

# Autocar

FOR CONSTRUCTION, NOTHING ELSE EVEN COMES CLOSE.

Over the years, you've probably seen a lot of construction trucks come and go.

But, odds are, the one truck you remember most in terms of staying power is Autocar.

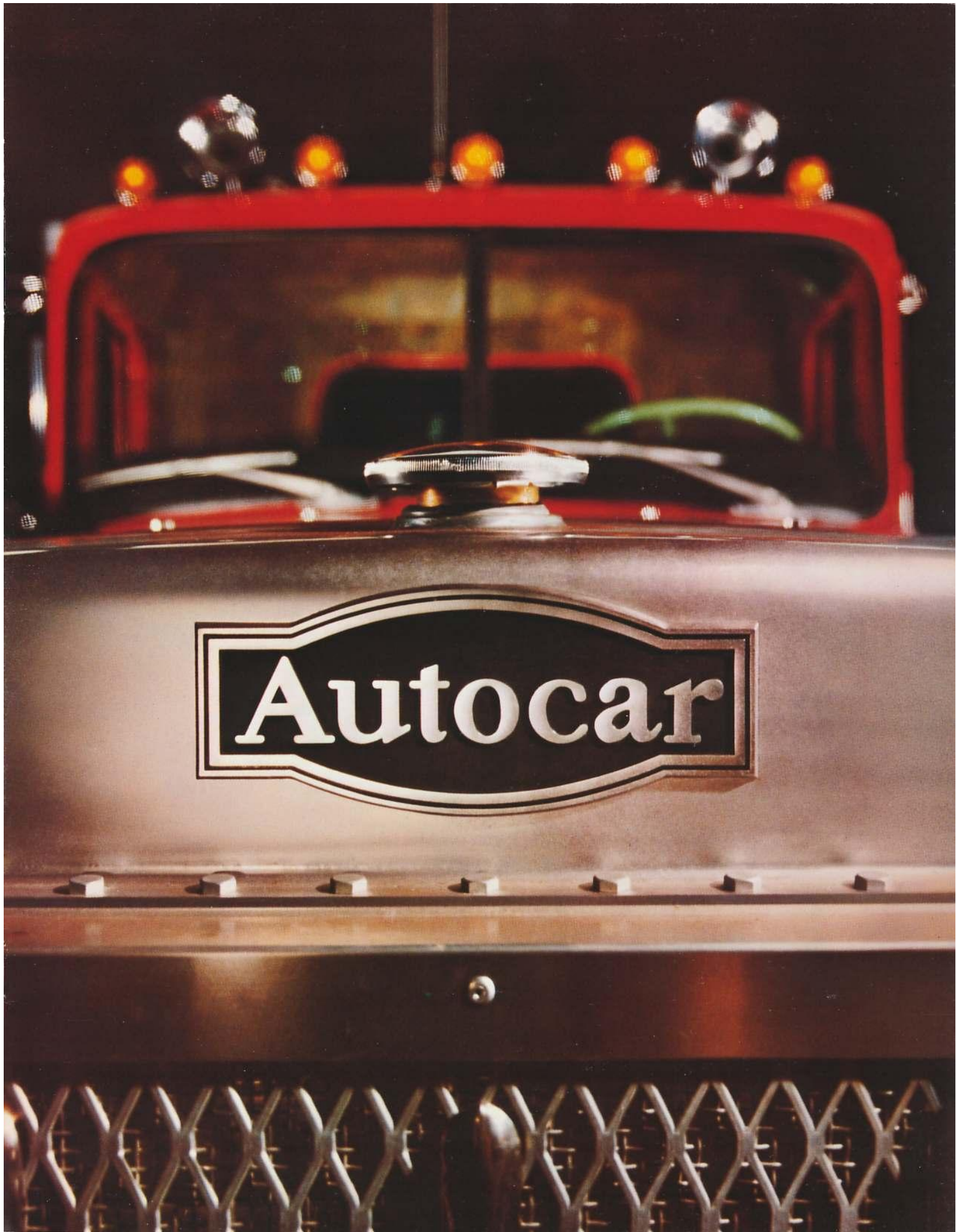
There's a very simple reason for that. It has to do with the way Autocar construction trucks are built.

Custom built, to be exact.

This brochure tells you that story. And gives you some very solid reasons why, if you choose Autocar for your next new construction trucks, you can expect performance that's miles and even years ahead of our closest competition.

Like we said, for construction, nothing else even comes close.





# AUTOCAR/FACE TO FACE

**Some trucks just look tough. Not Autocar. It's as tough as it looks.**

To make a construction truck, some truck-makers take a regular production model and beef it up a little.

Not Autocar.

There's no such truck as a regular production Autocar. Everything about it is custom engineered. Custom installed.

First thing we do is spend a day or two studying your operation. The loads you haul. The roads you run on. Talking with you, your drivers, your mechanics.

Then, together, we settle on your specs. Type of frame, engine, transmission, axles, any comfort and convenience options you might need like air conditioning, etc.

Then our engineers take over. Designing your truck for the job it has to do right from the very first hole in the frame to the last option placed in the cab.

Then, after your truck rolls off the assembly line, we inspect it. Thoroughly. And fix any little bugs before delivery to you.

Sure, you'll wind up paying a little more for an Autocar. But, in the end, you'll get more out of an Autocar than what you actually paid for.

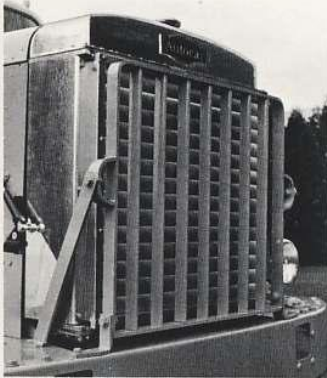
Take a look at all of our little extra features behind the flaps in this brochure. You'll soon understand why.





