



MAMMOTH MAJOR 8

MARK V

Power, Economy and Reliability
in the largest payload class

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MAMMOTH MAJOR 8 MARK V

AV590 POWER

Superb adaptability to a wide range of duties is the keynote of the A.E.C. "Mammoth Major" Fight Mark V Range. The alternatives available in engine, transmission, rear suspension and wheelbase are such as to give an ideal specification for any purpose.

Power units with outputs varying between 125 and 165 h.p. nett; five- and six-speed transmissions with alternative power take-off units; single and double rear axle drives with alternative suspensions; six- or eight-wheel brakes. These are some of the diverse features that can be offered with three different wheelbases: long for tankers and general haulage, short for tippers carrying dense materials and medium for tippers transporting less compacted loads. Although capable of being "tailored" to widely differing specifications, the "Mammoth Major" possesses these basic all-important features in common: great reserves of power; proven economy and suitability of purpose quite unequalled among British commercial vehicles.

TYPE NUMBERS

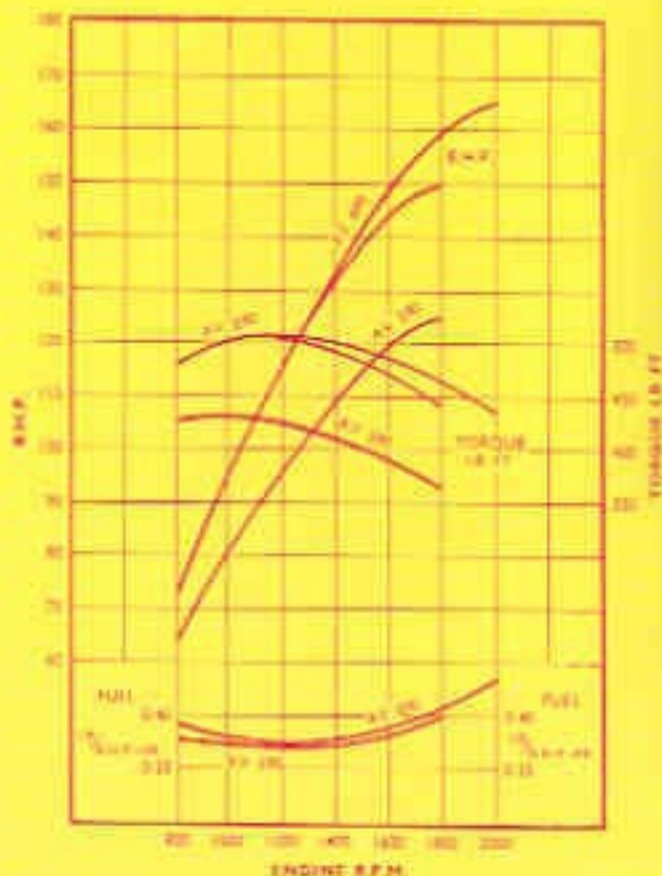
- GSRAS four spring rear suspension, one double reduction driving axle.
 GSRAD four spring rear suspension, two worm driving axles.
 GSRAW articulated rear bogie, two worm driving axles.



Another addition to the great A.E.C. fleet of Shell-Mex and B.P. Limited, this "Mammoth Major" 5-wheeled, 4,000 gallon tanker is proof positive of the Mark V's popularity with one of Britain's most exacting operators.

DIESEL ENGINE

Power, economy and reliability—these are the outstanding qualities of the A.E.C. AV590 and AV690 6-cylinder diesel engines—the two alternatives available in the "Mammoth Major" Mark V. The AV590 of 588 cu. in. capacity develops 125 h.p. at 1800 r.p.m.; the AV690 (690 cu. in.) produces 150 h.p. at 1800 r.p.m. or for really outstanding road performances 165 h.p. at 2000 r.p.m. Years of development have gone into the A.E.C. combustion system whose open toroidal chambers in the pistons with multi-hole injectors produces the high output and maintained high torque which mean brilliant acceleration and hill climbing on the road; also the high efficiency which leads to outstanding economy in miles per gallon. Reliability stems from the seven-bearing crankshaft with exceptional bearing areas, chromium-plated valve stems, studded valve faces and inserted hard-iron seats. Of up-to-the-minute yet well proved design, the two units are basically similar, differing only in the bore of their wet cylinder liners and their fuel-injection equipment.

