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David brown tractor engines

English engineering firm David Brown Santasalo Holdings LimitedFatemerged with Santasalo to form David Brown Santasalo 2016 SubsidiariesVosper Thorneycroft (nationalized 1977) David Brown GearPark Works Huddersfield 2005 For others of a similar name, see David Brown. David Brown Engineering Limited is an English engineering company, mainly engaged in the manufacture of gear and gearboxes. Their large gear factory is in Swan Lane, Lockwood, Huddersfield, adjacent to Lockwood railway station. It is named after the company's founder, David Brown, although it is more closely associated with his grandson, Sir David Brown (1904–1993). History David Brown Founded in 1860 as a pattern manufacturing company of 1873 David Brown had begun to concentrate on gear systems and in 1898 was specialized in machine-carved gears. The company moved in 1902 to Park Works in Huddersfield, where the company is based today. David Brown & Sons, Huddersfield (Huddersfield Group) When David Brown died in 1903, his sons Percy and Frank took over and began manufacturing gear, complete gear units, gear cutting machines, tools and equipment, bearings and axles and worm drive gears. Its foundry makes steel and non-ferrous castings. Including motor vehicles, aircraft, ships as well as a wide range of British industry. [1] In 1951, the Huddersfield and Tractor groups were in place and buildings in Huddersfield, Penistone and Meltham in places covering around 150 hectares (61 hectares). Another 260,000 sq ft of floor space was kept under rent. [1] Leverage manufactured by David Brown Ltd. and powered by electric motors manufactured by Brook Crompton (Electric) Motors, whose factory was in Brockholes used to rotate the top of the BT Tower in London. [2] From 1908 to 1915, David Brown and Sons designed and developed and developed and made valveless the car under engineer Frederick Tasker Burgess (1879-1929) later chief engineer at Humber and later still one of the teams that developed the first 3-liter Bentley engine. In 1913 they established a joint venture in America with Timken for Radicon worm drive units. By World War II, the workforce had increased from 200 to 1,000 when they began building propulsion units for warships and operating weapons mechanisms. In 1921, the company was the largest worm gear manufacturer in the world. [3] In 1930, P.R. Jackson Ltd, another local company of gear manufacturers and steel makers, took over. Percy's eldest son (Sir David Brown) became chief executive in 1931 after Percy's death in June of that year. W S Roe was appointed joint ceo with David, but he died in April 1933. Percy was appointed chairman. The company formed another overseas joint venture with Richardson Gears (Pty) Ltd of Footscray, Victoria, Australia in 1934. In 1934, the company moved into an old Silk Mill on a plot of land in Meltham, to the south of Huddersfield. Brown began building tractors with Harry Ferguson there in 1936. The company obtained a patent for a tank transmission using the controlled differential management system, known as the Merritt-Brown system, devised by Dr. H. E. Merritt, Director of Tank Design at Woolwich Arsenal, in 1935. [3] The first vehicle to use this system was the Churchill tank, and it was subsequently used on the Centurion tank and the Conqueror Tank, as well as the turtles heavy tank. David Brown Tractors Group David Brown Tractor Factory Meltham Mills 1981 Personally controlled since the start of David Brown (1904-1993) the first project in tractor production was in a joint project with Harry Ferguson in 1936 to build the Ferguson-Brown tractor. David Brown became one of the largest British tractor manufactures in the post-war period, with a large factory in Meltham, West Yorkshire England. The company broke new paths that others would only follow later, but being a pioneering company eventually led to its downfall. Ferguson-Brown had many innovative features, including the use of cast alloy for many components, which was lightweight but prone to damage. Ferguson-Brown used a Coventry Climax engine for the first 350 tractors. The Browns developed their own engine, which was fitted to subsequent production. Total production was 1350 + 1 built of parts in 1940 after production finished. [4] 1971 David Brown 990 tractor Brown and Ferguson disagreed about tractor design details in the late 30s, leading David Brown to design his own version, VAK1, in secret. This was launched at the 1939 Royal Show. [5] Ferguson divorced Brown and joined Henry Ford in 1938 after a 'handshake agreement' to allow his three-point connection to be used on the Fordson N tractors. That deal was eventually terminated by Ford's grandson in 1947, and Ferguson was re-divorced in 1948. [6] During World War II, Brown's new heavier tractor, VAK1, was produced, with over 7,700 units eventually sold, making Brown a wealthy man. It is said that the David Brown Tractor is the only one to be built on a robust cast iron chassis, where other makers bolt components together for a chassis-less construction that is weaker. Brown also built aircraft tugboats (VIG) for the Royal Air Force and to tow bombers used to re-arm aircraft. These tugs are distinctive, with truck as tires, wrap round body work and HD bumpers front and back, some equipped with games. In 1942 Brown began building a tracklayer version, the DB4. The DB4 was built for army engineers and solved some of the problems that exist with the VTK, and got around an embargo on imported machines for military use. It was powered by a 38 h.p. Dorman Diesel and a five-speed gearbox. DB4 was replaced in 1950 by 30. Side view of a cut away view of a 1953 30T Trackmaster Rear view of a cut away view of a 1953 30T Trackmaster Tractors division took over Lancashire firm Harrison, McGregor & Guest Ltd, which produced the