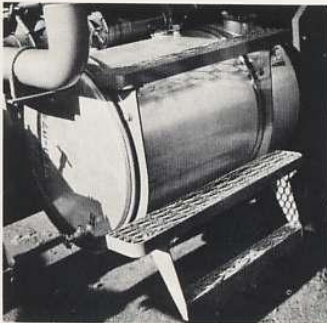
### BRUSH SCREEN OR STEEL BAR RADIATOR GUARD.

If you're a rock hauler, most likely you'll want our steel-bar type radiator guard like the one shown below. It's strong, mounted directly to the bumper and bumper apron. But if you run in wooded areas, you'll probably choose the rigid brush screen (shown on opposite side of flap) to ward off protruding branches and twigs. An expanded mesh-type bug screen is also available, if desired.



### EASY IN, EASY OUT CAB ACCESS.

We've made the steps wide and long with open treads that give plenty of traction and don't collect mud, ice, or snow. Alongside and above, too, are large size grab handles that are a cinch to hang on to. All together, they make boarding quick, easy, and safe.



### FENDERS SO STRONG YOU CAN JUMP ON THEM.

They're rugged steel pit-type. Complete with a slip-resistant diamond embossed top plate your mechanic can sit, stand or kneel on while servicing the engine. And don't worry, the fenders will hold him. They're bolted to the frame using heavy mounting brackets — another example of how Autocar trucks are designed without those weak links that keep other trucks off the job.



### FRONT END PTO EXTENSIONS THAT AREN'T JUST HUNG ON.

No, sir, if you need an extended front end, you won't find a make-shift box hung on the front bumper of an Autocar. We give you something solid to mount on, by extending the frame rails forward and enclosing them with strong, straight channel crossmembers. To our way of thinking, they're much better than "hung on" extensions which tend to produce a weaker overall construction.



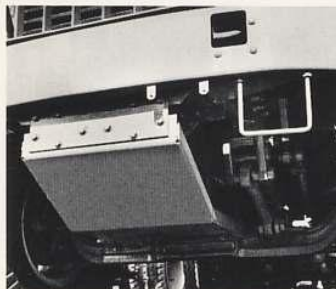
### RAIN GUTTERS THAT DON'T DRAIN INTO THE DOOR HINGE.

It's a small thing, but typical of how we make every component on an Autocar last as long as it was designed to. By overlapping the gutter over the top and in front of the door hinge, the doors are much less likely to ever leak or rust. Standard piano hinge adds strength, keeps door solidly in alignment.



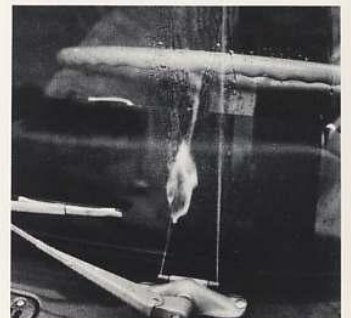
### SKID GUARD PROTECTS UNDER-ENGINE COMPONENTS.

It's optional, but good to have if you're running off-road where there are rocks just waiting to "do in" an oil pan. Note, too, the large steps bolted to the bumper that make reaching and filling the radiator easy.



### TWO WASHER JETS FOR EACH WINDSHIELD SECTION.

We know from experience there are days you drive through swirling clouds of dust and dirt thick enough to choke a horse. Therefore, the two jets you see below on each windshield section, for a total of four. Each is directable so you can aim one high and one low to wet every inch the wipers reach. There's a good reason for our two-piece windshield, too. It's easier and less costly to replace if ever broken.



