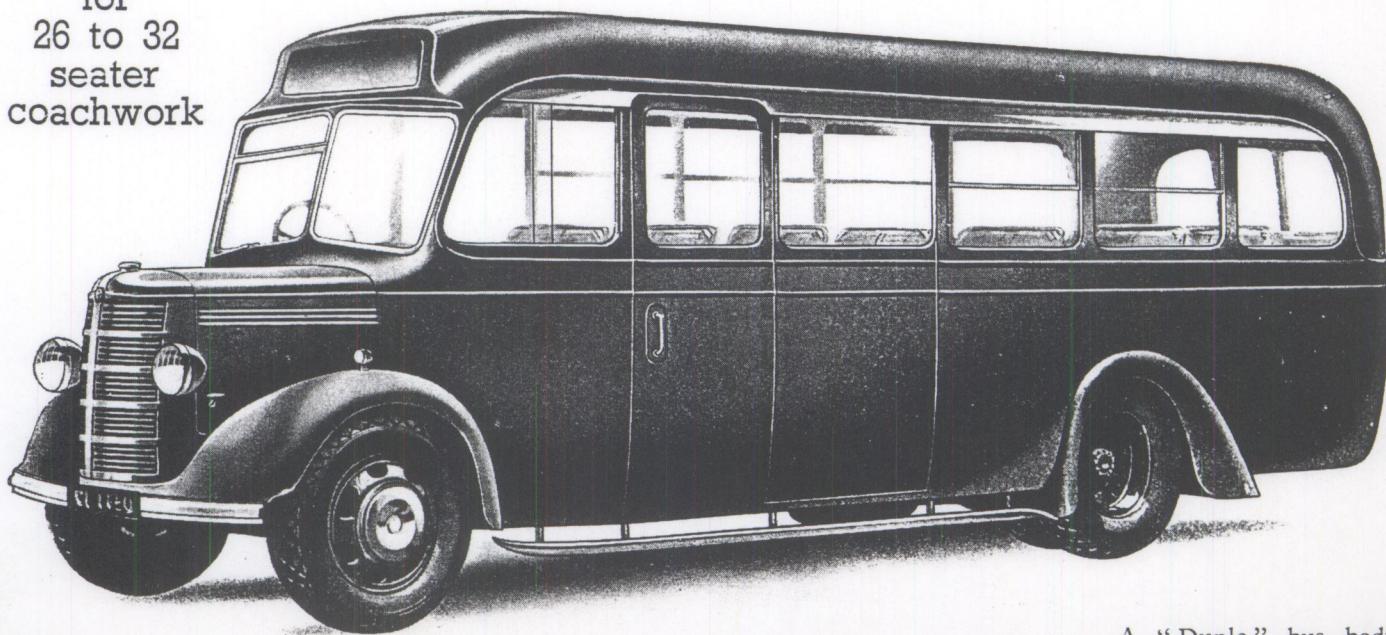


BEDFORD OB PASSENGER CHASSIS

Wheelbase 174 in.

for
26 to 32
seater
coachwork



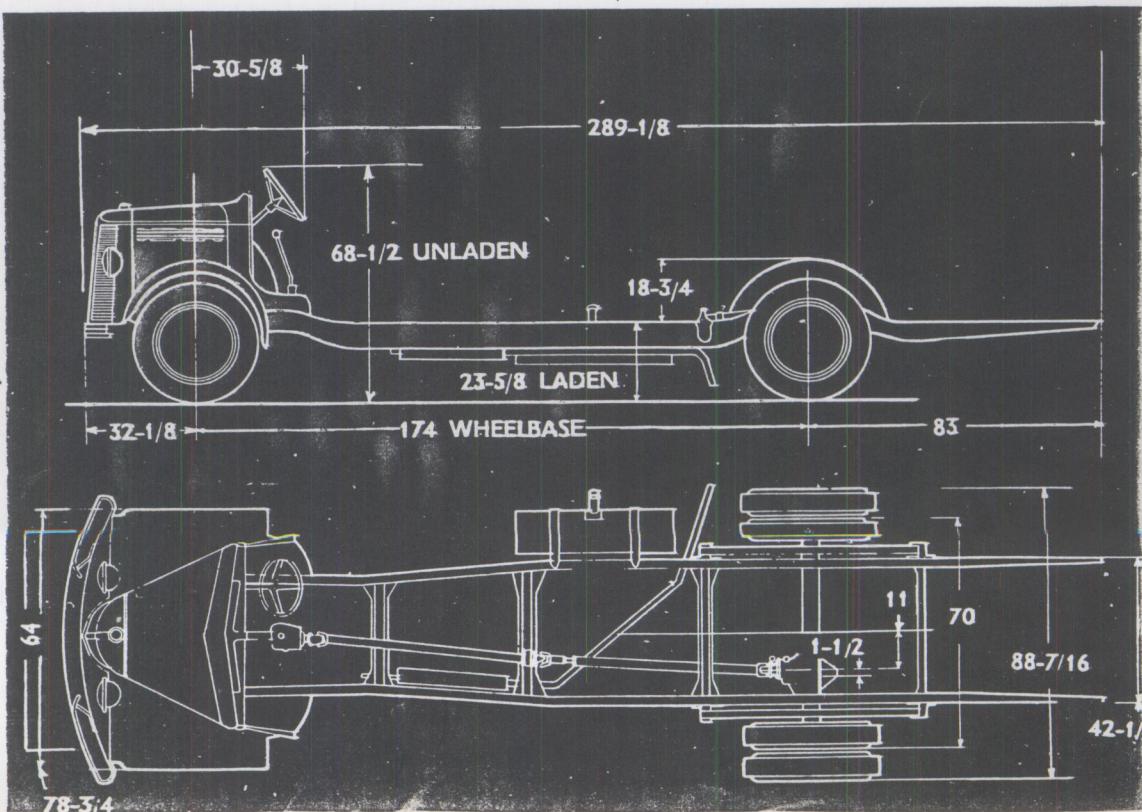
A "Duple" bus body mounted on the Bedford OB passenger chassis.

THIS special passenger chassis has a double drop frame and offset drive line to provide for a low level passenger gangway. The wheelbase is 174 in. and there is ample space for roomy coachwork with capacity for 26 to 32 passengers.

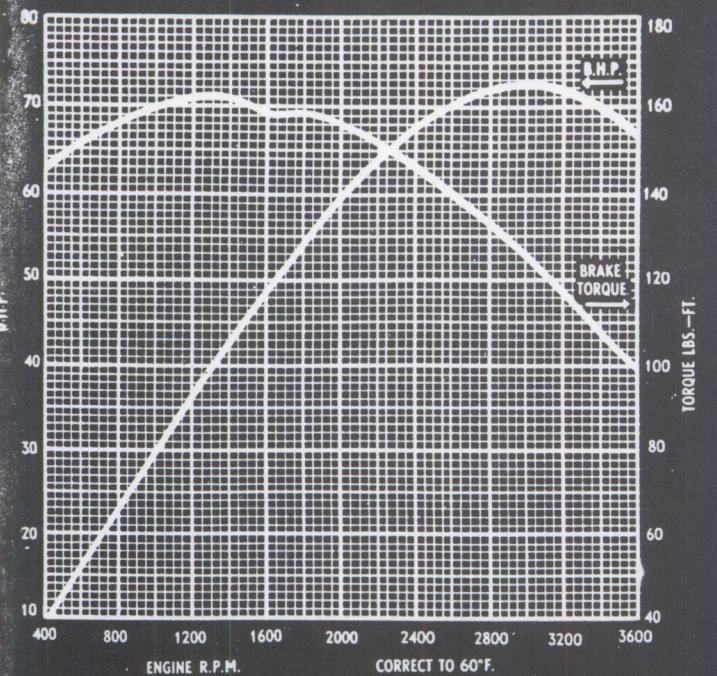
Engine, clutch and gearbox are similar to the Bedford truck models. The full floating rear axle has the differential offset $12\frac{1}{2}$ in. from the centre of the chassis. Front and rear springs are specially selected for passenger work, the rear springs being progressive in action. Tyres are 7·50—20 front, with 8·25—20 dual rear and spare.

This chassis is designed to comply with the exacting regulations of the British Ministry of Transport for passenger-carrying vehicles. Twelve-volt electrical equipment is fitted and the dynamo is of the compensated voltage type which varies the charging rate automatically according to the number of lights in use. There is a mechanical tyre pump driven from the power take off on the gearbox.

Brakes are hydraulic vacuum-assisted and, like the Bedford truck models, the master hydraulic piston is of the tandem double-safety type. The handbrake is not centrally mounted as on the truck models; it is carried on an outrigger to the right of the driver on R.H.D. models, to his left on L.H.D. models. In other respects the arrangement of the semi-forward control is as shown in the lower photo on page 12. Dry chassis weight (less fuel, tools and spare tyre), 4,213 lb. Maximum designed gross laden weight, 16,000 lb.



