

**DRIVER'S  
HANDBOOK**  
*for*  
**BEDFORD**  
**LORRY, 30-CWT., 4x2**  
*Model*  
**OX**  
< OXC - OXD >

and  
**LORRY, 6-ton, 4x2—2 Semi-Trailer**  
**BEDFORD-SCAMMELL**  
**Model OXC**



**KEEP THIS BOOK IN THE TOOL KIT BOX**

# **DRIVER'S HANDBOOK**

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# **BEDFORD**

## **LORRY, 30-CWT., 4 × 2**

*Model*

# **OX**

**(OXC-OXD)**

**AND**

**Lorry, 6-ton, 4 × 2-2, Semi-trailer**  
**BEDFORD-SCAMMELL OXC**

**OXC. Bedford-Scammell**

**OXC. Tractor Chassis**

**OXD. G. S. Truck**

**ISSUED BY**  
**VAUXHALL MOTORS LIMITED**

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*Issued by*  
**VAUXHALL MOTORS LTD.**  
 (Manufacturers of Bedfords)

## GENERAL DATA

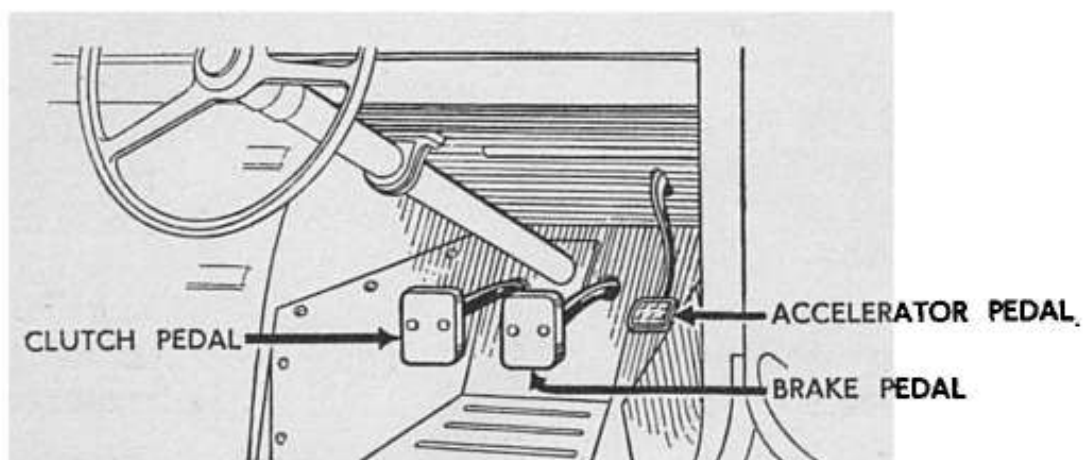
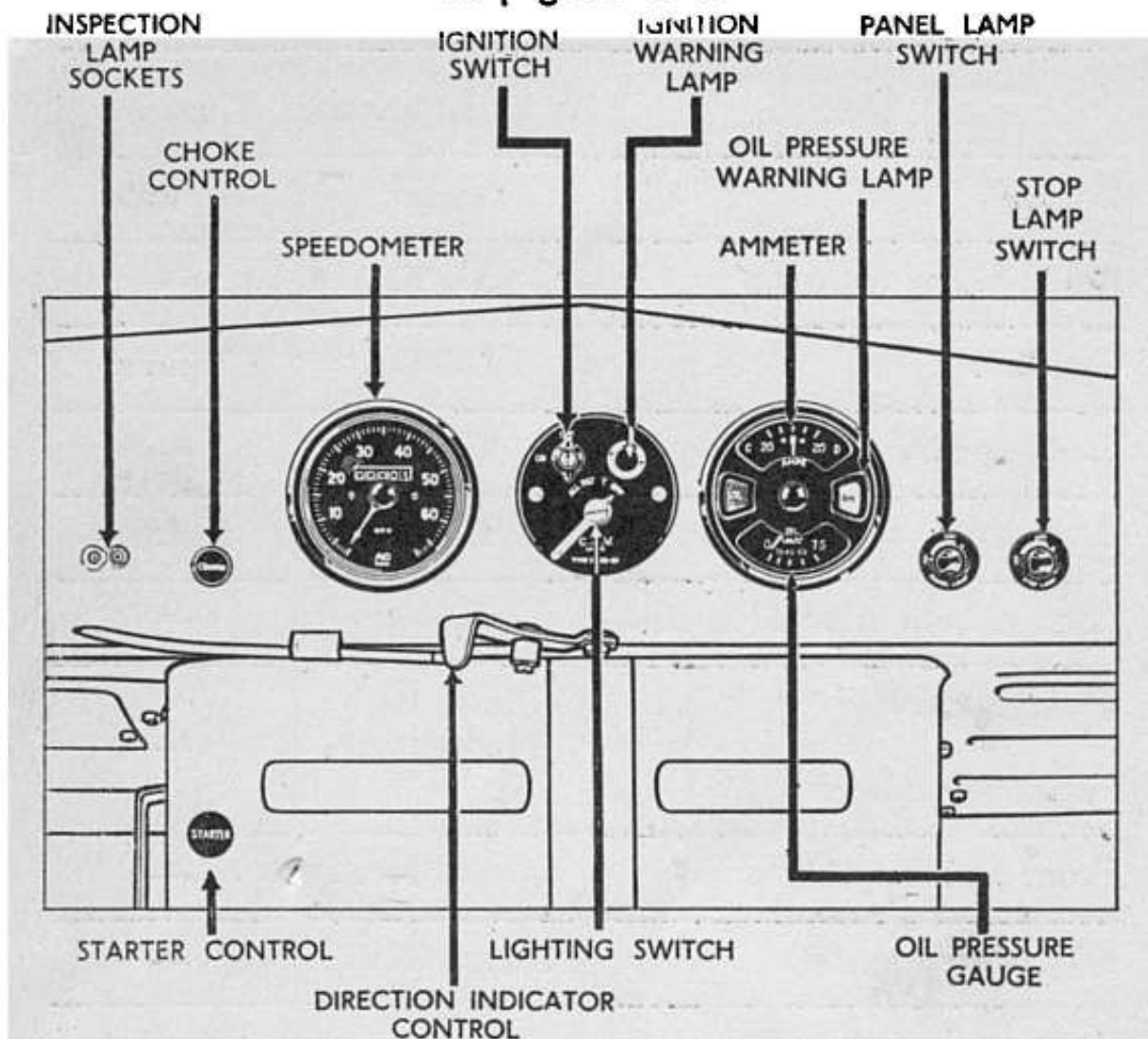
## LUBRICANTS AND CAPACITIES