# AUTOCAR/DOOR TO DOOR

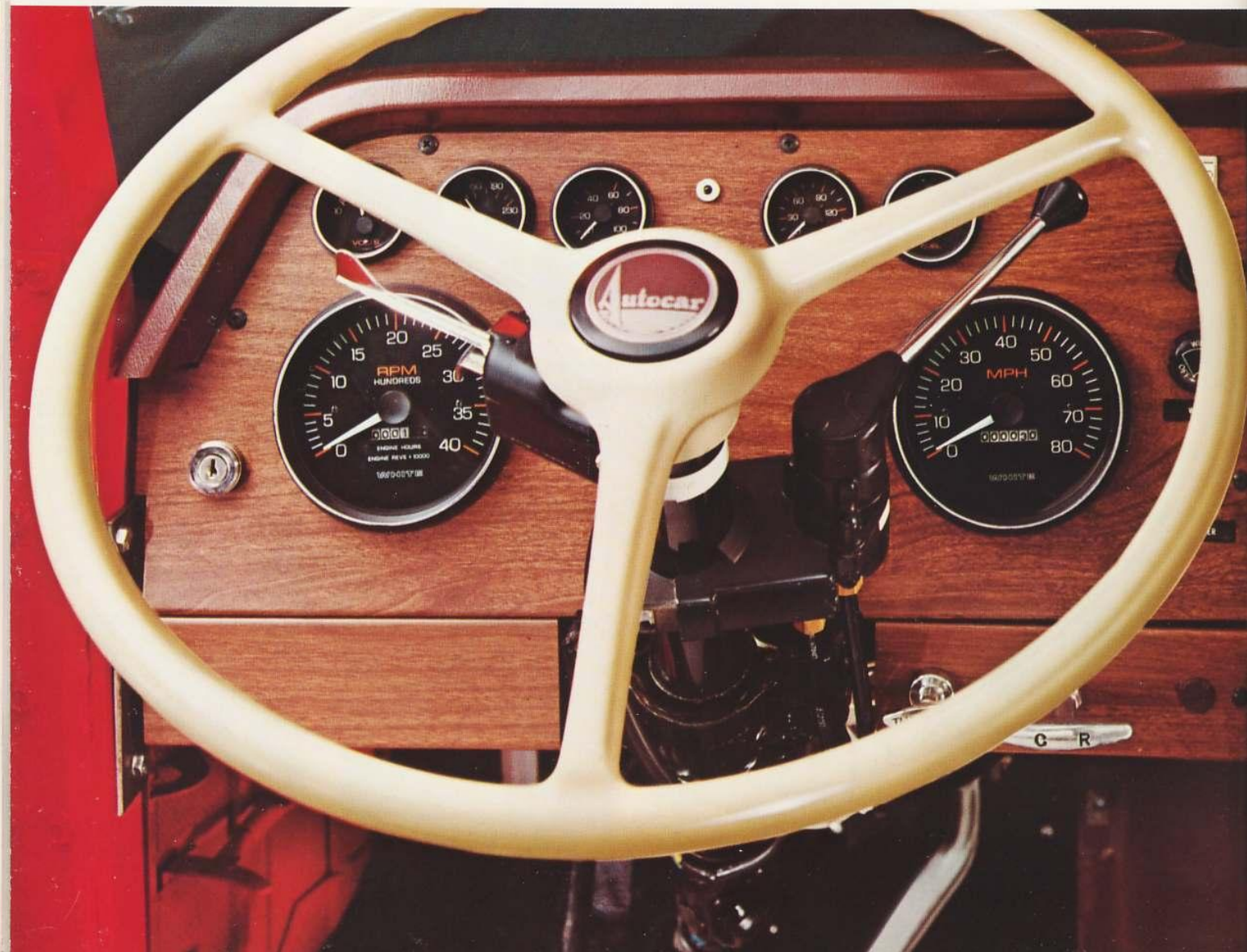
Here, you can get as plain or fancy as you want, starting with the instrument panel.

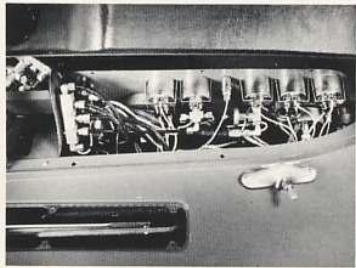
It's our new RCCC instrument panel. Which means all controls are placed in standardized, easy-to-reach-and-see locations and grouped by frequency of use, according to RCCC Maintenance Committee recommendations.

Using modern fiberoptics, one bulb does the work of many to illuminate the I.D. panels. Meanwhile, translucent gauges and instruments provide for soft and even light. What you read on the gauges should be right on the button, too. We've made them more accurate now by switching to a new bitorque

movement. The tachometer and speedometer are larger than ever before and lots easier to read. Plus, if you want a tachograph, we'll fit that in as a pre-engineered option, as well as any other controls you might need.

All together, our new instrument panel is functional, good looking, well organized, and easy to service, too. Just like the rest of what's inside our Autocar cab.







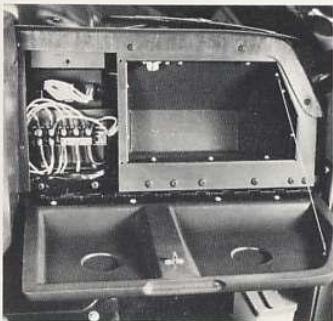
**ELECTRICAL JUNCTION BLOCK INSIDE, AWAY FROM WEATHER.**

Next to that big glove box door that opens to table-top level and includes convenient recessed cup holders is the primary junction block. To get at it, just remove its protective cover. Underneath, you'll find all wiring is at least 14 gauge with heavy-wall Hypalon\* insulation for maximum abrasion resistance and high temperature performance. Each wire is numbered with its circuit code every two inches. Space-age polarized connectors are used between main wiring harnesses,



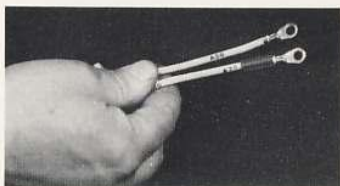
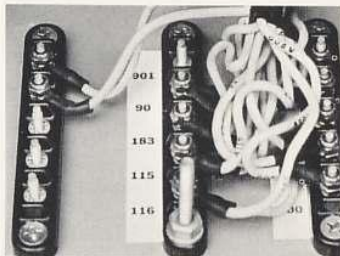
but stud and nut terminals are used wherever an owner may wish to make additional connections.

Plus, we use automatic reset circuit breakers rather than fuses. How's that for a way to protect wiring from weather, dirt and potential overloads?



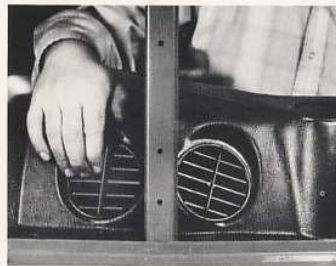
**ONE MORE WORD ABOUT AUTOCAR HEAVY-DUTY WIRING.**

We don't want to bore you with all the extras about Autocar wiring, but since electrical problems are usually a truck's number one cause for downtime, allow us to make this point: Some truck manufacturers, when they're assembling ring terminals, simply crimp on the terminal, slap it on a stud, and zip on a standard nut, sometimes only finger-tight, too. Autocar doesn't do that. What we do is crimp on the ring terminal, solder it for a jerk-proof connection, then encase the connection in an anti-corrosion rubber sleeve. After that, our assemblers torque the connection down on the stud. Not with an ordinary nut, either, but with a brass aircraft-type elastic stop nut. Now that's the way to minimize electrical problems if you're going to minimize them at all.



