

BEDFORD

Bus and coach





YLQ/YMT

45-55 seaters

Bedford Y series underfloor engine chassis, for 10 and 11 metre coachwork, have the approval of operators, coach-builders and passengers alike. The full length flat floor makes entry easy; superb weight distribution and suspension give impressive freedom from pitching; the smooth, vertical 8 198cc (500-138 or 500-157) Bedford diesel engine and short prop-shaft ensure ample power without vibration.

Both models have power steering, air/hydraulic single dry plate clutch (self compensating for wear), five-speed overdrive gearbox, optional two-speed rear axle, and full air braking. Allison automatic transmission – ideal for stage operation – is available to special order.

Instrumentation provides comprehensive at-a-glance information, and fingertip controls on the steering column binnacle all fall immediately to hand. A heavy duty compressor ensures ample power for ancillary services – particularly important for multi-stop service bus use.

Chassis frames are constructed from high tensile steel side members and deep formed crossmembers to give massive strength. Axles are heavy duty throughout; long leaf springs with rubber-bushed eyes ensure ride comfort and eliminate the need for greasing. Large, robust shock absorbers complement this simple, reliable and effective suspension.

Long life with reliability; superb performance with economy; passenger comfort with profitable operation; YMT and YLQ offer all these features – and more.

Above: Plaxton Supreme Express MK IV, 11 metre, 49-seater express coach.

Front cover: Duple Dominant 11 metre, 53-seater.



Duple Dominant 11 metre, 53-seater service bus.



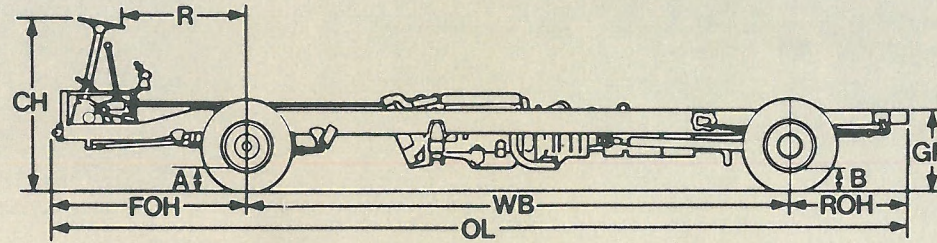
Alexander 10 metre service bus.



Willowbrook 11 metre service bus.

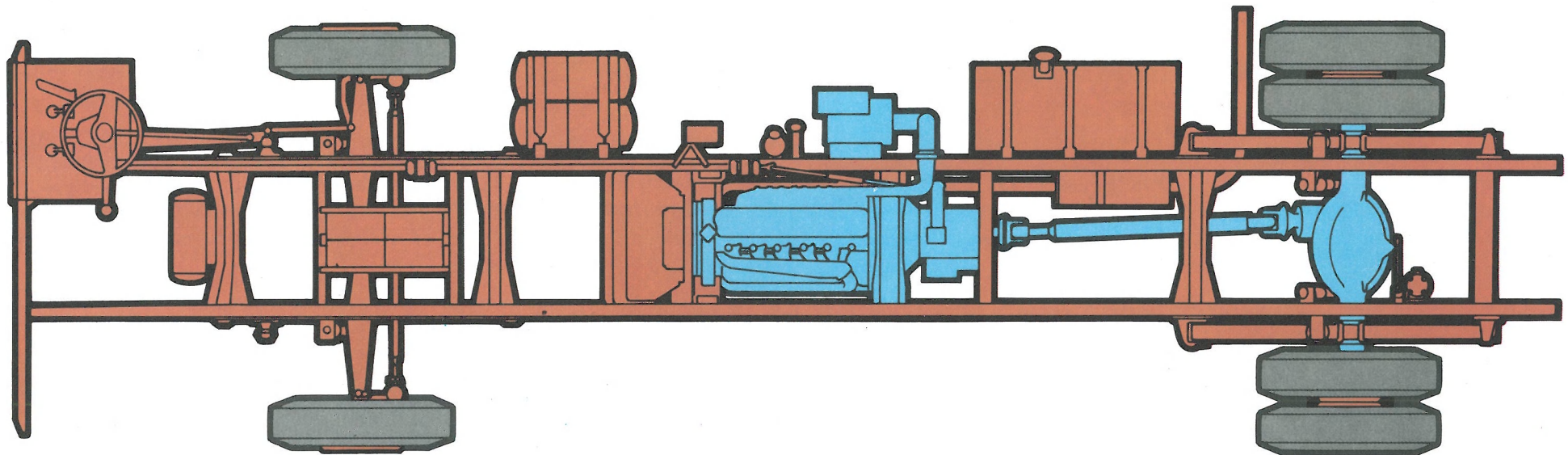
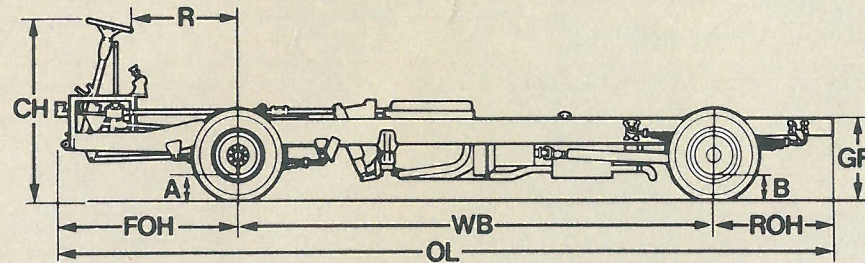
YMT

