

TRANSPORT DEVELOPMENT

BMC
AUSTIN·MORRIS

FEU

SERIES

FORWARD CONTROL TRUCKS · TIPPERS · PRIME MOVERS

What's special about the FJ series? Just about everything! Take the cab. It has dynamic exterior styling. It tilts to give easy all-round access for service. And built into it is a wealth of crew-comfort features... even an ashtray and a coat hook. Controls are light, planned for safety-handling, the brakes and clutch with servo assistance. The chassis has strong-profile frames. The suspension is tough all through. Dimensions are contrived to increase effective load area. Many detail refinements are included on the engines. Four headlamps extend night vision range.

With features like these the FJ's attain the five main targets set at design stage... Superior comfort. Superior handling. Superior performance. Superior reliability. Simpler servicing.

Everyone... operator, drivers, mechanics... benefit through the FJ's advantages.

Security... special provision has been incorporated in the steering-column inner and outer shafts for the fitting of a steering lock mechanism.

Three basic trucks, each available in five wheelbases... plus three powerful prime movers... give a large range of models to meet your needs.

BMC

FJ

SERIES WITH TILT CAB AND UNDERFLOOR ENGINE



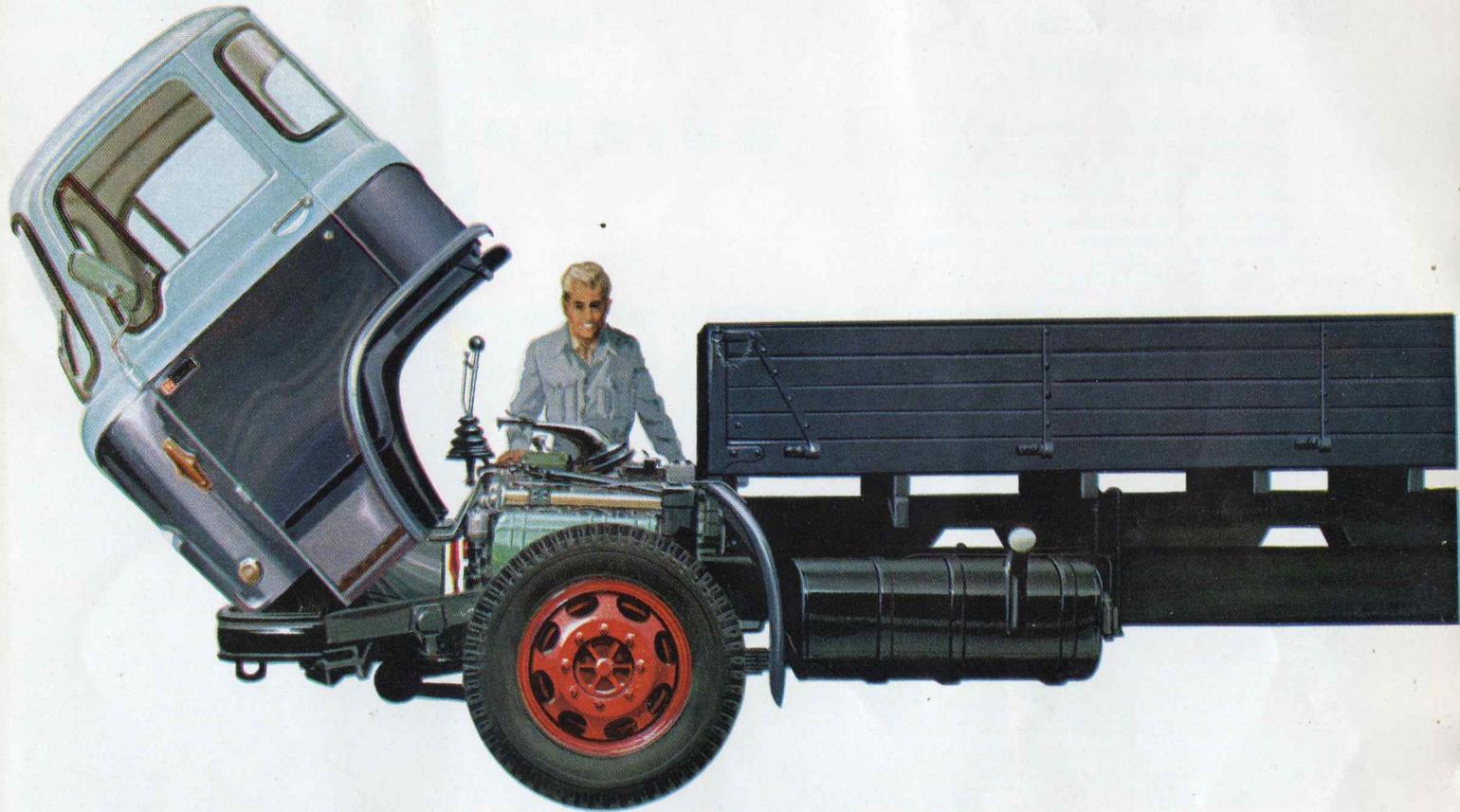
never was engine access so easy quickens servicing... gets vehicles back in action sooner

All service engineers will agree that the FJ tilt cab cuts hours off major servicing times.

Quick release at the fixing points, then up and forward goes the cab, balanced by torsion bar control. No risk of over-tilt.

Everything is revealed and accessible at comfortable working level. No contortionist neck-twisting. And minor servicing is simply a matter of removing the engine cover (quick-release toggles and turnbuckles) reached by folding the passenger seat out of the way.

Part of the FJ simpler servicing plan is the 'commonisation' of components and their disposition to ease production and service requirements. In practical terms this means easy interchange, ready availability of spares. Again . . . a time saver.



simple release

1

Two minutes is all that's needed to loosen and remove the two securing bolts on the cab rear mounting points. Another minute for the steering-column pinch bolt. One and a half more for loosening the gaiters and gear lever pinch bolt. A four and a half minute tilt!

torsion bar balance

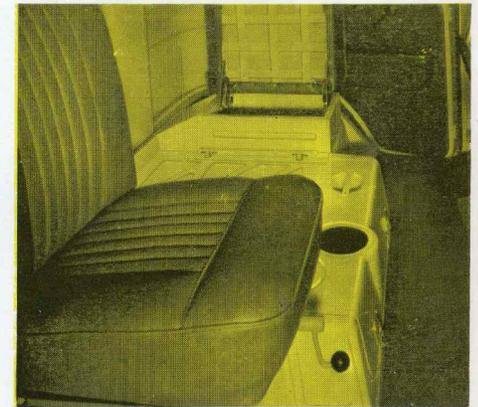
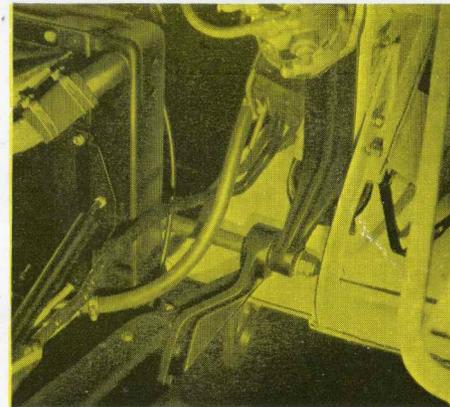
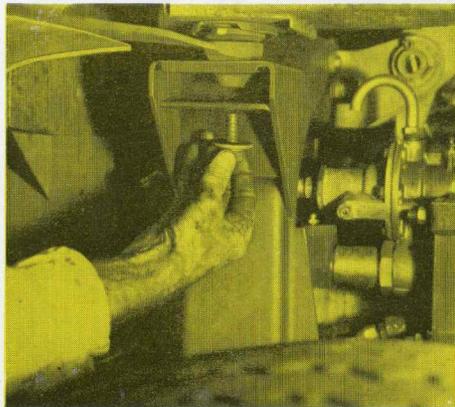
2

One man can tilt the cab, which rises easily under torsion bar control, until a stop and plunger limits the travel.

for minor servicing

3

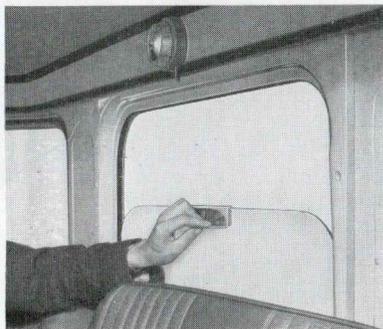
The squab of the passenger seat folds down to allow the whole seat to be tilted out of the way without restricting access when the detachable engine cover is removed.



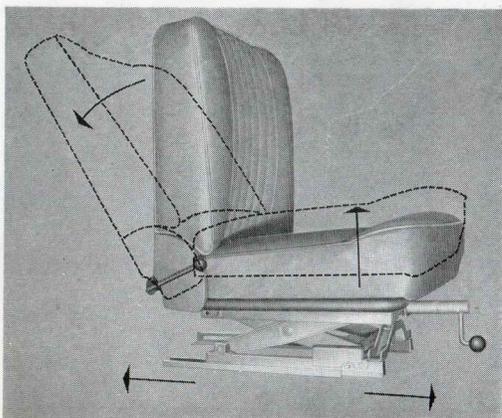
never was crew-comfort so studied

The FJ cab features forward entrance with low step access. Engine underfloor . . . seat and leg room for three. Cross cab movement unrestricted. Greater freedom from noise, heat, and fumes. Seat trim is washable, with centre panels of 'breathable' material. Large glazed area with curved screen and two large exterior mirrors. Centre rear window can be lowered, door windows wind to full drop, quarter-lights swivel, all for excellent ventilation. Heater and demister is standard (Home Market). So are sun visor, ashtray, coat hook, and attachment points for safety belts. Both doors have substantial pockets, and fascia cubbies give ample space for job lists and maps, etc.

