

# Leyland

# OCTOPUS

A four-axled range of heavy-duty chassis with right- or left-hand controls which includes high performance tippers, and haulage models for operation with or without a trailer

**POWER**

**PLUS**

**Series**

**Gross Rating (Solo) — 24 tons**

**Gross Train Weight — 32 tons**



LEYLAND MOTORS LTD · SALES DIVISION · BERKELEY SQUARE HOUSE · BERKELEY SQUARE · LONDON W.1.

**PRESSED STEEL VISTA VUE CAB** — The new Leyland cab has graceful styling designed for maximum visibility, ease of entry and accessibility to engine auxiliaries. It is built on a steel sub-frame of welded box sections, with door frames of rigid single steel pressings. It is mounted on the chassis with flexible rubber mountings to absorb vibration and frame flexure. Step height from the ground is only 18 in.

The windscreen is of the wrapped round type, which gives maximum visibility. It is made from  $\frac{1}{4}$  in. (6.4 mm.) toughened plate glass. The rear bulkhead incorporates three windows of  $\frac{3}{8}$  in. (4.76 mm.) toughened glass, the two corner windows being of the wrap round type and the centre one of flat safety glass. A drop window of  $\frac{3}{8}$  in. (4.76 mm.) toughened sheet is provided in each door with the necessary winding gear and inside handle. Also provided at the forward end of each door and carrying the glazing channel for the drop windows is a pivot window also glazed in  $\frac{3}{8}$  in. (4.76 mm.) toughened sheet. Total glazing area is approx. 3,000 sq. in. (19,355 sq. cm.).

The windscreen wiper motor, housed above the windscreen head rail, drives two windscreen blades of the rainbow type.

The fascia panel runs the full width of the cab below the windscreen and houses the instruments and switches in the centre, with a glove pocket on each side. Four demister nozzles are provided with the necessary flexible hose which enables a heater and demister unit to be in-built during production of the cab or afterwards by the customer. The roof is underlined from the windscreen headrail to the rear bulkhead cant rail, and the rear bulkhead is fitted with an interior lining panel from the cant rail down to the waist rail. The interspace of the roof is fitted with glass-fibre insulation.

The full length doors are hinged at the front and are provided with substantial slam locks complete with outside handles and inside remote control handles. Both are capable of being locked, the nearside one by tripping the inside remote handle and the offside one by the means of lock and key in the outside handle.

Driver's and mate's seats are provided with latex foam cushions and rubberised hair for squab fillings, both being upholstered in hard wearing plastics with a leather type finish. The driver's seat is fully adjustable.

The interior is finished in a restful mist blue with durable rubber moulded floor mats. The primer used for the exterior is suitable for both synthetic or cellulose finish.

All parts are effectively treated to resist rust and corrosion.

**LOW WEIGHT GLASS FIBRE CAB** — With glass fibre reinforced plastics mouldings replacing sheet steel pressings, the low-weight cab, offered as an alternative, yields a saving in weight of approximately  $1\frac{3}{4}$  cwts. (89 Kg.). It is identical in appearance with the steel cab and all features of internal trim and fitments are common to both. The glass fibre cab is built on the same sub-frame of deep box-section members welded together incorporating door frames of rigid single steel pressings. High impact strength, high resistance to all forms of corrosive attack, and excellent insulation properties are displayed by its glass fibre reinforced plastics panels. Structural repairs may be quickly and easily executed.

**CHASSIS EQUIPMENT AND FINISH** — The chassis and cab are finished in primer. Underside of cab, front wings and interior of door panels are given a complete weather sealing treatment during manufacture. The majority of chassis components receive a corrosion resistant phosphate treatment. The chassis is supplied complete with front bumper, jack and number plates.