WB	mm	in	OL	mm	in
A	5 639	222,0	FT	8 900	350,4
B	304	12,0	MRT	1 994	78,5
GF (unladen)	216	8,5	IT	1 836	72,3
CH	950	37,4	OT	1 532	60,3
FOH	1 913	75,3	OW	2 141	84,3
ROH	2 075	81,7	R	2 398	94,4
	1 186	46,7		1 341	52,8



YLQ

WB	mm	in	OL	mm	in
A	4 902	193,0	FT	7 978	314,1
B	297	11,7	MRT	1 994	78,5
GF (unladen)	292	11,5	IT	1 842	72,5
CH	979	38,5	OT	1 575	62,0
FOH	1 917	75,5	OW	2 109	83,0
ROH	1 890	74,4	R	2 375	93,5
	1 186	46,7		1 342	52,8



YLQ/YMT

Quick Facts

YMT 11 metre single deck 51-55 seater. Wheelbase: 5 639mm (222in). GVW: 12 500 kg (12,30 ton). Max front axle load 4 730kg (4,66 ton). Max rear axle load 7 950kg (7,82 ton). Engine: Bedford 8 198cc (500-157), water cooled vertical in-line, direct injection, 4-stroke 6-cylinder diesel. Gearbox: Eaton 5-speed with overdrive top; synchromesh on upper 4 ratios. Allison AT 543 fully automatic transmission optional to special order. Brakes: full air operated service brakes with separate system for each axle; air-released spring actuated parking brake. Steering: recirculating ball, power assisted, kerb-to-kerb turning circle 17,5m (57,5ft) dia.

YLQ 10 metre single deck 45-50 seater. Wheelbase: 4 902mm (193in). GVW: 10 180 (10,02 ton). Max front axle load 4 370kg (4,30 ton). Max rear axle load 6 820kg (6,71 ton). Engine: Bedford 8 198cc (500-138) diesel. Gearbox, brakes and steering – as YMT. Kerb-to-kerb turning circle 18,0m (59,2ft) dia.

Right: Plaxton Supreme MK IV luxury coach on YMT chassis.



8,2 metre, 35-seater, Duple Dominant coach on specially shortened YLQ chassis.



Continental coachwork

In addition to the wide range of bodies available from British coachbuilders, Bedford chassis are becoming increasingly popular with operators who specify bodywork by leading European manufacturers.

Three examples of 53-seater luxury coaches on Bedford 11 metre Y chassis are shown here.



Upper right: The Euro 80 GT from the Spanish manufacturer, Unicar.

Lower left: The latest 'Alpha' coach by Caetano of Portugal.

Lower right: The 'Aragon' manufactured by Van Hool of Belgium.



SB

36-41 seaters

For many years, more Bedford single-deck bus and coach chassis have been sold in the UK than any other marque. The Bedford range embodies all the experience gained in supplying the world with quality bus and coach chassis for nearly fifty years – and the SB demonstrates the value of this experience to the full.

It has great attraction for operators who need seating capacities in the 'medium' range, from 36 to 41. It is highly suitable for many applications which call for a compact, robust vehicle – such as rural work, staff transportation and service personnel movement.

For many years the SB has proved to be

one of Britain's most successful PSV chassis in export markets where the need for simplicity of design, ruggedness and reliability are of paramount importance. The testing conditions encountered in overseas operation have contributed a great deal to the SB's reputation as one of the most thoroughly dependable and businesslike vehicles in its class.

The SB is truly a most versatile vehicle. With its choice of 300-114 (4 927cc) petrol or 330-98 (5 420cc) diesel engines combined with its wide range of gearbox and axle ratio options, the SB enables the operator to choose the exact specification for his

needs. All round, it is a very low-cost unit to buy and run – as its popularity with operators all over the world testifies.

Quick Facts

SB 36-41 seater.

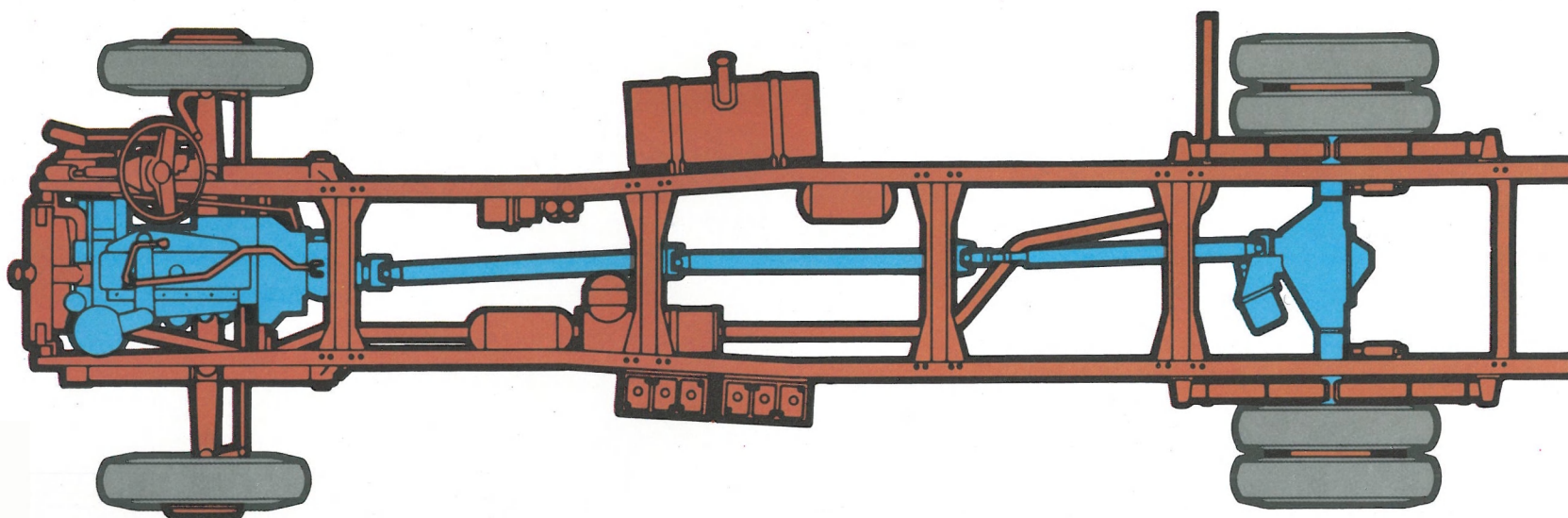
Wheelbase: 5 486mm (216,0in).

