

Albion

NEW

REIVER



LIGHT SIX-WHEELED
CHASSIS WITH
SINGLE OR DOUBLE-
DRIVE REAR AXLES

Leaflet No. 1497

A HIGHLY ECONOMICAL
& EFFICIENT RANGE
FOR 10 TON PAYLOADS

DESIGNED FOR WORLD
WIDE OPERATION
WITH LEFT OR RIGHT
HAND CONTROLS

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PRESSED-STEEL EASY-ACCESS LUXURY CAB WITH PANORAMIC VISION

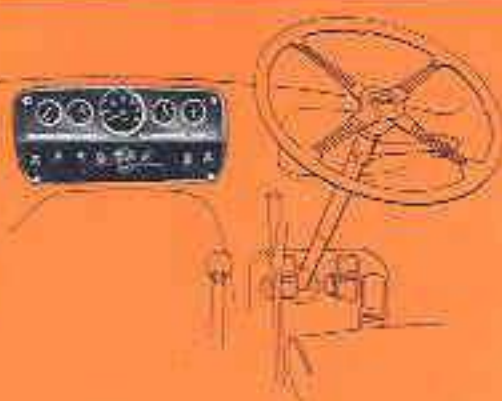
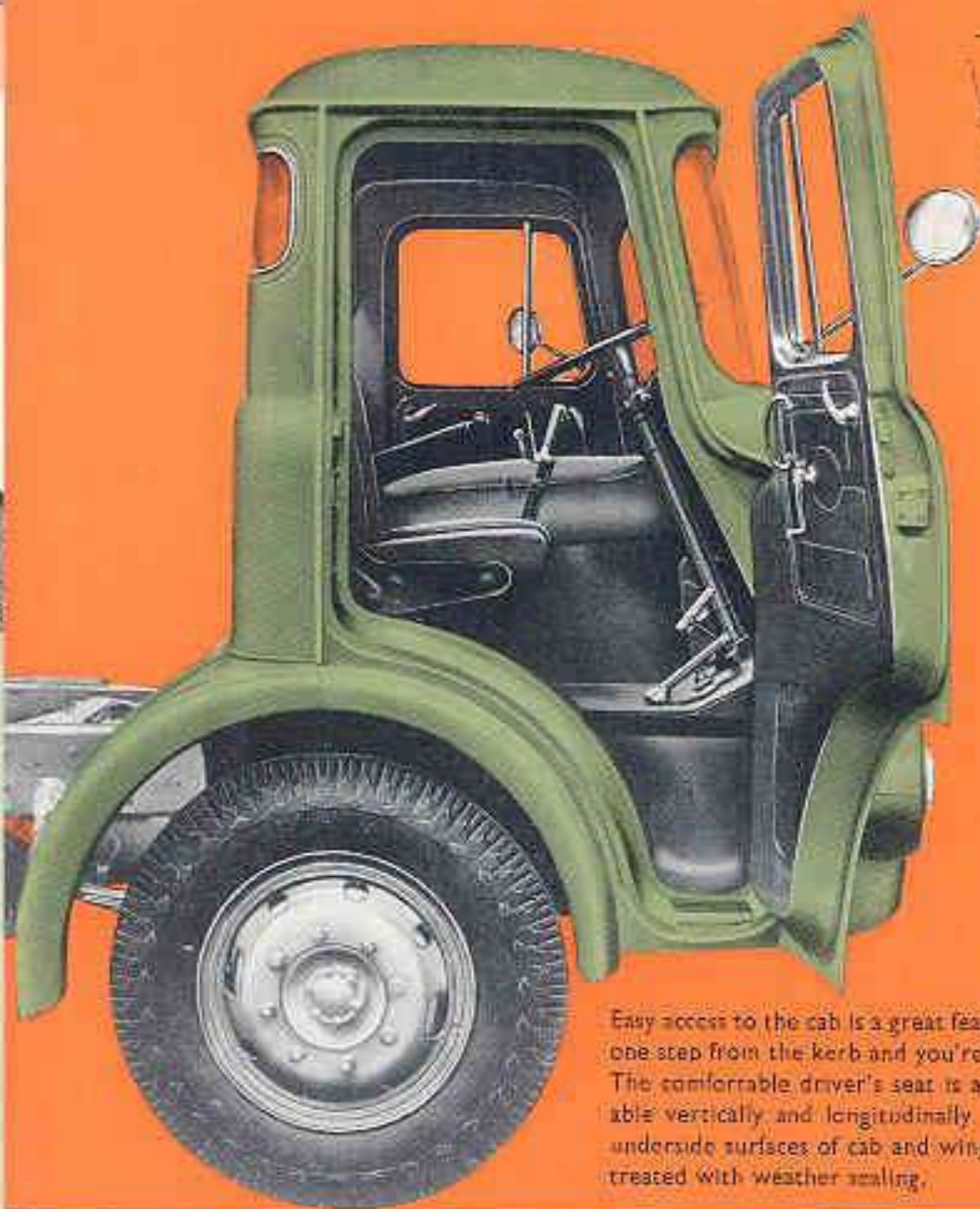


