bodywork to suit the individual requirements of the purchaser, including Box and Luton Vans, and Farmers Wagon.

The rear axle can be supplied with a high or low ratio as desired.

The 3-TON Model

Long Wheelbase—13ft. 1 $\frac{3}{4}$ in.

Short Wheelbase—9ft. 3 $\frac{3}{4}$ in.

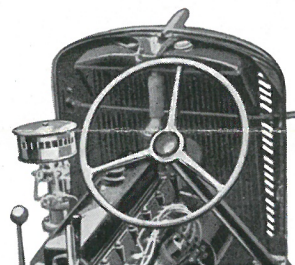
Maximum permissible gross laden weight : 16,250 lbs. (7371 kilos.)

HERE is a lorry which is constructed for real hard work. The chassis frame is 8in. deep and 3in. across the flange, giving tremendous strength in this most vital part. The length of the frame behind the driver's cab varies from 7ft. 7 $\frac{1}{4}$ in. as used on the tipping wagons, to 12ft. 4 $\frac{1}{2}$ in. for the long type. The maximum length platform advisable with the 13ft. 1 $\frac{3}{4}$ in. wheelbase is 15ft. 6in.

When used as a tipper, for which the short chassis is eminently suitable, an extra cross member is added to the chassis to carry the tipping ram, and adds considerably to the strength of the construction. The tipping lorry body is extremely robust to withstand hard use. Where necessary it is fitted with steel angles and fitch plates. The platform is

COMPREHENSIVE PARTICULARS

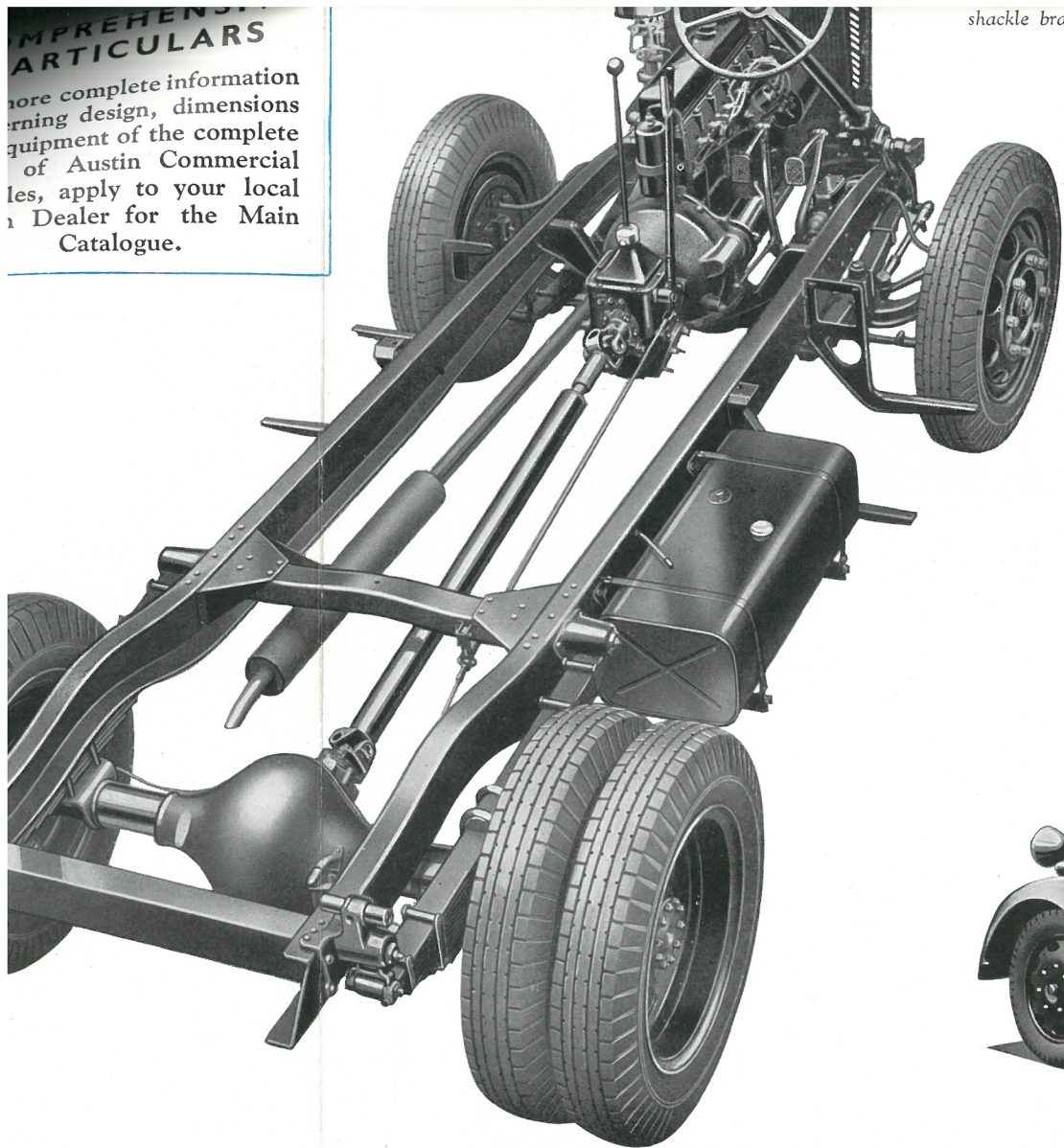
For more complete information
concerning design, dimensions



