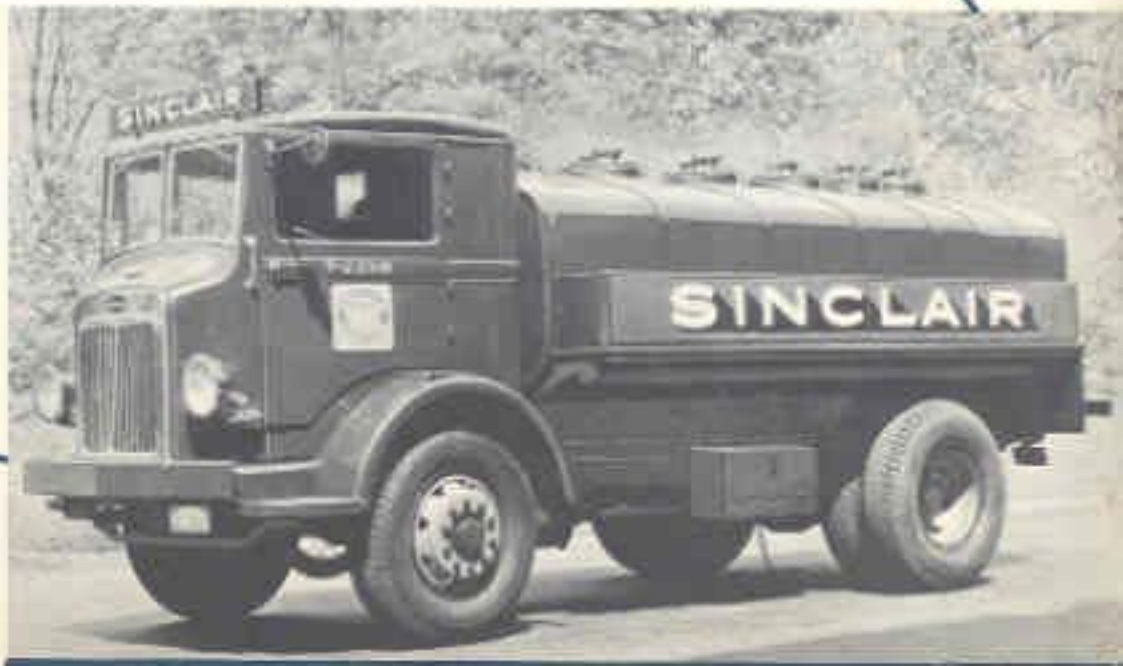
PROFITABLE FOR 7 REASONS
THE ENGINE-UNDER-THE-SEAT
• AUTOCAR •