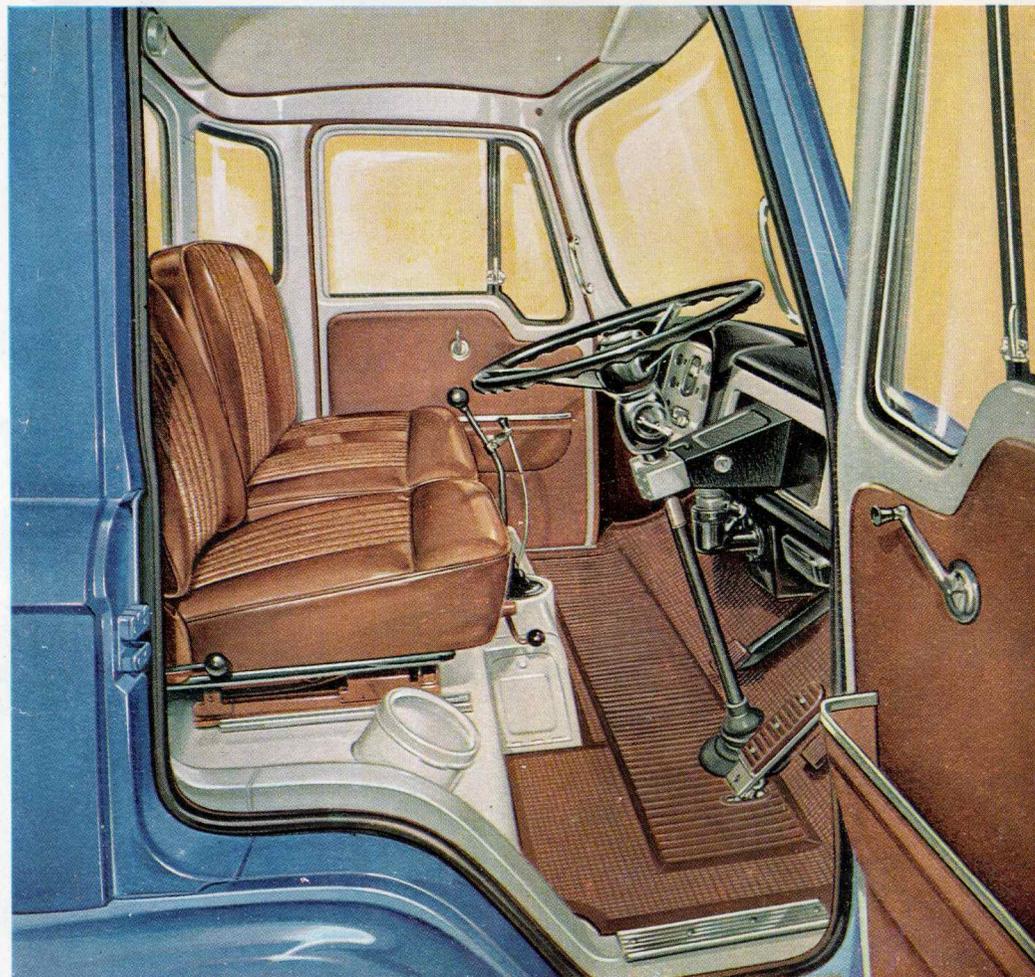
For comfort that spells safety, controls are planned for easy action to keep the driver fresher through the day.



Comfort-contoured, the seat has adjustment for height, leg reach, and back angle. Three-way comfort. FJ comfort! A box for tool stowage is provided under passenger seat.



Instrument panel is fully equipped and includes dual air pressure gauge, engine oil level indicator, speedometer, ammeter, fuel gauge, temperature gauge, oil pressure gauge.



heater

Heater and demister is a standard fitting on all FJ vehicles. Optional on export models.

ashtray

The de-luxe touch. An easily emptied deep ashtray conveniently mounted in the centre of the fascia top.

coat hook

Another thoughtful FJ feature. Saves cluttering up seat. Keeps coats out of way where they can't foul hand brake or gear lever.

screen washer

Again, a standard FJ fitting. Gives safety-vision with heavy-duty wiper motor driving twin, broad-arc wipers.

roof lining

Foamed roof lining deadens sound as well as serving as heat insulation. The whole of the interior trim is carried out with thought for the driver.

door locks

Both doors have special anti-break locks fitted for cab security. Safer for access, too. Driver can enter on kerb side.

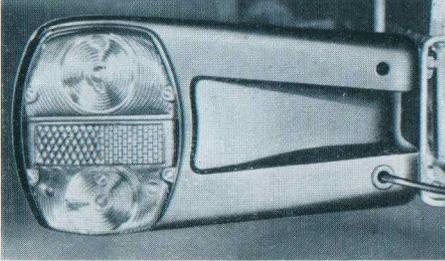
For safety-plus braking, all FJ vehicles have an air/hydraulic system with dual line safeguard. Hand brake has air power assistance. Buzzer warning is provided to indicate lining wear. Air assistance is provided on the hydraulically actuated clutch, which has automatic take-up for wear. Tough suspension, and shock absorbers standard at front, result in an excellent ride, simplifying handling under all conditions. The 1300 FJ has power-assisted steering. The flasher system has a relay in circuit with side lamps to vary intensity ... an FJ safety feature. For surer aural warning, high output horns are fitted.

FJ SERIES

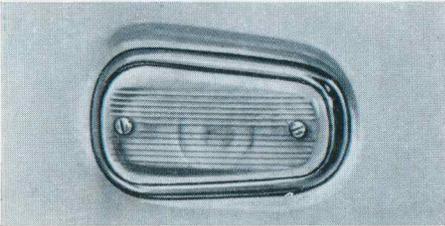
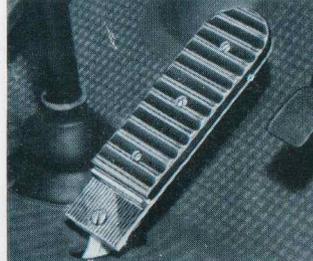
FORWARD CONTROL TRUCKS TIPPERS PRIME MOVERS

**never was
handling
so safe.... so light . .**

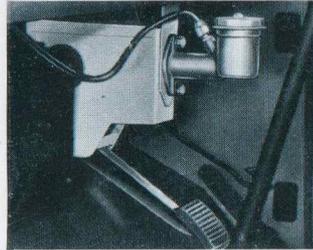
Day/night intensity applies also to stop lamps, which are integral with the tail lamps. The whole unit is large, easily seen.



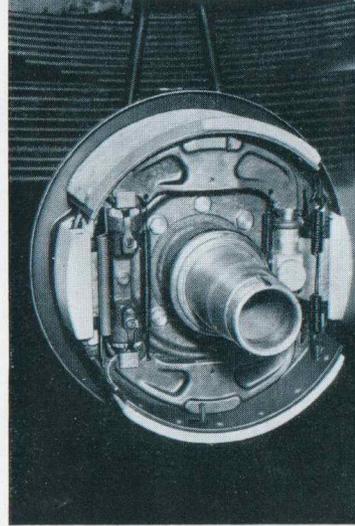
The brake treadle is specially designed as part of the servo operating equipment. Gives light but effective control.



The sidelamp incorporates a relay in its circuit for reducing flasher intensity by night.

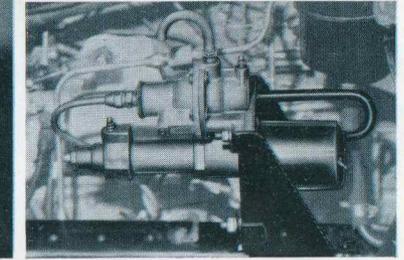
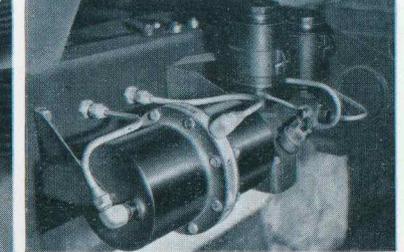


The pendent clutch pedal is air assisted for light foot pressure and short travel.

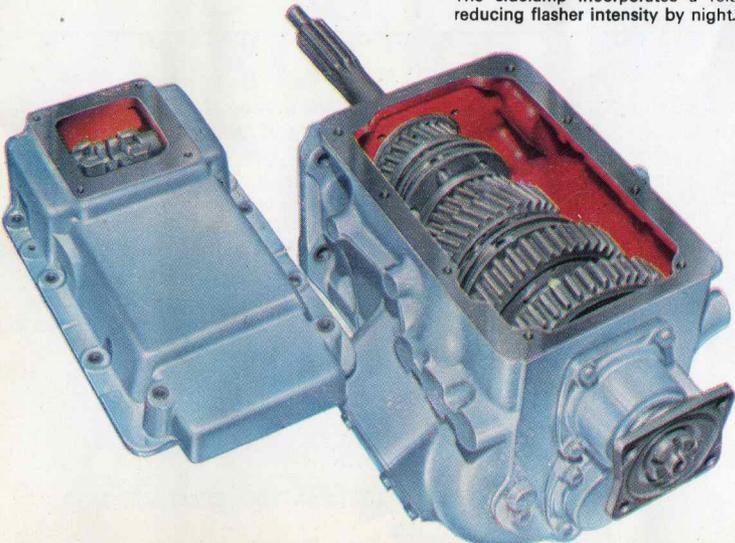


The brake-shoes are operated hydraulically via independent lines front and rear from master cylinder. *Failure on one line ... the other still works.* Dual low-pressure switches indicate pressure fall-off by operating buzzer, which also tells driver when shoes need adjustment.

Coupled by two independent lines to an air valve, a combined dual actuator and tandem master cylinder with integral reservoirs gives air assistance when operated by the light action treadle.

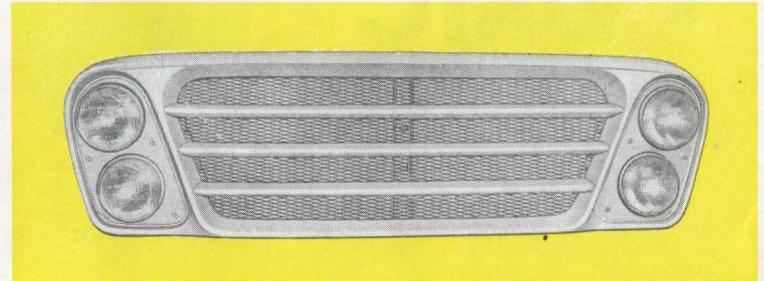


All FJ vehicles are fitted with a hydraulically actuated clutch which has air servo assistance. The master cylinder has an integral reservoir which is instantly accessible, forward of driver's door, for periodic check of fluid level.