GVW: 9 090kg (8,95 ton)*. Max front axle load 3 250kg (3,20 ton). Max rear axle load 6 040kg (5,94 ton). Engines: Bedford 300-114 (4 927cc) Petrol 6-cylinder in-line; Bedford 330-98 (5 420cc) Diesel 6-cylinder in-line. Gearbox: 4-speed wide ratio, 5-speed direct-top, or 5-speed with overdrive top;

synchromesh on all ratios except 1st and reverse. Brakes: dual circuit air/hydraulic with servo assistance; floor mounted lever parking brake acting on rear wheels. Steering: worm and sector, kerb-to-kerb turning circle 19,66m (64,5ft) dia.

*Heavy duty model also available:
GVW 9 960kg (9,80 ton).

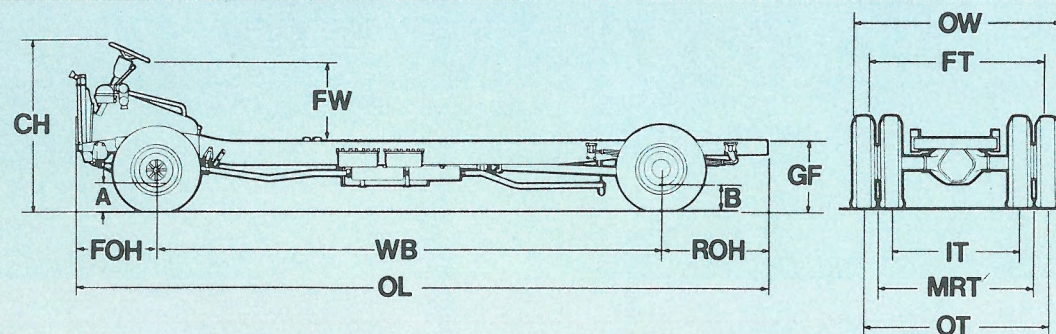
Right: Marshall "Campaigner" 39-seater bus on SB chassis.





SB

	mm	in		mm	in
WB	5 486	216,0	OL	7 455	293,5
A	302	11,9	FT	1 861	73,3
B	267	10,5	MRT	1 791	70,5
GF (unladen)	863	34,0	IT	1 509	59,4
CH	1 864	73,4	OT	2 002	78,8
FOH	826	32,5	OW	2 283	89,9
ROH	1 143	45,0	FW	884	34,8



The most popular coach chassis in the UK

In seventeen months, nearly 1 100 Bedford YMT chassis have been sold.* The YMT has provided the platform for a wide range of bodies for many highly successful coach operations.

The popularity of the YMT was summed up by one leading operator in these words: "The first cost of the Bedford is so much cheaper (than a heavyweight chassis) and the overall running costs are really no greater." In fact, this operator also has figures to prove that his Bedfords use 7% less fuel.

*source: SMM & T Registration Data, January 1978 - May 1979.

Right: YMT Plaxton Supreme MK IV coach, fitted with reclining seats, for luxury touring.





GLOBUS GATEWAY

PREMIER IV

Don't miss the world's best

WORLD

EXHIBITION



OYF 768R



DAC 745T

VAS

25-32 seaters

The VAS caters for applications too big for a 'small' bus yet too small for the economical operation of a full size bus or coach. It is ideal for school bussing, rural work and staff transportation.

