

Self

AUSTIN

FF **K** 240
K 300
K 340
K 360

FORWARD CONTROL PRIME MOVERS



Take a look at a tough CHASSIS FRAME

Austin Forward Control Prime Movers are ruggedly built, powerful units designed for dependable long or short distance bulk haulage. Illustrated here is the 7 ft. 11 in. (2.41 m.) wheelbase Prime Mover, which, being supplied with the rear end of the frame left open, is particularly suitable for use with automatic type coupling gear. The tough, pressed-steel chassis frame, with sturdy yet flexible leaf spring suspension, ensures complete stability when coupled to a fully laden semi-trailer.

The FFK240 Prime Mover is capable of hauling a maximum gross train weight of 32 tons (12192 Kg.) and is supplied with the B.M.C. 4 litre petrol or 5.1 litre diesel engine, four speed gearbox and single speed rear axle. However, gross train weights of up to 35 tons (15240 Kg.) are permissible with the FFK300, which is equipped with a two-speed rear axle.

For 37 tons (17272 Kg.) gross train weight, the B.M.C. 5.7 litre diesel engine is installed as standard equipment, together with a five-speed gearbox and two-speed rear axle. In addition, tyre size is increased from 7.00-20 ten ply to 7.50-20 twelve ply.

FOR
AUTOMATIC COUPLING



GROSS TRAIN WEIGHTS

FFK240	26,880 lb.	(12192 kg.)
FFK300	33,600 lb.	(15240 kg.)
FFK340	38,080 lb.	(17272 kg.)

FOR FIFTH WHEEL COUPLING

Here's a prime mover for the heavy duty job — the 18 ton gross train weight FFK360!

Designed for use with any approved type of fifth wheel coupling gear, it has a wheelbase of only 8 ft. (2.44 m.) which allows maximum manoeuvrability with the longest semi-trailers.

Power is provided by the B.M.C. 5.7 litre diesel engine, and a five-speed gearbox and two-speed rear axle transmit the drive to the rear wheels. This is an excellent combination that gives the driver ample torque at all times, with a choice of no less than ten forward gear ratios.

Suspension is by long semi-elliptic leaf springs, augmented by helper springs at the rear and hydraulic shock absorbers at the front. Rear shock absorbers can be supplied at extra cost, if required.

Standard tyres are 8.25-20 fourteen-ply, although 9.00-20 twelve-ply tyres are optionally available at extra cost.



GROSS TRAIN WEIGHT

FFK360	40,320 lb.	(18,288 kg.)
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FF K240
K300
K340

AUTOMATIC COUPLING

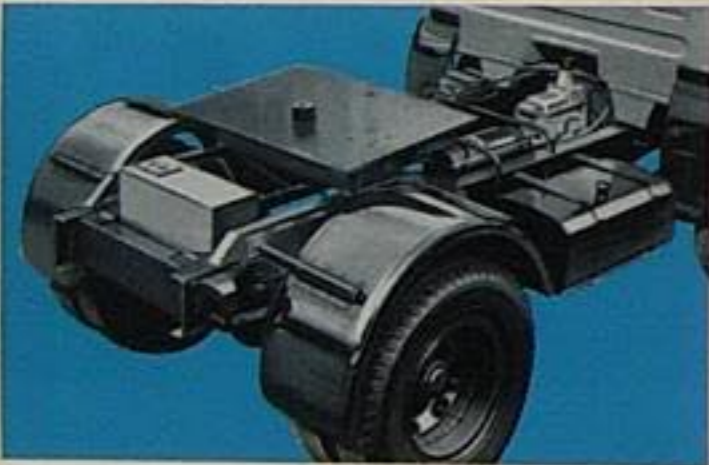
Illustrated is the 12 ton gross train weight FFK240 Prime Mover fitted with an approved automatic type coupling gear. This type of coupling is also suitable for use with 15 ton G.T.W. FFK300 and 17 ton G.T.W. FFK340 Prime Movers. The action of coupling and uncoupling is entirely automatic, can be effected in a matter of seconds, and is controlled throughout by the driver from his seat in the cab. A feature of this coupling gear is the proper braking balance is provided between prime mover and semi-trailer, ensuring stability and safety at all times.