Showing the extremely robust construction of the 3-ton tipper chassis. Note the tipping hinges on the rear spring shackle brackets.

MPREHENSIVE
ARTICULARS

For more complete information concerning design, dimensions and equipment of the complete range of Austin Commercial Vehicles, apply to your local Dealer for the Main Catalogue.



shackle brackets.

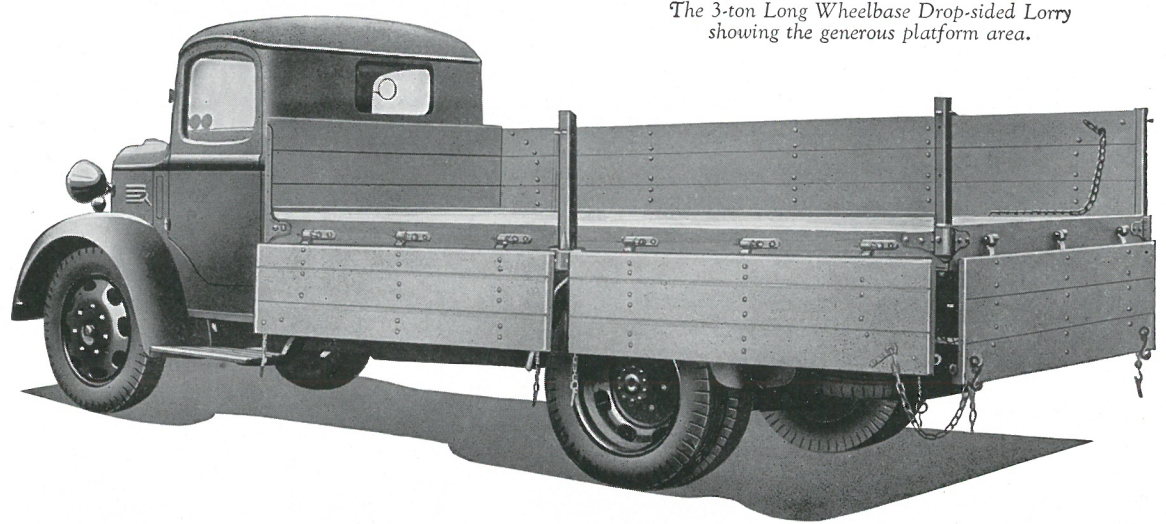
chassis to carry the tipping lorry, and adds considerably to the strength of the construction. The tipping lorry body is extremely robust to withstand hard use. Where necessary it is fitted with steel angles and flitch plates. The platform is covered with heavy gauge sheet steel and the tail-board is swing-hinged and locked by a hand lever.