A five-speed gearbox is a standard fitting on all FJ vehicles, with choice of direct or overdrive top gear. Synchromesh, on second, third, fourth, and fifth speeds obviates need for double de-clutching. Gear change is by a short, remote-control lever, falling naturally to hand.

- The cab has a four-headlamp installation which gives a better spread of light on full beam, with less severe cut-off when dipped. The operating switch and that for the self-cancelling flashers is readily accessible on the steering-column. Easy-reach rocker switches on header rail give finger-tip control of wipers, heater blower, panel lighting, and oil level gauge.





BMC 950 FJ TRUCK

First in the FJ range, this truck incorporates all the comfort and efficiency features of the series. Open the driver's door and step in. Easy . . . with that low step set forward of the wheel, and a grab handle for a smooth pull up. Hang your coat on the hook and take your seat. Too high . . . wind it down. Too far forward . . . wind it back. Squab too erect . . . set it to *your* angle. Feel the light clutch action, the short travel of the brake treadle. Start up, move off. Shift from first to second. That's synchromesh silky. Take her up to fifth. Feel her go. Check in that big mirror . . . and try the braking. So light . . . so sure! Dust on the screen? Flick on the washer, the broad arc wipers. Now you *see*. Sun low? Flip down the visor. Need warmth? There's a heater there as standard. Need cooling? You have option of a fresh-air unit. And you can lower the centre rear window. Door glasses wind full down, too, and the quarter-lights swivel. Smoking? There's a big ashtray top of the fascia. Now shut everything. She's a quiet rider. Smooth, too, with wider spring leaves, shock absorbers at front. Try the switches . . . easy reach, easy action. Check the dials. There's one for everything you need to know. At the depot again. Reverse her into a bay. That's *light* steering. On the servicing side too, everything is made simple. See how easily the tilt cab rises, revealing all of the engine. Take a look under the platform. That's strong-profile framing, with load-spreading cross-members.

The 950 FJ truck is available with five wheelbases:
111", 131", 151", 171", 201". G.V.W. 21,280 lb. (9652 kg.).

950 FJ, 1160 FJ, 1300 FJ TIPPERS

The FJ tippers are available on 111" or 131" wheelbases. The all-steel end-tipping bodies have capacities of 5, 6, and 7 cubic yards respectively, calibrated in accordance with sand and gravel regulations. All three models can be supplied with either Telehoist or Edbro tipping gear.

TELEHOIST

Body with 10-gauge sheet-steel floor, supported by pressed channel section members. Sides and front are rigid, top hinged tailgate fitted with self-locking mechanism. The 111" wheelbase models are supplied with SL7 type, hydraulically operated underfloor tipping gear. The 131" wheelbase models can be supplied with either end-tipping gear, types FR23-152 single ram, FR232-152 twin ram or underfloor tipping gear type FL7 (950 FJ only), FL53 (1160 FJ and 1300 FJ only).

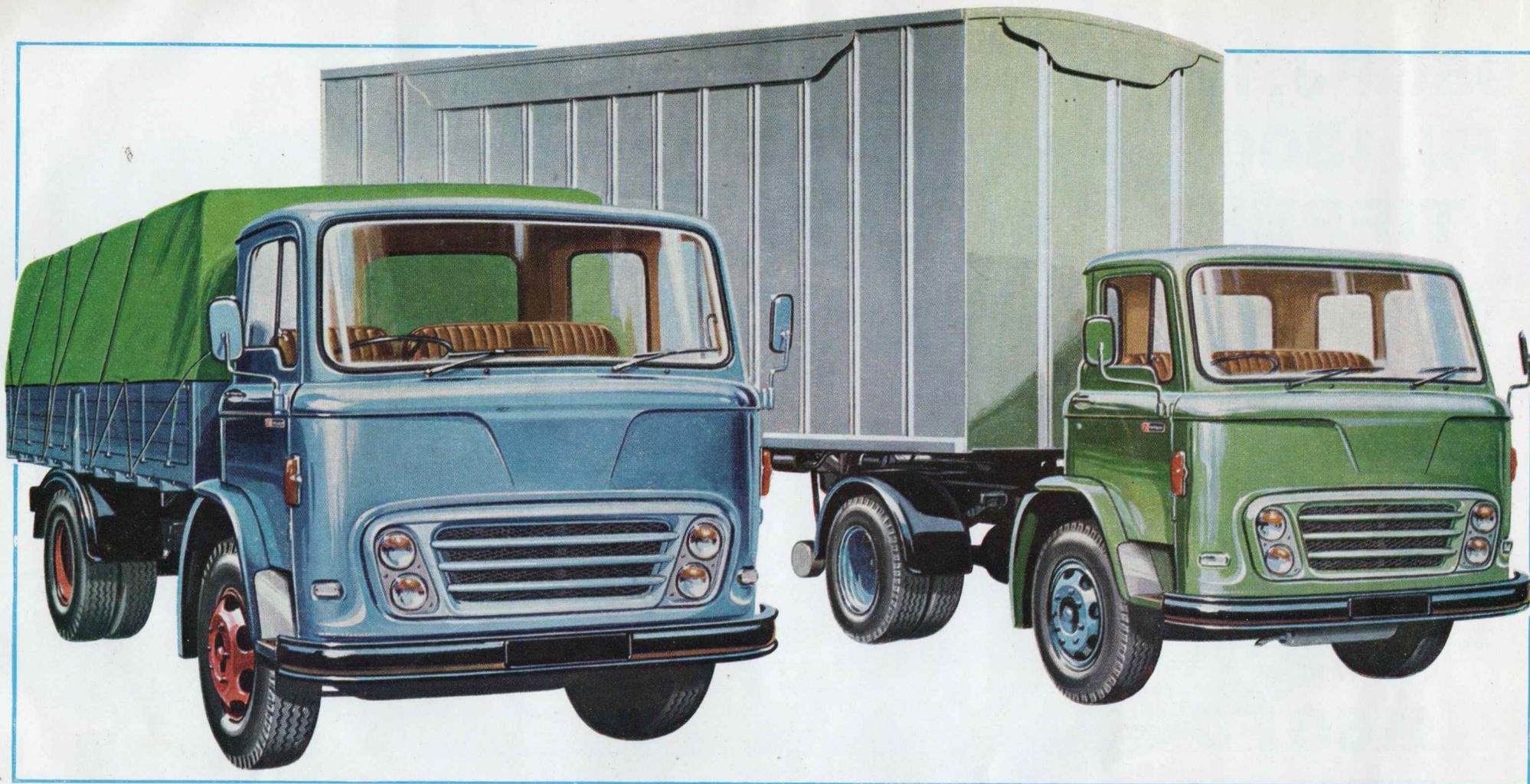
EDBRO

Welded 10-gauge sheet-steel body with hinged dropside and quick-release tailgate. The 111" wheelbase models are supplied with type 2LN end tipping gear. The 131" wheelbase models can be supplied with either end tipping gear types 3LNC single ram, 4LNX twin ram or underfloor tipping gear type U38.

1160 FJ TRUCK

This FJ model is available in five wheelbase lengths: 111", 131", 151", 171", 201", with a G.V.W. of 25,984 lb. (11785 kg.). The five-speed gearbox is fitted with synchromesh on all gears except first and reverse. The rear axle is based on the well-proven BMC design but incorporates refinements for increased reliability. A two-speed head of BMC design is now offered as optional extra. The chassis is built with alligator-type cross-members at vital points. The 5.7-litre diesel engine incorporates detail modifications for superior performance. The cab is of all-steel construction with distinctive new styling and embodies the wealth of crew-comfort features introduced in the series. New brakes are fitted for improved retardation, reduced servicing.





1300 FJ TRUCK; 1200 FJT; 1500 FJT; 1800 FJT PRIME MOVERS

FJ

Largest model in the FJ series, the 1300 FJ truck is available in five wheel-base lengths: 111", 131", 151", 171", 201" with a G.V.W. of 29,120 lb. (13,209 kg.). It has an extra-deep frame with heavy-duty bumpers and twin towing eyes. Heavy-duty axles front and rear are standard. The front axle beam has a deep, wide section, and heavy-duty hub bearings are fitted on the stub axle. The rear axle has a heavy-duty case and single- or two-speed

heads are available. Power is provided by the BMC 5.7-litre underfloor diesel engine. The all-steel three-man cab has the commanding FJ styling and comfort features for crew freshness on the longest of hauls. Air assistance is provided for improved braking efficiency and the steering is power assisted.

The 1200 FJT, 1500 FJT, and 1800 FJT prime movers are fitted with automatic couplings and have 2-line air brakes, the