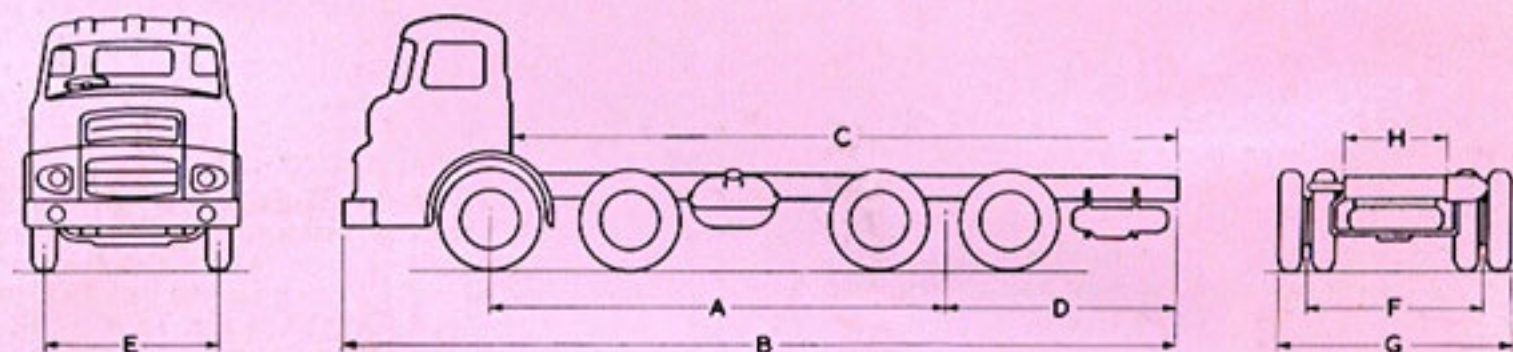
**CHASSIS PARTS LIST** — One parts list is supplied with each standard vehicle. If the vehicle incorporates non-standard equipment, extra parts lists can be ordered at the time of sale at a nominal charge.

**OPTIONAL EQUIPMENT —**

- |   |   |
|---|---|
| Power take-off — 20 h.p.                | Rear mudguards  |
| Power take-off—maximum torque           | Trailer brake operating gear                                  |
| Spare wheel, tyre and tube              | Trailer brake hand valve                                      |
| Locked filler on fuel tank              | Air pressure tyre valve and hose                              |
| Cab heater and de-mister                | Air pressure system anti-freeze device                        |
| Fog lamp                                | Spring loaded drawbar (jaw and hook type, except 24O.13R & L) |
| Spot lamp                               | Front Push Bar  |
| Flashing indicators                     | Rear towing hooks   |
| Double pole wiring                      | Spare wheel carrier (except 24O.13R & L)                      |
| Equipment to meet Petroleum Regulations | Tools and spares  |
| Radio                                   |   |
| Sun visor                               |   |

NOTE : Leyland Motors Ltd. reserve the right to revise this specification without notice

**APPROXIMATE CHASSIS DIMENSIONS**



Robert W. Dick Collection

MODEL	A	B	C	D	E	F	G	H	Frame Height (Laden)	Turning Circle
	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft.
24O. 9R. (Haulage)	17 0 (5.182 m.)	29 10 $\frac{3}{4}$ (9.112 m.)	24 5 $\frac{3}{4}$ (7.461 m.)	8 2 (2.489 m.)	6 0 $\frac{1}{2}$ (1.841 m.)	5 11 (1.803 m.)	7 9 (2.36 m.)	2 10 (0.864 m.)	3 4 $\frac{1}{2}$ (1.022 m.)	68 (20.726 m.)
24O.10R. (Haulage)	14 9 (4.496 m.)	26 9 $\frac{3}{4}$ (8.172 m.)	21 4 $\frac{3}{4}$ (6.521 m.)	7 4 (2.235 m.)	6 0 $\frac{1}{2}$ (1.841 m.)	5 11 (1.803 m.)	7 9 (2.36 m.)	2 10 (0.864 m.)	3 4 $\frac{1}{2}$ (1.022 m.)	58 (17.678 m.)
24O.11R. & L. (Haulage)	17 0 (5.182 m.)	29 10 $\frac{3}{4}$ (9.112 m.)	24 5 $\frac{3}{4}$ (7.461 m.)	8 2 (2.489 m.)	6 0 $\frac{1}{2}$ (1.841 m.)	5 11 (1.803 m.)	7 9 (2.36 m.)	2 10 (0.864 m.)	3 3 (0.991 m.)	68 (20.726 m.)
24O.12R. & L. (Haulage)	14 9 (4.496 m.)	26 9 $\frac{3}{4}$ (8.172 m.)	21 4 $\frac{3}{4}$ (6.521 m.)	7 4 (2.235 m.)	6 0 $\frac{1}{2}$ (1.841 m.)	5 11 (1.803 m.)	7 9 (2.36 m.)	2 10 (0.864 m.)	3 3 (0.991 m.)	58 (17.678 m.)
24O.13R. & L. (Tipper)	14 9 (4.496 m.)	24 5 (7.442 m.)	19 0 (5.791 m.)	4 11 $\frac{1}{4}$ (1.505 m.)	6 0 $\frac{1}{2}$ (1.841 m.)	5 11 (1.803 m.)	7 9 (2.36 m.)	2 10 (0.864 m.)	3 3 (0.991 m.)	58 (17.678 m.)