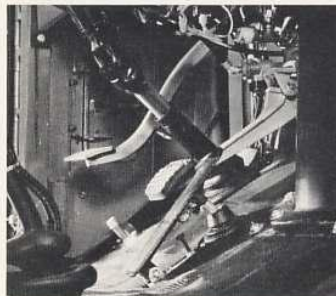
**ROTATABLE DEFROSTERS THAT'LL AIM 'WAY IN THE CORNER.**

When you've got as big a windshield as we've got, you've got to supply a way of clearing it of fog and condensation. We found that two little slits in the top of the dash panel just don't make it. Therefore, these two big swivel vents. Complete with moveable louvers to further improve your aim. A word about air conditioning, too: We offer two types; one roof-mounted, the other an internal unit that fits under the instrument panel on the passenger side, yet with controls in easy reach of the driver.



**UNCLUTTERED, EASY-TO-CLEAN FLOORS.**

We've made it easy to sweep stones and dirt out of the cab by suspending the brake and clutch pedals, rather than routing them through the floorboard. Besides being a cleaner way of doing it, it's also a safer way. Stones have been known to get between the brake pedal and floorboard on other trucks. Speaking of brakes, in an Autocar you'll find the treadle valve mounted about four inches above the brake pedal. We put it inside, rather than outside like some truck-makers.



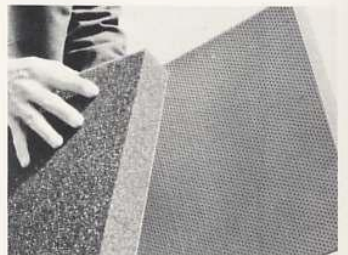
**WINDSHIELD WASHER RESERVOIR INSIDE, TOO.**

You'll find it just inside the passenger door. And with the fill opening facing toward you for easy filling. Don't worry about your passenger kicking it with his foot, either. It's heavy-duty plastic, mounted on a sturdy bracket, and has a snap-on top to prevent spillage while you're running.



**SOUNDPROOFING TO KEEP YOUR CAB QUIET.**

It's available as an option, but great to have, especially on a construction truck. On the walls and ceiling of your Autocar cab, we'll put this super-thick 2" urethane foam, sound-absorbing material that's faced with a layer of perforated vinyl. Besides suppressing noise, it does a bang up job of keeping out cold and heat, too. Plus, if you desire, we'll back up our



heavy-duty floormat with this 5/8" foam rubber insulation. It helps reduce in-cab noise from the engine and minimizes engine heat as well.



\*DuPont trademark

# AUTOCAR/HEART TO HEART

Here's where Autocar really shines. With little extras that make big performance.

Naturally, when we build a truck we work inside out just like everybody else.

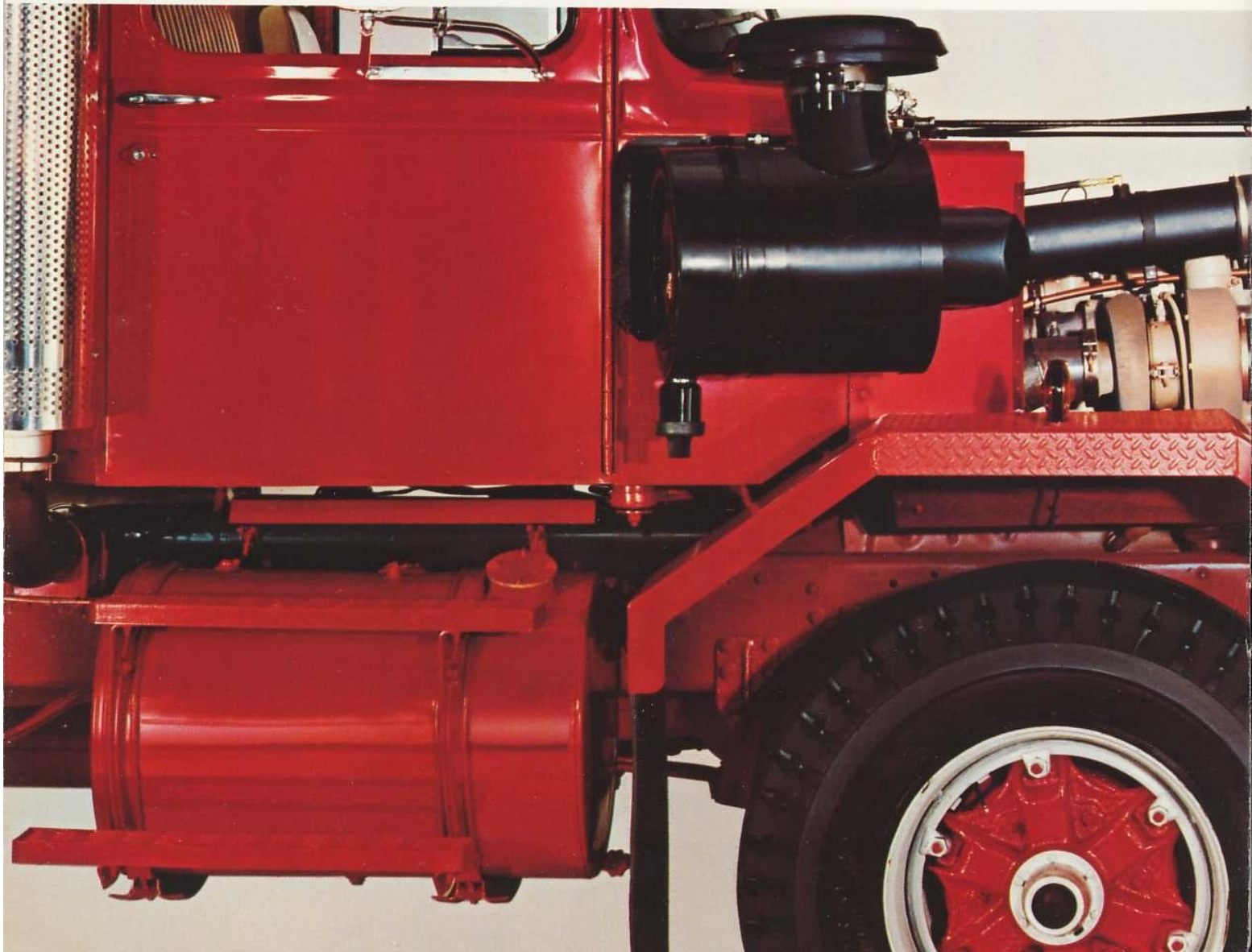
But what we do inside is what makes an Autocar and Autocar.