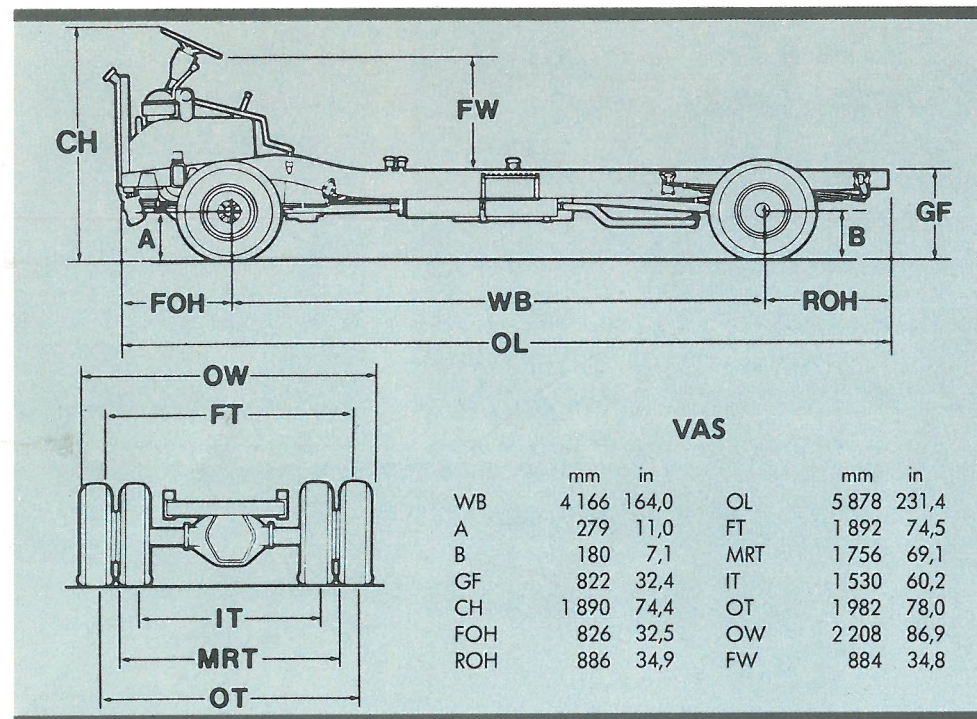
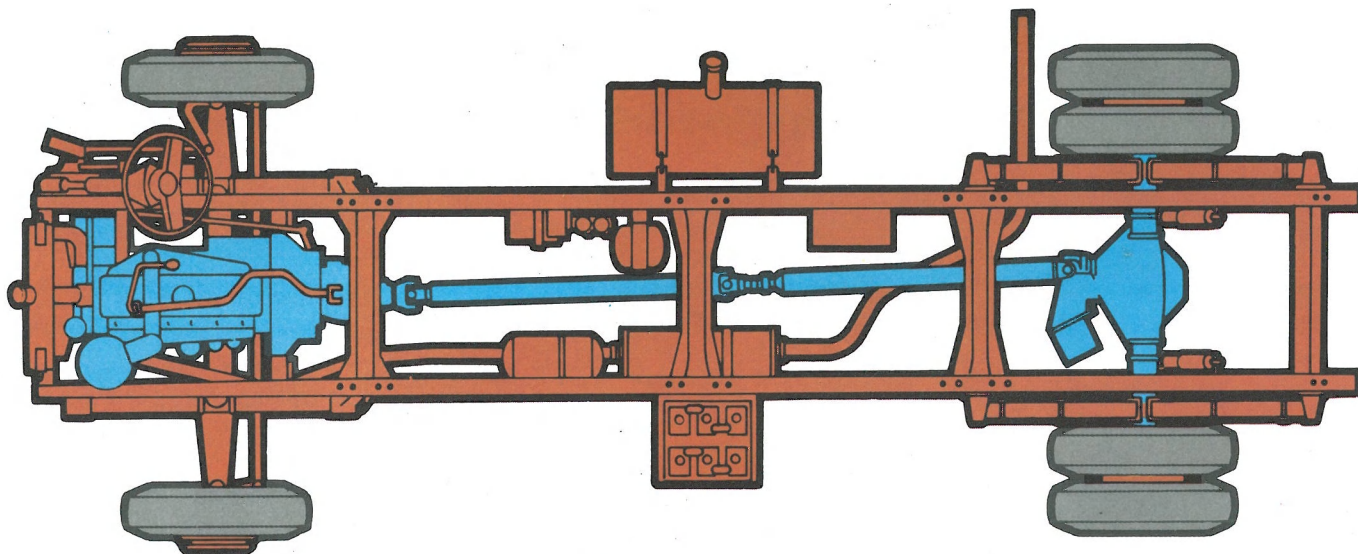
For this type of operation it has all the right features: capacities from 25 to 32 seats; 406mm (16in) wheels on a 4 166mm (164in) wheelbase giving a kerb-to-kerb turning circle of only 15,54m (51ft); compact overall width for bodies from 2 280mm (7ft 6in) to 2 590mm (8ft 6in); choice of petrol or diesel power and 4-speed or 5-speed gearboxes (direct or overdrive); low floor

line to give easy entry and exit, and to aid stability and resist roll.

The VAS combines proved and tested units from the Bedford range with many features specifically developed for this model. These include: deep section frame with five cross-members; air-pressure assisted hydraulic braking; spring actuated parking brake; long semi-elliptic springs; double-acting telescopic hydraulic dampers, front and rear.

In the terms of low initial cost, low-cost maintenance and simple, easy servicing, the VAS represents the finest value in the 25-32 seater PSV range.

Opposite page: Two typical bodies mounted on VAS chassis – Duple Dominant coach (main illustration) and Plaxton Supreme coach.



Quick Facts

VAS 25-32 seater. Wheelbase 4 166mm (164,0 in). GVW: 6 590kg (6,49 ton).*
 Max front axle load 2 850kg (2,81 ton).
 Max rear axle load 4 540kg (4,47 ton) – higher ratings available. Engines: Bedford 300-114 (4 927cc) Petrol or 330-98 (5 420cc) Diesel. Gearbox: 4-speed wide ratio or 5-speed wide ratio overdrive (petrol); 4-speed close ratio or 5-speed overdrive (diesel) – synchromesh on all ratios except 1st and reverse. Brakes: Hydraulic with air servo; spring actuated parking brake. Steering: worm and sector, kerb-to-kerb turning circle 15,54m (51ft) dia.