**heavy-duty four-axled  
range of haulage and  
tipper chassis  
for operation with  
or without trailer**



# Leyland

## OCTOPUS

### **FREIGHTLINE**

RANGE

**Maximum Gross Rating (Solo) – 26 tons  
(58,240 lb. 6,416 Kg.)**

**Gross Train Weight – 32 tons (71,680lb. 32,512 Kg.)**

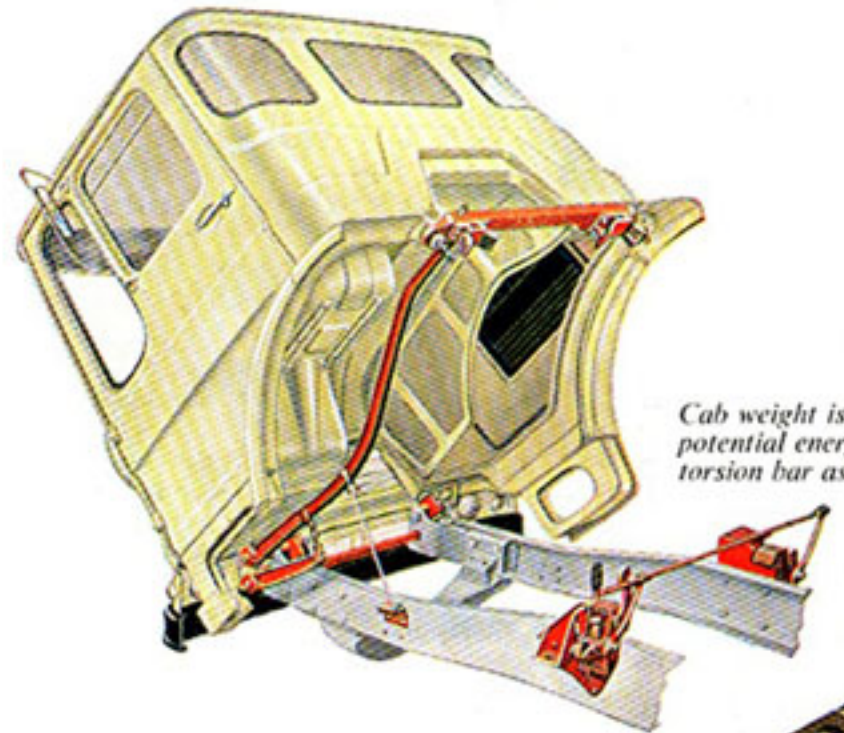
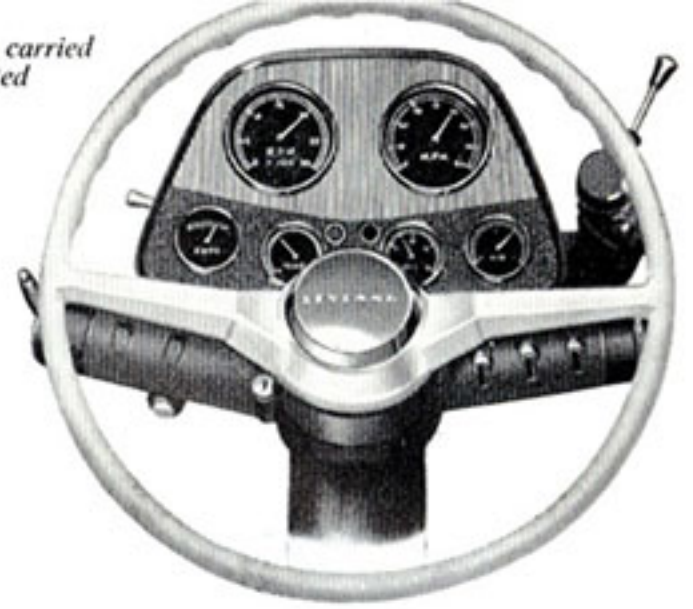
**POWER  
PLUS  
Series**