Full curved windscreen with twin wipers, swivelling quarter lights and full-drop winding windows, supplemented by a central rear window with curved quarter light on each side, ensure perfect all-round visibility. The total glazing area is approximately 3,000 sq. in. (19,355 sq. cm.).

The cab is of entirely new and modern design with every feature essential to the vehicle of to-day. Particular emphasis has been placed on ease of entrance, visibility and driver comfort.

It is a pressed-steel welded assembly based on a rigid sub-frame of deep box-section pressings, combining strength and durability with pleasing lines and styling.

The instruments are grouped in a detachable panel with concealed illumination, mounted centrally in a fascia panel, and adjacent to the driver. Provision is made for the installation of a fresh air heater with de-mister, radio, windscreen washers and flashing indicators.



Driving controls are ideally placed and include organ-type pedal accelerator. Floor of cab has rubber mats and pedals and doors are fully draught sealed.

Easy access to the cab is a great feature: one step from the kerb and you're in. The comfortable driver's seat is adjustable vertically and longitudinally. The underside surfaces of cab and wings are treated with weather sealing.



Designed for Comfort - Safety - Durability

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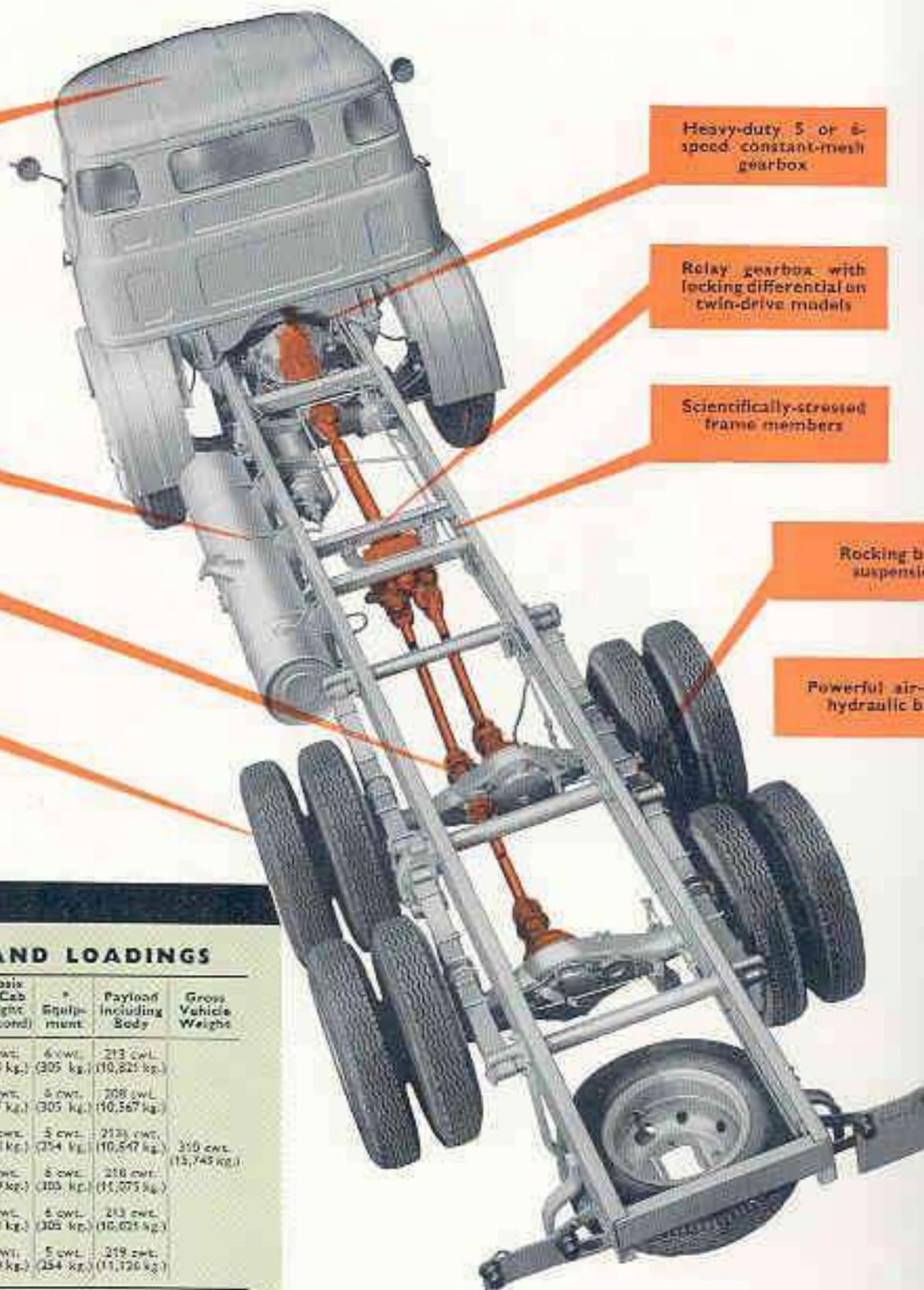
<https://truckmanualshub.com/>

