



RC. 1978.019.0002

THE  
*Detroit*  
ELECTRIC

1914



*THE*  
*Detroit*  
*ELECTRIC*

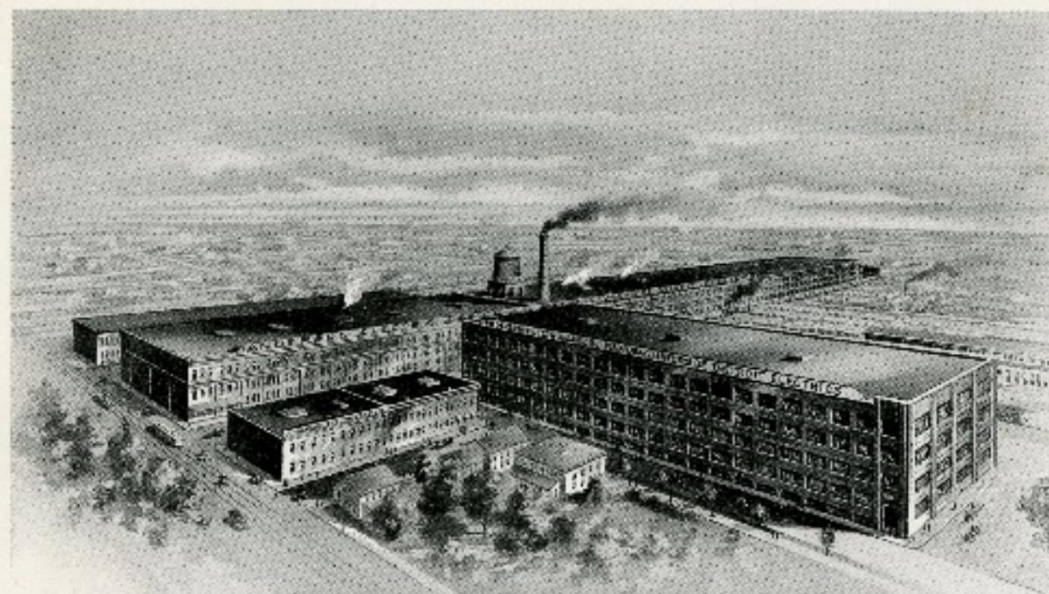
WORLD'S  
FOREMOST ELECTRIC  
AUTOMOBILE

ANDERSON ELECTRIC CAR CO.  
DETROIT, MICH., U.S.A.

NEW YORK: 80th and Broadway  
B O S T O N  
C L E V E L A N D

CHICAGO: 2416 Michigan Ave.  
KANSAS CITY  
MINNEAPOLIS





THE factories of the Anderson Electric Car Company, covering eleven acres of floor space. The largest plant in the world devoted exclusively to the manufacture of electric pleasure and commercial cars.

Four

# QUALITY

**T**WICE as many people buy Detroit Electric cars as buy any other make. Below we list some of the important reasons. As you go through the book, you will find many others. Keep these reasons in mind. They have helped others to electric car satisfaction—they will help you.

*The Quality of the Car.* "Quality First" is the motto that guides our designers, our buyers of materials, our factory men who actually construct these Detroit Electrics.

*The Policy of the Company.* We have learned that the way to secure maximum *quality* is through the improved methods of up-to-date *quantity production*.

*The Responsibility of the Makers.* This means much to the buyer. We enjoy the very highest financial rating.

*The Factory that Makes the Car.* Ours is the largest and most completely equipped electric car plant in the world.

*The Organization that Sells the Car.* Without exception, you will find the Detroit Electric dealer one of the best and soundest motor car dealers in his community.

*The Guarantee.* Its value depends upon who makes it. We are in a position to stand back of our guarantee—have always done it.

*The Service.* Second to none is the service given Detroit Electric owners. We consider that the sale of the Detroit Electric does not end—but rather begins—our obligation to the owner.