Unit	W.D. Lubricant	Capacity
Engine	30HD	10 pints
Brake Servo Cylinder	30HD	—
Gearbox	C.600	7 pints
Steering Box	C.600	—
Rear Axle	C.600	6 pints
Chassis Lubrication Nipples	C.600	—
Brake Reservoir } Shock Absorbers }	Fluid, Brake, Hydraulic, No. 3	—
Front and Rear Hubs	Grease No. 2	—
*Dynamo Bearings	Grease No. 3	—
Cooling System	—	29 pints
Petrol Tanks. Standard OX Model— Two Tanks	—	12 galls. each tank including 3 reserve in nearside tank
Bedford-Scammell— One tank	—	16 galls. including 3 reserve

*\* Grease cups not fitted to later vehicles.*

## INSTRUMENT PANEL AND CONTROLS

The instruments and controls illustrated below are described on pages 5 to 9.



*Fig. 1. Bedford Model OX and Bedford-Scammell instrument panel and controls.*  
*Note.—The stop lamp switch (on the instrument panel) is not fitted to later vehicles.*

## CONTROLS

(Including Petrol Taps and Mechanical Tyre Pump)

### FOOT CONTROLS 1

**Accelerator.** The right-hand pedal; operates the carburettor throttle, and thus controls the speed of the engine. Don't depress this pedal when starting the engine as the starting device is designed to operate with the throttle closed.

**Brake.** The centre pedal; operates the brakes on all four wheels.

**On Bedford-Scammell,** it operates the brakes on all six wheels of tractor and trailer.

**Clutch.** The left-hand pedal; disconnects the engine from the road wheels. Don't rest the foot on this pedal when driving, and don't hold the clutch out to "free-wheel."

### HAND CONTROLS 2

**Brake.** Operates brakes on rear wheels only.

**Gear Lever.** For selecting the gears. Lift catch to engage reverse gear. Lever must always be in neutral when starting engine.

**On Bedford-Scammell** the following *additional* hand controls are fitted (see Fig. 2) :

**Trailer Release Lever.** Situated to the left of the tractor handbrake lever. Used when decoupling the trailer from the tractor. A safety catch is fitted (see Fig. 2) to prevent the trailer from being accidentally uncoupled.