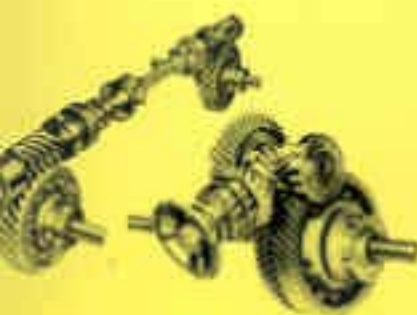
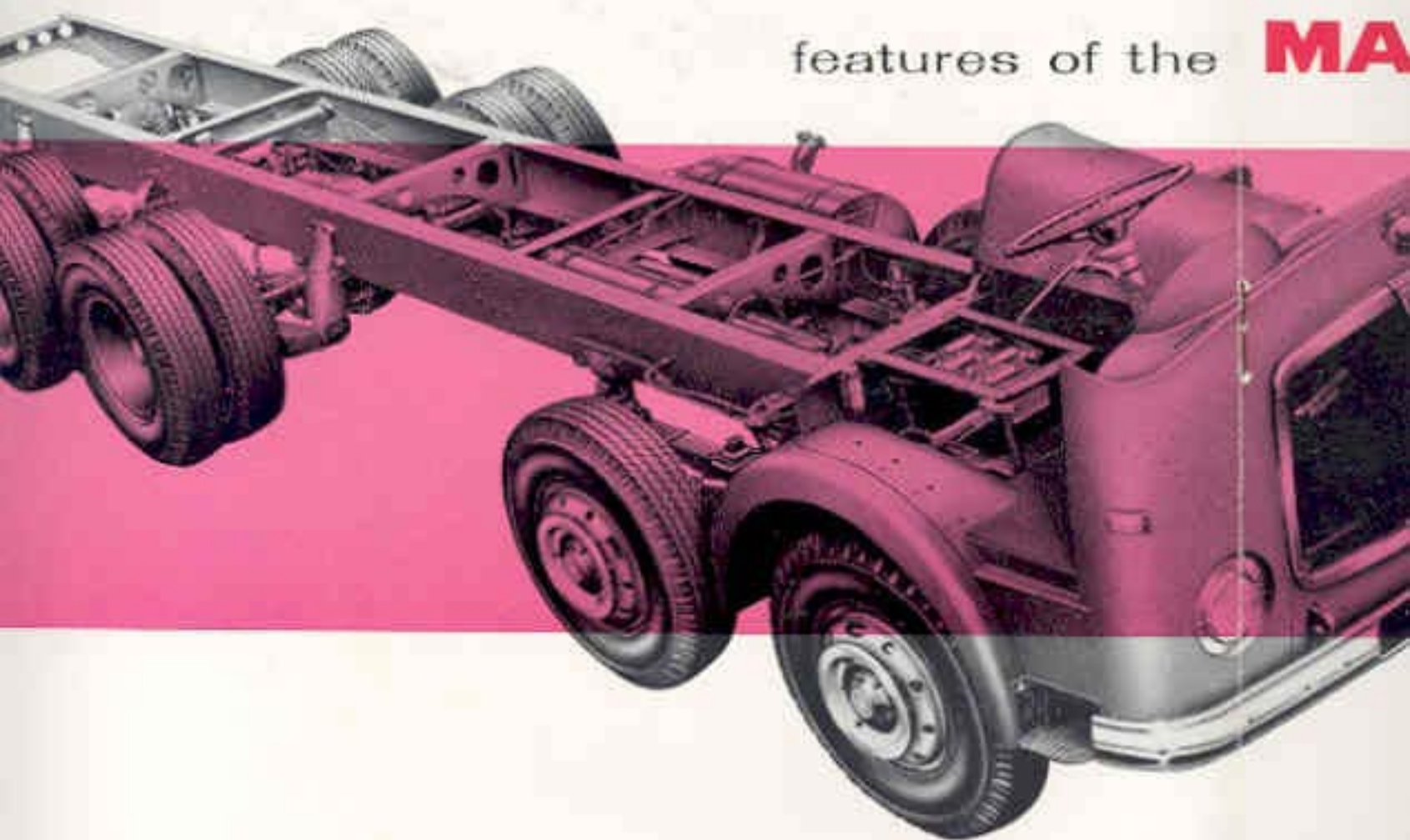


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features of the **MA**



ALTERNATIVE FINAL DRIVES

...er, thirty 7 in. cone double reduction
...h spiral bevel and double helical gearing
...when a single driving axle is fitted.
...ively, when two-axle drive is required,
...driving worm drives are used, with a
...differential in the leading axle to
...1000 for unbalanced tyre diameters and
...to even tyre wear.



GEARBOX

Light and simple gear shifting is
ensured in the A.E.C. five-speed constant
mesh gearbox by the undercut
dog clutches employed for the regularly
used gears. Only reverse and emergency
first gears have sliding mesh engagement.
Optional features available include an
overdrive sixth speed and side or top
power take-off units.



CLUTCH

Single dry plate type with
hydraulic operation and clutch brake
operating on the layshaft extension.
262 sq. in. of frictional area.
Operation is hydraulic.