This year, through greatly increased volume, we are able not only to offer the highest quality ever built into an electric vehicle, but to price our cars lower than the prices previously asked for cars of far less than Detroit Electric quality.

Five





Model 48

See

**D**ETROIT ELECTRIC bodies are built in our own shops. Only the best materials are employed—frames of white ash throughout, and panels, mouldings, roof, window sash, and fenders are of pure aluminum plate. Aluminum is ideal for this purpose, being strong, light and malleable, and will neither warp, crack nor check, insuring a permanent surface.

### Model 48 Detroit Duplex Drive Five-Passenger Brougham

#### SPECIFICATIONS

*Interior Body Dimensions:* Rear seat, top of cushion, width, 52 inches; depth, 20 inches; glass to glass, 74 inches. Width of doors, 25 inches. Two revolving Pullman chairs, 16 x 16½".

*Upholstery:* Superfine Broadcloth or leather; blue, green or maroon shades. Bedfords and Whipcords of exclusive imported fabrics.

*Painting:* Blue, Brewster green, or maroon.

*Wheel Base:* 100 inches.

*Tread:* 56 inches. (Standard).

*Battery:* 40 cells, 13 plate, Detroit Electric Lead, guaranteed, or 54 cells, A6 Edison battery.

*Rear Axle:* Full floating. Worm drive. (Lanchester-Daimler gears, imported.)

*Steering:* Two horizontal levers, one at front and one at rear seat.

*Control:* Two folding horizontal levers, one at front and one at rear seat.

*Brakes:* Two 16 x 1¼" internal expanding, in each rear hub, operated by two foot levers. Electric hand brake operated by controller lever.

*Tires:* 34 x 4½" Special Electric Pneumatic or 36 x 4½" Cushion.

*Fenders:* Oval crowned, aluminum, fully enclosed and skirted to body.

*Speed:* 5, 8, 13, 17, 20 miles per hour.

*Mileage:* 50 to 85 miles.

*Equipment:* Head lights, body lamps, two Sunburst interior lights, tail lamp, inspection lamp, Weston meter, Warner speedometer, eight-day clock, Hanlon patent rain vision window, cut glass flower vase, toilet set, smoking set, complete equipment of tools.

Price, F. O. B. Detroit, Lead Battery, \$3000; Extra for Edison Batteries, \$880

See





Model 47

Eight

**I**N painting our cars, only the highest quality of materials—rough stuffs, colors and varnishes are employed. Each car requires twelve to fifteen weeks in our paint department, giving sufficient time between each operation for thorough drying. This guarantees a hard and brilliant finish.

## Model 47 Four-Passenger Brougham

### SPECIFICATIONS

*Interior Body Dimensions:* Rear seat, top of cushion, width, 52 inches; depth, 20 inches; operator seated slightly forward; glass to glass, 68 inches. Width of doors, 24 inches. Revolving Pullman chair, in front right-hand corner.

*Upholstery:* Superfine Broadcloth or leather; blue, green or maroon shades. Bedfords and Whipcords of exclusive imported fabrics.

*Painting:* Blue, Brewster green, or maroon.

*Wheel Base:* 100 inches.

*Tread:* 36 inches. (Standard.)

*Battery:* 40 cells, 13 plate, Detroit Electric Lead, guaranteed, or 54 cells, A6 Edison battery.

*Rear Axle:* Full floating. Worm drive. (Lanchester-Daimler gears, imported.)

*Steering:* Side lever, conveniently mounted in side of car.

*Control:* Horizontal lever, rod parallel with steering lever.

*Brakes:* Two 16 x 1 1/4" internal expanding, in each rear hub, operated by two foot levers. Electric hand brake operated by controller lever.

*Tires:* 34 x 4 1/2" Special Electric Pneumatic or 36 x 4 1/2" Cushion.

*Fenders:* Oval crowned, aluminum, fully enclosed and skirted to body.

*Speed:* 5, 8, 13, 17, 20 miles per hour.

