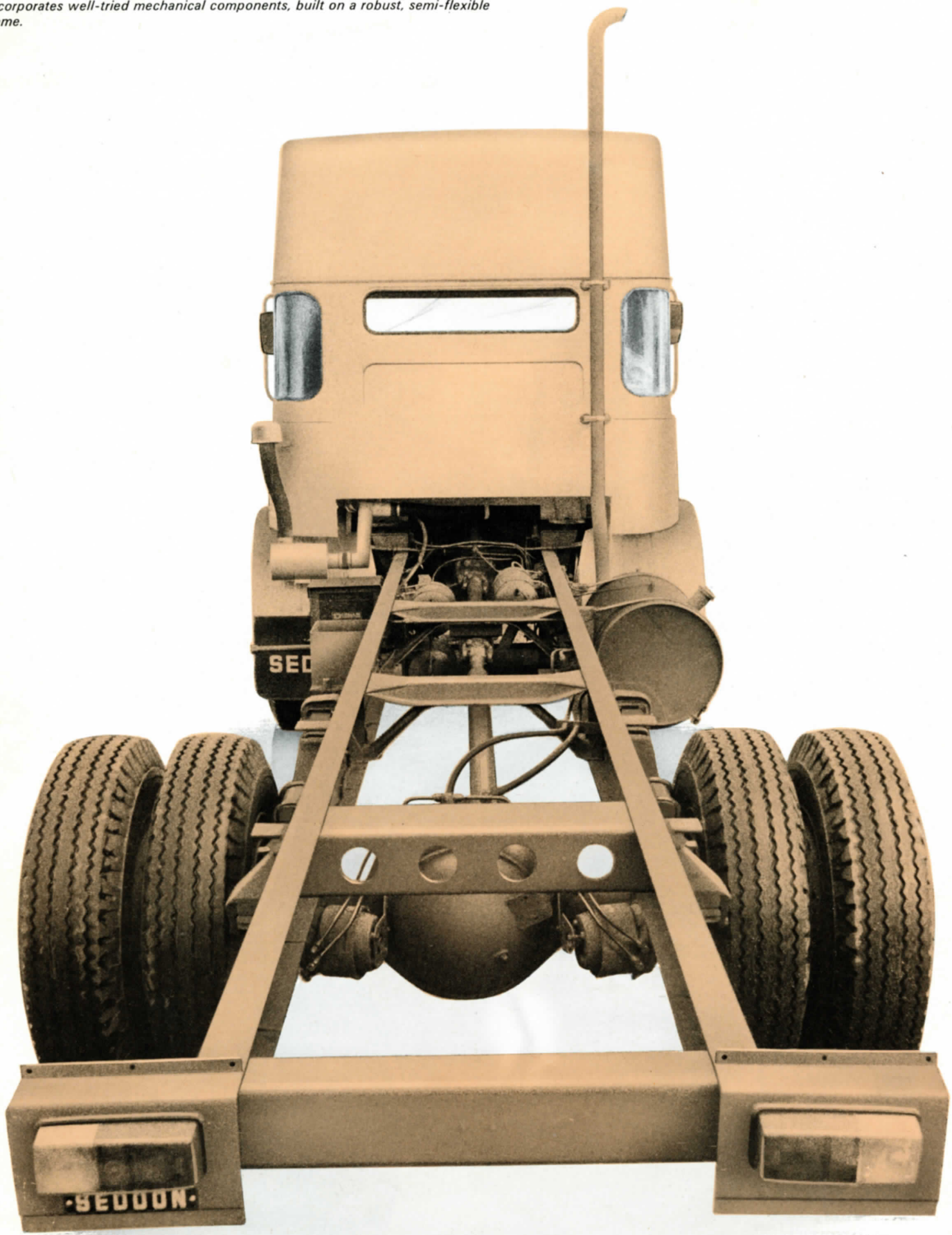




## **The Seddon Municipal Chassis**

Designed for efficiency,  
reliability and safety.