The Bedford OB
Passenger Chassis.



Specification Truck and Bus Models

TRUCK MODELS

K	30-cwt., 120-in. wheelbase
MS	2-3-ton, 120-in. wheelbase
ML	2-3-ton, 143-in. wheelbase
OSA	3-4-ton, 111-in. wheelbase
OLA	3-4-ton, 157-in. wheelbase
OSB	5-ton, 111-in. wheelbase
OLB	5-ton, 157-in. wheelbase

Tractor for Articulated Trailer

OSS 8-ton, 111-in. wheelbase

BUS CHASSIS

OB 26-32 seater, 174-in. wheelbase

NOTE.—Chassis dimensions are shown in the bodybuilders' drawings in the earlier pages of this catalogue. Chassis weights are shown on page 2.

ENGINE.—Six-cylinders, overhead valves in detachable head. Bore, $3\frac{3}{8}$ in. (85.72 mm.). Stroke, 4 in. (101.6 mm.). Capacity, 214.7 cu. in. (3.52 litres). Compression ratio, 6.22 to 1. R.A.C. or S.A.E. rating, 27.34 h.p. Max. B.H.P., $\frac{72}{72}$ at 3,000 r.p.m. $\frac{34}{34}$ $\frac{1}{1}$ Max. torque, $16\frac{1}{2}$ lb. ft. at 1,200 r.p.m.

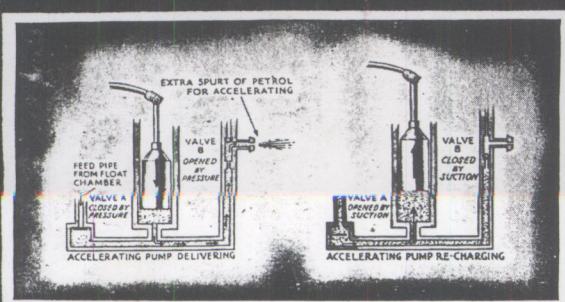
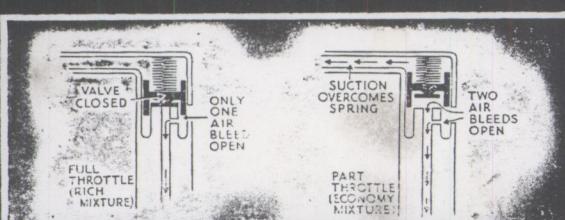
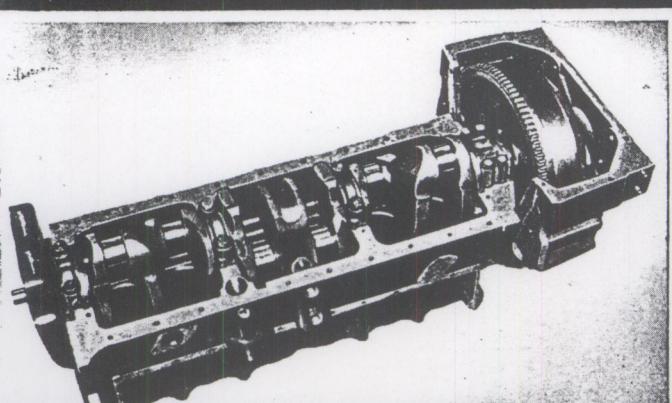
Gearbox built as unit with engine, assembly suspended at three points, rubber insulated front and rear. Fully counterbalanced four-bearing crankshaft. Replaceable steel shelled white metal main and big end bearings. Cast iron pistons with tin plated skirts. Individually cast high pressure piston rings.

LUBRICATION.—Full pressure automatic force feed system with connecting rods drilled to force lubricate cylinder bores. Cylindrical removable oil filter in crankcase protecting oil pump intake, plus an external cartridge type oil filter. Crankcase ventilation.

ELECTRICAL.—(All models except OB). Six-volt coil and distributor. Fully automatic advance and retard by combined vacuum and centrifugal governor control. Fourteen mm. plugs. Battery, 6 v., 100 amp. hour at 20 hour rate. Positive earth return wiring system. Ventilated type dynamo. Model OB as above, except 12-volt system. Battery, 12 v., 85 amp. hour at 20 hour rate. Compensated voltage type dynamo.

FUEL.—Six-phase down-draught carburettor incorporating automatic part throttle economy device with accelerating pump. Interconnected choke and throttle control for quick starting. Exhaust heated vapourising chamber with thermostatic control. Mechanical petrol pump driven off camshaft. Fuel tank capacity; Models K, MS and ML, 12 imperial gallons; Models OSA, OSB, OSS, OLA and OLB, 16 gallons; Model OB, 20 gallons.

COOLING.—Centrifugal pump; spindle runs in sealed double row ball bearings which require no lubrication, and is fitted with spring loaded water seal. Fan, $15\frac{1}{2}$ in. dia., is mounted on same spindle. (Model OSS, fan 18 in. dia.). Circulation controlled by thermostat. Full depth water jackets. Capacity of cooling system, Models K, MS and ML, 29 imperial pints. All "O" models, $27\frac{1}{2}$ imperial pints.



CLUTCH—Single dry plate, 10 in. nominal dia. Spring loaded centre for smooth engagement.

GEARBOX.—Four speeds forward, Ratios, 7·22 to 1; 3·47 to 1; 1·71 to 1; 1·00 to 1; reverse, 7·15 to 1. Standard S.A.E. power take-off opening on left side of case.

Model OB equipped with a "Smith" mechanical tyre pump mounted on left side of gearbox casing and piped to an air filter bottle attached to left-hand frame sidemember.

DRIVE LINE.—Two open tubular propeller shafts with three Hardy Spicer needle roller bearing universal joints on all chassis except models OSA, OSB and OSS. Single shaft with two joints on models OSA, OSB and OSS.

REAR AXLE.—Semi-floating on model K. All other models full floating, shafts can be withdrawn without dismantling axle, axle shafts integral with driving flange. Housing is a built-up assembly consisting of large diameter tubes pressed into central differential carrier. Differential assembly mounted between taper roller bearings. (Ball bearings on models K, MS and ML.) Wheel hubs mounted on tapered roller bearings. Spiral bevel drive with straddle mounted pinion. Four pinion differential. Thrust pad behind crown wheel limits deflection under heavy loading. Pinion offset $1\frac{1}{2}$ in. on models K, MS and ML and $1\frac{7}{16}$ in. on all other models except OB. Axle shafts are interchangeable side for side. On Model OB the pinion is offset 11 in. to the left-hand side of chassis centre line and axle shafts are not interchangeable.

AXLE RATIOS.—See basic data, page 2.

FRONT AXLE.—"I" beam, reverse "Elliott" type with inclined pivot pins and tapered roller front hub bearings.

FRAME.—Pressed steel channel section, jig drilled for accuracy, riveted by latest "cold-squeeze" process. Five crossmembers on K, MS, OSA and OSB chassis. Six crossmembers on ML, OLA, OLB and OB chassis. Four crossmembers on OSS chassis.

SPRINGS :—

MODELS K, MS AND ML

Front: semi-elliptic, 36 in. by $2\frac{1}{4}$ in., 10 leaves.

Rear: semi-elliptic. K, 13 leaves; MS and ML, progressive type, 11 primary, 3 secondary leaves.

Spring eye centres, 45 in. Width, $2\frac{1}{2}$ in.

MODELS OSA AND OSB

Front: semi-elliptic, 38 in. by $2\frac{1}{4}$ in., 9 leaves.

Rear: semi-elliptic, progressive type, 15 primary, 4 secondary leaves.

Spring eye centres, 45 in. Width, $2\frac{1}{2}$ in. Model OSB additionally has 7 helper leaves.

MODELS OLA AND OLB

Front: semi-elliptic, 38 in. by $2\frac{1}{4}$ in., 9 leaves.

Rear: semi-elliptic, progressive type, 7 primary, 3 secondary leaves.

Spring eye centres, 60 in. Width, $2\frac{1}{2}$ in. Model OLB additionally has 7 helper leaves.

MODEL OSS

Front: semi-elliptic, progressive type, 8 primary, 3 secondary leaves.

Spring eye centres, 38 in. Width, $2\frac{1}{4}$ in.

Rear: semi-elliptic, 45 in. by $2\frac{1}{2}$ in., 7 leaves.

MODEL OB

Front: semi-elliptic, 38 in. by $2\frac{1}{4}$ in., 9 leaves.

Rear: semi-elliptic progressive type, 7 primary, 3 secondary leaves.

Spring eye centres, 60 in. Width, $2\frac{1}{2}$ in.