**Trailer Brake Lever (in cab).** Situated to the right of the tractor handbrake lever. Operates brakes on trailer only, through the tractor coupling gear.

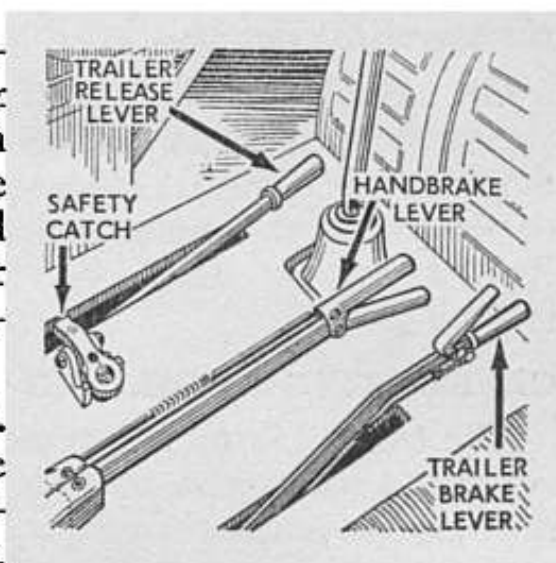


Fig 2. Additional hand controls fitted to Bedford-Scammell.



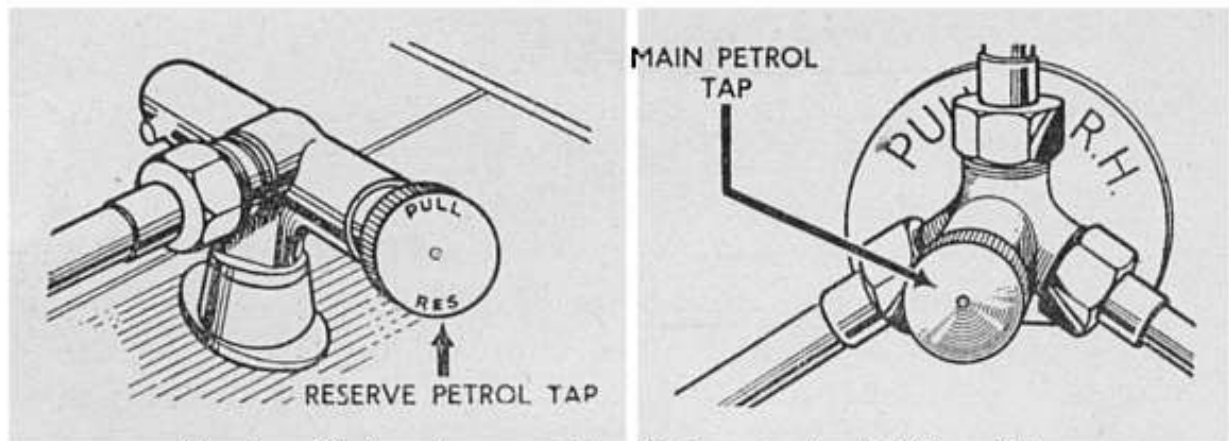


Fig. 3. Main and reserve petrol taps—standard OX model.

**Trailer Brake Lever (on trailer).** Situated at the front end of the trailer. Operates brakes on trailer wheels.

### 3 PETROL TAPS

On Standard OX models, two taps are fitted as follows :

**Main tap.** On right-hand side of vehicle, just in front of the tank (see Fig. 3). Pull it out to draw on the right-hand tank. Push it in to draw on the left-hand tank. Always use the right-hand tank first.

**Reserve tap.** On top of left-hand tank (see Fig. 3). Keep it pushed in when the main supply is in use. Pull it out when you wish to draw on the reserve (3 gallons).

*When the tanks are refilled push the reserve tap in.*

On Bedford - Scammell a two-way tap is fitted on top of the tank (see Fig. 4). Push it in to draw on the main supply. Pull it out to draw on the reserve (3 gallons).