* Heavy duty model also available: GVW 7 620kg (7,50 ton).



CF

12-17 seaters

The Bedford CF 250 van is ideally suited to conversion for PSV work in the 12/13 seater class. With its 2 692mm (106in) wheelbase and light, positive rack-and-pinion steering, it is exceptionally manoeuvrable. Ample power is assured by its 2 279cc ohc low-compression petrol engine.

Alternatively, the flexible, quiet, economical 1 998cc GM diesel engine can be specified. Matching all the power are reserves of strength and durability in chassis and components, and there is a choice of transmissions.

The CF 250 enables bodybuilders to design conversions which offer the space and seating comfort so essential for passenger work. Ride comfort is also assured by Bedford suspension; independent coil in front, semi-elliptic single tapered leaf (specially rated for passenger carrying) at the rear.

Drivers, too, rate the CF highly on all points: high-specification cab, all controls to hand, clear instrumentation, superb braking, and effortless handling.

All features of the CF 250 – plus many more besides – will be found in the 12-17 seater 3 200mm (126in) wheelbase CF 280 and CF 350 models. Ratings, of course, are up all round; and the 350 has twin rear wheels.

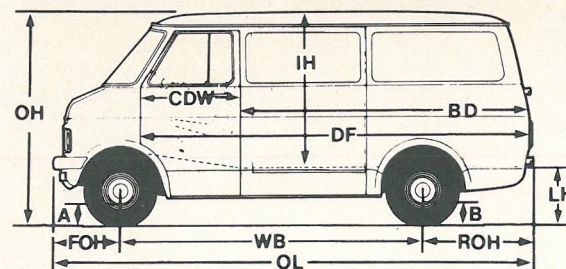
CF 280 and 350 models can be supplied as standard vans (for PSV conversion) or as chassis/cowls ready to take custom-built bodies.

Quick Facts

CF 250. Wheelbase 2 692mm (106in). GVW: 2 570kg (2,53 ton). Front axle plated at 1 020kg (1,00 ton). Rear axle plated at 1 560kg (1,54 ton). Engines: 2 279cc Petrol or 1 998cc GM Diesel. Gearbox: 4-speed all-synchro (optional overdrive with petrol engine) – or GM automatic. Brakes: dual circuit hydraulic with servo assistance. Steering: rack and pinion, kerb-to-kerb turning circle 10,5m (34,6ft) dia.

CF 280. Wheelbase 3 200mm (126in). GVW: 2 925kg (2,88 ton). Front axle plated at 1 250kg (1,23 ton). Rear axle plated at 1 730kg (1,70 ton). Engines: as CF 250. Gearbox: ZF 4-speed or ZF 5-speed all-synchro or GM automatic. Brakes and steering: as CF 250. Kerb-to-kerb turning circle 11m (36,3ft) dia.

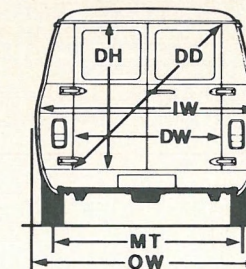
CF 350. Wheelbase 3 200mm (126in). GVW: 3 500kg (3,44 ton). Front axle plated at 1 340kg (1,32 ton). Rear axle plated at 2 310kg (2,27 ton). Engines: as CF 250/280. Gearbox: as CF 280 – GM automatic with petrol engine only. Brakes and steering: as CF 280.



CF 250

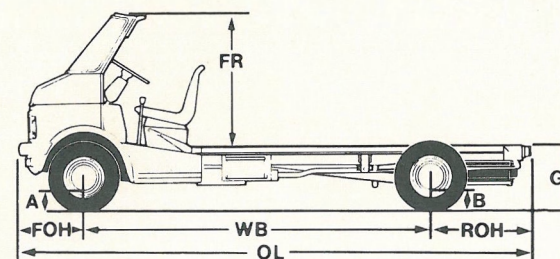
	mm	in		mm	in
WB	2 692	106,0	IH	1 372	54,0
A	150	5,9	IW	1 692	66,6
B	167	6,6	DF	3 753	147,8
OL	4 262	167,8	BD	2 540	100,0
FOH	616	24,3	CDW	836	32,9
ROH	953	37,5	MT	1 646	64,8
LH	616	24,3	DH	1 240	48,8
OH	1 988	78,3	DW	1 283	50,5
OW*	2 235	88,0	DD	1 735	68,3

*Inc. mirrors



CF 280/350

	mm	in		mm	in
WB	3 200	126,0	IH	1 488	58,6
A	148	5,8	IW	1 692	66,6
B	158	6,2	DF	4 248	167,2
OL	4 770	187,8	BD	3 035	119,5
FOH	616	24,3	CDW	836	32,9
ROH	953	37,5	MT	1 646	64,8
LH	616	24,3	DH	1 240	48,8
OH	2 121	83,5	DW	1 283	50,5
OW*	2 235	88,0	DD	1 735	68,3



CF 280/350

	mm	in
WB	3 200	126,0
A	148	5,8
B	158	6,2
OL	4 714	185,6
FOH	616	24,3
ROH	915	36,0
FR	1 239	48,8
GF	677	26,7


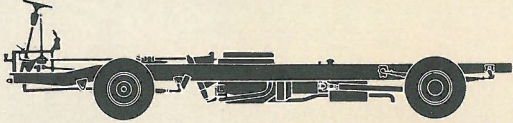
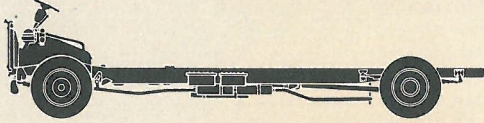
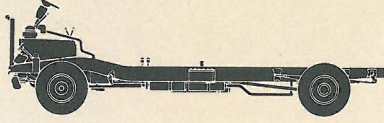
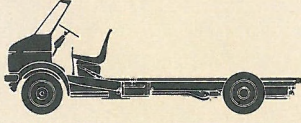
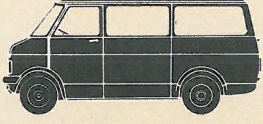
Top left: 17-seater Plaxton Mini-Supreme PSV coach on CF 350 chassis.