BRAKES

4 1/2 in. wide front and 7
rear shoes, with 3 in. of
leverage, are expanded in
fully rigid 15 1/2 in. drum,
driven by "S" cams and
with diaphragm chamber
on the axle. Exceptional
of adjustment is provided
worm and wheel slack.

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DRIVER'S CAB

Driving comfort in its widest aspect has been a prime consideration in the design of the "Mammoth Major" Mark V Range, starting with the retracted front axles to give easiest possible access by means of a knee-height step.

The standard cab, supplied when specified, is of fibre-glass reinforced plastic construction and continues the theme of driver's convenience and luxury. Its large curved toughened glass screen, mounted as closely as possible to the steering wheel, gives an exceptionally wide field of vision and the semi-bucket type driver's seat is fully adjustable.

The chassis is fitted with a cab understructure of pressed steel construction carried on four resilient mountings and incorporating the insulated bonnet, the front panel carrying the handsome rustless radiator grille and the front dash with the completely equipped and cowled instrument panel.

Instruments include electric speedometer with mileage recorder, oil pressure gauge, air pressure gauge, water thermometer and ammeter. The indirect instrument illumination has rheostatic control. Lighting switches also are carried on the panel.

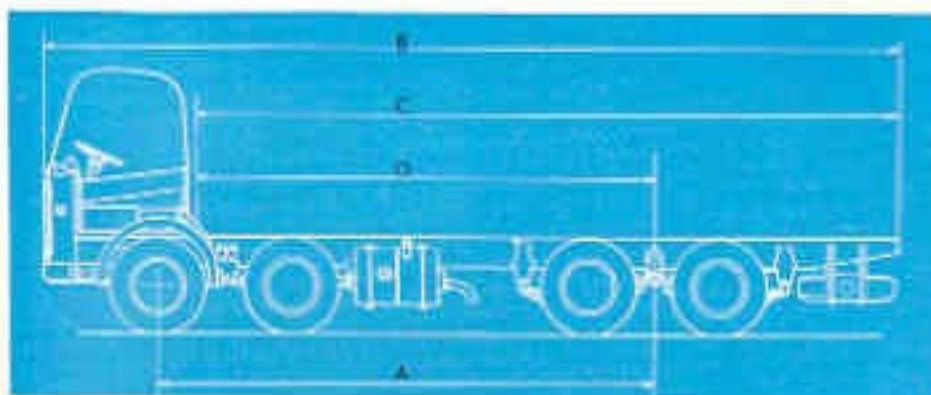
LOAD RATINGS

For normal road use in the United Kingdom the "Mammoth Major" is rated at 24 tons gross (8 tons front and 16 tons rear) though the articulated bogie is designed for a ground weight of 19 tons.

The "Mammoth Major" can be supplied for tanker operation at 28 tons gross (10 tons front, 18 tons rear) for which special springs, power assisted steering, night wheel braking and tyres of at least 10.00-20, 14-ply rating are specified.

For off-road operation, the "Mammoth Major" Light is rated at 25 tons (56,000 lb) gross with four spring rear suspension or 20 tons (45,000 lb) with articulated bogie.

MAJOR DIMENSIONS



A Wheelbase ft. in.	B Overall Length ft. in.	C Body Length ft. in.	D Cab Length ft. in.	E Turning Wheel Distance ft.	F Height ft. in. in.
14 8	25 11½	20 8½	13 8½	57	6 10 2 (14816 lb.)
16 0	27 11½	22 8½	13 10½	62	6 12 3 (14756 lb.)
17 4½	30 0	24 9	16 3½	66	6 12 0 (14196 lb.)

Weights are less driver's cab. Standard cab weighs 4 cwt. (448 lb.)

Weight for GRRAS as shown; for GRRAD add 2 cwt. 1 qr. (212 lb.); for GRRAW add 10 cwt. 3 qr. (1204 lb.)

Nominal width 7 ft. 8 in.

Chassis height at end of frame, 4-spring suspension 5 ft. 5½ in.; fully articulated bogie 1 ft. 5 in.

All data is with 9.00-20 tyres

Export Specification Dimensions are as above, but tyres are 11.00-20, increasing weights by 1027 lb. and frame height by 14 in. Overall width is 8 ft. 0 in.

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A "Mammoth Major" Mark V with low hinged-sided body, operated by Grantham Road Services. This vehicle is used on long distance haulage all over the country, and has a payload in the region of 16 tons.



This "Mammoth Major" Mark V 6-wheel platform vehicle is the latest addition to the fleet of the London Brick Company. It is seen here carrying a load of some 7,000 bricks, and is just one in the large number of the A.E.C. fleet operated by this Company.



Aero Motor Spirit's A.E.C. "Mammoth Major" 6-wheel tanker. Another example of the Mark V, with its driver entrance ahead of the front axle, deep curved windcreens, and other design features contributing to increased reliability and driver comfort. Its tank capacity is 4,000 gallons.