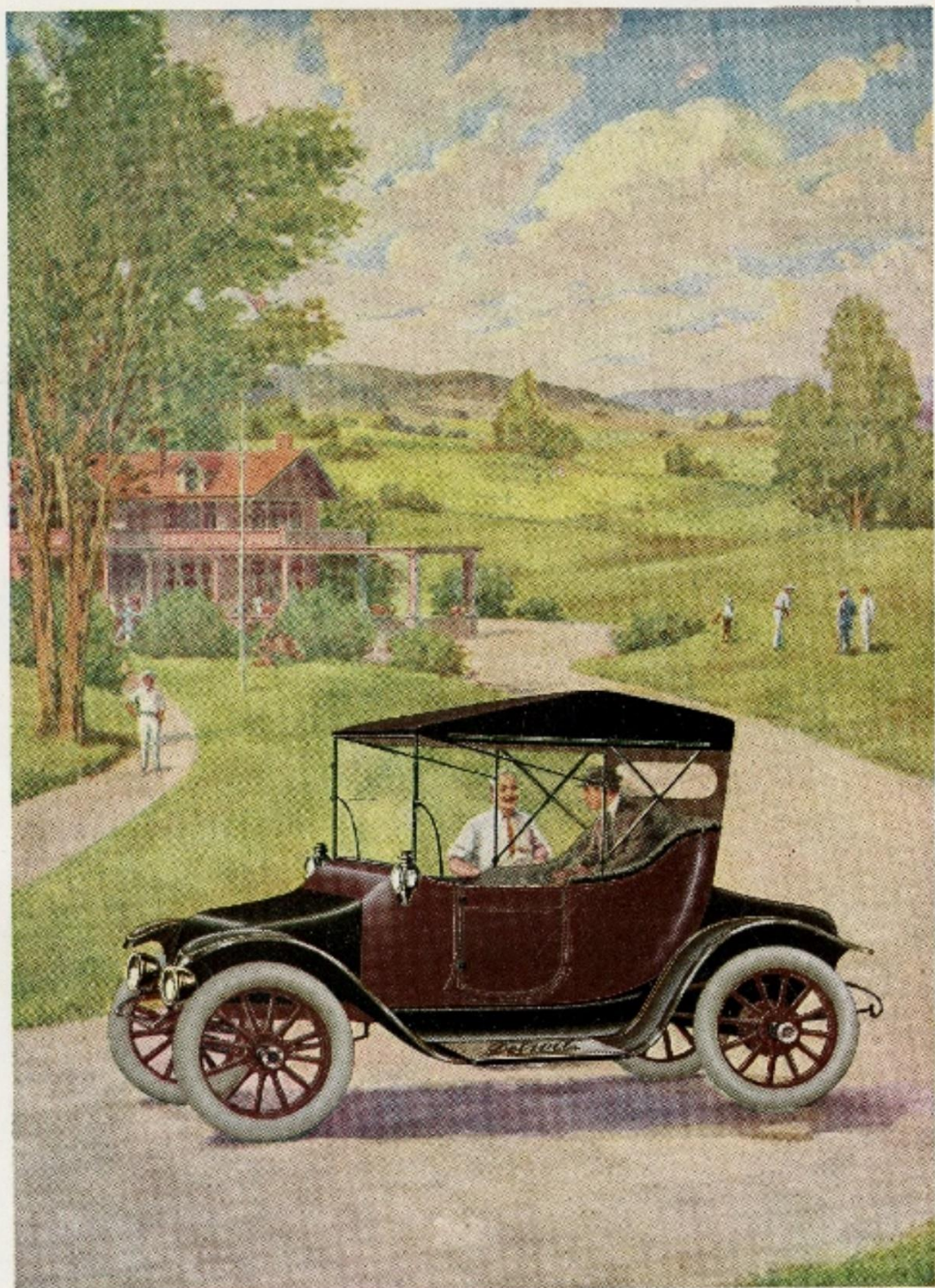
*Mileage:* 50 to 85 miles.