**Ergonomic  
Tilt cab  
with  
Luxury  
Trim**



*The 'Ergomatic' cab tilts 55° for "open air" access to engine and all auxiliaries.*

*All instruments are carried in a pedestal-mounted control tower.*



*Cab weight is stored as potential energy in a torsion bar assembly.*

The new Leyland 'Ergomatic' tilt cab is the result of intensive development arising from an extensive ergonomic study of the driving function carried out by Leyland engineers under world wide operating conditions. The cab is built on a welded double skin steel structure manufactured in the Leyland tradition from box-section pressings. Door frames are single deep-pressed units and the cab unit is mounted on a four point rubber system that absorbs chassis flexing and road and chassis vibration. For safety the cab structure incorporates a massive double skin steel crash protection. The windscreen, of the wrapped round type in toughened plate glass, gives superb visibility. Powerful air operated windscreen wipers with 20in. blades provide maximum wiped area.

The lower step of the cab is forward of the front wheel and is designed as a "walk-in" entry with minimum effort; full length doors with 90 degrees opening have substantial slam locks and cannot distort or twist out of shape. The luxurious interior trim offers complete durability and high insulating qualities. The roof panel comprises layers of glass fibre covered with decorative P.V.C. cloth insulated with consolidated glass wool. The full width fascia is trimmed with vacuum formed P.V.C. on a polyurethane backing. Door panels incorporate P.V.C. trim welded to a polyurethane backing. The engine cover assembly has exceptional heat and sound insulating properties.

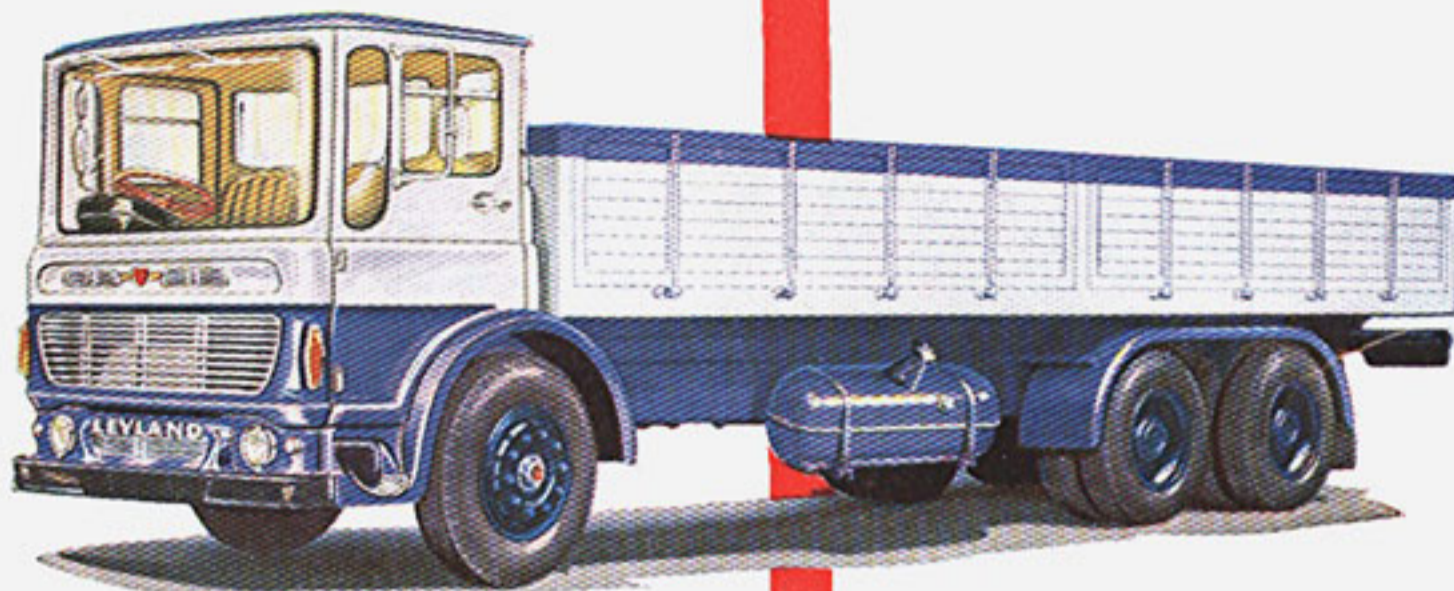
Seat design is the result of a separate study to ensure complete comfort for the crew. Seats can accommodate any size of occupant with a degree of relaxed comfort and alertness—the driving seat is fully adjustable for height and reach.