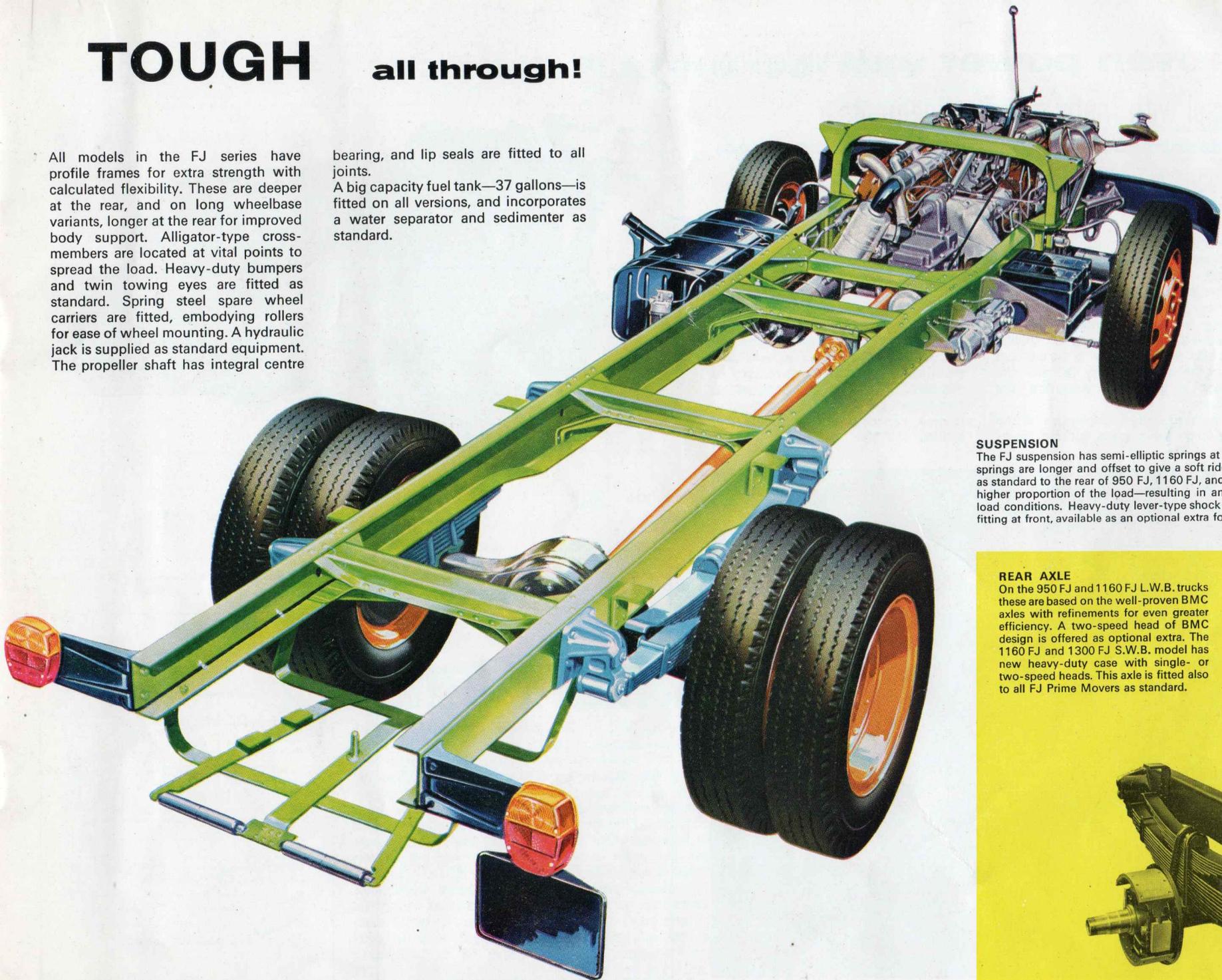
1800 FJT with fifth wheel coupling has 3-line air brakes. All have 96" wheel-base. Alligator-type cross-members give essential strength to the frame. The rear axle has a heavy-duty case and single or two-speed heads are available. The front axle has extra-strength beam section with heavy-duty hub bearings fitted on the stub axle. For power the 1200 FJT has the 5.1-litre diesel engine and the 1500 FJT and 1800 FJT prime movers have the 5.7-litre power unit.



TOUGH all through!

All models in the FJ series have profile frames for extra strength with calculated flexibility. These are deeper at the rear, and on long wheelbase variants, longer at the rear for improved body support. Alligator-type cross-members are located at vital points to spread the load. Heavy-duty bumpers and twin towing eyes are fitted as standard. Spring steel spare wheel carriers are fitted, embodying rollers for ease of wheel mounting. A hydraulic jack is supplied as standard equipment. The propeller shaft has integral centre

bearing, and lip seals are fitted to all joints. A big capacity fuel tank—37 gallons—is fitted on all versions, and incorporates a water separator and sedimenter as standard.

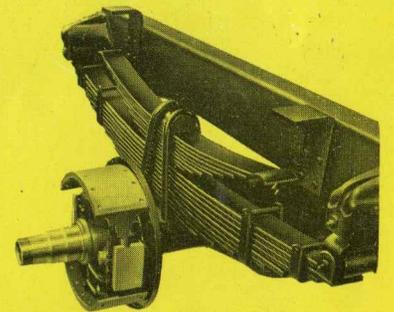


SUSPENSION

The FJ suspension has semi-elliptic springs at front and rear. The front springs are longer and offset to give a soft ride. Helper leaves are fitted as standard to the rear of 950 FJ, 1160 FJ, and 1300 FJ trucks, taking a higher proportion of the load—resulting in an excellent ride under all load conditions. Heavy-duty lever-type shock absorbers are a standard fitting at front, available as an optional extra for the rear.

REAR AXLE

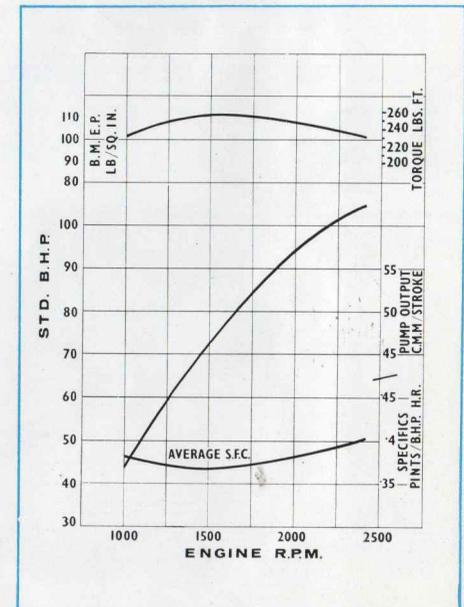
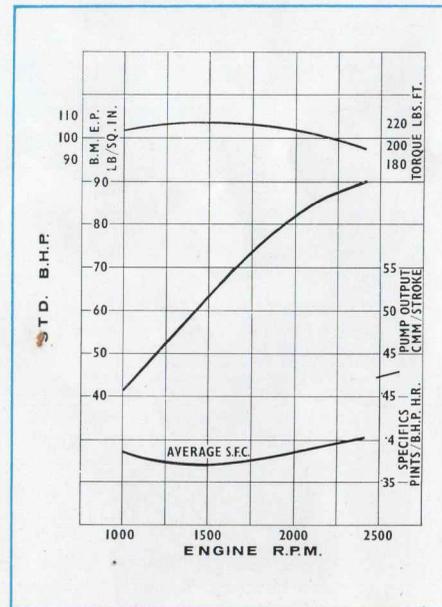
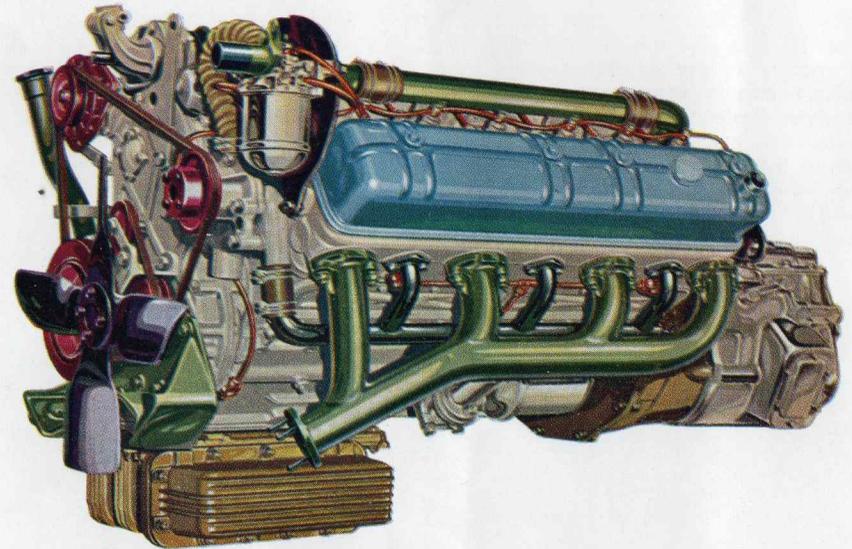
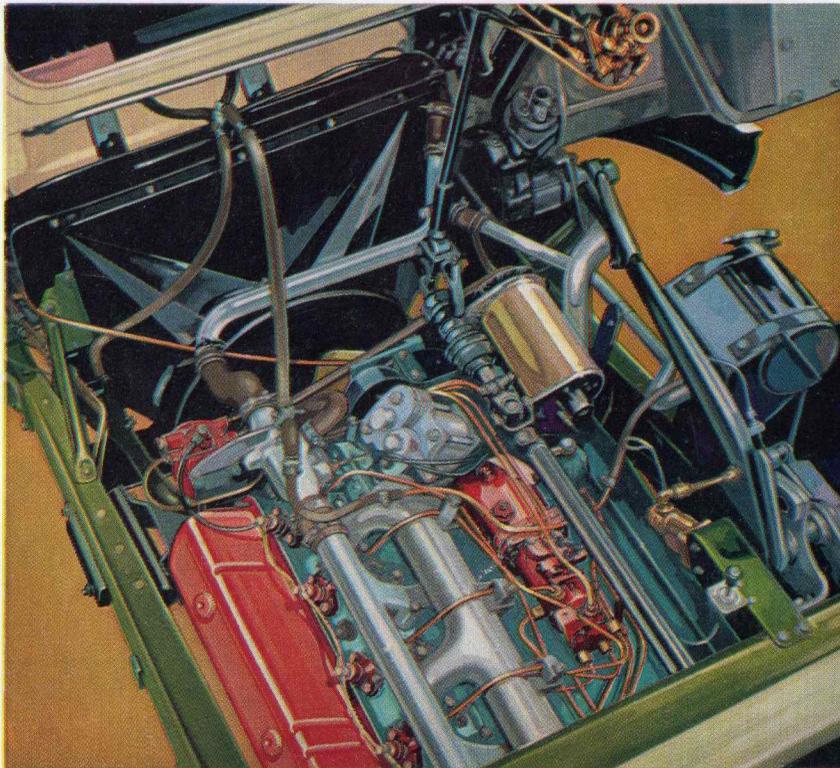
On the 950 FJ and 1160 FJ L.W.B. trucks these are based on the well-proven BMC axles with refinements for even greater efficiency. A two-speed head of BMC design is offered as optional extra. The 1160 FJ and 1300 FJ S.W.B. model has new heavy-duty case with single- or two-speed heads. This axle is fitted also to all FJ Prime Movers as standard.



proven power unit underfloor diesel with many detail refinements

FJ Trucks and Prime Movers are powered by BMC 5.1- and 5.7-litre diesels. Many detail refinements are embodied for increased reliability. The air cleaner is a dry type, giving greatly improved engine cleanliness. Time between services is greatly extended and for economy the element is washable. For easy access the cleaner is mounted alongside the gearbox. The exhaust system discharges at the front and has a good ground clear-

ance. It is mounted directly on to the engine so that the two move in unison. The cooling system is fitted with a new design vertical-flow radiator with a separate header tank and expansion tank, pressurized to 10 lb./sq. in. The system is self-bleeding although the radiator has an air bleed as well as a drain tap, and is winter-protected as standard. Standardized components throughout the range greatly simplifies routine service and the storage of spares.