[Continued on Back Page]

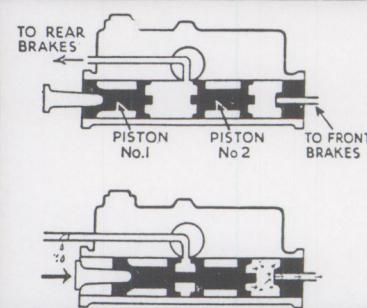
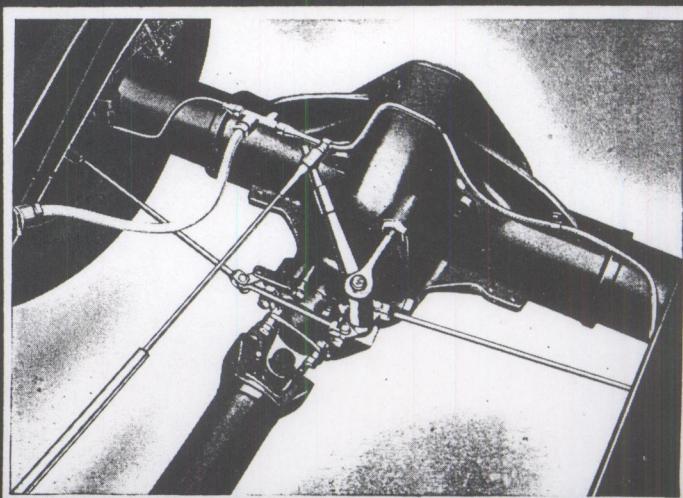
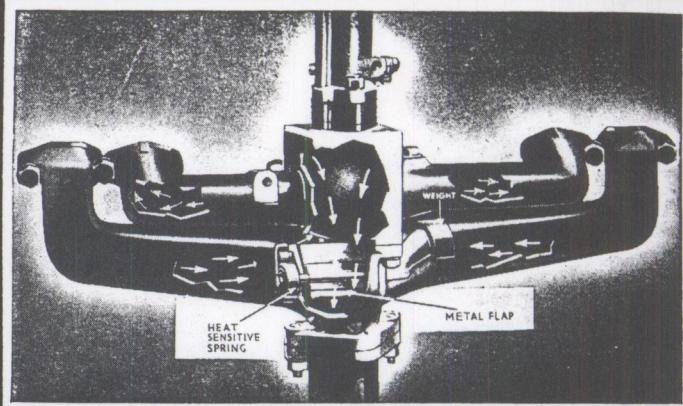
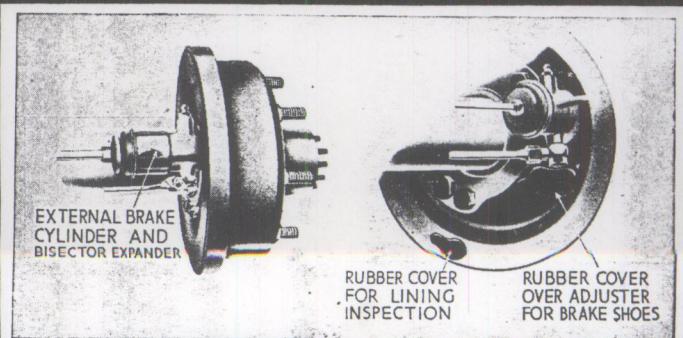
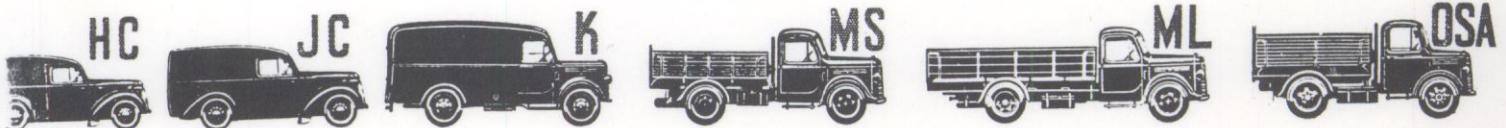


Diagram at left shows arrangement of tandem master cylinder. Lower diagram shows how, should a leak (indicated immediately above arrow) occur, the two pistons make contact, thus sealing off the leak and leaving the front brakes fully effective. A possible leak in the front system would be sealed off in similar fashion.





BASIC CHASSIS DATA

covering the Bedford Range

MODEL	HC	JC	K	MS Short	ML Long	OSA and OSB Short	OLA and OLB Long	OSS Tractor	OB Passenger
Wheelbase	97½ in.	105 in.	120 in.	120 in.	143 in.	111 in.	157 in.	111 in.	174 in.
Nominal Rating	5/6 cwt.	10 12 cwt.	1½ ton	2-3 ton	2-3 ton	OSA 3-4 ton OSB 5 ton	OLA 3-4 ton OLB 5 ton	8 ton	26/32 seater
Number of Cylinders	4	4	6	6	6	6	6	6	6
Bore	2·736 in.	2·736 in.	3½ in.	3½ in.	3½ in.	3½ in.	3½ in.	3½ in.	3½ in.
Stroke	3·74 in.	3·74 in.	4 in.	4 in.	4 in.	4 in.	4 in.	4 in.	4 in.
Displacement	88·0 cu. in.	88·0 cu. in.	214·7 cu. in.	214·7 cu. in.	214·7 cu. in.	214·7 cu. in.	214·7 cu. in.	214·7 cu. in.	214·7 cu. in.
Compression Ratio	6·8 to 1	6·8 to 1	6·22 to 1	6·22 to 1	6·22 to 1	6·22 to 1	6·22 to 1	6·22 to 1	6·22 to 1
R.A.C. and S.A.E. Rating ...	12 h.p.	12 h.p.	27·34 h.p.	27·34 h.p.	27·34 h.p.	27·34 h.p.	27·34 h.p.	27·34 h.p.	27·34 h.p.
Brake Horse Power	35 at 3,600 r.p.m.	35 at 3,600 r.p.m.	76 at 3,600 r.p.m.	76 at 3,600 r.p.m.	76 at 3,600 r.p.m.	76 at 3,600 r.p.m.	76 at 3,600 r.p.m.	76 at 3,600 r.p.m.	76 at 3,600 r.p.m.
Max. Torque	68 lb. ft. at 2,200 r.p.m.	68 lb. ft. at 2,200 r.p.m.	168 lb. ft. at 1,200 r.p.m.	168 lb. ft. at 1,200 r.p.m.	168 lb. ft. at 1,200 r.p.m.	168 lb. ft. at 1,200 r.p.m.	168 lb. ft. at 1,200 r.p.m.	168 lb. ft. at 1,200 r.p.m.	168 lb. ft. at 1,200 r.p.m.
Fuel Tank Capacity	6½ Imp. gallons.	7½ Imp. gallons.	12 Imp. gallons.	12 Imp. gallons.	12 Imp. gallons.	16 Imp. gallons.	16 Imp. gallons.	20 Imp. gallons.	
Rim Size (Integral with Wheel)	2·75×17, WB rims	3·00×17, WB rims	4·33 FB×20 -4 in. offset	3·75 FB×20 -4 in. offset	3·75 FB×20 -4 in. offset	OSA 4·33 FB×20 -4½ in. offset OSB 5·00 FB×20 -4·9 in. offset	OLA 4·33 FB×20 -4½ in. offset OLB 5·00 FB×20 -4·9 in. offset	4·33 FB×20 -4½ in. offset	4·33 FB×20 -4½ in. offset front 5·00 FB×20 4·9 in. offset rear
Tyre Size—Front (Standard) ...	4·50-17	5·25-17	32×6, 8 ply	32×6, 8 ply	32×6, 8 ply	OSA 32×6, 10 ply OSB 34×7, 10 ply	OLA 32×6, 10 ply OLB 34×7, 10 ply	32×6, 10 ply	7·50-20
Tyre Size—Rear (Standard) ...	4·50-17	5·25-17	32×6, 10 ply, Single and Spare	32×6, 8 ply, Dual	32×6, 8 ply, Dual	OSA 32×6, 10 ply, Dual OSB 34×7, 10 ply, Dual	OLA 32×6, 10 ply, Dual OLB 34×7, 10 ply, Dual	32×6, 10 ply, Dual	8·25-20, Dual rear and spare
Track, Front	48½ in.	50½ in.	57½ in.	57½ in.	57½ in.	64 in.	64 in.	64 in.	64 in.
Track, Rear	49½ in.	51 in.	56 in.	61 in.	61 in.	64 in.	64 in.	64 in.	70 in.
Ground Clearance	7½ in.	7½ in.	8 in.	8½ in.	8½ in.	OSA 8½ in. OSB 9½ in.	OLA 8½ in. OLB 9½ in.	8½ in.	9½ in.
Turning Circle Radius ...	19 ft.	24½ ft.	21½ ft.	21½ ft.	25½ ft.	OSA 19½ ft. OSB 21 ft.	OLA 25½ ft. OLB 29½ ft.	19½ ft.	29½ ft.
Rear Axle Ratio	4·62 to 1	5·14 to 1	5·28 to 1	6·2 to 1 5·28 to 1	5·28 to 1 6·2 to 1	7·40 to 1 6·1 to 1	6·1 to 1 7·40 to 1	7·40 to 1	6·17 to 1
Chassis Weight—Dry, less spare wheel, fuel, tools			3,070 lb.	3,405 lb.	3,495 lb.	OSA 3,773 lb. OSB 4,030 lb.	OLA 3,923 lb. OLB 4,173 lb.	—	4,213 lb.
Allowance for fuel, oil, water, tool kit, spare wheel and tyre	121 lb.	136 lb.	220 lb.	280 lb.	280 lb.	332 lb.	357 lb.	—	397 lb.
Cab Weight	—	—	340 lb.	450 lb.	450 lb.	450 lb.	450 lb.	—	—
Body Allowance	—	—	510 lb.	600 lb.	700 lb.	1,090 lb.	1,090 lb.	—	3,300 lb.
Payload	672 lb.	1,344 lb.	4,820 lb.	6,830 lb.	6,935 lb.	OSA 9,565 lb. OSB 12,650 lb.	OLA 9,395 lb. OLB 12,450 lb.	—	—
*Maximum Designed Weights— Max. Front	1,250 lb.	1,250 lb.	2,800 lb.	3,200 lb.	OSA 4,500 10,000 lb.	OLA 4,500 13,600 lb.	—	—	4,500 lb.
Max. Rear	1,800 lb.	2,500 lb.	7,000 lb.	10,000 lb.	4,500 16,150	4,500 16,150	—	—	12,000 lb.
Max. Gross	2,750 lb.	3,610 lb.	8,960 lb.	12,320 lb.	16,800 19,488	16,800 19,488	—	—	16,000 lb.
*Maximum Weights, War-time Tyre Rating	2,750 lb.	3,610 lb.	8,960 lb.	11,760 lb.	OSA 15,120 lb. OSB 18,480 lb.	OLA 15,120 lb. OLB 18,480 lb.	—	—	15,680 lb.