*For reliability: designed to withstand arduous stop-start conditions, the chassis incorporates well-tried mechanical components, built on a robust, semi-flexible frame.*





# Reliability, safety and sound engineering are not enough.

The Seddon municipal chassis is not only designed to be an efficient *vehicle*. In consultation with municipal vehicle specialists, it has been designed to maximise the efficiency of the *crew who operate it*.

## Designed for the crew

With wide, well-positioned steps and a large 90° opening door, the cab allows fast, easy access to the crew seats. The spaciousness and high roof allow the crew to change in the vehicle – there is even a storage locker for their clothes. A foldaway dual passenger seat alongside the driver increases seating capacity from five to seven.

The seats are comfortable and easy-to-clean, two heaters are installed and extra insulation keeps the noise level low.

For the driver, good manoeuvrability, well laid-out instruments, ergonomically-designed controls and power-assisted steering cut fatigue and aid concentration.

Safety features include an all-steel cab, good all-round visibility, dual air brakes and fracture-resistant nylon fuel lines. Within the cab a sturdy safety rail and generous padding provide extra protection for the crew.



## Designed for reliability and versatility

The Seddon municipal chassis is built on a high-grade, cold-pressed steel frame, designed to be robust and semi-flexible. To meet arduous stop-start conditions, gear and axle ratios have been carefully chosen.

All mechanical parts are well tried and tested. Power is from a Perkins 6-354 six-cylinder diesel engine developing 107 hp. This drives through a David Brown model 2 5-speed gearbox to an Eaton 18 series rear axle.

## Service

So far the Seddon municipal chassis may sound impressive. But at Seddon Atkinson our involvement doesn't end when the vehicle leaves our works.

We want to ensure that we back you up with an efficient and economic parts and service organisation.

Across the country a network of specially appointed distributors, supported from our service headquarters at Preston, offer regular servicing and on-the-spot emergency help.

When it comes to parts, prices are attractively competitive.

At Seddon Atkinson, we regard our after-sales service as the final touch that makes the Seddon municipal chassis outstanding in its field.

# Specification

## Engine

Perkins 6-354 diesel producing \*107 hp (79.8 kW) at 2800 rpm.  
Torque: \*232 lb ft (313 Nm) at 1250 rpm.  
Displacement: 354 cu in (5.8 litres).  
(\*Output figures are net installed to BS.AU 141a: 1971).

## Clutch

Single dry plate, 13 in (330 mm) diameter.  
Mechanical operation.  
Friction area: 152 sq in (980 cm).

## Gearbox

Five-speed constant mesh David Brown model 2 unit.  
Ratios: 1st and reverse, 6.94; 2nd, 3.79; 3rd, 2.25; 4th, 1.48 and 5th, 1 to 1. Full power pto (from layshaft) or 12 hp side-mounted pto available.

## Chassis Frame

Cold-pressed carbon manganese steel, ¼ in (6.35 mm) gauge with 3 in (76 mm) flanges. Formed with taper sidemembers and dropped front.  
Sectional modulus: 11.5 cu in (188 cm<sup>3</sup>).  
Maximum depth: 10½ in (266 mm).  
The construction results in a tough and resilient frame.  
Fitted with an 8 in (203 mm) deep front bumper.  
Fuel tank capacity: 45 gallons (205 litres).

## Front Axle

Forged and heat treated = section beam.  
Hubs mounted on adjustable taper roller bearings.  
Plated at 6 tons (6096 kg).

## Rear Axle

Single-speed Eaton 18300 spiral bevel and pinion unit.  
Hubs mounted on adjustable taper roller bearings.  
Standard ratio 7.02 to 1.  
Plated at 10 tons (10161 kg).

## Suspension

Semi-elliptic, 3 in (76 mm) wide springs front and rear.  
Front springs: 57 in (1448 mm) long.  
Rear springs: 64 in (1625 mm) long, with helper leaves.  
Rear springs in slipper type mountings at trailing end.  
Front telescopic shock absorbers standard.  
Spring design loads: 5961 lb (2704 kg) front, 9684 lb (4474 kg) rear.