U.K. PLATING DETAILS

Model	Tyres Size and Ply	Max. G.V.W. (Tons)	Plated Axle Loads (Tons)	
			Front	Rear
950 FJ	7.50—20 (12-ply) 151", 171", & 201" W.B.	9.5	3.5	6.5
	8.25—20 (14-ply) 111" & 131" W.B.	9.5	4.0	7.0
1160 FJ	9.00—20 (12-ply) 151", 171", & 201" W.B.	11.6	4.0	8.0
	9.00—20 (14-ply) 111" & 131" W.B.	11.6	4.5	8.0
1300 FJ	9.00—20 (14-ply) 151", 171", & 201" W.B.	13.0	4.75	9.0
	10.00—20 (14-ply) 111" & 131" W.B.	13.0	5.0	9.0

Model	Tyres Size and Ply	Max. G.V.W. (Tons)	Plated Axle Loads (Tons)	
			Front	Rear
1200 FJT	7.50—20 (12-ply)	12.0	2.5	6.5
1500 FJT	8.25—20 (12-ply)	15.0	2.5	7.0
1800 FJT 2-line brakes	8.25—20 (14-ply)	18.0	2.8	7.0
1800 FJT 3-line brakes	9.00—20 (12-ply)	18.0	4.0	8.0



ENGINE SPECIFICATION AND PERFORMANCE DATA

Push-rod operated overhead valves in detachable cast-iron cylinder head. Wet cylinder liners. Seven, shell-type, steel-backed, copper-lead main bearings; forged-steel crankshaft with external vibration damper. Forged-steel connecting-rods with shell-type, steel-backed, copper-lead (or aluminium-tin) big-end bearings. Direct injection by distributor-type fuel pump which incorporates hydraulic governor. A device to manually retard the engine timing is fitted to the pump to assist cold starting. This device is cable-operated from a control outside the cab for Home Market to meet U.K. regulations, and between seats for Export. A stop control knob is between the seats. Mechanical transfer pump driven from camshaft. High-pressure lubrication by rotor-type pump through a renewable full-flow oil filter. Oil sump capacity 24 pints (13.64 litres) plus 2¾ pints (1.56 litres) in filter. Dry-type air cleaner. Radiator with sealed system pressurized to 10 lb./sq. in. Water capacity approx. 48 pints (27-litres). A 37-gallon (168-litre) fuel tank is standard.

	5.1-litre	5.7-litre
No. of cylinders	6	6
Cubic capacity	5103 c.c. (311.4 cu. in.)	5655 c.c. (344.75 cu. in.)
Bore	95 mm. (3.740 in.)	100 mm. (3.94 in.)
Stroke	120 mm. (4.725 in.)	120 mm. (4.725 in.)
Maximum power*	105 b.h.p. at 2,600 r.p.m.	120 b.h.p. at 2,500 r.p.m.
Standard power	90 b.h.p. at 2,400 r.p.m.	105 b.h.p. at 2,400 r.p.m.
Standard torque	224 lb. ft. at 1,500 r.p.m.	255 lb. ft. at 1,750 r.p.m.
Compression ratio	16.5 : 1	16.5 : 1
Governed speed	2,400 r.p.m.	2,400 r.p.m.

* To S.M.M.T. Test Code 159 maximum output rating.

SPECIFICATIONS

Model		950 FJ	1160 FJ
ENGINE:	Type	5.1-litre diesel. 90 b.h.p. at 2,400 r.p.m. *(105 b.h.p. at 2,600 r.p.m.).	5.7-litre diesel. 105 b.h.p. at 2,400 r.p.m. *(120 b.h.p. at 2,500 r.p.m.).
FUEL TANK CAPACITY:		37 gallons (168 litres).	37 gallons (168 litres).
CLUTCH:	Type Diameter	Single dry plate, hydraulically actuated, air servo assisted. 13 in. (0.33 m.).	Single dry plate, hydraulic actuated, air servo assisted. 13 in. (0.33 m.).
FIVE-SPEED GEARBOX (STANDARD):	Type P.T.O. faces Ratios	Synchromesh second, third, fourth, and top. Two; six-stud fixing. 1st 6-923 : 1, 2nd 3-983 : 1, 3rd 2-375 : 1, 4th 1-469 : 1, 5th 1-00 : 1, reverse 6-809 : 1.	Synchromesh second, third, fourth, and top. Two; six-stud fixing. 1st 6-923 : 1, 2nd 3-983 : 1, 3rd 2-375 : 1, 4th 1-469 : 1, 5th 1-00 : 1, reverse 6-809 : 1.
ALTERNATIVE GEARBOX (OVERDRIVE ON 5th):	Type P.T.O. faces Ratios	Synchromesh second, third, fourth, and top. Two; six-stud fixing. 1st 6-30 : 1, 2nd 3-36 : 1, 3rd 1-837 : 1, 4th 1-00 : 1, 5th 0-82 : 1, reverse 5-76 : 1.	Synchromesh second, third, fourth, and top. Two; six-stud fixing. 1st 6-30 : 1, 2nd 3-36 : 1, 3rd 1-873 : 1, 4th 1-00 : 1, 5th 0-82 : 1, reverse 5-76 : 1.
TRANSMISSION:	Type Universal joints	111-in. W.B. one-piece, 131-in., 151-in., and 171-in. W.B. two-piece, 201-in. W.B., three-piece, open propeller shaft. Needle-roller bearing.	111-in. W.B. one-piece, 131-in., 151-in., and 171-in. W.B. two-piece, 201-in. W.B. three-piece, open propeller shaft. Needle-roller bearing.
REAR AXLE (STANDARD):	Type Pinion Standard ratios Alternative ratios	Fully floating. Spiral bevel. 5-86 : 1. 5-125 : 1 and 6-67 : 1.	Fully floating. (Heavy-duty type, 111-in. and 131-in. W.B.). Spiral bevel. 5-86 : 1 (6-50 : 1, 111-in. and 131-in. W.B.). 5-125 : 1 and 6-67 : 1 (7-17 : 1, 111-in. and 131-in. W.B.).
TWO-SPEED AXLE (OPTIONAL):	Type Pinion Standard ratios Alternative ratios Shift mechanism	BMC fully floating. Spiral bevel. 5-85/8-13 : 1. 5-125/7-13 : 1. Air shift.	BMC fully floating. (Heavy-duty type with Eaton drive head, 111-in. and 131-in. W.B.). Spiral bevel. 6-14/8-54 : 1. 5-57/7-73 : 1 (L.W.B.). 6-5/9-04 : 1 (S.W.B.). Air shift.
FRONT AXLE:	Type Hubs	Forged-steel 'I' section beam. Taper-roller bearing.	Forged-steel 'I' section beam. Taper-roller bearing.
STEERING:	Type Ratio Steering-wheel diameter	High-efficiency cam and lever. 28 : 1. 20 in. (0-508 m.).	High-efficiency cam and lever. 28 : 1. 20 in. (0-508 m.).
BRAKES:	Type Dimensions { Front Rear Total frictional area Hand brake	Air and hydraulic. 14 in. x 3½ in. (0-356 m. x 0-089 m.). 14 in. x 5 in. (0-356 m. x 0-127 m.). 415 sq. in. (2677 sq. cm.). Mechanical, air-assisted to rear wheels.	Air and hydraulic. 15½ in. x 4½ in. (0-387 m. x 0-108 m.). 111-in. and 131-in. W.B. 15½ in. x 6 in. (0-394 m. x 0-152 m.); 15½ in. x 5 in. (0-394 m. x 0-127 m.) 151-in., 171-in., and 201-in. W.B. 573 sq. in. (3696 sq. cm.) 111-in. and 131-in. W.B.; 520 sq. in. (3354 sq. cm.) L.W.B. Mechanical, air-assisted to rear wheels.
FRAME:	Type Thickness Maximum side-member depth No. of cross-members	Pressed steel channel. ½ in. (6.4 mm.). 9½ in. (232 mm.). 111-in. W.B. 5; 131-in., 151-in., 171-in. W.B. 6; 201-in. W.B. 7.	Pressed steel channel. ½ in. (6.4 mm.). 9½ in. (232 mm.). 111-in. W.B. 5; 131-in., 151-in., and 171-in. W.B. 6; 201-in. W.B. 7.
SUSPENSION:	Type Front Width x length x No. of leaves { Rear main Rear helper Shock absorbers { Front Rear	Semi-elliptic leaf springs. 3 in. x 55 in. (76.2 mm. x 1-397 m.) x 9. 3 in. x 60 in. (76.2 mm. x 1-524 m.) x 9. 3 in. x 38 in. (76.2 mm. x 0-965 m.) x 7. Standard. Lever-type. Optional at extra cost. Lever-type.	Semi-elliptic leaf springs. 3 in. x 55 in. (76.2 mm. x 1-397 m.) x 10 (131-in. W.B. 9 leaves). 3 in. x 60 in. (76.2 mm. x 1-524 m.) x 12. 3 in. x 38 in. (76.2 mm. x 0-965 m.) x 7. Standard. Lever-type. Optional at extra cost. Lever-type.
WHEELS:	Type No. of studs	Steel disc, single front, twin rear. 8.	Steel disc, single front, twin rear. 8.
TYRES:	Standard Alternative at extra cost	Dunlop 7-50—20 12-ply 151-in., 171-in., and 201-in. W.B. 8-25—20 14-ply on 111-in. and 131-in. W.B. Dunlop 8-25—20 12-ply or 8-25—17 14-ply L.W.B.	Dunlop 9-00—20 12-ply L.W.B. 9-00—20 14-ply 111-in. and 131-in. W.B. Dunlop 9-00—20 14-ply L.W.B. or 9-00—20 R.B. 6 S.W.B.

* To S.M.M.T. Test Code 159 maximum output rating.

TRUCKS

1300 FJ

5.7-litre diesel. 105 b.h.p. at 2,400 r.p.m. *(120 b.h.p. at 2,500 r.p.m.).