It is well known that tipping work subjects the chassis to most severe stresses. The Austin Motor Co. Ltd. have anticipated this, and made provision to minimise any strain on the frame by combining the tip hinge-pins with the rear spring shackle thus eliminating any frame distortion and carrying the weight as near to the wheels as is possible, i.e., the weight is directly on the spring pads where it SHOULD be.

The 3-ton model has wheels and tyres suited to the severest conditions, and eight steel studs hold each wheel securely in its place.

The rear axle can be fitted with a high or low gear ratio and three options of tyre equipment are offered.

The 3-ton Long Wheelbase Drop-sided Lorry showing the generous platform area.



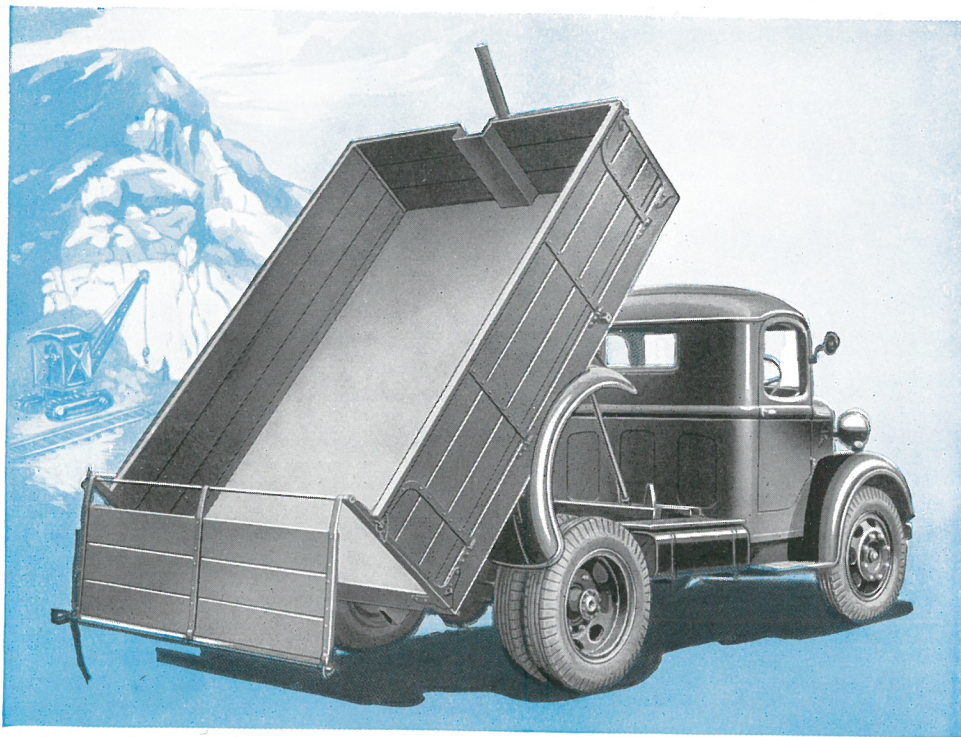
The 1½-ton model is manufactured in one wheelbase only, 9ft. 3ins. This length has been decided upon after careful consideration of load distribution and affords ample space behind the cab for the fitting of bodywork suitable to hauliers and a large variety of trades.

A feature of the chassis is the deep section channel steel frame braced by four cross members to which are attached the various units. The frame side members taper at each end to reduce weight and have the maximum section where the greatest stresses are to be found. In operation the Austin 1½-ton Vehicle represents the highest achievement in economical transport.

When carrying a full load the powerful engine, which develops its maximum torque at 1,200 r.p.m., is never taxed to its utmost, thus effecting an economy in petrol consumption. To meet the requirements of various types of work several tyre options are offered.

The forward position of the cab permits the mounting of long platform bodies. The comparatively short wheelbase is an advantage in respect of handling and manoeuvring which many users will appreciate.

This model is very generously equipped with dip-and-switch head-lamps, stout enamelled mudguards, plated front bumper bar and large-dial instruments, amongst numerous other items.



COMPREHENSIVE PARTICULARS

For more complete information concerning design, dimensions and equipment of the complete range of Austin Commercial Vehicles, apply to your local Austin Dealer for the Main Catalogue.