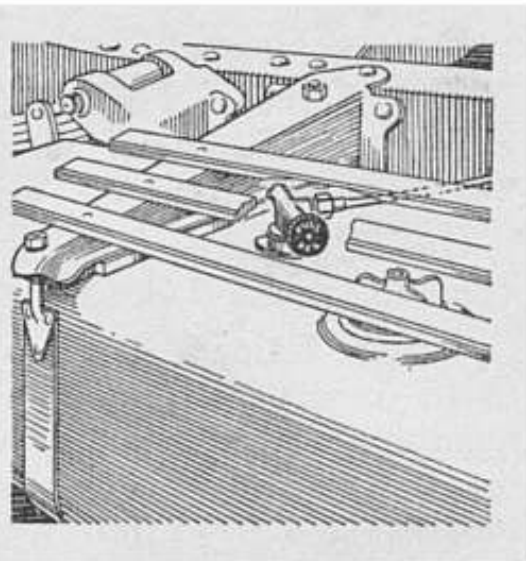


Fig. 4. Main and reserve petrol tap—Bedford-Scammell.

### 4 CARBURETTOR STARTING DEVICE

The control knob is marked "CHOKE." It should be used *only* when the engine is cold. Pull the knob right out when starting the engine from cold and push it right in again *as soon as the engine will continue to run with the choke control released.* Running with the control pulled out for longer

than is necessary will result in liquid petrol being drawn into the engine. This will cause excessive wear by washing the lubricant from the cylinder walls and diluting the oil in the sump.

## **IGNITION SWITCH 5**

“ON” and “OFF” positions are marked on switchbox. Don’t leave the switch turned on after engine has stopped.

## **STARTER SWITCH 6**

The control knob is marked “STARTER.” Pull it to start the engine. See also note in paragraph 21.

## **LIGHTING SWITCH 7**

There are four positions—“OFF”; “T” (tail lamp); “S. & T.” (side and tail lamps); and “ALL.” In the last position, side, tail and headlamps are all on.

## **PANEL LAMP SWITCH 8**

For lighting the instruments. “ON” and “OFF” positions are marked on the switch. Also controls the inspection lamp (see paragraph 10).

## **STOP LAMP SWITCH 9**

The stop lamp comes on automatically when the foot-brake pedal is depressed. When the switch marked “STOP LAMP” (on the panel) is turned to “OFF” the stop lamp is put out of action. (*This lamp is not fitted to later vehicles*).

## **INSPECTION LAMP 10**

This lamp is included in the tool kit. It plugs into the two sockets at the left of the instrument panel. The light is controlled by the panel lamp switch (see paragraph 8).

## **WINDSCREEN WIPERS (2) 11**

A control knob is provided on each wiper body. Pull out to start wiper. Push in to stop.