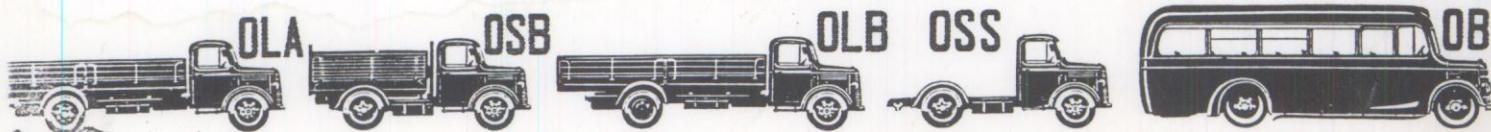
NOTES

* MAXIMUM WEIGHTS

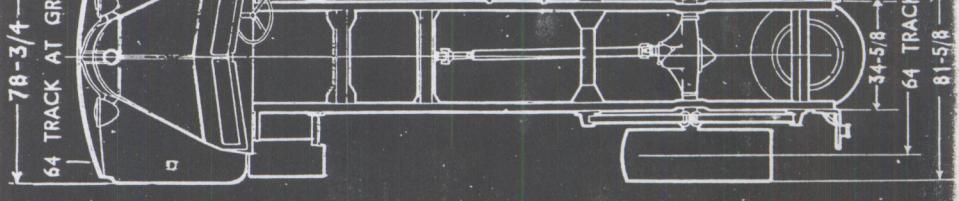
The weights shown against the heading "Maximum Designed Weights" are the maximum permissible when Bedfords are fitted with standard sized tyre equipment equal in quality to pre-war natural rubber tyres.

The weights shown against the heading "Maximum Weights War-Time Tyre Rating" are the maximum recommended in accordance with the "Tyre Control War-Time Regulations" for synthetic rubber tyres.

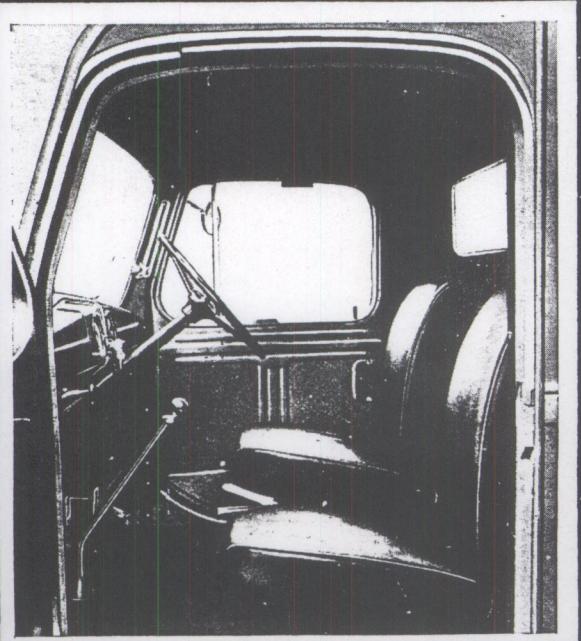
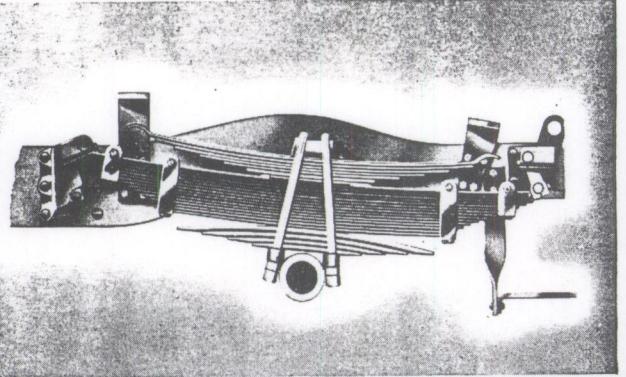
The weights shown under the headings "Max. Front" and "Max. Rear" must not be added together to obtain the maximum gross weight.



Bodybuilders' Drawing of the OLA 3-4 ton chassis and OLB 5 ton chassis. All dimensions in inches.



Page Seven



Specification.

STEERING.—Worm and full wheel. Ratio 15 to 1. Turning circle radii, see page 2.

BRAKES.—Foot, hydraulic, on all wheels, vacuum servo-assisted except on models K and OSS. Tandem master cylinder. Cast iron brake drums, shoes zinc plated to prevent rusting. Total lining area, Model K, $241\frac{1}{2}$ sq. in., Models MS and ML, $285\frac{1}{2}$ sq. in. All "O" models 373 sq. in. Handbrake, operates rear wheel brakes mechanically through bisector expander units.

WHEELS AND TYRES.—Steel disc wheels on model K, all other models pierced steel disc wheels detachable at hub. Split spring locking ring. Nuts rust-proofed by cadmium plating. For wheel and tyre sizes, see below and page 2.

CHASSIS EQUIPMENT.—Head and side lamps with dipper switch, combined stop and tail lamp, indirectly illuminated instrument panel, electric horn, engine bonnet, dash and scuttle complete with windscreen pillars and top-rail structure, step boards, front bumper, tool kit, spare wheel and carrier, front wings. Model OSS chassis excludes spare wheel carrier. Model OB chassis excludes spare wheel carrier, step boards and windscreen pillars; includes chromium-plated corner bumpers attached to front bumper.

OPTIONAL EQUIPMENT

NO EXTRA CHARGE

Left-hand drive or right-hand drive (R.H. only on OSA and OSB Tippers).

Mile or kilometer speedometer.

Heavy duty radiator on models K, M and O.

AT EXTRA CHARGE

Mechanical tyre pump (standard on OB Passenger Chassis). Oil bath air cleaner on models K, M and O.

Rear wings.

Extra seat on HC and JC vans.