*Equipment:* Head lights, body lamps, two interior lights, tail lamp, inspection lamp, Weston meter, Warner speedometer, eight-day clock, Hanlon patent rain vision window, cut glass flower vase, toilet set, smoking set, complete equipment of tools.

Price, F. O. B. Detroit, Lead Battery, \$2850; Extra for Edison Batteries, \$3880

Nine





Model 46

Ten

**T**OTAL mileage per each discharge, in the electric car, must be considered simultaneously with the speed at which the car is driven. In both total mileage and maximum speed, the Detroit Electric excels any make of electric. These conditions are the result of an excellently balanced car of superior mechanical construction.

## Model 46 Roadster

### SPECIFICATIONS

*Interior Body Dimensions:* Rear seat, top of cushion, width, 51 inches; depth, 20 inches. Width of doors, 21 inches.

*Upholstering:* Leather, in blue, green or maroon shades.

*Top:* Cape, finest quality.

*Painting:* Blue, Brewster green, or maroon.

*Wheel Base:* 100 inches.

*Tread:* 56 inches. (Standard.)

*Battery:* 40 cells, 13 plate, Detroit Electric Lead, guaranteed, or 54 cells, A6 Edison battery.

*Rear Axle:* Full floating. Worm drive. (Lanchester-Daimler gears, imported.)

*Steering:* Side lever, conveniently mounted in side of car.

*Control:* Horizontal lever, rod parallel with steering lever.

*Brakes:* Two 16 x 1 1/4" internal expanding, in each rear hub, operated by two foot levers. Electric hand brake operated by controller lever.

*Tires:* 34 x 4 1/2" Special Electric Pneumatic or 36 x 4 1/2" Cushion.

*Fenders:* Oval crowned, aluminum, fully enclosed and skirted to body.

*Speed:* 5, 8, 13, 17, 20 miles per hour.

*Mileage:* 50 to 85 miles.

*Equipment:* Windshield, headlights, body lamps, tail lamp, inspection lamp, Weston meter, Warner speedometer, eight-day clock, complete equipment of tools.

Price, F. O. B. Detroit, Lead Battery, \$4500; Extra for Edison Batteries, \$880

Eleven





Model 43

Twelve

**T**HE luxurious interior of the car characterizes the Detroit Electric. The upholstery and fittings are of the very highest quality. Imported whipcords, broadcloths, and Morocco finished leathers are optional equipment. Deep Turkish cushions, ten inch, with first quality white curled hair stuffings are used throughout all models. Cut glass flower vases, toilet and card cases, with watches, etc., are standard equipment.

### Model 43 Four-Passenger Brougham

#### SPECIFICATIONS

*Interior Body Dimensions:* Rear seat, top of cushion, width, 52 inches; depth, 20 inches; operator seated forward four inches to allow free arm movement. Glass to glass, 65 inches. Width of doors, 24 inches. Revolving chair at front right-hand side.

*Upholstery:* Superfine Broadcloth or leather; blue, green and maroon shades. Bedfords and Whipcords of exclusive imported fabrics.

*Painting:* Blue, Brewster green, or maroon.

*Wheel Base:* 94 inches.

*Tread:* 56 inches. (Standard.)

*Battery:* 40 cells, 13 plate, Detroit Electric Lead, guaranteed.

*Rear Axle:* Full floating, bevel gear.

*Steering:* Side lever, conveniently mounted in side of car.

*Control:* Horizontal lever, rod parallel with steering lever.

*Brakes:* 14 x 2½" internal expanding, one in each rear hub, operated by foot lever. Electric hand brake operated by controller lever.

*Tires:* 34 x 4" Special Electric Pneumatic or 36 x 4" Cushion.

*Fenders:* Aluminum, fully enclosed and skirted to the body.

*Speed:* 5, 8, 13, 17, 20 miles per hour.

*Mileage:* 50 to 85 miles.