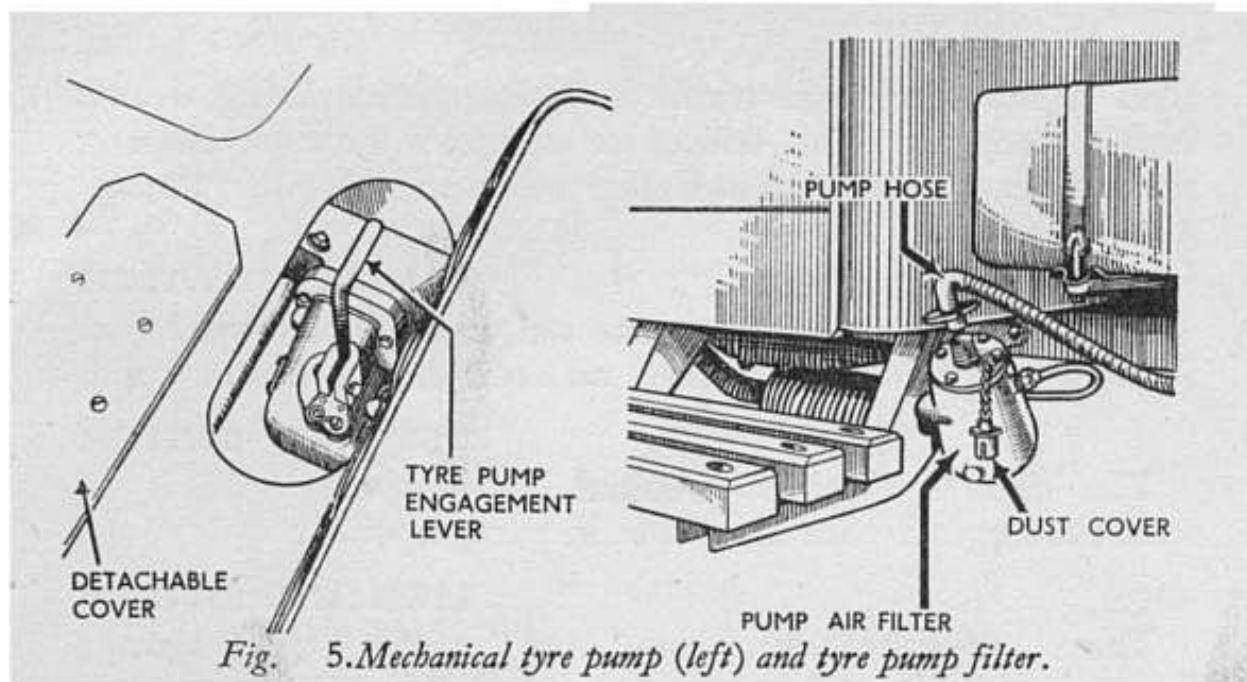
## **DIRECTION INDICATOR 12**

Used to give warning of left-hand turns. Control lever mounted below instrument panel. Pull to right to operate indicator arm.

## **MECHANICAL TYRE PUMP CONTROL 13**

Situated below detachable cover in floor of cab (under left-hand seat—see Fig. 5). To start pump, depress clutch pedal—with engine running—and move engagement lever

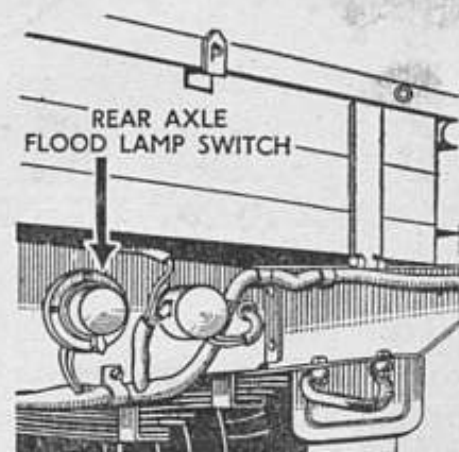




forward. Remove the dust cap from the connection on top of the air filter, and run the pump for half-a-minute to clear away impurities before connecting the hose. Connect hose to air filter on left-hand side of chassis frame. Run for a further half-a-minute before connecting hose to tyre valve. Do not race engine when inflating. No advantage is gained by running at a higher speed than a fast tick-over.

#### 14 AXLE FLOODLAMP SWITCH

Fitted on the rear cross-member of the chassis on standard OX models (see Fig. 6). When the axle lamp is switched on, the tail and stop lamps are automatically put out of action.



## INSTRUMENTS

#### 15 SPEEDOMETER

Registers the speed of the vehicle and the total mileage covered.

#### 16 IGNITION WARNING LAMP

Red lamp on switch-box. Glows when the ignition switch is turned on, indicating that the ignition is "alive." Goes out when the dynamo starts to charge the battery. (See paragraph 19.)

**OIL PRESSURE WARNING LAMP 17**

This lamp (coloured orange) lights up when the ignition is switched on. It should go out when the engine is started, and remain out all the time the engine is running. If it glows when running, the engine is probably short of oil. Report immediately.

**OIL PRESSURE GAUGE 18**

Fitted in addition to the oil pressure warning light. Should show a pressure of 25 to 35 lbs. when the engine is hot. Report if pressure falls below 10 lbs. at 30 m.p.h.

**AMMETER 19**

Indicates whether the battery is being charged or is discharging. When ignition is switched on, "DISCHARGE" is shown, and this continues while the engine is turning over slowly. Above a road speed of 8 to 10 m.p.h. in top gear, the red warning light will go out and the ammeter needle will move to "CHARGE." At first a high rate is shown, but as the battery becomes fully charged the rate falls to a steady "trickle."

**VACUUM GAUGE (Bedford-Scammell only) 20**

A vacuum gauge, in *addition* to the instruments already described, is fitted to Bedford-Scammell. Situated in the cab, it indicates the vacuum reserve in the reservoir. This reserve of vacuum ensures that the tractor and trailer brakes are applied together.

A minimum reading of approximately 20 ins. should be shown on gauge when engine is running. Report if gauge reading is low—or nil—when engine is running.

**STARTING AND GEAR CHANGING****HOW TO START 21**

Adopt the following procedure when starting the engine from cold :—

- (a) Switch on the ignition. (Note that the red and orange warning lights glow).
- (b) Pull out the choke control knob as far as it will go.
- (c) Make sure gear lever is in neutral.
- (d) Operate starter by pulling starter control. (If engine fails to start, wait until all movement has ceased before pulling starter control again.)