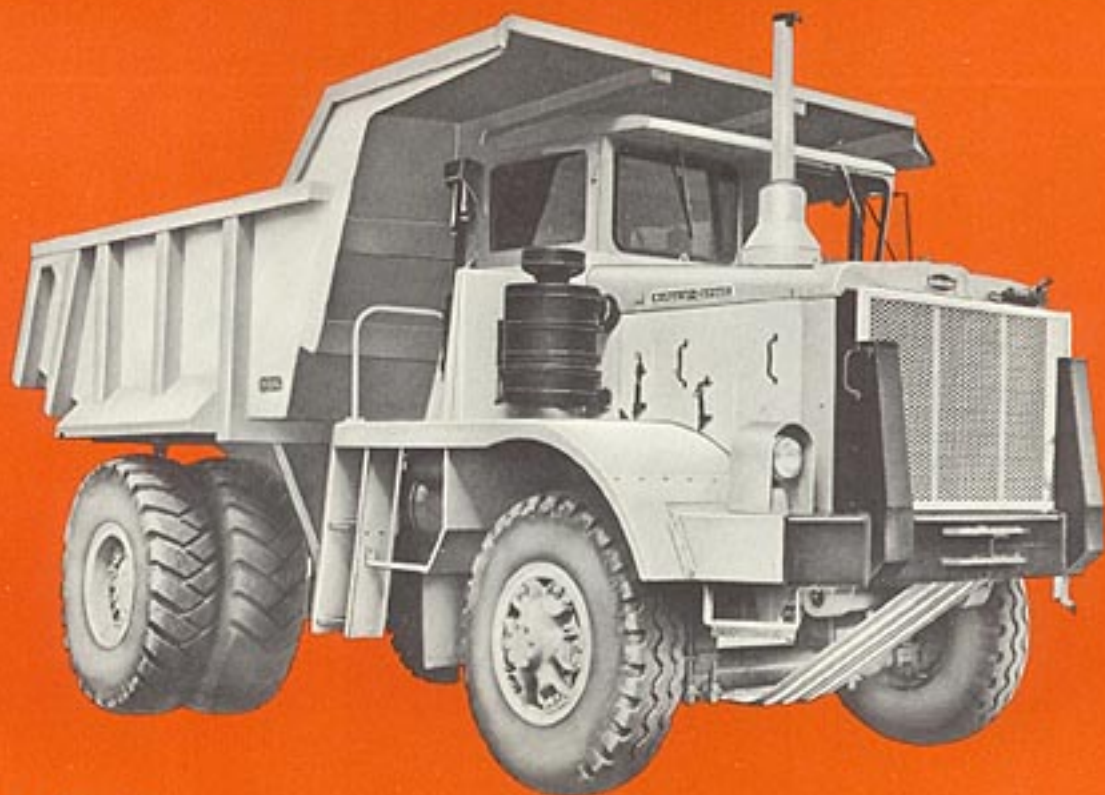




# AUTOCAR AP SERIES

rear dump trucks... from 15 to 30 ton capacity



# Big...tough...reliable Autocar offers you a way to break the back of high hauling costs

Every Autocar is payload engineered to increase your earning ability. Autocar AP trucks are produced in four basic models—AP15, AP18, AP25 and AP30. Payload ratings range from 15 to 30 tons. Within this series of trucks is a unit to handle virtually any job, any payload, any operating condition.