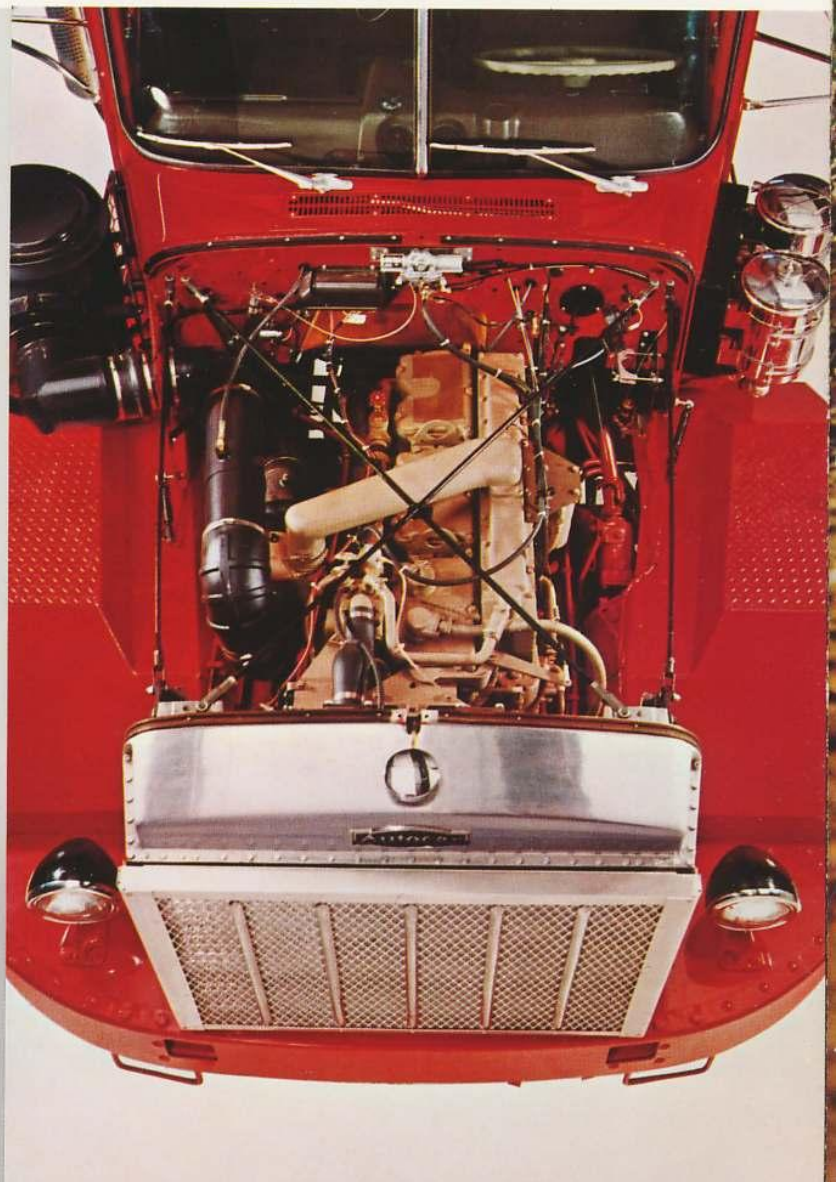
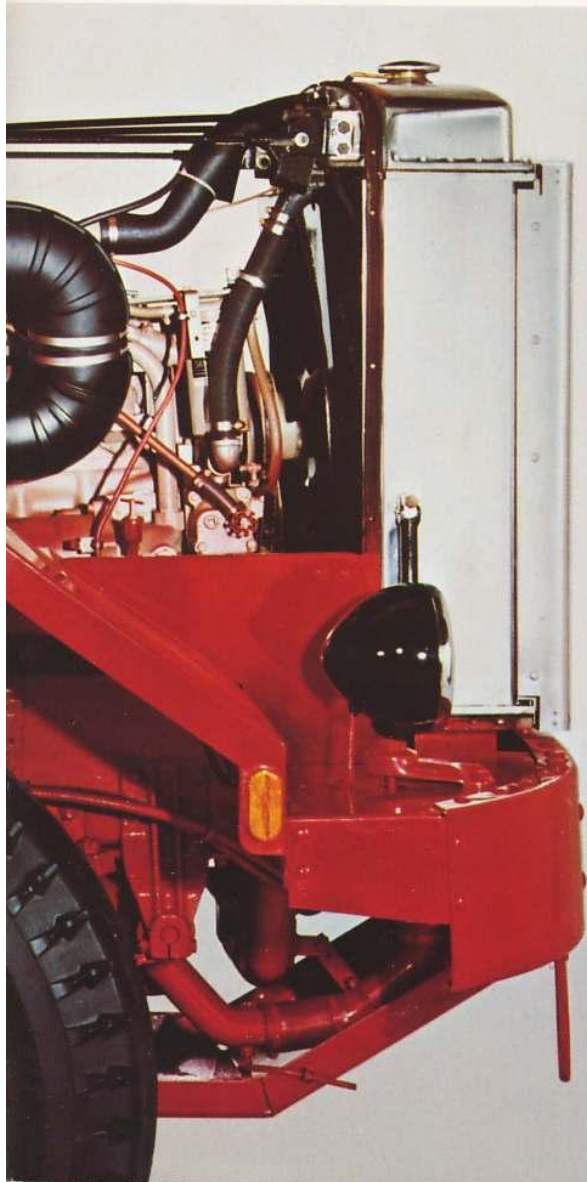
Most of the features you've seen up until now have been comfort, convenience, or appearance features. But on this page — and on the pages following — we'll get to the real heart of the matter.