TYRE OPTIONS

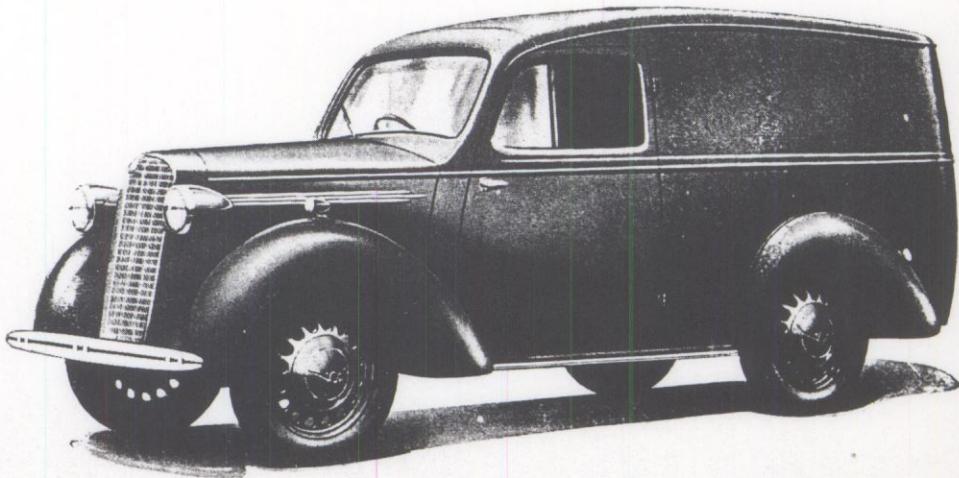
Models.	Front.	Rear and Spare.
K 32×6, 8 ply	... 32×6, 10 ply, single
MS and ML	... 32×6, 8 ply	... 32×6, 8 ply, dual
" "	... 32×6, 8 ply	... 32×6, 10 ply, dual
" "	... 7·00-20	... 7·00-20, dual
" "	... 7·00-20	... 7·50-20, dual
" "	... 7·00-20	... 9·00-20, single
OSA and OLA	... 32×6, 10 ply	... 32×6, 10 ply, dual
" "	... 7·50-20	... 7·50-20, dual
" "	... 7·50-20 and spare...	9·75-20, single
" "	... 7·50-20	... 8·25-20, dual
OSB and OLB	... 7·50-20	... 8·25-20, dual
" "	... 32×6, 10 ply	... 34×7, dual
" "	... 34×7	... 34×7, dual
" "	... 7·50-20 and spare...	10·50-20, single
OCC	... 32×6, 10 ply	... 32×6, 10 ply, single

BEDFORD LIGHT VANS

Model HC

5/6 cwt. Van

Wheelbase 97 $\frac{3}{4}$ in.



WITH a nominal rating of 5/6 cwt., this is the lowest rated model in the Bedford range. The maximum gross weight is 2,750 lb. and the maximum payload is 672 lb. This model is powered by a 12 h.p. 4-cylinder overhead valve engine, which has many of the features of the Bedford truck engine, including six-phase carburation. Hence its exceptionally low running costs and low petrol consumption. The main features of the chassis design are independent front wheel springing, of the torsion bar and tube type, 3-speed gearbox with synchromesh gears on top and second speeds and hydraulic brakes. It has the smoothness and easy handling qualities of a well-sprung passenger car. Tyre equipment is 4·50—17 front and rear.

The pressed steel van body, built on a hardwood frame, has two front doors to the driving compartment with double

doors at the rear. There are locks on all doors. A single well-sprung seat is provided for the driver, and a second seat can be supplied if required at extra cost. Standard equipment includes chromium-plated front bumper, rear vision mirror and mechanically operated windscreens wiper.

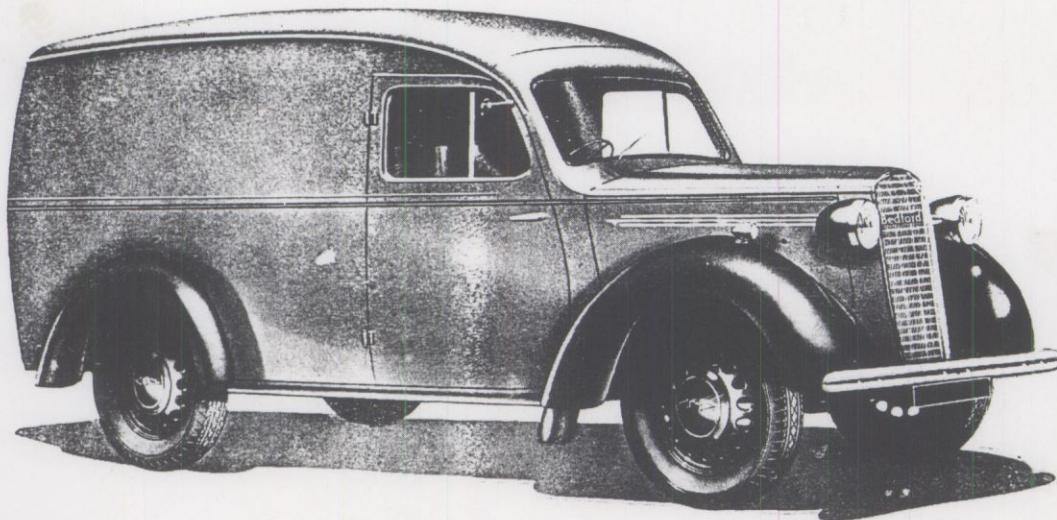
DIMENSIONS :

INSIDE BODY, Length behind driver, 5 ft. 6 in. ; width, 4 ft. 3 in. ; height, 3 ft. 6 in.

Capacity, 75 cubic feet with an extra 10 cubic feet at the side of the driver.

OVERALL, Length, 13 ft. 3 $\frac{1}{2}$ in. ; width, 5 ft. 2 $\frac{1}{2}$ in. ; height, 5 ft. 9 $\frac{1}{2}$ in.

Loading Height, 2 ft. 2 in. Rear door aperture, 3 ft. high by 3 ft. 7 $\frac{1}{2}$ in. wide.



Model JC

10/12 cwt. Van

Wheelbase 105 in.

THIS model is similar in general features to the HC model, but it is larger and heavier in construction.

With a nominal rating of 10/12 cwt., the max. gross weight is 3,610 lb. permitting a maximum payload of 1,344 lb. Independent front wheel springing of the torsion bar and tube type is a valuable feature when carrying fragile loads. The 3-speed gearbox has synchromesh gears on top and second speeds. Brakes are hydraulic. Tyres 5·25—17 front and rear.

The body is framed in hardwood with pressed steel panelling. There are two front doors to the driving compartment with double doors at the rear; all doors can be locked. There

is a single, well-sprung seat for the driver; an additional seat can be supplied at extra cost. Standard equipment includes chromium-plated front bumper, rear vision mirror and mechanically operated windscreens wiper.

DIMENSIONS :

INSIDE BODY, Length behind driver, 6 ft. 8 $\frac{1}{2}$ in. ; width, 4 ft. 5 in. ; height, 3 ft. 11 in.

Capacity, 110 cubic feet with an extra 10 cubic feet at the side of the driver.

OVERALL, Length, 14 ft. 2 $\frac{1}{2}$ in. ; width, 5 ft. 4 $\frac{1}{2}$ in. ; height, 6 ft. 3 in.

Loading Height, 2 ft. 2 $\frac{1}{2}$ in. Rear door aperture, 3 ft. 5 $\frac{1}{2}$ in. high by 3 ft. 9 $\frac{1}{2}$ in. wide.

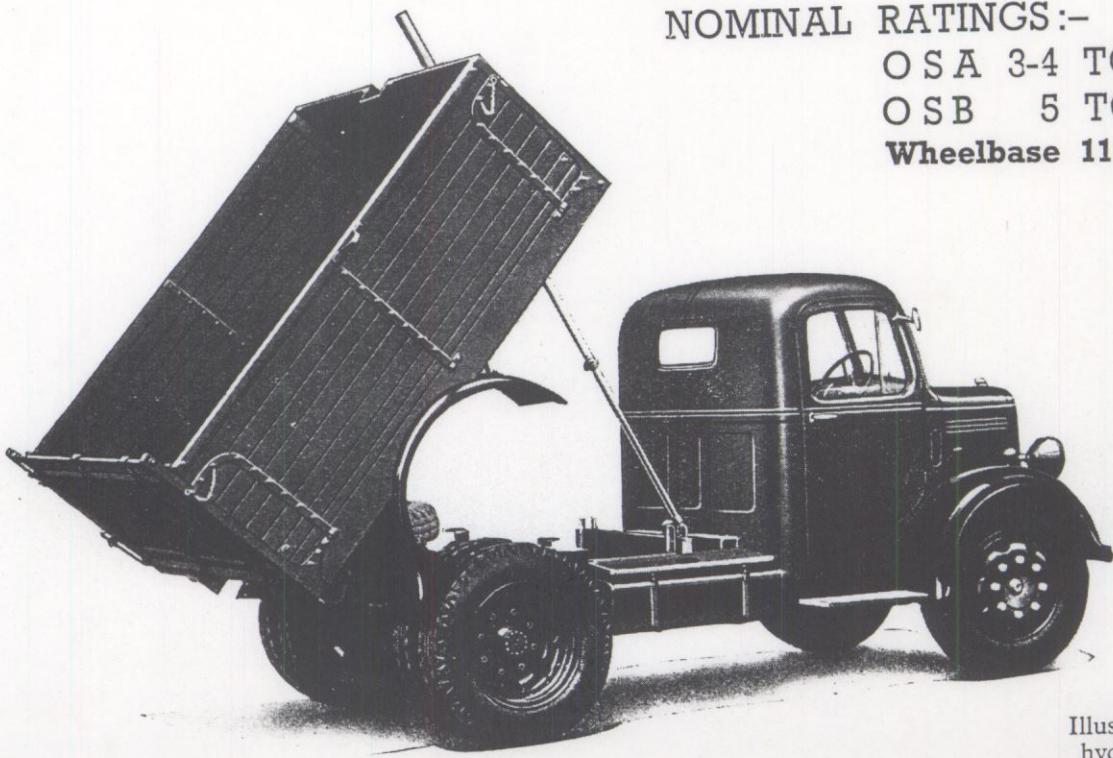
BEDFORD MODELS OSA and OSB

NOMINAL RATINGS:-

OSA 3-4 TONS

OSB 5 TONS

Wheelbase 111 in.