FF K360
FIFTH-WHEEL COUPLING

This is the 18 ton G.T.W. FFK360 Prime Mover equipped with a fifth wheel type coupling gear. For operators working shuttle services, fully automatic fifth wheel couplings are available, which include automatic coupling of semi-trailer servo brakes and rear lighting.

IMPORTANT. It should be noted that the coupling gear, and rear wings, are not included in the Austin FFK340, 300, 340 and 360 Prime Mover specifications, but are supplied and fitted by the semi-trailer manufacturers.



Driver **COMFORT**

Engine noise within the cab is effectively reduced by soundproofing pressed-steel linings, the side panels being quickly detachable for routine maintenance. Interior door linings are trimmed in durable vinyl-traced fabric, while the roof and back panels are lined down to the wick rail with composition board. A document box is recessed into the scuttle panel at each side of the cab, an interior light is fitted centrally above the windscreen and the floor is covered by two rubber mats.



Clutch, brake and accelerator pedals are specially designed for ease of operation, and electrical switches are near at hand.



For extra safety at night, the instrument panel is fitted to prevent wind-borne reflections. The top-mounted instruments include a tachometer, water temperature gauge, fuel gauge, pressure, oil pressure gauge and vacuum gauge.

Dual self-parking mirrors, which sweep a large area of the surround, tinted-glass windcreens, to suit weather they ensure clear visibility, and are controlled by a single switch mounted on the floor.



The driving seat, which has a foam rubber cushion and rubberized hair spray trimmed in vinyl-traced fabric, is manually adjustable fore and aft as well as for height.





MAKE LIGHT OF HEAVY HAULS . . .

AUSTIN **FFK** 240
FFK 300
FFK 340
FFK 360
PRIME MOVERS

Loads of up to 18 tons gross train weight hauled smoothly and economically—that is the practical proposition offered by Austin Forward Control Prime Movers.

Moreover, these highly developed, versatile vehicles, when fitted with quick-release automatic or fifth wheel type couplings, can be in action all the time. While a trailer is being loaded, or unloaded, the prime mover can be on another run. In fact, time-wasting terminal turn-arounds are eliminated, resulting in maximum efficiency and lower overall operating costs.

Another outstanding feature of Austin Prime Movers is their adaptability. Chassis design is such that a great variety of semi-trailers are acceptable to, and interchangeable with, one particular vehicle and coupling gear. Pneumatic, pole trailer, and tipper, frameless tacker . . . all these, and many other types of semi-trailer are being successfully used with Austin Forward Control Prime Movers.

The following is a complete list of factory-approved coupling gear and semi-trailer manufacturers, who will gladly supply full details of their products on request.

- BRITISH TRAILER CO. LTD., Manchester, 17
- E. BROCKHOUSE & CO. LTD., West Bromwich
- CARRMORE SIX WHEELERS LTD., London, N11
- CRANES (DORHAM) LTD., Darlington, Norfolk
- K. A. DYSON & CO. LTD., Liverpool, 8
- EAGLE ENGINEERING CO. LTD., Warwick

- HANDE (LEITCHWORTHY) LTD., Leitchworth, Herts.
- CHARLES FITT (BARTON STACEY) LTD., Barton Stacey, Herts.
- PERRODIE THIRD AXLE CO. LTD., Whalley, Lancs.
- SCAPPELLI LOGGERS LTD., Watford, Herts.
- TASKERS OF ANDOVER (1912) LTD., Andover, Hants.
- YORK TRAILER CO. LTD., Corby, Northants.

SUITABLE FOR SEMI-TRAILERS FROM 8 to 12 TONS CAPACITY