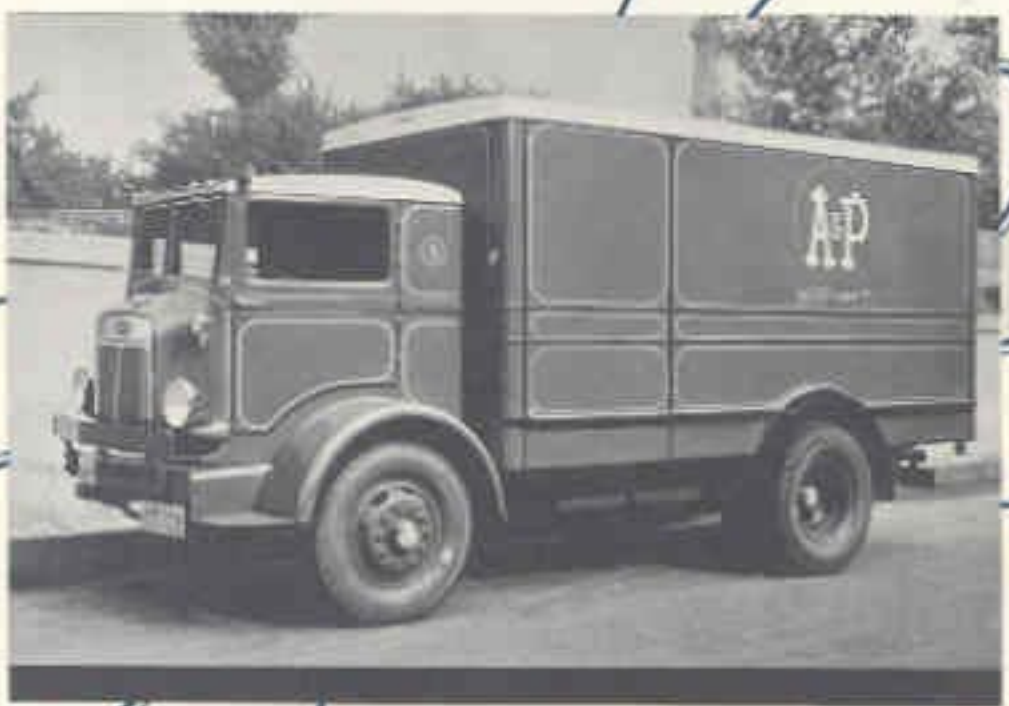
BETTER MANEUVERABILITY

Do you haul in cramped quarters? Must you back up to the curb in city traffic? Do any of your deliveries take you in and out of narrow streets? Can you turn around quickly in freight yards, on highway construction, in garages? Think, then, of the advantages of the Autocar turning radius that is many feet shorter—the time saved, the increased efficiency, the quicker getaway, the increased speed of work. You may argue that the drivers of your trucks can worry about maneuvering them. Who, then, is to worry about the increased costs of operation?



Such a small turning circle as is possible only with the Engine-Under-the-Seat Autocar is virtually indispensable for trucks that have to operate in cramped places.

EQUAL LOAD ON EACH TIRE

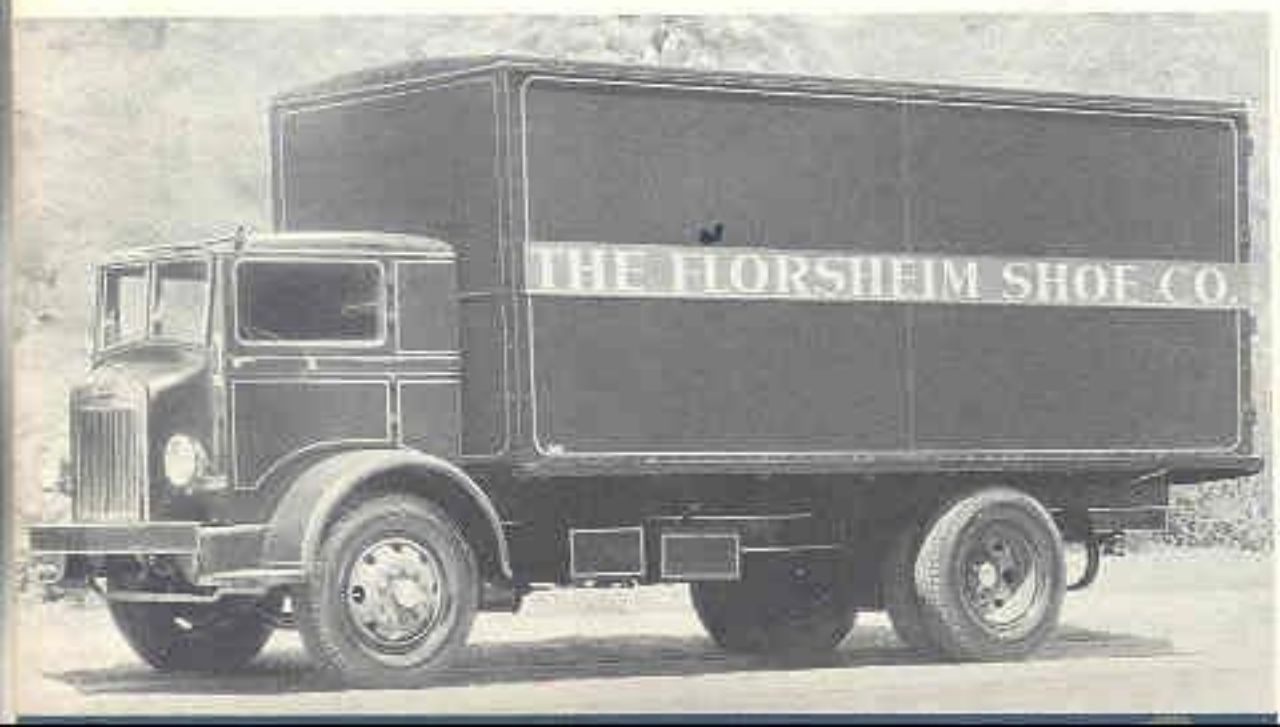


● Conventional Autocars meet all the requirements of many; Engine-Under-the-Seat Autocars are needed by others; and some there are who find that both types in the same fleet give the economical transportation that all are seeking.