Autocar construction and engineering.

The kind that makes for a durable truck. A reliable truck. One you can depend on when the going gets rough.

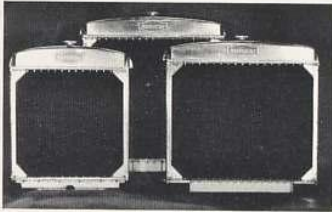
Which, in construction, is almost always.





## LET'S START WITH THE COOLING SYSTEM

Like all truckmakers, we offer a full range of diesel engines to choose from. But to cool that engine efficiently, we also think we offer the best radiator around for construction applications. It's all aluminum and copper so it won't rust out. And it features simple nut-and-bolt construction for easy servicing. What's more, to eliminate any possibility of damage from frame twisting and racking motions, it's flexibly mounted to the frame. It's available in 975-, 1300- and 1440-square-inch frontal areas.



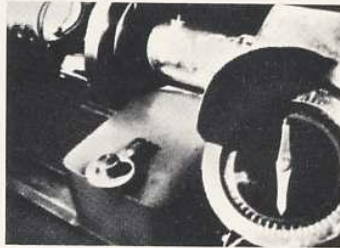
## THIS BIG RESERVOIR ISN'T JUST FOR LOOKS.

This 500 cubic inch capacity oil reservoir is standard with all power steering installations for a reason. Construction use requires that power steering components withstand high temperatures and pressures. This large reservoir helps dissipate the heat due to its volume and to its mounting outside the engine compartment. Large diameter hoses increase pump life and decrease heat build-up. For maximum durability Autocar uses wire braid hose for power steering and engine oil filters.



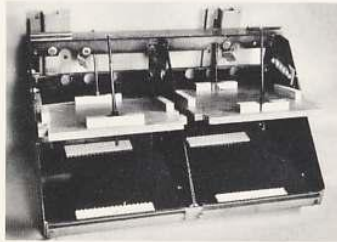
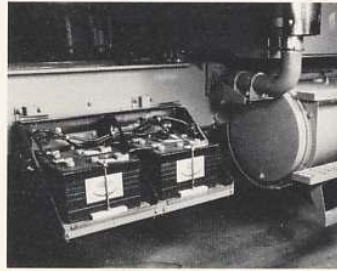
## PRE-BALANCED SHAFTS TO MAKE YOUR RUNNING BETTER.

Walk out in our factory and you'll find two experts who do nothing but balance drive shafts. And to very stringent tolerances, too, by spot welding specially designed weights onto the shaft prior to installation in the chassis. It's all to assure you minimum shaft vibration and dependable operation while you're running.



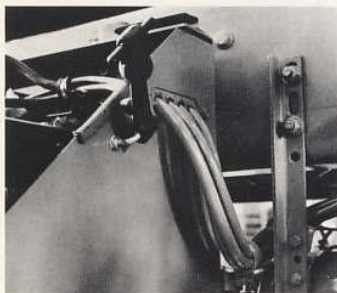
## IN FACT, IF IT ROTATES, IT GETS BALANCED.

That includes wheel and tire assemblies, too. They're balanced both dynamically and statically, on both front and rear wheel assemblies, before they're put on the truck. Keep them that way and you'll lengthen tire life, keep the steering free and easy, and save yourself a bundle of dough on recapping costs.



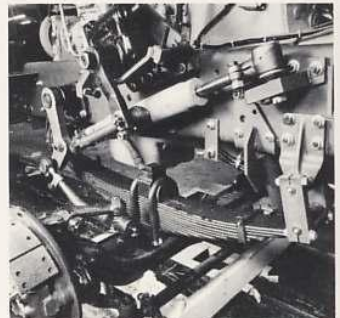
## BATTERY SHOCK SHOULD BE A THING OF THE PAST.

Only Autocar has a battery box built like this. First, we mount the box right on the frame. There's less vibration there, less chance for the batteries to get all shook up. Second, we set the batteries on a thick, shock-absorbing, acid-proof plywood base which likewise sits on four shock-absorbing rubber strips. Then, with special rods and brackets, we bolt each battery down solid and top things off with a tight-fitting lid that seals out moisture and dirt. What's more, the photo below shows something else you'll find only on an Autocar. Those four cables actually are two "00" gauge cables to feed the starter motor and two more to ground the motor directly to the batteries for lowest possible circuit resistance and the most reliable 12 volt starting. Autocar, too, uses a battery charging system with integral alternator, regulator and rectifier to simply wiring.