*Equipment:* Headlights, body lamps, two interior lights, tail lamp, inspection lamp, Weston meter, speedometer, toilet case, cut glass flower vase, complete outfit of tools.

Price, F. O. B. Detroit, \$4550

Thirteen





Model 45

ALL lead batteries used in Detroit Electrics are made in our own factory under our personal supervision and are sold under our own guarantee. The plates are assembled in high jars which eliminate the expense and inconvenience of washing, and cells are accessible to be thoroughly cared for, by raising front and rear hoods.

## Model 45 Forward Drive Five-Passenger Brougham

### SPECIFICATIONS

*Interior Body Dimensions:* Rear seat, top of cushion, width, 48 inches; depth, 20 inches. Folding chair, 16x16 inches. Driver's seat, width, 20 inches; depth, 17½ inches. Glass to glass, 74 inches. Width of door, 25 inches.

*Upholstery:* Superfine Broadcloth or leather; blue, green and maroon shades. Bedfords and Whipcords of exclusive imported fabrics.

*Painting:* Blue, Brewster green, or maroon.

*Wheel Base:* 98 inches.

*Tread:* 56 inches. (Standard.)

*Battery:* 40 cells, 13 plate, Detroit Electric Lead, guaranteed.

*Rear Axle:* Full floating, bevel gear.

*Steering:* Side lever, conveniently mounted in side of car.

*Control:* Horizontal lever, rod parallel with steering lever.

*Brakes:* 14 x 2½" internal expanding in each rear hub, operated by foot lever. Electric hand brake, operated by controller lever.

*Tires:* 34 x 4½" Special Electric Pneumatic, or 36 x 4" Cushion.

*Fenders:* Aluminum, fully enclosed and skirted to body.

*Speed:* 5, 8, 13, 17, 20 miles per hour.

*Mileage:* 50 to 85 miles.

*Equipment:* Headlights, body lamps, two interior lights, tail lamp, inspection lamp, Weston meter, speedometer, toilet case, cut glass flower vase, Hanlon patent rain vision window, complete outfit of tools.

Price, F. O. B. Detroit, \$2800





Model 44

Sixteen

**D**ETROIT ELECTRICS are designed to ride luxuriously on either Special Electric Pneumatic or Cushion tires, which are optional equipment on all models. These tires are oversized for the weight carried, which guarantees the greatest economy and least inconvenience.

## Model 44 Victoria

### SPECIFICATIONS

*Interior Body Dimensions:* Rear seat, top of cushion, width, 45 inches; depth, 19 inches. Front seat, width, 40 inches; depth, 12 inches. Knee room between seats, 18 inches. Width of door, 19 inches.

*Upholstery:* Superfine Broadcloth or leather; blue, green and maroon shades. Bedfords and Whipcords of exclusive imported fabrics.

*Top:* Hand-buffed enamel leather with side and door curtains.

*Painting:* Blue, Brewster green, or maroon.

*Wheel Base:* 85 inches.

*Tread:* 36 inches. (Standard.)

*Rear Axle:* Bevel gear.

*Battery:* 40 cells, 11 plate, Detroit Electric Lead, guaranteed. 64 cells, A4 Edison.

*Steering:* Side lever, conveniently mounted at side of car.

*Control:* Horizontal lever, parallel with steering lever.

*Brakes:* Two 12 x 1 3/4" internal expanding brakes in each rear hub.

*Tires:* Optional 34 x 4" Special Electric Pneumatic or 36 x 4" Cushion.

*Fenders:* Aluminum, fully enclosed and skirted to body.

*Speed:* 5, 8, 13, 17, 21 miles per hour.