Albion brand of agricultural machinery to complement the tractor product line. Following the takeover, the company's sign was changed to incorporate the white rose of Yorkshire and the red rose in Lancashire. The tractor division had 10 subsidiaries all over the world. At one point, 80% of production was exported. The sale was handled by 2,508 agents in 100 countries. [7] A worldwide recession saw tractor sales fall, and after braving the storm and with the debt to a brand new building and production line for financing, it was inevitable that the company was put up for sale, bought by Tenneco, which also owned the ji case company, all hoping to see the factory thrive when it was announced that survival was a contest between Huddersfield and the international Tractor factory in Doncaster , with the odds stacked in the latter's favour, especially with access to the motorway network on the doorstep. The Meltham factory ended production and a respected British name was deleted. Tractor Group's Lagonda and Aston Martin In 1947, Brown saw a classified advertisement in The Times, for sale a High Class Motor Business. Brown bought Aston Martin for £20,500 and the following year, Lagonda for £52,500, followed by coachbuilder Tickford in 1955. He subsequently concentrated all Aston Martin production at the Tickford premises in Newport Pagnell. David Brown years saw the production of the legendary DB series of Aston Martins, which was featured in some James Bond films. David Brown also had connections to Vosper shipbuilding, and Delapina and Radyne machines. Both car companies were sold in 1972 to Company Developments Limited, when Aston Martin was in financial trouble, for a nominal £100. Sale of David Brown Tractors to case 1972 In 1972 the tractor operations were sold to Tenneco Inc. of America, which owned J.I. Case tractor company. The sales were due to a combination of a reduction in the UK tractor market, increased product development costs, the need to comply with new health and safety rules and increased competition from imported machines. Case applied david brown name and branding to some of his own tractor models on the UK market until the early 1980s before abandoning it in favour of the Case IH brand. Sale of David Brown family - management buyout 1990 In 1990 the David Brown family sold its stake to the company management. Then David Brown floated as a public company in 1993. David Brown was acquired by Textron Inc. in October 1998. This company, acting as David Brown Engineering Ltd and headquartered in Huddersfield, remains a supplier of heavy duty transmission systems to defence, rail and marine applications. These include transmissions to the British Challenger 2 tanks and American Bradley Fighting Vehicles. [8] Railway transmissions are produced for their Chinese department 'David Brown China' in a joint partnership called 'Jiangsu Shinri David Brown Gear Systems' at a factory in Changzhou near Shanghai. [9] Sale of Textron 2008 In September 2008 it was announced that David Brown Gear systems and associates, David Brown Hydraulics based in Poole in Dorset, Maag Pumps in Switzerland, and Union Pumps in the UNITED States were to be sold to Clyde Blowers of Scotland - owned by entrepreneur Jim McColi - in a £368 million deal. [10] In 2016, David Brown merged with Santasalo to form David Brown Santasalo. The joint company remains in the hands of Clyde Blowers Capital. Products Transmission Systems David Brown tractor range David Brown light diesel tractor Mk2 at RAF Museum, London David Brown 990 Implematic Tractor Made in Meltham around 1964 David Brown 996 Synchronmesh tractor (1970s) VAK1 — 1939-1945 VTK1 & VIG1 — 1941-1949 VAK1A — 1945-1947 VAK1C Cropmaster - 1947-1954 DB4 — 1942-1 949 (110 built) Taskmaster - 1948-1965 50TD Trackmaster — 1950-1963 30TD Trackmaster - 1953- ? DB25 & DB30 — 1953-1958 VAD 50D — 1953-1959 900 series 1955-1957 VAD 12 2D — 19 56-1964 lightweight tool holder 950 Implematic series - 1958-1961 850 Implematic series - 1961-1965 750 Farmatic series - 19?? – ? 880 Implematic series — 1961–1965 990 Implematic series — 1961–1965 770 Selectamatic series — 1965–1970 880 Selectamatic series — 1965–1971 990 Selectamatic series — 1965–1971 1200 Selectamatic series — 1967–1971 780 Selectamatic series — 1965–1971 885 Synchronmesh 1971–1979 990,995,996 Synchronmesh 1971–1979 1210 Manual Gearbox 1971-1979 1212 Hydra-Shift 1971-1979 1410 Manual Gearbox first turbocharged David Brown 1974–1979 1412 Hydra-Shift first turbocharged David Brown 1974–1979 1190 series — 1979–1983 1290 series — 1979–1983 1390 series — 1979–1983 1490 series — 1979–1983 1690 series — 1979–1983 1690 Turbo series — 1982-1983 1194 series — 1983–1988 1294 series — 1983–1988 1394 series — 1983–1988 1494 series — 1983–1988 1594 series — 1983–1988 1694 series — 1983–1988 Export models 775 Selectamatic German market 3800 (780 petrol) American market 4600 (880 petrol) American market Oliver 500–600 rebadged 850 and 950 American market See also Case Corporation References ^ a b The David Brown Corporation Limited. The Times, Monday, May 9, 2015. Edition 51947 ^ Archived copy. Filed from the original on April 15, 2015 Downloaded 6 August 2008.CS1 maint: archived copy as title (link) ^ a b ^ David Brown 1936 to 1964, Alan Eamshaw, Nostalgia Road, ISBN 1-903016-02-9 ^ David Brown Tractors 1965-1988, by Anthony L Heath, ISBN 1-903016-03-7 ^ livinghistoryfarm.org - Ford-Ferguson Tractors ^ David Brown Tractors 1936-1964, by Alan Eamshaw, p5, ISBN 1-903016-02-9 ^ David Brown Website - History ^ David Brown Gear Systems on the trail in China (30 April 2010) ^ Classic Tractors, questions nr. Power Transmission Products - David Brown David Brown history David Brown Ireland Forum The David Brown Tractor Club, Spinks Mill, Meltham The David Brown Tractor Specifications Retrieved from

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