37 gallons (168 litres).

Single dry plate, hydraulic actuated, air servo assisted.
13 in. (0.33 m.).

Synchromesh second, third, fourth, and top.
Two; six-stud fixing.
1st 6-923 : 1, 2nd 3-933 : 1, 3rd 2-375 : 1, 4th 1-469 : 1, 5th 1-00 : 1, reverse 6-809 : 1.

Synchromesh second, third, fourth, and top.
Two; six-stud fixing.
1st 6-30 : 1, 2nd 3-36 : 1, 3rd 1-837 : 1, 4th 1-00 : 1, 5th 0-82 : 1, reverse 5-76 : 1.

111-in. W.B. one-piece, 131-in., 151-in., and 171-in. W.B. two-piece.
201-in. W.B. three-piece, open propeller shaft.
Needle-roller bearing.

Fully floating, heavy duty.
Spiral bevel.
6-14 : 1 (6-50 : 1 111-in. and 131-in. W.B.).
6-50 : 1 (7-17 : 1 111-in. and 131-in. W.B.).

BMC fully-floating, heavy duty.

Spiral bevel.
6-14/8-54 : 1.
5-57/7-78 : 1 (6-5/9-04 : 1 111-in. and 131-in. W.B.).
Air shift.

Forged-steel 'I' section beam.
Taper-roller bearing.

High-efficiency cam and lever, power-assisted.
20 : 1.
20 in. (0.508 m.).

Air and hydraulic.
15½ in. × 5 in. (0.387 m. × 0.108 m.).
15½ in. × 6 in. (0.394 m. × 0.152 m.).

573 sq. in. (3696 sq. cm.).

Mechanical, air assisted to rear wheels.

Pressed steel channel.
½ in. (6.4 mm.).
10½ in. (257 mm.).
111-in. W.B. 5; 131-in., 151-in., and 171-in. W.B. 6; 201-in. W.B. 7.

Semi-elliptic leaf springs.
3 in. × 55 in. (76.2 mm. × 1.397 m.) × 9 (131-in. W.B. 10 leaves).
3 in. × 60 in. (76.2 mm. × 1.524 m.) × 14.
3 in. × 38 in. (76.2 mm. × 0.965 m.) × 7.
Standard. Lever-type.
Optional at extra cost. Lever-type.

Steel disc, single front, twin rear.
8.

Dunlop 9-00—20 14-ply L.W.B. 10-00—20 14-ply 111-in. and 131-in. W.B.

Dunlop 10-00—20 14-ply L.W.B.

ELECTRICAL EQUIPMENT AND INSTRUMENTS

12-volt earth return system, current- and voltage-controlled generator. Two 6-volt 144 amp.-hour batteries. Four double-dip filament sealed beam headlamps; two fully water-proofed side-lamps; side flasher lamps; left and right assemblies of rear flasher lamp, reflector, stop/tail and number-plate lamp. Relay in sidelamp circuit reduces brilliance of rear flasher and stop lamp during darkness. Cab interior lamp operated by integral switch and courtesy door switches. Internally lit fascia panel comprising: speedometer, fuel and water temperature gauges, oil pressure gauge, ammeter, main beam, flasher, and no-charge warning lights, oil level indicator, dual air pressure gauges. Separate panel with rocker-type switches for wipers, panel, oil level indicator, and heater. Lighting switch, flasher switch, and horn-push on steering-column. Air pressure stop lamp switch on brake pedal valve. Warning buzzer in cab operated by switches on air pressure reservoir and servo unit. Heavy-duty windscreen wiper. 5-kw. heater unit. Single high note Wind-tone horn.

CAB

Forward entrance tilt cab of rust-proofed all-metal welded construction; toughened glass windscreen and windows; fixed curved windscreen with safety zoned area before driver; full-drop winding door windows and swivelling quarter-lights; curved rear corner windows, centre rear windows with drop glass. Doors with padded casing panels, large pockets, anti-burst safety locks and private locks; door checks permit 90° opening angle. Fully adjustable driving seat with foam rubber cushion; fold-down double passenger seat with polyether foam cushion on rubber base; backrests of polyether foam on spring base, seats trimmed in vinyl-coated fabric with breathable Vynair centre panels. Roof lining of foamed polyether with breathable cover. Moulded rubber floor covering. Provision for three safety belts. Foam-padded fascia panel covered in black vinyl, with pockets either side of central instrument nacelle. Switch panel on header rail above windscreen. Exterior steps covered with rubber mats. Risers covered with anodized aluminium protection plates.

OPTIONAL EXTRAS

Five-speed synchromesh overdrive gearbox; Two-speed rear axle (950 FJ/1160 FJ/1300 FJ); power steering (950 FJ/1160 FJ/1800 FJT); 24-in. (0.609 m.) frame extension (201-in. W.B. 950 FJ/1160 FJ/1300 FJ only); mechanical tyre pump; rear shock absorbers.

HOME AVAILABILITY

Chassis/cab; chassis/front end; truck complete with timber dropside or platform body (151-in. W.B. 950 FJ/1160 FJ only); 111-in. W.B. tipper body (960 FJ/1160 FJ/1300 FJ).

EXPORT AVAILABILITY

Right- or left-hand steering; km.p.h. or m.p.h. speedometer; lighting and flasher equipment as required; chassis/cab; chassis/front end; truck complete with timber dropside or platform body (950 FJ/1160 FJ 151-in. W.B. only); 111-in. W.B. tipper body (950 FJ/1160 FJ/1300 FJ). Optional extras as above, also 5-kw. heater unit.

1/3 DEPOSIT
AT 7 1/2 INT.
OVER 3 YEARS.

\$6446

SPECIFICATIONS

Model		1200 FJT	1500 FJT
ENGINE:	Type	Standard: 5.1-litre diesel. 90 b.h.p. at 2,400 r.p.m. *(105 b.h.p. at 2,600 r.p.m.). Alternative: 5.7-litre diesel. 105 b.h.p. at 2,400 r.p.m. *(120 b.h.p. at 2,500 r.p.m.).	5.7-litre diesel. 105 b.h.p. at 2,400 r.p.m. *(120 b.h.p. at 2,500 r.p.m.).
FUEL TANK CAPACITY:		37 gallons (168 litres).	37 gallons (168 litres).
CLUTCH:	Type Diameter	Single dry plate, hydraulic actuated, air servo assisted. 13 in. (0.33 m.).	Single dry plate, hydraulic actuated, air servo assisted. 13 in. (0.33 m.).
FIVE-SPEED GEARBOX (STANDARD):	Type P.T.O. faces Ratios	Synchromesh second, third, fourth, and top. Two; six-stud fixing. 1st 6.923 : 1, 2nd 3.983 : 1, 3rd 2.375 : 1, 4th 1.469 : 1, 5th 1.00 : 1, reverse 6.809 : 1.	Synchromesh second, third, fourth, and top. Two; six-stud fixing. 1st 6.923 : 1, 2nd 3.983 : 1, 3rd 2.375 : 1, 4th 1.469 : 1, 5th 1.00 : 1, reverse 6.809 : 1.
ALTERNATIVE GEARBOX (OVERDRIVE ON 5th):	Type P.T.O. faces Ratios	Synchromesh second, third, fourth, and top. Two; six-stud fixing. 1st 6.30 : 1, 2nd 3.36 : 1, 3rd 1.837 : 1, 4th 1.00 : 1, 5th 0.82 : 1, reverse 5.76 : 1.	Synchromesh second, third, fourth, and top. Two; six-stud fixing. 1st 6.30 : 1, 2nd 3.36 : 1, 3rd 1.837 : 1, 4th 1.00 : 1, 5th 0.82 : 1, reverse 5.76 : 1.
TRANSMISSION:	Type Universal joints	One-piece open propeller shaft. Needle-roller bearing.	One-piece open propeller shaft. Needle-roller bearing.
SINGLE-SPEED REAR AXLE (K240):	Type Pinion Standard ratios Alternative ratios	BMC single-speed, fully floating. Straddle-mounted spiral bevel. 5.86 : 1. 6.67 : 1.	Not available.
TWO-SPEED AXLE (K300/K340/K360):	Type Pinion Standard ratios Alternative ratios Shift mechanism	Not available.	BMC fully floating. Straddle-mounted spiral bevel. 5.85/8.13 : 1. Air shift.
FRONT AXLE:	Type Hubs	Forged-steel 'I' section beam. Taper-roller bearing.	Forged-steel 'I' section beam. Taper-roller bearing.
STEERING:	Type Ratio Steering-wheel diameter	High-efficiency cam and lever. 20 : 1. 20 in. (0.508 m.).	High-efficiency cam and lever. 20 : 1. 20 in. (0.508 m.).
BRAKES:	Type Dimensions { Front Rear Total frictional area Hand brake	Air and hydraulic. 14 in. x 3½ in. (0.356 m. x 0.089 m.). 14 in. x 5 in. (0.356 m. x 0.127 m.). 415 sq. in. (2677 sq. cm.). Mechanical, air-assisted to rear wheels.	Air and hydraulic. 14 in. x 3½ in. (0.356 m. x 0.089 m.). 14 in. x 5 in. (0.356 m. x 0.127 m.). 415 sq. in. (2677 sq. cm.). Mechanical, air-assisted to rear wheels.
FRAME:	Type Thickness Maximum side-member depth No. of cross-members	Pressed steel channel. ½ in. (6.4 mm.). 9½ in. (232 mm.). 4.	Pressed steel channel. ½ in. (6.4 mm.). 9½ in. (232 mm.). 4.
SUSPENSION:	Type Width x length x No. of leaves { Front Rear main Rear helper Shock absorbers { Front Rear	Semi-elliptic leaf springs. 3 in. x 55 in. (76.2 mm. x 1.397 m.) x 9. 2½ in. x 45 in. (63.5 mm. x 1.142 m.) x 8. Standard. Lever-type. Optional extra. Lever-type.	Semi-elliptic leaf springs. 3 in. x 55 in. (76.2 mm. x 1.397 m.) x 9. 2½ in. x 45 in. (63.5 mm. x 1.142 m.) x 10. Standard. Lever-type. Optional extra. Lever-type.
WHEELS:	Type No. of studs	Steel disc, single front, twin rear. 8.	Steel disc, single front, twin rear. 8.
TYRES:	Standard Alternative at extra cost	Dunlop 7.50—20 12-ply. Dunlop 7.00—20 12-ply.	Dunlop 8.25—20 12-ply. Dunlop 7.50—20 12-ply.