REIVER Britain's

SOLVES THE PROBLEM OF THE 10-TON PAYLOAD.

The Albion Reiver is purpose-built to tackle those loads too heavy for a 4-wheeler and uneconomical for a maximum load 6-wheeler. It is another excellent example of Albion's long experience and 'know-how' in the successful design and production of vehicles of the highest possible payload with the minimum unladen weight. The 'Reiver'

light 6-wheeled chassis has been designed to operate at a gross laden weight of 15½-ton (15,749 kg.). It is a forward-controlled chassis, available with left or right-hand driving controls, and with single or double drive rear axles. There are three twin-drive models, two for haulage and one for tipping, and three haulage models with trailing axles. The weights, tyre equipment and loadings are tabulated below.



Easy access luxury cab with all-round vision

Right- or left-hand steering

50-gallon capacity fuel tank

Twin-drive bevel axles or single drive with trailing axle

Epicyclic hub reduction gears

Heavy-duty 5- or 6-speed constant-mesh gearbox

Relay gearbox with locking differential on twin-drive models

Scientifically-stressed frame members

Rocking beam suspension

Powerful air-hydraulic brake

TABLE OF WEIGHTS AND LOADINGS

MODEL	Rear Drive Arrpt.	Wheel-base	Tyre Equipment Single — Front Twins — Rear	Chassis and Cab Weight (Reg. cond)	* Equipment	Payload including Body	Gross Vehicle Weight
RE.25N (Haulage)	Twin	135 in. (4.57 m.)	9-00—20 (14 ply) F 9-25—20 (10 ply) R	91 cwt. (4,623 kg.)	6 cwt. (305 kg.)	213 cwt. (10,821 kg.)	
RE.26L (Haulage)	Twin	146 in. (4.70 m.)	9-00—20 (14 ply) F 9-25—20 (10 ply) R	96 cwt. (4,648 kg.)	6 cwt. (305 kg.)	208 cwt. (10,567 kg.)	
RE.25T (Tipper)	Twin	126 in. (3.71 m.)	9-00—20 (14 ply) F 9-25—20 (10 ply) R	91 cwt. (4,648 kg.)	5 cwt. (254 kg.)	213 cwt. (10,547 kg.)	310 cwt. (15,749 kg.)
RE.27N (Haulage)	Single	155 in. (4.57 m.)	9-00—20 (14 ply) F 9-25—20 (10 ply) R	88 cwt. (4,369 kg.)	6 cwt. (305 kg.)	218 cwt. (11,075 kg.)	
RE.27L (Haulage)	Single	146 in. (4.57 m.)	9-00—20 (14 ply) F 9-25—20 (10 ply) R	91 cwt. (4,623 kg.)	6 cwt. (305 kg.)	213 cwt. (10,821 kg.)	
RE.27T (Haulage)	Single	126 in. (3.71 m.)	9-00—20 (14 ply) F 9-25—20 (10 ply) R	86 cwt. (4,369 kg.)	5 cwt. (254 kg.)	219 cwt. (11,126 kg.)	