Illustrated, Model OSB
hydraulic end tipper.

THESE are short wheelbase editions of Bedford Models OLA and OLB shown opposite. They are designed expressly for heavy tipping work. Both models OSA and OSB have a wheelbase of 111 in. The main differences between the two are:—

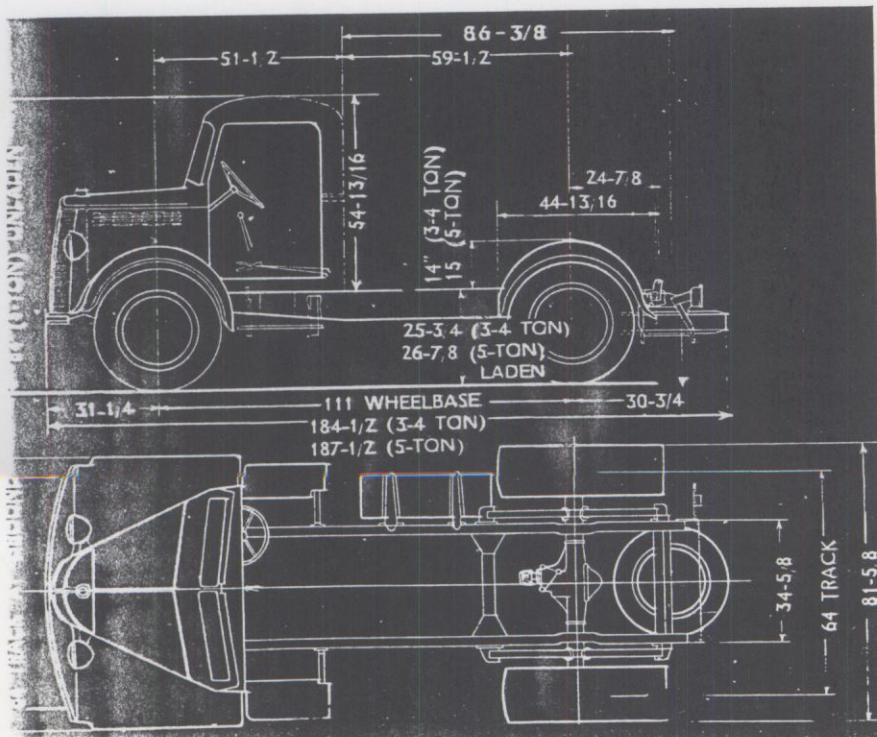
the OSA has a maximum designed gross laden weight of 16,800 lb. and 32 by 6, 10-ply, tyres all round;

the OSB has a maximum designed gross laden weight of 19,488 lb., is equipped with heavy duty rear helper springs and 34 by 7, 10-ply, tyres all round.

Apart from these differences, the two chassis are similar. They are powered by the Bedford 28 h.p., 6-cylinder truck engine, have a heavy duty 4-speed gearbox, vacuum servo-assisted hydraulic brakes with the tandem master cylinder shown on page 11, and a full floating rear axle with straddle mounted pinion and taper roller differential bearings. Rear springs are progressive heavy duty type; helper springs are fitted to the rear springs on the OSB model.

Bedford semi-forward control gives a comfortable cab with controls in the normal position (see bottom picture, page 12). It helps to give better weight distribution, more even tyre wear and easier steering. The rear of the engine is easily reached through insulated panels in the cowling. The engine can be removed from the chassis for servicing without removing the cab.

Dry chassis weights (less fuel, oil, water, tools and spare wheel): OSA, 3,773 lb.; OSB, 4,043 lb.

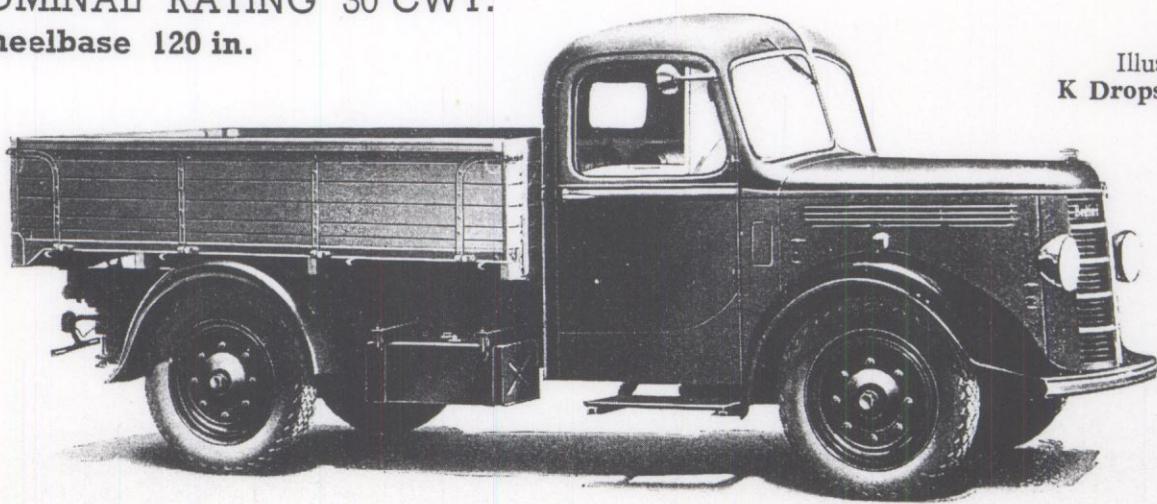


Bodybuilders' Drawing of the OSA 3-4 ton chassis and OSB 5 ton chassis. All dimensions in inches.

BEDFORD MODEL K

NOMINAL RATING 30 CWT.

Wheelbase 120 in.



Illustrated, the
K Dropside Lorry

WITH a maximum allowable gross laden weight of 8,960 lb. the model "K" forms a logical link between the light delivery vans and the heavier truck models in the Bedford range.

Fuel economy is a special feature of the design of this Bedford chassis. It has the standard 28 h.p. 6-cylinder Bedford truck engine and gearbox unit and incorporates the special Vauxhall system of 6-phase economy carburation with the Zenith 30 V.I.G. 3-carburettor. With the relatively high rear axle ratio of 5·28 to 1, giving a low number of revolutions per mile, the K model is designed to make the most of each gallon of petrol.

Accessibility of all components is a feature of the design. Filler caps, grease nipples and battery are conveniently placed for regular attention and the engine is readily accessible without removing any panels.

Other features include semi-floating rear axles running in self-aligning double row roller bearings, hydraulic brakes on all four wheels with tandem master cylinder to equalise the pressure, roomy pressed steel cab and comfortable individual seats for driver and mate.

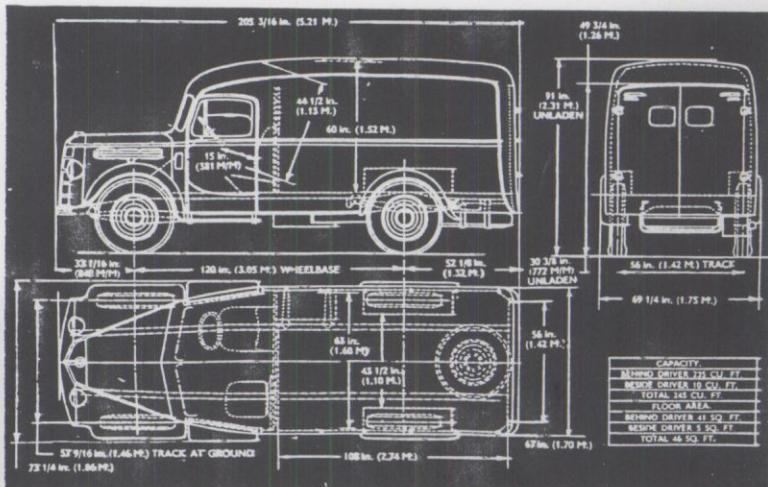
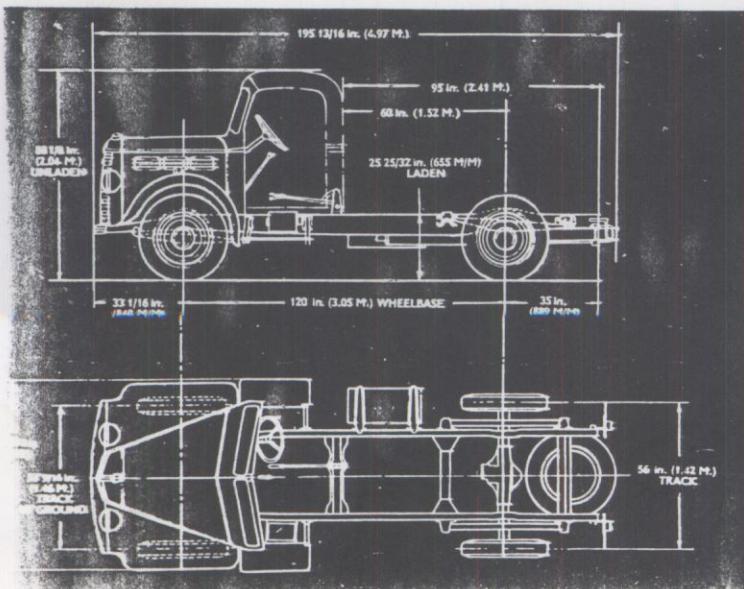
Dry chassis weight, less fuel, oil, water, spare wheel and tools, 3,070 lb.