## STEERING DESIGNED FOR CONSTRUCTION.

Our time-proven design puts the drag link ahead of the axle, where it must be to follow construction site spring deflection instead of fight it. This results in better handling and feel and less driver fatigue. And with our larger axles and tires, we use dual ram steering to better distribute and share the loads. To assure shortest possible turning radius, steering cut ranges from 28° to 35° depending on axles and tires.



# AUTOCAR/RAIL TO RAIL

Last, but not least, the frame. Or should we say "Your backbone"?

On a construction truck, if the frame fails, forget it. You've got one dead truck.

We learned that lesson long ago. Fact is, for years the aim of other truckmakers has been to match the durability of Autocar's frames.

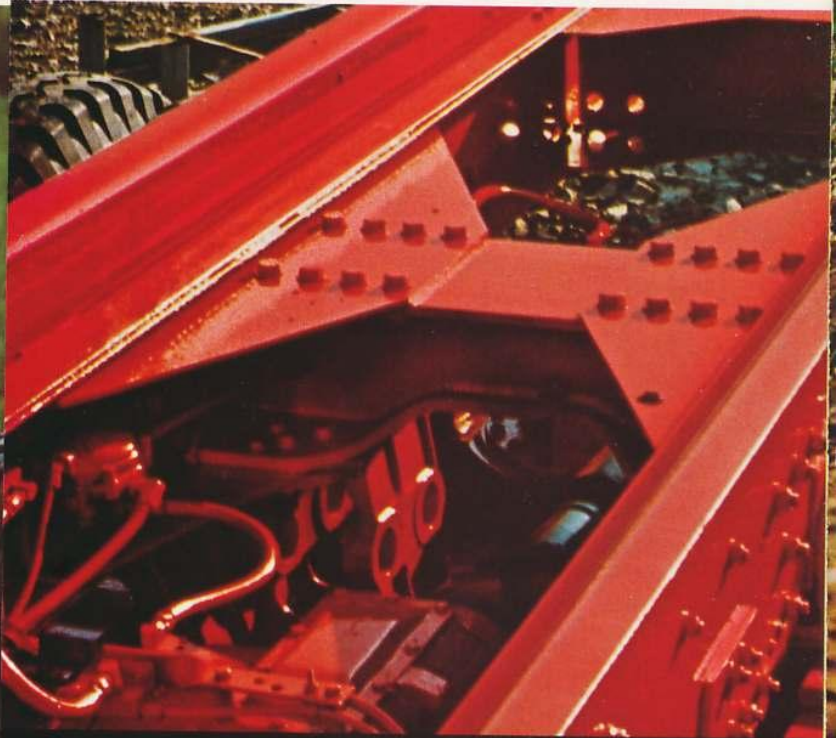
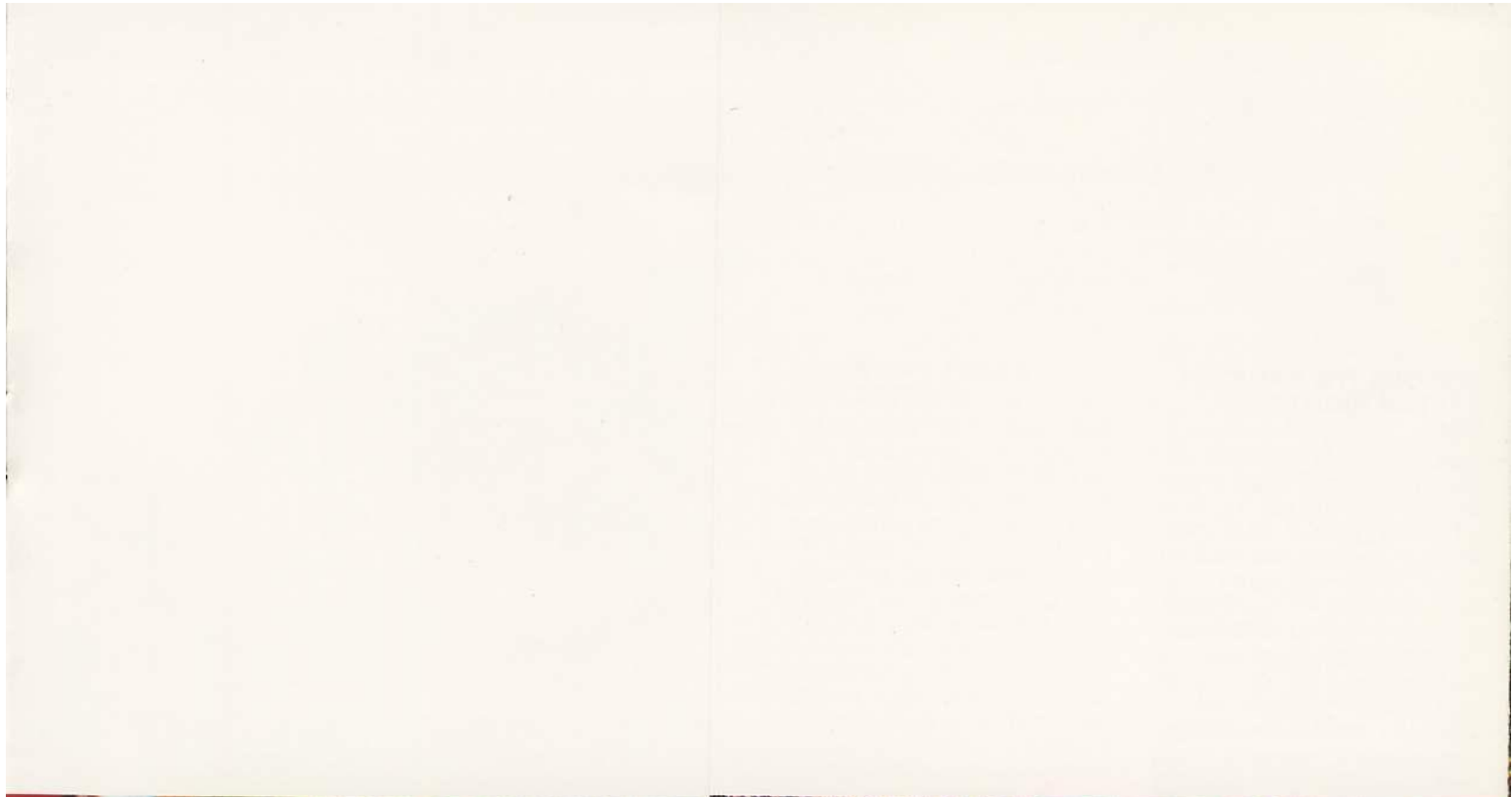
For construction applications, we start with 110,000 psi high strength, heat-treated manganese steel.