Top centre: 12/13-seater, Dormobile Short Utilabus PSV on CF 250 van.

Top right: Reeve Burgess steel-framed 17-seater PSV on CF 350 chassis.

Below: Dormobile New Utilabus 12-seater PSV. A conversion of either the CF 280 or CF 350 van.

Technical data

Model	Maximum weights	Engine	Transmission
YMT 51-55 seaters 	GVW 12 500kg 12,30 ton Front Axle 4 730kg 4,66 ton Rear Axle 7 950kg 7,82 ton	500-157 (8 198cc) 6-cylinder diesel in-line. Net power: 117,3kW (157 bhp) at 2 800 rev/min. Net torque: 509,6 N m (374,7 lbf.ft) at 1 200 rev/min. Fuel tank capacity: 250 litres (55 gal). Electrical system: 24 volt with heavy duty alternator, 129 A h batteries. Heavy duty compressor.	Gearbox: 5-speed with overdrive top, synchromesh on upper 4 ratios. Gear ratios: 6,40, 3,05, 1,75, 1,00, 0,78:1, reverse 5,80:1. Clutch: 381mm (15in) diameter, single dry plate with air-assisted hydraulic operation. Rear axle: Bedford fully-floating spiral bevel: ratio 5,80:1 (optional ratio 6,17:1 available. Two-speed axle 5,57/7,60:1). Allison AT 543 fully automatic transmission available to special order.
YLQ 45-50 seaters 	GVW 10 180kg 10,02 ton Front Axle 4 370kg 4,30 ton Rear Axle 6 820kg 6,71 ton	500-138 (8 198cc), 6-cylinder diesel in-line. Net power: 102,8kW (137,9 bhp) at 2 800 rev/min. Net torque: 438,6 N m (322,5 lbf.ft) at 1 200 rev/min. Fuel tank capacity: 204,6 litres (45 gal). Electrical system: 24 volt with heavy duty alternator, 129 A h batteries. Heavy duty compressor.	Gearbox: 5-speed with overdrive top, synchromesh on upper 4 ratios. Gear ratios: 6,40, 3,05, 1,75, 1,00, 0,78:1, reverse 5,80:1. Clutch: 381mm (15in) diameter, single dry plate with air assisted hydraulic operation. Rear axle: Bedford fully-floating hypoid: ratio 5,83:1 (optional ratios 5,28; 6,80 or 4,63:1. Two-speed axle 4,86/6,63:1). Allison AT 543 fully automatic transmission available to special order.
SB 36-41 seaters 	GVW* 9 090kg 8,95 ton Front Axle 3 250kg 3,20 ton Rear Axle 6 040kg 5,94 ton *Heavy duty model also available GVW 9 960kg (9,80 ton)	300-114 (4 927cc), 6-cylinder petrol in-line. Net power: 85kW (114 bhp) at 3 200 rev/min. Net torque: 301,9 N m (222 lbf.ft) at 1 200 rev/min. 330-98 (5 420cc), 6-cylinder diesel in-line. Net power: 73kW (98 bhp) at 2 600 rev/min. Net torque: 309 N m (227 lbf.ft) at 1 000 rev/min. Fuel tank capacity: 118 litres (26 gal). Electrical system: 12 volt with alternator, 129 A h battery (petrol), 185 A h battery (diesel).	Gearbox: 4-speed synchromesh, wide ratio; optional 5-speed synchromesh with direct top or overdrive top. Clutch: 305mm (12in) diameter (petrol), 330mm (13in) diameter (diesel), single dry plate, multiple coil spring. Rear axle: single-speed fully-floating hypoid: ratio 5,83:1 (optional ratios 5,83 or 6,80:1. Two-speed axle 4,86/6,63:1).
VAS 25-32 seaters 	GVW* 6 590kg 6,49 ton Front Axle 2 850kg 2,81 ton Rear Axle 4 540kg 4,47 ton *Heavy duty model also available: GVW 7 620kg (7,50 ton)	300-114 (4 927cc), 6-cylinder petrol in-line. Net power: 85kW (114 bhp) at 3 200 rev/min. Net torque: 301,9 N m (222 lbf.ft) at 1 200 rev/min. 330-98 (5 420cc), 6-cylinder diesel in-line. Net power: 73kW (98 bhp) at 2 600 rev/min. Net torque: 309 N m (227 lbf.ft) at 1 000 rev/min. Fuel tank capacity: 118 litres (26 gal). Electrical system: 12 volt with alternator, 114 A h battery (petrol), 185 A h battery (diesel).	Gearbox: 4-speed synchromesh wide ratio; optional 5-speed synchromesh with direct top (petrol); 4-speed synchromesh close ratio, or 5-speed synchromesh with overdrive (diesel). Clutch: 305mm (12in) diameter (petrol); 330mm (13in) diameter (diesel); single dry plate, multiple coil spring. Rear axle: single-speed fully-floating hypoid: ratio 4,63:1, optional 5,28:1.
CF 12-17 seaters 	Plated CF 280 CF 350 GVW 2 925kg 3 500kg 2,88 ton 3,44 ton Front Axle 1 250kg 1 340kg 1,23 ton 1,32 ton Rear Axle 1 730kg 2 310kg 1,70 ton 2,27 ton	2 279cc 4-cylinder petrol in-line. Net power: 60kW (80,5 bhp) at 4 600 rev/min. Net torque: 168 N m (124 lbf.ft) at 1 800 rev/min. 1 998cc GM diesel in-line. Net power: 44kW (59 bhp) at 4 400 rev/min. Net torque: 116 N m (86 lbf.ft) at 2 200 rev/min. Fuel tank capacity 59 litres (13 gal). Electrical system: 12 volt with alternator, 55 A h battery (petrol), 95 A h battery (diesel).	Gearbox: ZF 4 or 5-speed all-synchromesh. GM automatic optional with diesel engine on CF 280 and all petrol engine models. Clutch: diaphragm type single dry plate, 241mm (9,5in) dia. Rear axle: CF 280 - semi-floating hypoid; CF 350 - fully floating hypoid. Ratios: CF 280 - 4,45:1 - petrol; 5,22:1 - diesel. CF 350 - 5,22:1. Optional ratios available on certain models.
CF 12-13 seaters 	Plated CF 250 GVW 2 570kg 2,53 ton Front Axle 1 020kg 1,00 ton Rear Axle 1 560kg 1,54 ton	2 279cc 4-cylinder petrol in-line. Net power: 60kW (80,5 bhp) at 4 600 rev/min. Net torque: 168 N m (124 lbf.ft) at 1 800 rev/min. 1 998cc GM diesel in-line. Net power: 44kW (59 bhp) at 4 400 rev/min. Net torque: 116 N m (86 lbf.ft) at 2 200 rev/min. Fuel tank capacity 59 litres (13 gal). Electrical system: 12 volt with alternator, 55 A h battery (petrol), 95 A h battery (diesel).	Gearbox: 4-speed all-synchromesh (optional overdrive with petrol engine), or GM automatic. Clutch: diaphragm type single dry plate, 241mm (9,5in) dia - petrol; 229mm (9,0in) dia - diesel. Rear axle: semi-floating hypoid. Ratio: 4,63:1. Optional ratios available.