Maximum designed gross laden weight, 8,960 lb.

Bedford "KV" Van

THE Bedford "KV" van has 235 cubic feet of useful load space with additional space by the side of the driver. Full interior dimensions are shown in the blue print on the right.

The clean, modern, tailswung lines are enhanced by the domed roof and radiused roof corners. Body panels consist of armoured plywood and give extreme



rigidity, while door panels (side and rear) are fully domed and constructed from stout sheet metal.

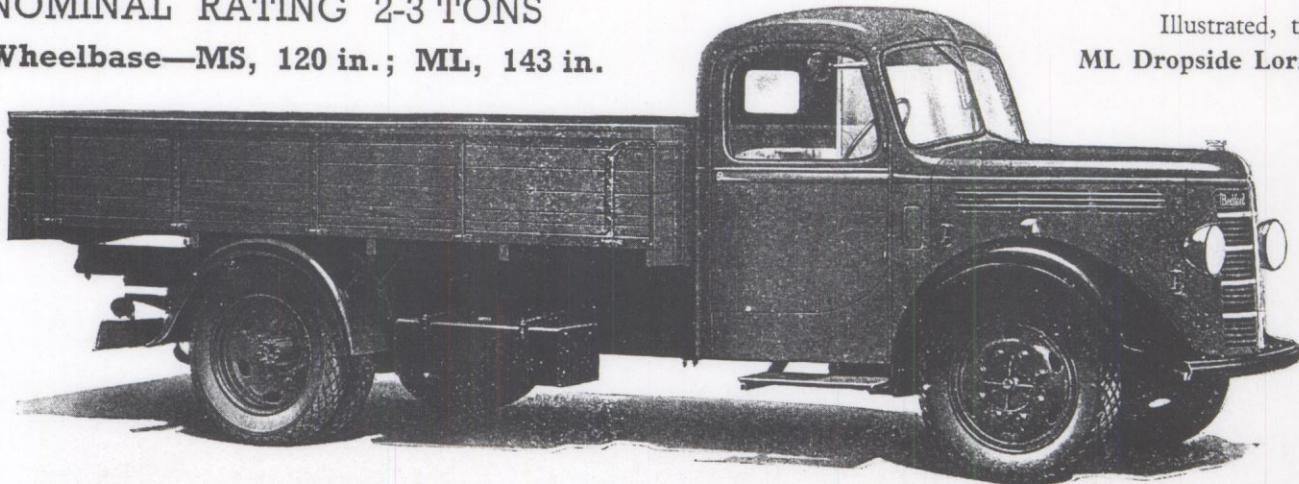
A partition divides the driver's compartment from the loading space. There is a door each side of the driver's compartment, and the extra wide rear doors are hung on specially designed hinges which permit a wide angle of opening. Weather strips are fitted to all doors and an interior light in the van itself facilitates night loading. Ventilation is by means of louvres in the rear door panels.

BEDFORD MODELS MS and ML

NOMINAL RATING 2-3 TONS

Wheelbase—MS, 120 in.; ML, 143 in.

Illustrated, the
ML Dropside Lorry



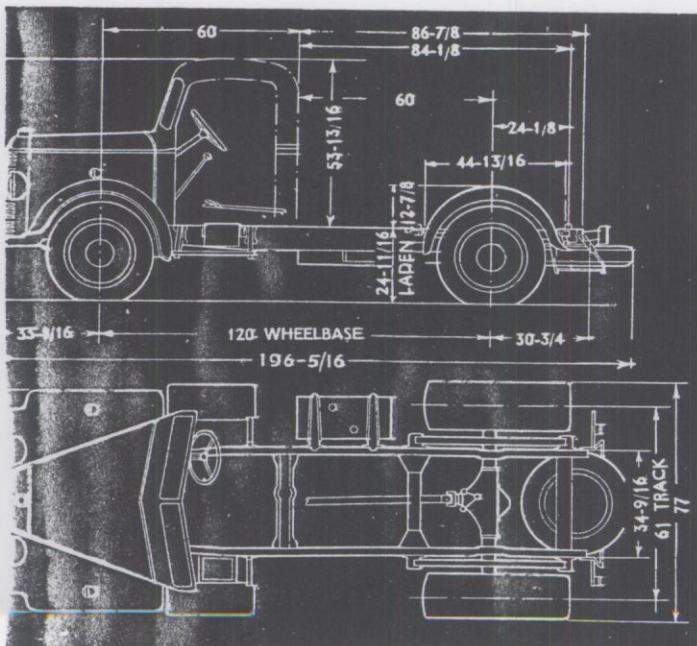
THERE are two wheelbases; the MS short 120-in. wheelbase chassis with a maximum designed gross laden weight of 12,320 lb.; the ML long 143-in. wheelbase chassis with a max. designed gross laden weight of 12,650 lb. The short MS chassis is ideal for tipping work; the long ML chassis, as will be seen from the illustration, has plenty of space for mounting a roomy truck body.

Apart from the difference in wheelbase, both chassis have the same features. They are powered by the 28 h.p. 6-cylinder Bedford truck engine which is forward mounted to give ideal weight distribution, more even tyre loading, better steering, with good accessibility. They have a 4-speed

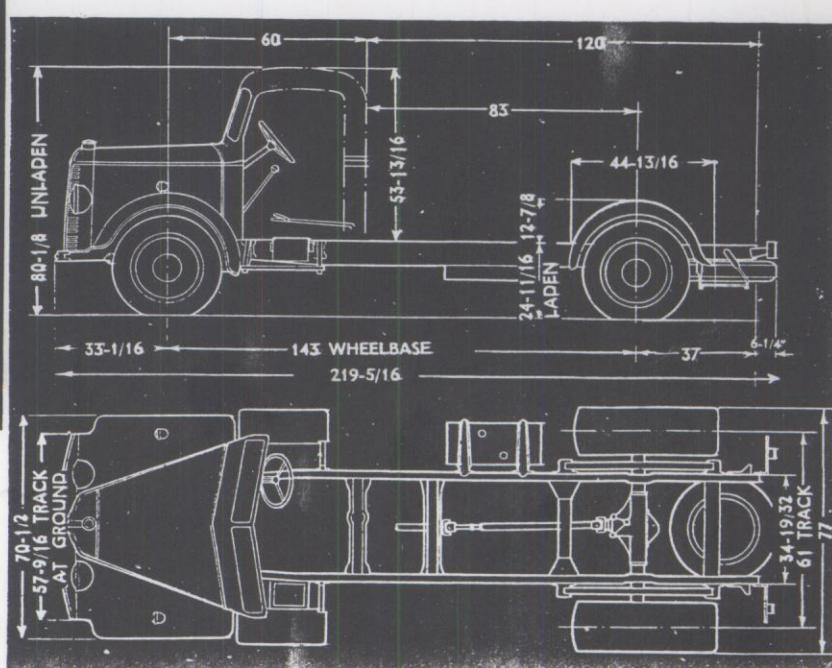
heavy duty gearbox, full floating rear axle and vacuum servo-assisted hydraulic brakes. The hydraulic braking system incorporates the special tandem master cylinder as shown on page 11. Standard tyre equipment is 32×6, 8-ply all round with dual rear.

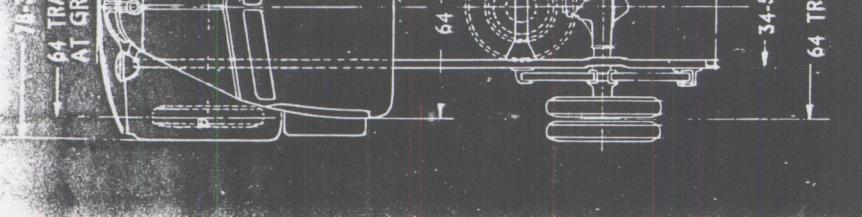
The modern pressed steel cab seats two comfortably; the controls are in the normal position (see middle picture, page 12).