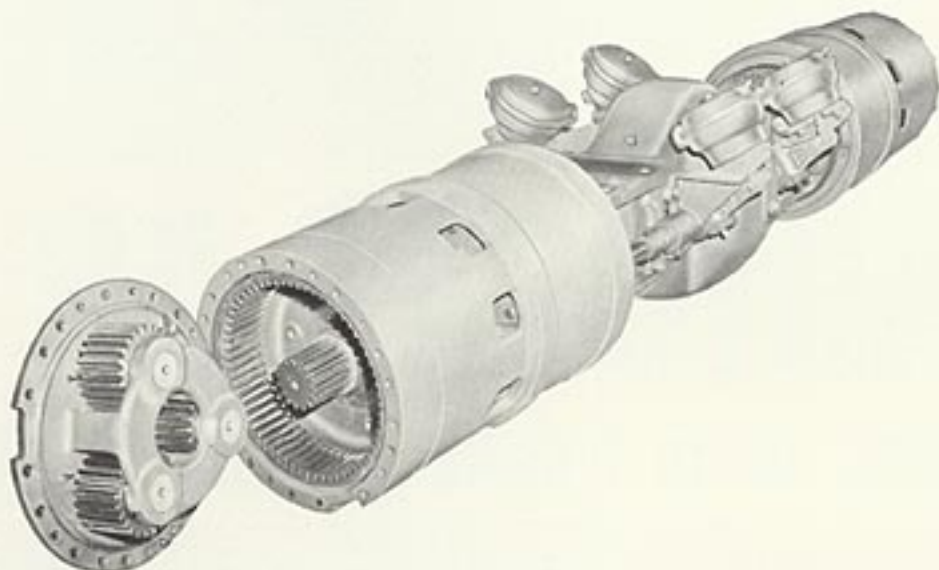
Autocar AP models were designed to bring a new kind of performance to brutally tough work in construction, quarrying, mining. The kind of work that can reduce "heavy-duty" equipment

to lifeless metal in a few short years. Today, profitability in hauling is measured in moving more material than ever before—moving it faster and longer.

Everything about—and in—Autocar's AP models is created and built to meet today's challenge to profitability. All engineered to payload—to speed—to long life. Above all else, engineered with extraordinary quality of components and craftsmanship. The result is a giant among giant trucks.



Division of  
The White Motor Company  
Exton, Pa.



**Planetary gear drive rear axle provides tremendous gear reduction.** The center carrier of the planetary gear drive rear axle contains single reduction hypoid gears. A "sun" gear at the end of each axle shaft meshes with three pinion or "planet" gears which drive the wheels.

Planetary design produces tremendous gear reduction—as much as 25 to one. With most of the reduction right in the wheels, axle shafts and differential carry only nominal loads, for longer life. In Autocar's Planetary Axles, features such as forced lubrication, equalized gear loading and two complete sets of brakes per wheel provide peak performance and long, trouble-free service.



**Maximum road clearance under the rear axle.** With planetary design, the center carrier houses only single reduction gears—most of the reduction is in the wheels. Clearances are: AP15, 15¼"; AP18, 18½"; AP25 and AP30, 17¼".



**Heavy duty rock-type body . . . this most advanced design includes a 70° dumping angle. Hydraulic hoists are double acting: power up, power down. Specially mounted to relieve stress when dumping on uneven ground.**



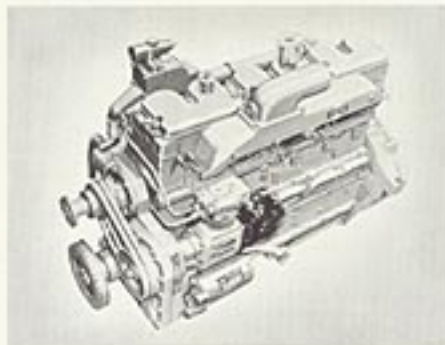
AP15, AP18



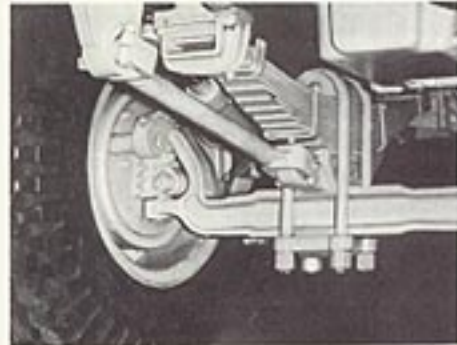
Frame for the "world's finest." Pressed channel rails,  $10\frac{3}{4} \times 3\frac{3}{4} \times \frac{3}{4}$  inches with a full inner liner. Heat-treated chrome manganese molybdenum alloy steel. Elastic limit, 110,000 pounds per square inch. Resisting bending moment, 3,495,800 inch pounds. Hefty crossmembers, strategically positioned. Entire structure is fastened with nuts and bolts for high strength, simplified maintenance.