Steering	Suspension	Brakes	Wheels and tyres
Front axle: Rigid I beam. Recirculating ball steering box, power assisted from external hydraulic ram acting on relay lever. Steering gear ratio 25:1. Wall-to-wall turning circle 21,6m (71ft) dia.	Semi-elliptic rubber bushed leaf springs with double-acting, telescopic hydraulic shock absorbers front and rear; 1 702mm long x 76mm wide (67in x 3in). 5 leaves at front, 10 leaves at rear. Capacities: front – 2 358kg (5 200lb); rear – 3 969kg (8 750lb) each spring.	Full air operated service brakes with a separate system for each axle. 0,42m ³ (15,2cu ft)/min air compressor. Sensing tank with automatic drain valve. Total lining area 4 690 cm ² (726,9 sq in). Air-released, spring actuated parking brake on rear wheels controlled by hand valve beside driver's seat. Anti-freeze equipment (UK) – optional for Export.	B 7,0 x 20; 6,0 offset, 10 stud 3-piece wheels with 9,00 x 20 radial tyres: 10 x 22,5 radial or XZA tubeless (optional).
Front axle: Rigid I beam. Recirculating ball steering box, power assisted from external hydraulic ram. Steering gear ratio: 25:1. Wall-to-wall turning circle 21,6m (71ft) dia.	Semi-elliptic rubber bushed leaf springs with double-acting, telescopic hydraulic shock absorbers front and rear; front springs 1 524mm long x 76mm wide (60in x 3in), 7 leaves; rear springs 1 702mm long x 76mm wide (67in x 3in), 9 leaves. Capacities: front 2 184kg (4 816lb); rear 3 403kg (7 504lb) each spring.	Full air operated service brakes with separate system for each axle. 0,42m ³ (15,2cu ft)/min air compressor. Air sensing tank with automatic drain valve. Total lining area 4 690cm ² (726,9sq in). Air-released, spring actuated parking brake on rear wheels controlled by hand valve beside driver's seat. Optional emergency spring brake release from separately charged reservoir. Anti-freeze equipment (UK) – optional for Export.	B 6,50 x 20; 5,60 offset, 8 stud 3-piece wheels with 9,00 x 20 radial tyres. 8,25 x 20 14PR, 9,00 x 20 14PR or 10 x 22,5 tubeless (optional).
Front axle: Rigid I beam. Worm and sector steering box. Steering gear ratio 25:1. Wall-to-wall turning circle 21,6m (71ft) dia.	Semi-elliptic rubber bushed leaf springs with double-acting, telescopic hydraulic shock absorbers front and rear; front springs 1 270mm long x 57mm wide (50in x 2,25in), 11 leaves; rear springs 1 524mm long x 76mm wide (60in x 3in), 10 leaves. Capacities: front – 1 625kg (3 584lb); rear – 3 015kg (6 650lb) each spring.	Dual air/hydraulic, with tandem actuator, dual master cylinder and dual air reservoir. 0,27m ³ (9,5cu ft)/min air compressor. Total lining area 3 980 cm ² (616,9sq in). Lever operated parking brake to rear wheels. Anti-freeze equipment (UK) – optional for Export.	B 6,00 x 20; 5,10 offset, 8 stud 3-piece wheels with 8,25 x 20 radial tyres. 8,25 x 20 14PR tyres (optional). B 6,50 x 20 wheels with 9,00 x 20 14PR or radial tyres (optional).
Front axle: Rigid I beam. Worm and sector steering box. Steering gear ratio 25:1. Wall-to-wall turning circle 19,7m (64,6ft) dia.	Semi-elliptic rubber bushed leaf springs with double-acting, telescopic hydraulic shock absorbers front and rear; front springs 1 473mm long x 57mm wide (58in x 2,25in), 8 leaves; rear springs 1 524mm long x 76mm wide (60in x 3in), 10 leaves. Capacities: front 1 422kg (3 136lb); rear 2 268kg (5 000lb) each spring.	Hydraulic with air pressure servo and dual reservoir. 0,27m ³ (9,5cu ft)/min air compressor. Total lining area 2 578 cm ² (399,6sq in). Air-released, spring actuated parking brake to rear wheels. Anti-freeze equipment (UK) – optional for Export.	6,00G x 16; 4,80 offset, 6 stud 3-piece wheels with 7,50 x 16 radial tyres. Optional 7,50 x 16 12PR tyres and 8,25 x 16 radial tyres on 6,50 H wheels available.
Rack and pinion with two universal joints in column. Wall-to-wall turning circle CF 280 and 350: 12,75m (41,8ft) dia.	Front: independent suspension by coil springs. Rear: semi-elliptic single tapered leaf 1 397mm long x 57mm wide (55in x 2,25in).	Hydraulic servo assisted dual system. 255mm (10in) diameter drums. Total lining area CF 280: 1 267m ² (198sq in); CF 350 : 1 409cm ² (218sq in). Mechanical parking brake to rear wheels.	5,5K x 14; 1,5 offset wheels with 205R x 14C 6PR radial tubeless tyres (CF 280). 5K x 14, 4,1 offset wheels with 7,00 x 14C, 6PR tubeless (CF 350).
Rack and pinion with two universal joints in column. Wall-to-wall turning circle 12,2m (40ft) dia.	Front: independent suspension by coil springs. Rear: semi-elliptic single tapered leaf 1 397mm long x 57mm wide (55in x 2,25in).	Hydraulic servo – assisted dual system, 229mm (9in) diameter drums. Total lining area 1 002cm ² (155 sq in). Mechanical parking brake to rear wheels.	5,5K x 14; 1,5 offset wheels with 195 x 14C 6PR radial tubeless tyres.