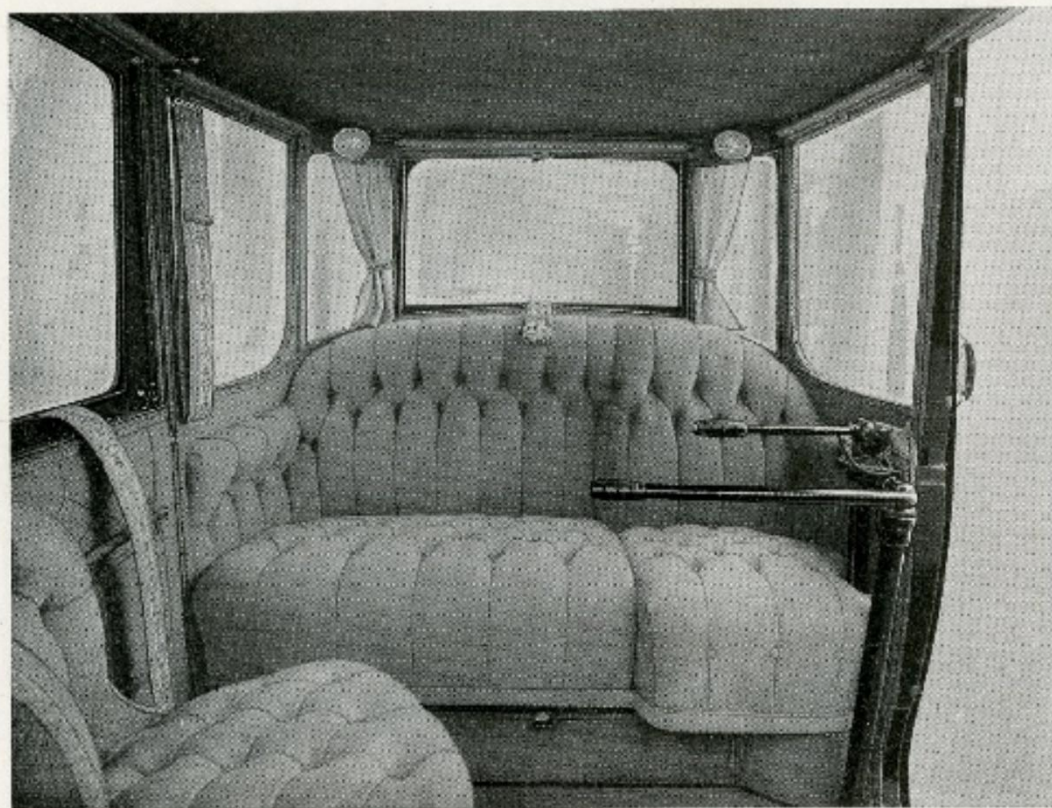
*Mileage:* 50 to 85 miles.

*Equipment:* Headlights, side lamps, tail lamp, inspection lamp, speedometer and complete outfit of tools.

Price, F. O. B. Detroit, \$2300; Extra for Edison Batteries, \$664.