## Brakes

**System:** Dual, independent air lines for service and secondary braking. Automatic drain valve in wet tank.  
**Front axle:** Diaphragm piston chambers actuate wedge brakes with 15½ in × 7 in (394 mm × 178 mm) shoes.  
**Rear axle:** Spring brake chambers actuate wedge brakes with 15½ in × 7 in (394 mm × 178 mm) shoes.  
**Total lining area:** 848 sq in (5471 cm<sup>2</sup>).  
**Service brake:** Operates on both axles, controlled by a foot valve.  
**Secondary brake:** Operates on both axles, controlled by a hand valve on steering column.  
**Park brake:** Operates on rear axle controlled by a hand valve on steering column.

## Steering

Recirculating ball with power assistance. Ratio: 28.3 to 1.

## Wheels and Tyres

Three-piece split ring type wheels; 10-stud fixing; size B7.5 × 20. Fitted with 10.00-20 16-ply tyres and tubes.  
Spare wheel and tyre in winch-type carrier.

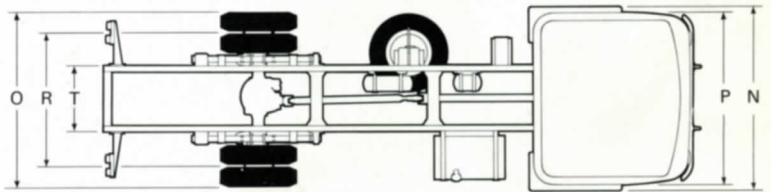
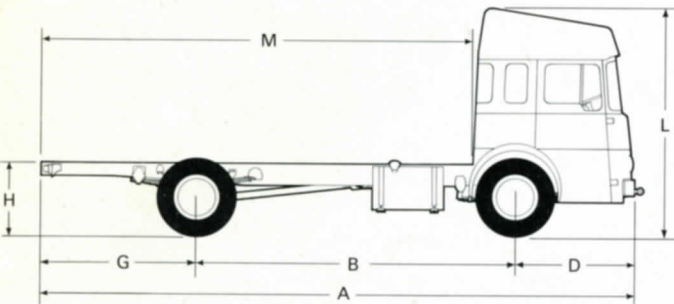
## Electrical

12-volt negative earth system incorporating 60 amp alternator. Axial type starter motor; sealed beam headlights; side, stop and tail lights; flasher turn indicators with steering column control and repeater lamp; horn and dual wipers.  
Heavy-duty 84 ah battery.

## Cab

The all-steel cab is mounted triangularly on rubber mountings. Two heaters and a demister; a cab interior light and windscreen washers are fitted as standard. The cab is fully-trimmed and features a large-capacity tool/clothes box; a strong guard-rail and a folding dual front passenger seat. Seven coathooks are also provided.

As it is Seddon Atkinson policy to improve existing vehicles wherever possible and incorporate changes brought about by legislation, this specification may be revised without notice.



A	B	D	G	H (Laden)	L (Laden)	M	N	O	P	R	T												
Ft in	mm	Ft in	mm	Ft in	mm	Ft in	mm	Ft in	mm	Ft in	mm	Ft in	mm										
19 8½	6007	11 3	3429	5 2½	1588	3 3	991	3 1	940	10 1¼	3092	12 10	3912	7 10¼	2407	7 10	2388	6 9½	2070	5 11¼	1810	2 10	864
25 3½	7709	13 5	4089	5 2½	1588	6 8	2032	3 1	940	10 1¼	3092	18 5	5613	7 10¼	2407	7 10	2388	6 9½	2070	5 11¼	1810	2 10	864

### Kerb Weights

### Plated Weights

Kerb Weights				Plated Weights											
		Front axle		Rear axle		Chassis				Front axle		Rear axle		Chassis	
Ft in	Ton	Kg	Ton	Kg	Ton	Kg	Ft in	Ton	Kg	Ton	Kg	Ton	Kg	Ton	Kg
11 3	2.85	2896	1.30	1321	4.15	4216	11 3	6.0	6096	10.0	10161	16.0	16257		
13 5	3.08	3129	1.49	1514	4.57	4643	13 5	6.0	6096	10.0	10161	16.0	16257		

**SEDDON ATKINSON** 

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