YMT

Spare wheel, tyre and tube, jack, jack handle. Speedometer; dual air gauge and warning buzzer; temperature gauge; fuel gauge; warning lights for oil pressure, brake failure, turn indicators, main beam and generator. Master STOP warning light and light test switch; automatic reverse lights switch; 2-speed wiper switch; electric screenwash switch; flashing turn indicators; hazard warning lights; headlamps dip and flash; steering column lock (UK) – optional for Export.

VAS

Spare wheel, tyre and tube, jack, jack handle. Speedometer; dual air gauge and warning buzzer; temperature gauge; fuel gauge; warning lights for oil pressure, brake failure, turn indicators, main beam and generator. Master STOP warning light and light test switch; automatic reverse lights switch; 2-speed wiper switch; electric screenwash switch; flashing turn indicators; hazard warning lights; headlamps dip and flash. Optional combined start switch and steering column lock.

YLQ

Spare wheel, tyre and tube, jack, jack handle. Speedometer; dual air gauge and warning buzzer; temperature gauge; fuel gauge; warning lights for oil pressure, brake failure, turn indicators, main beam and generator. Master STOP warning lights and light test switch; automatic reverse lights switch; 2-speed wiper switch; electric screenwash switch; flashing turn indicators; hazard warning lights; headlamps dip and flash; steering column lock (UK) – optional for Export.

CF 280/350

(Chassis/cowl) Spare wheel, tyre and carrier; tools; heater/fresh air ventilation; instrument and control binnacle with combined horn, indicators, headlamp dip and flash; 2-speed windscreen wiper unit (less arms and blades); electric screenwash; hazard flashers; ashtray; steering column lock; chromed hub caps and front bumpers.

SB

Spare wheel, tyre and tube, jack, jack handle. Speedometer; dual air gauge and warning buzzer; temperature gauge; fuel gauge; warning lights for oil pressure, brake failure, turn indicators, main beam and generator. Master STOP warning light and light test switch; automatic reverse lights switch; 2-speed wiper switch; electric screenwash switch; flashing turn indicators; hazard warning lights; headlamps dip and flash. Optional combined start switch and steering column lock.

CF 250

(Van) High-specification cab including: adjustable driver's seat, seat belt, vinyl engine cover with ashtray, full-width mat, driver's sun visor, interior light, vinyl headlining with foam insulation, sound deadening floor insulation, luxury dashboard. Spare wheel, tyre and carrier; tools, heater/fresh air ventilation; instrument and control binnacle with combined horn, indicators, headlamp dip and flash; 2-speed wipers; electric screenwash; hazard flashers; steering column lock; chromed hub caps and front bumpers.

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