* To S.M.M.T. Test Code 159 maximum output rating.

PRIME MOVERS

1800 FJT (Automatic coupling and 2-line brakes)	1800 FJT (5th wheel coupling and 3-line brakes)
5-7-litre diesel. 105 b.h.p. at 2,400 r.p.m. *(120 b.h.p. at 2,500 r.p.m.).	5-7-litre diesel. 105 b.h.p. at 2,400 r.p.m. *(120 b.h.p. at 2,500 r.p.m.).
37 gallons (168 litres):	37 gallons (168 litres).
Single dry plate, hydraulic actuated, air servo assisted. 13 in. (0-33 m.).	Single dry plate, hydraulic actuated, air servo assisted. 13 in. (0-33 m.).
Synchromesh second, third, fourth, and top. Two; six-stud fixing. 1st 6-923 : 1, 2nd 3-983 : 1, 3rd 2-375 : 1, 4th 1-469 : 1, 5th 1-00 : 1, reverse 6-809 : 1.	Synchromesh second, third, fourth, and top. Two; six-stud fixing. 1st 6-923 : 1, 2nd 3-983 : 1, 3rd 2-375 : 1, 4th 1-469 : 1, 5th 1-00 : 1, reverse 6-809 : 1.
Synchromesh second, third, fourth, and top. Two; six-stud fixing. 1st 6-30 : 1, 2nd 3-36 : 1, 3rd 1-837 : 1, 4th 1-00 : 1, 5th 0-82 : 1, reverse 5-76 : 1.	Synchromesh second, third, fourth, and top. Two; six-stud fixing. 1st 6-30 : 1, 2nd 3-36 : 1, 3rd 1-837 : 1, 4th 1-00 : 1, 5th 0-82 : 1, reverse 5-76 : 1.
One-piece open propeller shaft. Needle-roller bearing.	One-piece open propeller shaft. Needle-roller bearing.
Not available.	Not available.
BMC fully floating, heavy-duty, with Eaton drive head. Spiral bevel. 5-57/7-75 : 1. 6-14/8-54 : 1. Air shift.	BMC fully-floating, heavy-duty with Eaton drive head. Spiral bevel. 6-14/8-54 : 1. 5-57/7-75 : 1. Air shift.
Forged-steel 'I' section beam. Taper-roller bearing.	Forged-steel 'I' section beam. Taper-roller bearing.
High-efficiency cam and lever. 20 : 1. 20 in. (0-508 m.).	High-efficiency cam and lever. 28 : 1. 20 in. (0-508 m.).
Air and hydraulic. (2-line). 15½ in. × 4½ in. (0-387 m. × 0-108 m.). 15½ in. × 6 in. (0-396 m. × 0-152 m.). 573 sq. in. (3696 sq. cm.). Mechanical, air-assisted to rear wheels.	Air and hydraulic. (3-line) 15½ in. × 4½ in. (0-387 m. × 0-108 m.). 15½ in. × 6 in. (0-394 m. × 0-152 m.). 573 sq. in. (3696 sq. cm.). Mechanical, air-assisted to rear wheels.
Pressed steel channel. ½ in. (6-4 mm.). 9½ in. (232 mm.). 4.	Pressed steel channel. ½ in. (6-4 mm.). 9½ in. (232 mm.). 5.
Semi-elliptic leaf springs. 3 in. × 55 in. (76-2 mm. × 1-397 m.) × 9. 2½ in. × 45 in. (63-5 mm. × 1-142 m.) × 9.	Semi-elliptic leaf springs. 3 in. × 55 in. (76-2 mm. × 1-397 m.) × 10. 3 in. × 51 in. (76-2 mm. × 1-295 m.) × 10. 3 in. × 38 in. (76-2 mm. × 0-975 m.) × 7.
Standard. Lever-type. Optional extra. Lever-type.	Standard. Lever-type. Optional extra. Lever-type.
Steel disc, single front, twin rear. 8.	Steel disc, single front, twin rear. 8.
Dunlop 8-25—20 12-ply. Dunlop 8-25—20 14-ply.	Dunlop 9-00—20 12-ply. Dunlop 9-00—20 14-ply.

131 in. W.B. CHASSIS/CAB AND CHASSIS/FRONT END DIMENSIONS

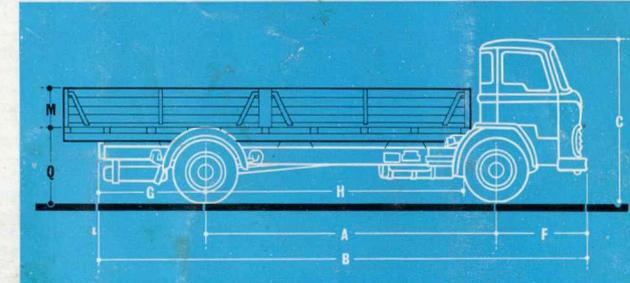
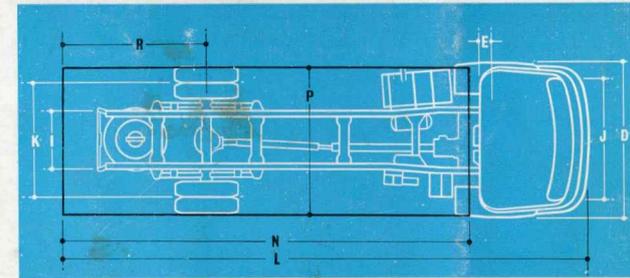
	950 FJ		1160 FJ		1300 FJ	
	ft.	in. metres	ft.	in. metres	ft.	in. metres
Chassis/Front End and Chassis/Cab						
Wheelbase A	10 11	3-33	10 11	3-33	10 11	3-33
Overall length (end of frame) B	18 7 7/8	5-68	18 7 7/8	5-68	18 7 7/8	5-68
Overall height (laden) .. C	7 9 1/2	2-40	7 11 1/2	2-42	8 0 1/2	2-46
Overall width D	7 5 1/2	2-26	7 5 1/2	2-26	7 5 1/2	2-26
Centre front hub to back of cab E	11	0-28	11	0-28	11	0-28
Centre front hub to bumper F	4 6 1/2	1-38	4 6 1/2	1-38	4 6 1/2	1-38
Centre rear hub to end of frame G	2 11 7/8	0-90	2 11 7/8	0-90	2 11 7/8	0-90
Centre rear hub to back of cab .. H	10 0	3-05	10 0	3-05	10 0	3-05
Frame width I	2 9 1/2	0-86	2 9 1/2	0-86	2 9 1/2	0-86
Track (front) J	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86
Track (rear) K	5 6 1/2	1-70	5 8 1/2	1-74	5 8 1/2	1-74
Maximum length behind cab ..	15 5 1/2	4-71	15 5 1/2	4-71	15 5 1/2	4-71
Cab interior width at waist ..	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86
Ground clearance	9 1/2	0-25	9 1/2	0-25	10 1/2	0-26
Vehicle weights						
Maximum gross vehicle weight	lb. 21,280	kg. 9652	lb. 25,984	kg. 11785	lb. 29,120	kg. 13209
Dry weight Chassis/Cab	7,184	3258	7,699	3491	8,313	3769

TIPPER DIMENSIONS

TELEHOIST	950 FJ		1160 FJ		1300 FJ	
	ft.	in. metres	ft.	in. metres	ft.	in. metres
Length of body:						
111-in. W.B.	12 0	3-66	12 0	3-66	12 0	3-66
131-in. W.B., End tipping gear ..	13 0	3-96	13 0	3-96	13 0	3-96
131-in. W.B., Underfloor tipping gear	14 0	4-27	14 0	4-27	14 0	4-27
Width of body	7 0	2-13	7 0	2-13	7 0	2-13
Depth of body	1 8	0-51	2 0	0-61	2 1 1/2	0-65
Overall length:						
111-in. W.B., Underfloor and End tipper	18 3	5-56	18 3	5-56	18 3	5-56
131-in. W.B., End tipping gear ..	19 6	5-93	19 6	5-93	19 6	5-93
131-in. W.B., Underfloor tipping gear	20 3	6-16	20 3	6-16	20 3	6-16
Overall width	7 5 1/2	2-26	7 5 1/2	2-26	7 10 1/2	2-39
EDBRO						
Length of body:						
111-in. W.B.	11 3	3-43	11 3	3-43	11 3	3-43
131-in. W.B., End tipping gear ..	13 0	3-96	13 0	3-96	13 0	3-96
131-in. W.B., Underfloor tipping gear	14 0	4-27	14 0	4-27	14 0	4-27
Width of body	6 10	2-08	6 10	2-08	7 3	2-21
Depth of body	1 10	0-56	2 2 1/2	0-67	2 5	0-74
Overall length:						
111-in. W.B., Underfloor and End tipper	17 9 1/2	5-42	17 9 1/2	5-42	17 9 1/2	5-42
131-in. W.B., End tipping gear ..	19 3 1/2	5-87	19 3 1/2	5-87	19 3 1/2	5-87
131-in. W.B., Underfloor tipping gear	19 10 1/2	6-04	19 10 1/2	6-04	19 10 1/2	6-04
Overall width	7 6	2-29	7 6	2-29	8 0	2-44