The Autocar Driver Cab—built to last almost forever. Sit in it. Sense the strength. You feel safe—and you feel comfortable. Lots of room inside. Picture-window visibility. Adjustable steering column. Driver's seat that has 16 adjustments. Like it? So will your drivers.



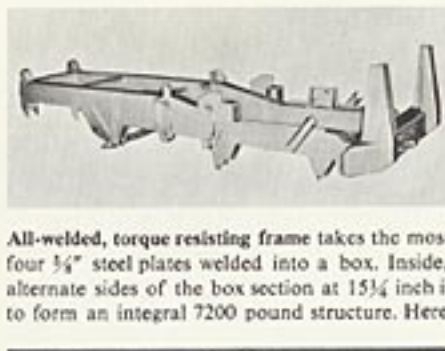
How much horsepower do you need? 220 is standard. 250 and 280 (turbo diesel) are optional. All are Cummins diesels, famous for high performance. TEN SPEED MECHANICAL TRANSMISSION is standard. Two-stick control. All speeds properly spaced for smooth, quick shifts.



AP15 front axle is a massive I beam, Elliott type with a center section depth of  $4\frac{3}{4}$  inches. Rated at 18,000 pounds capacity. Front mounted, tubular radius rods.  $50 \times 5$  inch springs are free-floating, front and rear. Hydraulic power steering is standard. Wheel cut is  $35^\circ$  to left and right.



AP25, AP30



All-welded, torque resisting frame takes the most severe racking and pounding. Each "rail" is made of four  $\frac{3}{4}$ " steel plates welded into a box. Inside, a full length corrugated reinforcement is welded to alternate sides of the box section at  $15\frac{3}{4}$  inch intervals. Cross members and brackets are also welded to form an integral 7200 pound structure. Here is a frame that will never give you trouble.



Specially designed cab. All-welded, thick-skinned construction. Offset to the left for maximum visibility. The left side of the windshield has a reverse slant to cut glare, reduce danger of glass breakage. Cab interior is well designed, comfortable. For example, the 2 way adjustable steering column. Full-Adjust Driver's Seat.



Choose between two great diesel engines: 855 cubic inch, 4-cycle Cummins NT-335 turbo-diesel, or 660 cubic inch, 2-cycle Detroit Diesel model 6-110. Both produce 335 horsepower.

A nine-speed mechanical transmission is standard. Torque converter and six-speed planetary transmission are optional . . . shift gears under full power and load without changing throttle setting. Torqmatic brake and lock-up clutch pay big dividends in vehicle control, over-all efficiency.



Tubular-type front axle is set back for maximum loading . . . front end is built to take those loads. Axle wall is 1 inch thick. Variable rate,  $50^\circ \times 5^\circ$ , free floating springs. Tubular type radius rods—with ball and socket ends. Full power steering, a  $35^\circ$  wheel cut . . . for ease of handling and getting around in tight spots quickly.

# Here's what makes Autocar go and go and go . . . making money all the way



## AP 15

- Nominal payload rating: 15 tons.
- Over-all length (with 10 yd. body): 284 $\frac{1}{2}$  inches.
- Wheelbase: 157 inches.
- Engine: Naturally aspirated Cummins Model NH-220. 743 cubic inch displacement, 220 brake horsepower at 2100 rpm.
- Clutch: 14 inch, two plate (dry disc).
- Transmission: Mechanical transmission with 10 speeds forward, 2 reverse.
- Front Axle: Elliott "I" beam type, Center depth, 4 $\frac{3}{4}$  inches. Rated at 18,000 lbs. capacity.
- Rear Axle: Planetary gear drive type with 48,000 lbs. capacity. Standard ratio 12.69 or 14.09. Other ratios from 11.54 to 25.38 also available.
- Frame: Heat treated 10 $\frac{3}{4}$  x 3 $\frac{3}{4}$  x  $\frac{3}{8}$  inch channel rails with full inner liner. All nut-and-bolt-constructed frame structure.
- Cab: Autocar Driver Cab. All-welded steel construction.
- Tires: 12.00-24, 16 ply front singles; 14.00-24, 20 ply rear duals.
- Body: Heavy duty rock type with scoop end. Double acting telescopic hoists. 70° dumping angle.