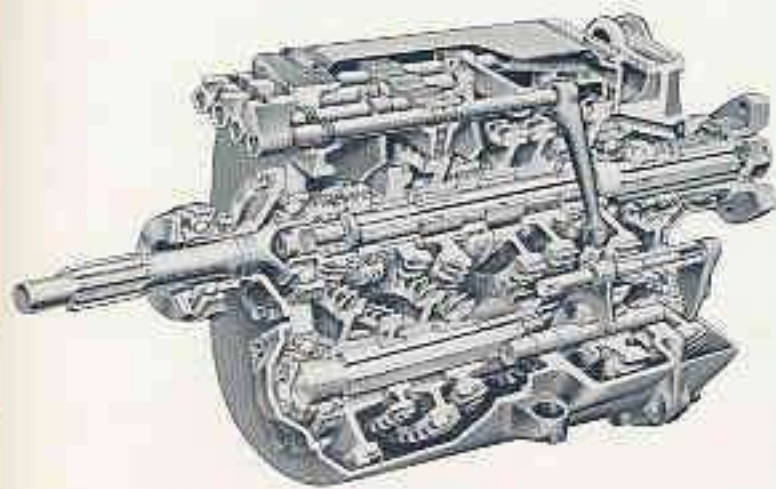
* Equipment includes spare wheel, tools, water and fuel.

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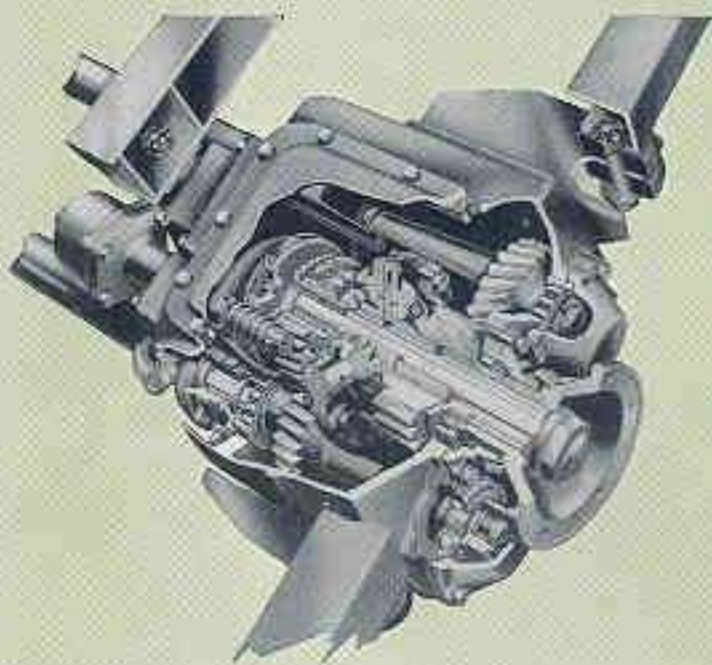
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CONSTANT-MESH 5 SPEED GEARBOX WITH 6th SPEED OVERDRIVE



The 5-speed constant-mesh gearbox is a true heavy-duty unit built to withstand the most severe treatment. All gears are of case-hardened nickel-chrome steel, and to ensure silence in operation, helical gears are used for 3rd, 4th and 5th speeds. To improve fuel consumption, or to obtain a higher road speed, a helical-toothed overdrive 6th speed, with a .76 to 1 ratio, can be incorporated at an extra charge. A 50 h.p. low or high-speed power take-off can be fitted on side of box.

HEAVY-DUTY RELAY BOX WITH AIR OPERATED LOCKING DIFFERENTIAL



On twin-drive models a relay gearbox is fitted, which divides the drive from the main gearbox into two, thus providing two final-drive shafts. One is coupled direct to the No. 1 axle, while the other passes through the leading axle body via a relay shaft to the second axle. It incorporates a locking differential, controlled from the driver's cab, for use when ground conditions are difficult, e.g., over soft ground or on ice.

TWIN-DRIVEN SPIRAL BEVEL AXLES WITH HUB-REDUCTION GEARING

Designed to withstand the most rigorous treatment, the new axle gives increased strength with reduced weight. The driving pinion is extra large and strong. It drives a rigidly supported crown wheel bevel gear and differential unit. In the hubs, a second reduction is provided by epicyclic gears, combining an induction-hardened sun wheel, which is integral with the axle shaft, and three planet wheels that rotate in a fixed annulus to transmit the drive to the hubs.

Axle shafts are thus lightly stressed, the torque applied to them being three or four times lighter than in a conventional axle. Oil, filled into the centre casing, lubricates the whole axle including the hub gears and the taper roller bearings supporting the hubs.