The fresh air heater has four demister vents at the base of the windscreen and two vents in the cab doors for demisting the hinged D-windows. The heated air is distributed to the footwells on either side of the engine cowl through manually operated doors fitted with deflectors to ensure good air distribution. The heater can re-circulate air within the cab, provide a powerful flow of fresh warm air or provide fresh cool air in warm climates. The heat output is equivalent to 6½kW with the vehicle stationary.

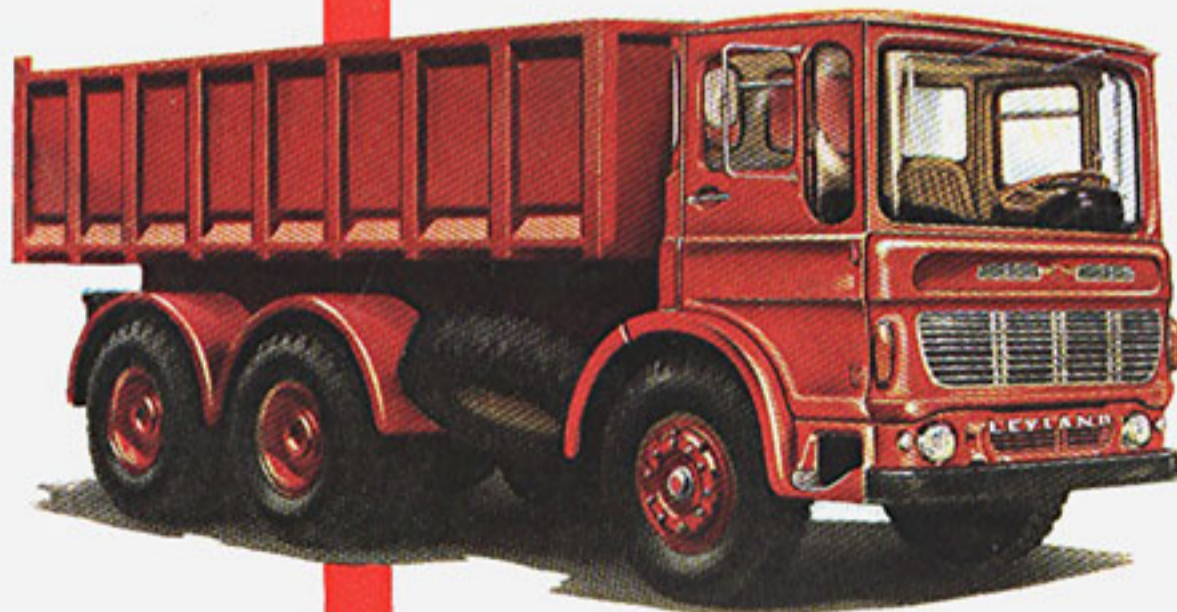
Leyland's steel cab tilts a full 55 degrees with minimum effort allowing "open air" access to the engine and all auxiliary units. The cab is hinged at its forward edge and as it is lowered back to the "running" position its weight is absorbed into a torsion bar below the front hinges. No locked-up torque is carried in the cab structure and the cab is subjected to no additional stress other than the normal road shock. The locking mechanism comprises twin stirrups on the rear cross-member engaging with locking hooks on each side of the frame connected by a transverse over-centre lever. A safety catch requiring separate operation is fitted. Anchorage points for safety belts are provided in the cab.



*Cab doors swing wide for natural 'on balance' entry. Luxurious trim promotes comfort and alertness.*



**Low weight  
three-axled  
heavy-duty tipper  
and haulage  
chassis for  
operation with or  
without a trailer**



# Leyland

## RETRIEVER

### *FREIGHTLINE*

RANGE

**Maximum Gross Rating (Solo)**

**— 22 tons (49,280 lb.)**

**Gross Train Weight — 32 tons (71,680 lb.)**