## AP 18

- Nominal payload rating: 18 tons.
- Over-all length (with 10 yd. body): 284 $\frac{1}{2}$  inches.
- Wheelbase: 157 inches.
- Engine: Naturally aspirated Cummins Model NH-220. 743 cubic inch displacement, 220 brake horsepower at 2100 rpm.
- Clutch: 14 inch, two plate (dry disc).
- Transmission: Mechanical transmission with 10 speeds forward, 2 reverse.
- Front Axle: Elliott "I" beam type, Center depth, 4 $\frac{3}{4}$  inches. Rated at 18,000 lbs. capacity.
- Rear Axle: Planetary gear drive type with 60,000 lbs. capacity. Standard ratio 15.41 or 17.49. Other ratios from 19.24 to 38.48 also available.
- Frame: Heat treated 10 $\frac{3}{4}$  x 3 $\frac{3}{4}$  x  $\frac{3}{8}$  inch channel rails with full inner liner. All nut-and-bolt-constructed frame structure.
- Cab: Autocar Driver Cab. All-welded steel construction.
- Tires: 13.00-24, 18 ply front singles; 16.00-25, 24 ply rear duals.
- Body: Heavy duty rock type with scoop end. Double acting telescopic hoists. 70° dumping angle.



## AP 25

- Nominal payload rating: 25 tons.
- Over-all length (with 16 yd. body): 298 inches.
- Wheelbase: 162 inches.
- Engine: Cummins Model NT-355 turbo-diesel. 855 cubic inch displacement, 335 brake horsepower at 2100 rpm.
- Clutch: 16 $\frac{3}{8}$  inch, one plate (dry disc).
- Transmission: Mechanical transmission with 9 speeds forward, 2 reverse.
- Front Axle: Reverse Elliott, tubular type, 6 $\frac{3}{8}$  inch diameter. Rated at 25,000 lbs. capacity.
- Rear Axle: Planetary gear drive type with 75,000 lbs. capacity. Standard ratio 16.03, 17.49 or 21.37. Also available: 19.24 and 24.05.
- Frame: Torque-Resisting Box. All-welded, 18 $\frac{1}{2}$  (max. depth) x 6 x  $\frac{5}{8}$  inch box sections with inner reinforcement.
- Cab: Special off-highway design with recessed cowl. Offset mounted. All-welded steel construction.
- Tires: 14.00-24, 20 ply front singles; 18.00-25, 28 ply rear duals.
- Body: Heavy duty rock type with scoop end. Double acting, outboard mounted telescopic hoists. 70° dumping angle.

## AP 30

- Nominal payload rating: 30 tons.
- Over-all length (with 20 yd. body): 307 inches.
- Wheelbase: 162 inches.
- Engine: Cummins Model NT-335 turbo-diesel. 855 cubic inch displacement, 335 horsepower at 2100 rpm.
- Clutch: 16 $\frac{3}{8}$  inch, one plate (dry disc).
- Transmission: Mechanical transmission with 9 speeds forward, 2 reverse.
- Front Axle: Reverse Elliott, tubular type, 8 $\frac{3}{4}$  inch diameter. Rated at 30,000 lbs. capacity.
- Rear Axle: Planetary gear drive type with 83,000 lbs. capacity. Standard ratio 16.03, 17.49 or 21.37. Also available: 19.24 and 24.05.
- Frame: Torque-Resisting Box. All-welded, 18 $\frac{1}{2}$  (max. depth) x 6 x  $\frac{5}{8}$  inch with full length inner reinforcement.
- Cab: Special off-highway design with recessed cowl. Offset mounted. All-welded steel construction.
- Tires: 16.00-25, 24 ply front singles; 18.00-25, 28 ply rear duals.
- Body: Heavy duty rock type with scoop end. Double acting, outboard mounted telescopic hoists. 70° dumping angle.



AUTOCAR DIVISION OF THE WHITE MOTOR COMPANY, EXTON, PA.