Dry chassis weights, less fuel, oil, water, spare wheel and tools:—MS 3,405 lb.; ML 3,495 lb.



AT LEFT.—Bodybuilders' Drawing of the MS short 2-3 ton chassis. All dimensions in inches.





*Bodybuilders' Drawing of the
Bedford OSS tractor.*

Page Eight

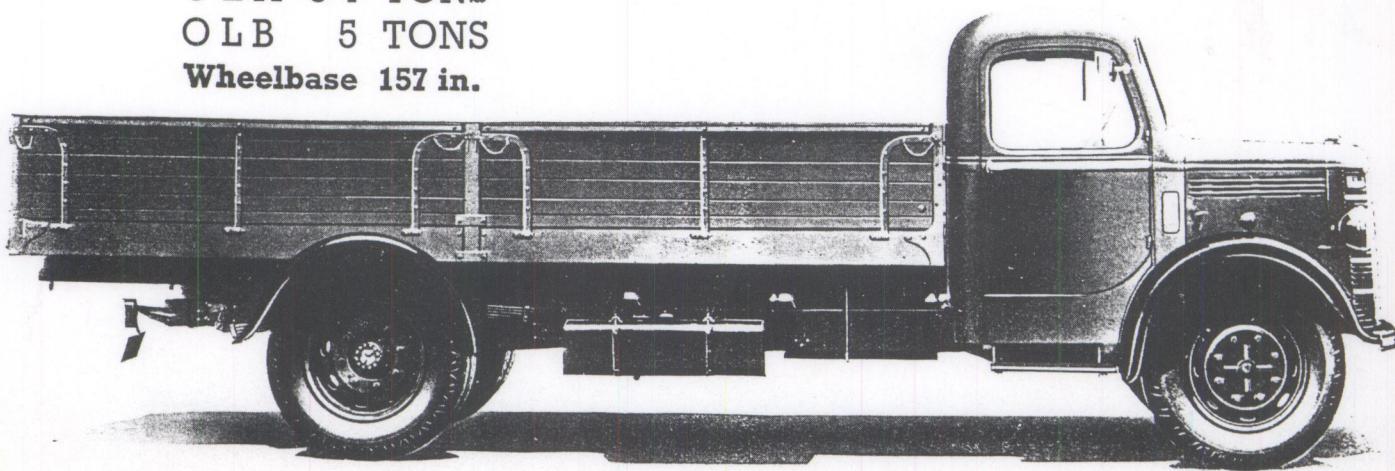
BEDFORD MODELS OLA and OLB

NOMINAL RATINGS :-

OLA 3-4 TONS

OLB 5 TONS

Wheelbase 157 in.



Illustrated,
Model OLB dropside lorry.

THESEx are the heavier types of the Bedford range, both similar in wheelbase (157 in.) and general chassis features, differing in the following respects:—

the **OLA** has a maximum designed gross laden weight of 16,800 lb. and 32 by 6, 10-ply, tyres all round;

the OLB has a maximum designed gross laden weight of 19,488 lb., is equipped with heavy duty rear helper springs and 34 by 7, 10-ply, tyres all round.

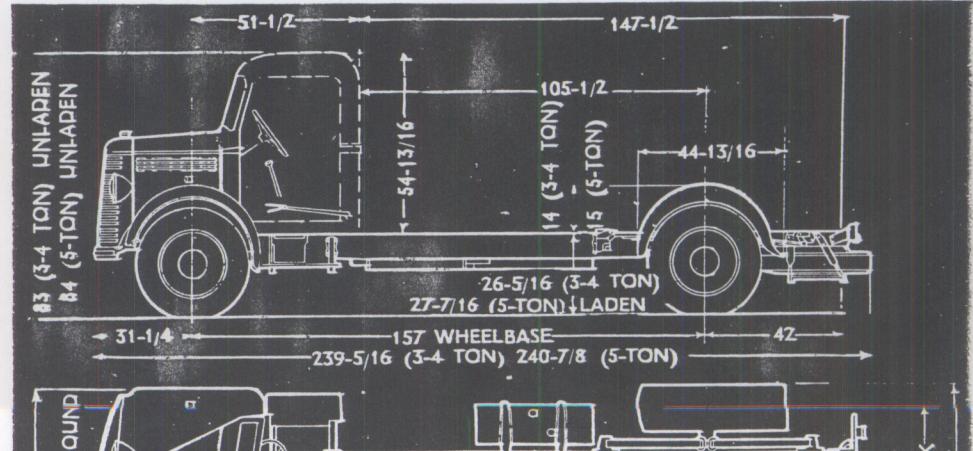
Both these models have Bedford semi-forward control which helps to give better weight distribution, more even tyre wear and easier steering. As will be seen in the bottom illustration on page 12, the controls are in the normal position. The rear of the engine is easily reached through detachable, insulated panels in the cowling. The cab is well ventilated by drop side windows and a screen opening on the driver's side; it can be kept cool and comfortable in hot weather.

The engine can be removed from the chassis for servicing without removing the cab.

The chassis is powered by the Bedford 28 h.p., 6-cylinder truck engine, has a 4-speed heavy duty gearbox, full floating rear axle with straddle

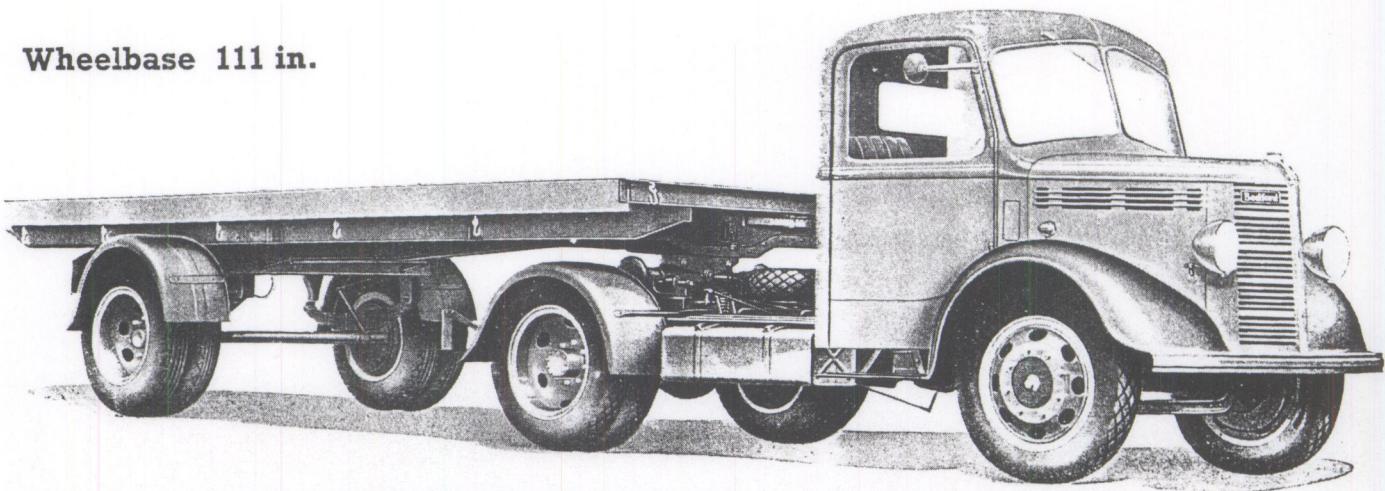
mounted pinion and taper roller differential bearings, vacuum servo-assisted hydraulic brakes with the tandem master cylinder shown on page 11, and progressive heavy duty rear springs. The OLB model additionally is fitted with helper springs.

Dry chassis weight (less fuel, oil, water, tools and spare wheel), Model OLA, 3,923 lb.; Model OLB, 4,173 lb.



BEDFORD OSS TRACTOR FOR SEMI or ARTICULATED TRAILER

Wheelbase 111 in.



Illustrated, the Bedford OSS Tractor coupled to a Scammell Articulated Trailer

THE Bedford model OSS is similar to the OSA chassis (as shown on page 6), but slightly modified for ready conversion to serve as a tractor for an articulated trailer. Its short wheelbase (111 in.) and excellent turning circle (39 ft.) are valuable features in this role.

Variations from the OSA chassis include : fitment of larger fan and progressive front springs ; a trailer brake servo control

valve is fitted in place of the vacuum cylinder ; the spare wheel carrier is omitted.

Dry chassis weight (less fuel, oil, water, tools and spare wheel) is 3,993 lb. Cab weight 450 lb.

Tyres are 32 by 6, 10-ply, all round.

Payloads up to 17,920 lb. depending on type of articulated trailer. Maximum designed gross train weights up to 26,880 lb.