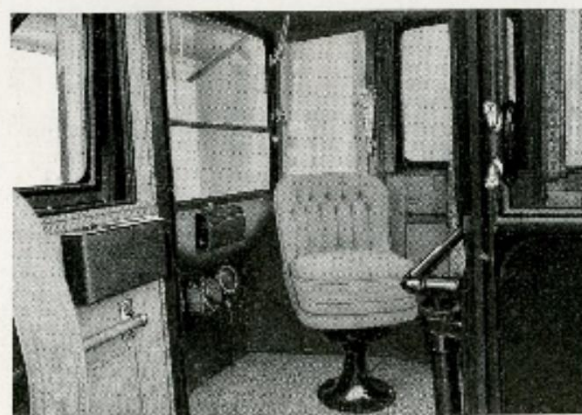
Seventeen





Interior Model 47, Four-Passenger Brougham

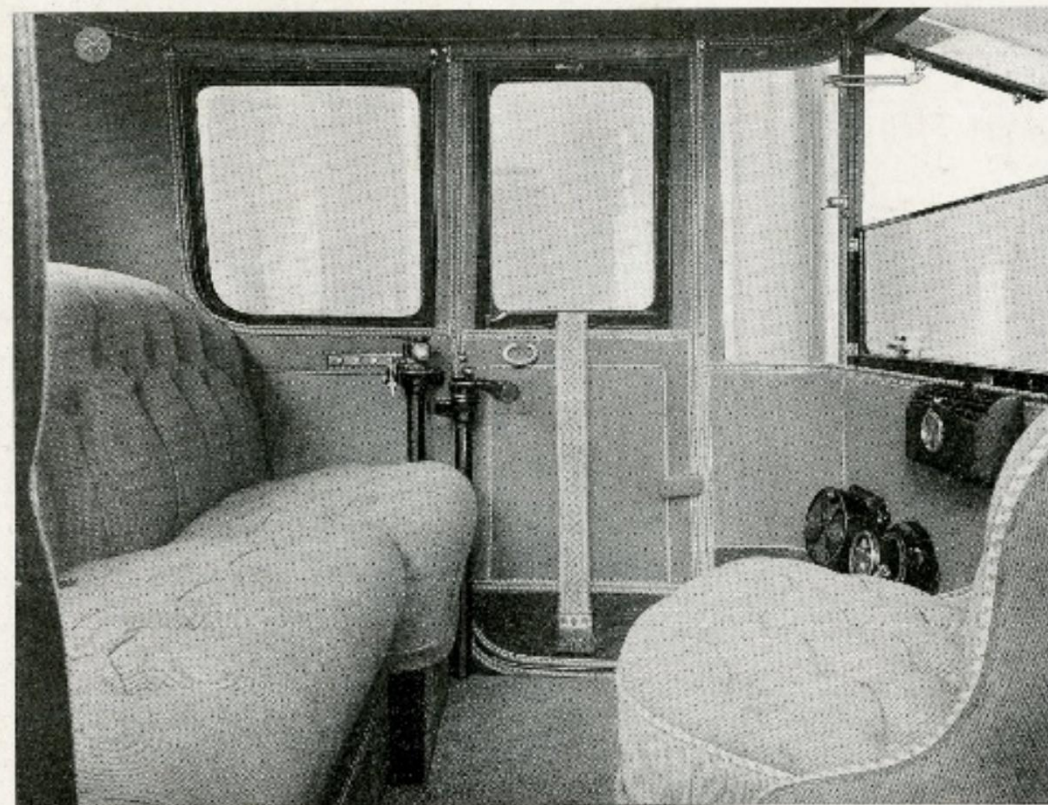
THE roomy luxurious interiors of the Detroit Electric Broughams are well illustrated by the accompanying views of the Model 47 Four-Passenger Brougham. This car is operated from the rear seat with the position of the driver slightly advanced to allow free arm movement. The rear seat is fifty-two inches wide and twenty inches deep—sufficient room to accommodate three adults without crowding.



Interior Model 47  
Showing easy forward chair of revolving Pullman type

There is one full revolving Pullman chair forward on the right-hand side for the fourth passenger, who may face front or rear at his pleasure. No one sits in front of the operator, and with curved glass panels front and rear, he has absolutely clear vision in every direction.

This body measures sixty-eight inches from front to rear glass, has wide doors affording easy entrance; it is mounted on our one hundred-inch wheel base chassis fitted with worm gear axle. The turning diameter of this car is thirty-eight feet.

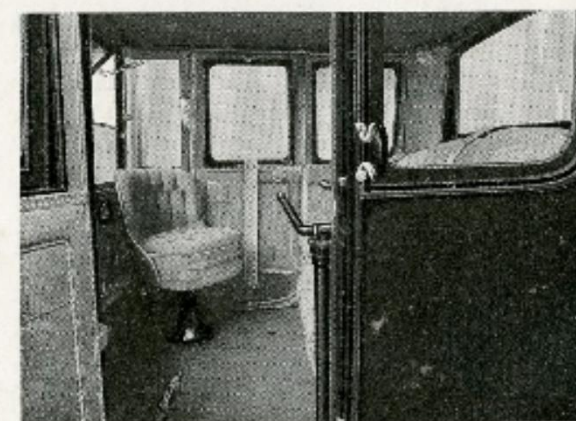


Interior Model 43, Four-Passenger Brougham

THE interior of Model 43 Four-Passenger Brougham is somewhat similar to Model 47. This model is operated from the rear seat, with the position of the driver advanced four inches to allow free arm movement. No one sits in front of the operator. The rear seat is fifty-two inches wide and nineteen inches deep, giving sufficient room to accommodate three adults comfortably. On the front right-hand side, there is a revolving Pullman chair for the fourth passenger.