TIRES, experience will tell you, are a factor of expense that frequently reflect itself in decreased profits through increased costs. Has it ever occurred to you that the *trucks* you buy may have as much to do with the mileage you get as the *tires* you buy? Engine-Under-the-Seat Autocars will reduce what you spend each year for new tires and for old-tire maintenance, thus lowering your operating costs and increasing your profits. This is not a conjecture. It is proved fact. Engine-Under-the-Seat Autocars carry their loads with balanced weight distribution—*an equal load on each tire*. This results in greater tire mileage, uniform wear, and longer life for rubber.

IMPROVED ENGINE ACCESSIBILITY

In designing Engine-Under-the-Seat Autocars, expert attention was given to the accessibility of the engine. There must be no difficulty, Autocar engineers learned, in getting at any part of the motor at any time. The design resulting from this knowledge is as ingenious as it is successful; and it is no exaggeration to say that the engines in these new Autocars are literally more accessible than those in conventional motor trucks. Not only can any part of the engine be reached easily and quickly, but the mechanic can also work more comfortably within the protection of the cab and without having to lean across fenders. Stormy weather holds no discomfort for the drivers of Engine-Under-the-Seat Autocars that may require attention on the open road. The engine accessibility of Autocars is told graphically in a portfolio of photographs that will be furnished on request.

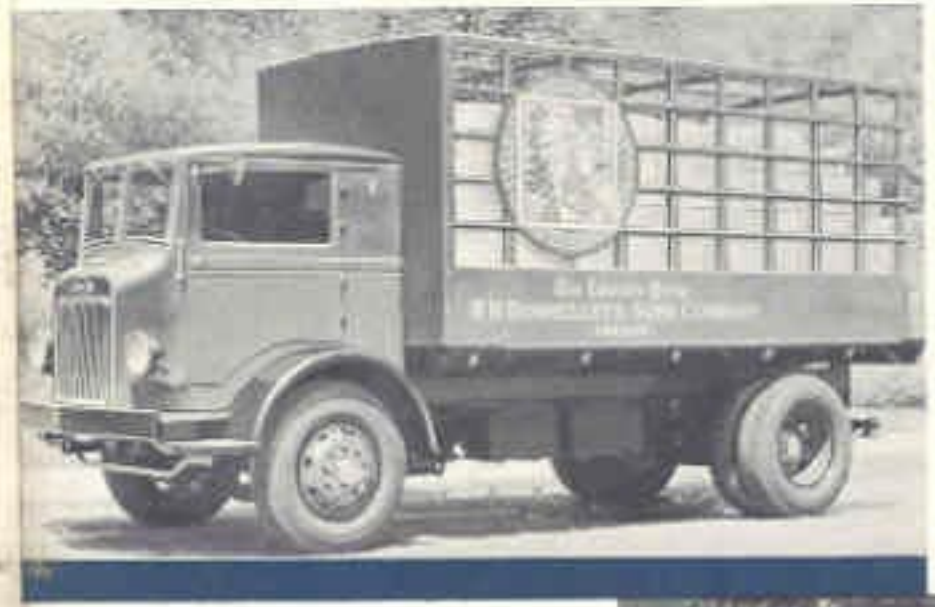


Originally designed (23 years ago) to meet a specific hauling problem which still exists, the Engine-Under-the-Seat Autocar has also come to be the most economical method of complying with laws that limit overall length and axle loads—laws that are rapidly being adopted on a national scale.

GREATER COMFORT FOR DRIVERS

● Driver comfort is an important factor in motor-truck performance. It controls the efficiency of the only animate energy on which your truck depends. It governs the energy of the manpower that governs the horsepower. It reflects itself in operating costs and profits, because a comfortable driver, whose needs have been foreseen and provided for, is a more cheerful and industrious employe. But driver comfort is not merely a matter of a soft and adjustable seat. Sturdy construction that is proof against prolonged vibrations, sudden shocks, and all kinds of weather must enter into every detail of cab design and fabrication—and Autocar provided all that long ago. Driver comfort is also a matter of all-round chassis construction—springs, frame, balance, and weight distribution of the load.

Engine-Under-the-Seat Autocars are comfortable—amazingly so. Their balanced weight and basic design eliminate plunging. The driver rides with the springs, in a sturdily-constructed and specially-ventilated cab directly over the motor and the wheels. Drivers like the new Autocars, and profits tell their story.



● Engine-Under-the-Seat Autocars have caused deviations from conventional truck design to appear in other trucks, but they only approach the advantages which Autocar positively and completely achieves.

● In long distance hauling, driver comfort is essential to insure speed, safety and low labor turnover. Autocar cabs provide maximum driver comfort and ideal operating conditions. Only Autocar can build cabs good enough to go on Autocar chassis.