DIMENSIONS/WEIGHTS

	950 FJ								1160 FJ								
	111-in. W.B.		151-in. W.B.		171-in. W.B.		201-in. W.B.		111-in. W.B.		151-in. W.B.		171-in. W.B.		201-in. W.B.		
	ft. in.	metres	ft. in.	metres	ft. in.	metres	ft. in.	metres	ft. in.	metres	ft. in.	metres	ft. in.	metres	ft. in.	metres	
Chassis/Front End and Chassis/Cab																	
Wheelbase	A	9 3	2.82	12 7	3.84	14 3	4.34	16 9	5.11	9 3	2.82	12 7	3.84	14 3	4.34	16 9	5.11
Overall length (end of frame)	B	16 8 ¹¹ / ₁₆	5.10	22 1 ¹ / ₂	6.74	23 9 ¹ / ₂	7.25	26 3 ¹ / ₂	8.01	16 8 ¹¹ / ₁₆	5.10	22 1 ¹ / ₂	6.74	23 9 ¹ / ₂	7.25	26 3 ¹ / ₂	8.01
Overall height (laden)	C	7 9 ¹ / ₂	2.38	7 9 ¹ / ₂	2.38	7 9 ¹ / ₂	2.38	7 9 ¹ / ₂	2.38	7 9 ¹ / ₂	2.38	7 9 ¹ / ₂	2.38	7 9 ¹ / ₂	2.38	7 9 ¹ / ₂	2.38
Overall width	D	7 5 ¹ / ₈	2.26	7 5 ¹ / ₈	2.26	7 5 ¹ / ₈	2.26	7 5 ¹ / ₈	2.26	7 5 ¹ / ₈	2.26	7 5 ¹ / ₈	2.26	7 5 ¹ / ₈	2.26	7 5 ¹ / ₈	2.26
Centre front hub to back of cab	E	0 11	0.28	0 11	0.28	0 11	0.28	0 11	0.28	0 11	0.28	0 11	0.28	0 11	0.28	0 11	0.28
Centre front hub to bumper	F	4 6 ¹ / ₂	1.38	4 6 ¹ / ₂	1.38	4 6 ¹ / ₂	1.38	4 6 ¹ / ₂	1.38	4 6 ¹ / ₂	1.38	4 6 ¹ / ₂	1.38	4 6 ¹ / ₂	1.38	4 6 ¹ / ₂	1.38
Centre rear hub to end of frame	G	2 11 ⁷ / ₁₆	0.90	5 0	1.52	5 0	1.52	5 0	1.52	2 11 ⁷ / ₁₆	0.90	5 0	1.52	5 0	1.52	5 0	1.52
Centre rear hub to back of cab	H	8 4	2.54	11 8	3.56	13 4	4.06	15 10	4.83	8 4	2.54	11 8	3.56	13 4	4.06	15 10	4.83
Frame width (front)	I	3 2	0.965	3 2	0.965	3 2	0.965	3 2	0.965	3 2	0.965	3 2	0.965	3 2	0.965	3 2	0.965
Frame width (rear)	J	2 9 ³ / ₈	0.86	2 9 ³ / ₈	0.86	2 9 ³ / ₈	0.86	2 9 ³ / ₈	0.86	2 9 ³ / ₈	0.86	2 9 ³ / ₈	0.86	2 9 ³ / ₈	0.86	2 9 ³ / ₈	0.86
Track (front)	K	6 1 ¹ / ₂	1.86	6 2 ¹ / ₂	1.89	6 2 ¹ / ₂	1.89	6 2 ¹ / ₂	1.89	6 1 ¹ / ₂	1.86	6 1 ¹ / ₂	1.86	6 1 ¹ / ₂	1.86	6 1 ¹ / ₂	1.86
Track (rear)	L	5 8 ¹ / ₂	1.74	5 8 ¹ / ₂	1.74	5 8 ¹ / ₂	1.74	5 8 ¹ / ₂	1.74	5 8 ¹ / ₂	1.74	5 8 ¹ / ₂	1.74	5 8 ¹ / ₂	1.74	5 8 ¹ / ₂	1.74
Maximum length behind cab	M	12 11 ¹ / ₂	3.95	18 10 ¹ / ₂	5.75	21 4 ¹ / ₂	6.51	24 2 ¹ / ₂	7.38	12 11 ¹ / ₂	3.95	18 10 ¹ / ₂	5.75	21 4 ¹ / ₂	6.51	24 2 ¹ / ₂	7.38
Cab interior width at waist	N	6 1 ¹ / ₂	1.86	6 1 ¹ / ₂	1.86	6 1 ¹ / ₂	1.86	6 1 ¹ / ₂	1.86	6 1 ¹ / ₂	1.86	6 1 ¹ / ₂	1.86	6 1 ¹ / ₂	1.86	6 1 ¹ / ₂	1.86
Ground clearance	O	9 ³ / ₈	0.25	9 ³ / ₈	0.25	9 ³ / ₈	0.25	9 ³ / ₈	0.25	9 ³ / ₈	0.25	9 ³ / ₈	0.25	9 ³ / ₈	0.25	9 ³ / ₈	0.25
Vehicle weights																	
Maximum gross vehicle weight		21,280	9652	21,280	9652	21,280	9652	21,280	9652	25,984	11785	25,984	11785	25,984	11785	25,984	11785
Dry weight chassis/cab		6,739	3056	6,890	3124	6,940	3147	7,089	3215	7,348	3332	7,310	3315	7,364	3339	7,424	3366



There are now numerous types of timber or metal bodies available on BMC chassis. Please consult your Dealer for body builders details.

	1300 FJ								1200 FJT		1500 FJT		1800 FJT (Automatic)		1800 FJT (5th Wheel)		
	111-in. W.B.		151-in. W.B.		171-in. W.B.		201-in. W.B.		Prime Mover		Prime Mover		Prime Mover		Prime Mover		
	ft. in.	metres	ft. in.	metres	ft. in.	metres	ft. in.	metres	ft. in.	metres	ft. in.	metres	ft. in.	metres	ft. in.	metres	
Chassis/Front End and Chassis/Cab																	
Wheelbase	A	9 3	2.82	12 7	3.84	14 3	4.34	16 9	5.11	8 0	2.44	8 0	2.44	8 0	2.44	8 0	2.44
Overall length (end of frame)	B	16 8 ¹¹ / ₁₆	5.10	22 1 ¹ / ₂	6.74	23 9 ¹ / ₂	7.25	26 3 ¹ / ₂	8.01	14 11 ¹ / ₂	4.56	14 11 ¹ / ₂	4.56	14 11 ¹ / ₂	4.56	15 1	4.60
Overall height (laden)	C	8 0 ¹ / ₈	2.44	7 11 ¹ / ₁₆	2.42	7 11 ¹ / ₁₆	2.42	7 11 ¹ / ₁₆	2.42	7 9 ¹ / ₁₆	2.39	7 10 ¹ / ₁₆	2.40	7 10 ¹ / ₁₆	2.40	7 10 ¹ / ₁₆	2.41
Overall width	D	7 5 ¹ / ₈	2.26	7 5 ¹ / ₈	2.26	7 5 ¹ / ₈	2.26	7 5 ¹ / ₈	2.26	7 5 ¹ / ₈	2.26	7 5 ¹ / ₈	2.26	7 5 ¹ / ₈	2.26	7 5 ¹ / ₈	2.26
Centre front hub to back of cab	E	0 11	0.28	0 11	0.28	0 11	0.28	0 11	0.28	0 11	0.28	0 11	0.28	0 11	0.28	0 11	0.28
Centre front hub to bumper	F	4 6 ¹ / ₂	1.38	4 6 ¹ / ₂	1.38	4 6 ¹ / ₂	1.38	4 6 ¹ / ₂	1.38	4 6 ¹ / ₂	1.38	4 6 ¹ / ₂	1.38	4 6 ¹ / ₂	1.38	4 6 ¹ / ₂	1.38
Centre rear hub to end of frame	G	2 11 ⁷ / ₁₆	0.90	5 0	1.52	5 0	1.52	5 0	1.52	2 5 ¹ / ₂	0.74	2 5 ¹ / ₂	0.74	2 5 ¹ / ₂	0.74	2 6 ¹ / ₂	0.78
Centre rear hub to back of cab	H	8 4	2.54	11 8	3.56	13 4	4.06	15 10	4.83	7 1	2.16	7 1	2.16	7 1	2.16	7 1	2.16
Frame width (front)	I	3 2	0.965	3 2	0.965	3 2	0.965	3 2	0.965	2 10 ¹ / ₂	0.88	2 10 ¹ / ₂	0.88	2 10 ¹ / ₂	0.88	2 9 ¹ / ₂	0.86
Frame width (rear)	J	2 9 ³ / ₈	0.86	2 9 ³ / ₈	0.86	2 9 ³ / ₈	0.86	2 9 ³ / ₈	0.86	6 3 ⁷ / ₁₆	1.92	6 2 ¹ / ₂	1.88	6 2 ¹ / ₂	1.88	6 1 ¹ / ₂	1.86
Track (front)	K	6 1 ¹ / ₂	1.87	6 2 ¹ / ₂	1.89	6 2 ¹ / ₂	1.89	6 2 ¹ / ₂	1.89	5 6 ¹ / ₁₆	1.70	5 6 ¹ / ₁₆	1.70	5 8 ¹ / ₂	1.74	5 8 ¹ / ₂	1.74
Track (rear)	L	5 8 ¹ / ₂	1.74	5 8 ¹ / ₂	1.74	5 8 ¹ / ₂	1.74	5 8 ¹ / ₂	1.74	6 1 ¹ / ₂	1.86	6 1 ¹ / ₂	1.86	6 1 ¹ / ₂	1.86	6 1 ¹ / ₂	1.86
Maximum length behind cab	M	12 11 ¹ / ₂	3.95	18 10 ¹ / ₂	5.75	21 4 ¹ / ₂	6.51	24 2 ¹ / ₂	7.38	—	—	—	—	—	—	—	—
Cab interior width at waist	N	6 1 ¹ / ₂	1.86	6 1 ¹ / ₂	1.86	6 1 ¹ / ₂	1.86	6 1 ¹ / ₂	1.86	6 1 ¹ / ₂	1.86	6 1 ¹ / ₂	1.86	6 1 ¹ / ₂	1.86	6 1 ¹ / ₂	1.86
Ground clearance	O	10 ³ / ₈	0.27	9 ³ / ₈	0.25	9 ³ / ₈	0.25	9 ³ / ₈	0.25	8 ¹ / ₂	0.22	9	0.23	8	0.20	8	0.22
Vehicle weights																	
Maximum gross vehicle weight		29,120	13209	29,120	13209	29,120	13209	29,120	13209	—	—	—	—	—	—	—	—
Maximum gross train weight		—	—	—	—	—	—	—	—	26,880	12193	33,600	15241	38,080	17273	40,320	18289
Dry weight chassis/cab		7,846	3557	7,806	3540	7,850	3560	7,890	3578	6,216	2819	6,562	2976	6,912	3134	7,328	3323

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