They're straight channel construction, beefed up if necessary with appropriate reinforcements. We routinely check the suitability

of special frames and special applications on our computer which very quickly pinpoints areas of high stress or excessive deflection that may require special design.

Crossmembers are placed strategically for maximum strength along the entire frame. Type and shape, of course, vary with the job to be done. But uniform strength from end-to-end of the frame is our objective.





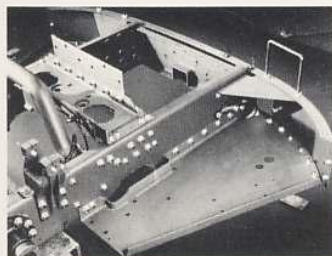
### YOU WON'T FIND A RIVET EITHER.

No, sir, because Autocar uses only SAE Grade 8 bolts in frame assemblies. With two hardened flat washers and a prevailing torque lock nut. This type of frame fastening gives no opportunity for vibration or loosening of the nut and bolt assembly. And the nuts are removable when necessary and re-usable, too. Nor will you find any extra holes in the frame. That's because your frame is custom built, with the holes custom drilled and hand-reamed for exact fit and placement of the components you specify.



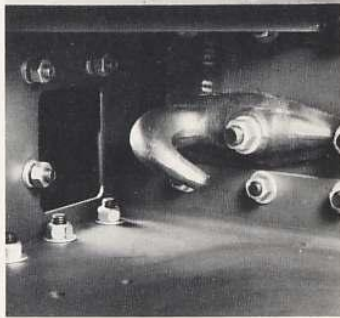
### AN UPSIDE DOWN LOOK AT A FRAME THAT'S RIGHT.

What you're looking at is the front end of the frame, turned upside down. What we want you to notice is (1) the way we mount the bumper and bumper apron to the straight channels, (2) the big, hefty engine mount and plate that also supports the radiator, and (3) the size and thickness of the brackets we use for mounting engine area components.



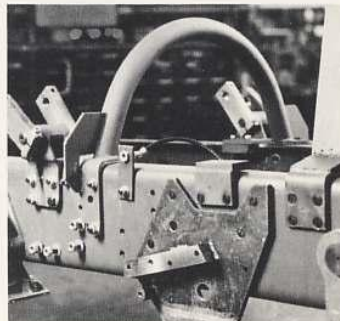
### AND FOR AN EVEN CLOSER LOOK.

Look what we do with a simple thing like a tow hook. Attach it with nuts and bolts directly to the frame. That way, if you ever have to be towed, the tow truck will be pulling your whole truck and not ripping the bumper off your front end.



### ONE OTHER FRAME ITEM: TUBULAR BELLY BAND

It's tubular for one reason. And that is because a tube is stronger than a straight channel. And in this critical middle area of the frame, you need all the support you can get for the twisting, rocky roads construction trucks drive on. Enough said.

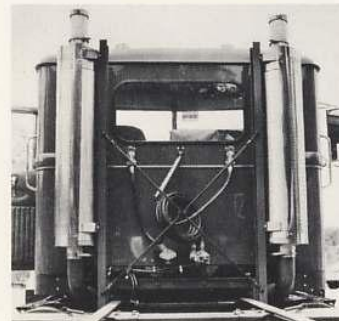
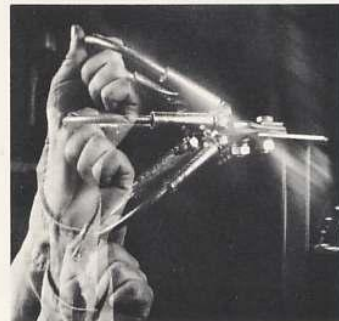


### CHOOSE THE EXHAUST SYSTEM RIGHT FOR YOU

Autocar offers sensible exhaust systems with pipes routed over-the-rail for best PTO and ground clearance. Vertical mufflers are located either at the rear side of the cab using a flexible stack support from the cab, or they can be independently mounted behind the cab in a "goal post" arrangement. Standard, too, are muffler guards,



ventilated to dissipate heat quickly, and made of stainless steel to give corrosion-resistance and years of good-looking appearance.



The features you have just read about are some of the more important ones that go into making an Autocar an Autocar. But, by no means, are they all. To discover more about Autocar construction trucks, visit your nearby White Big 4 dealer.

He'll tell you all the reasons why no one else can come close.

**THE BIG**  
**4** **AUTOCAR.**  
**FREIGHTLINER.**  
**WESTERN STAR.**  
**WHITE.**  
FROM YOUR WHITE DEALER

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