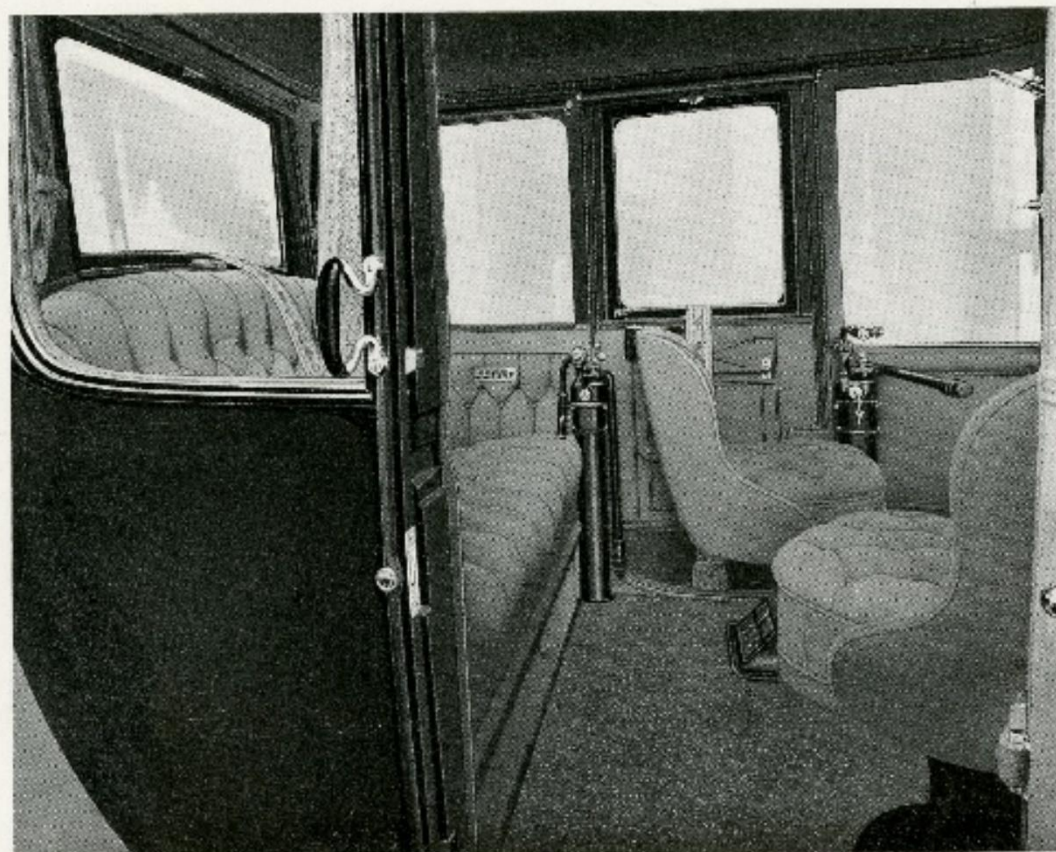
The body is designed with wide doors, affording easy entrance, and measures sixty-five inches from front to rear glass. It is mounted on a ninety-four-inch wheel base chassis, fitted with bevel gear axle. The turning diameter is thirty-eight feet.

The interior equipment consists of a combination volt ammeter, speedometer, toilet case with clock and cut glass flower vase.



Interior Model 43  
Illustrating revolving Pullman chair

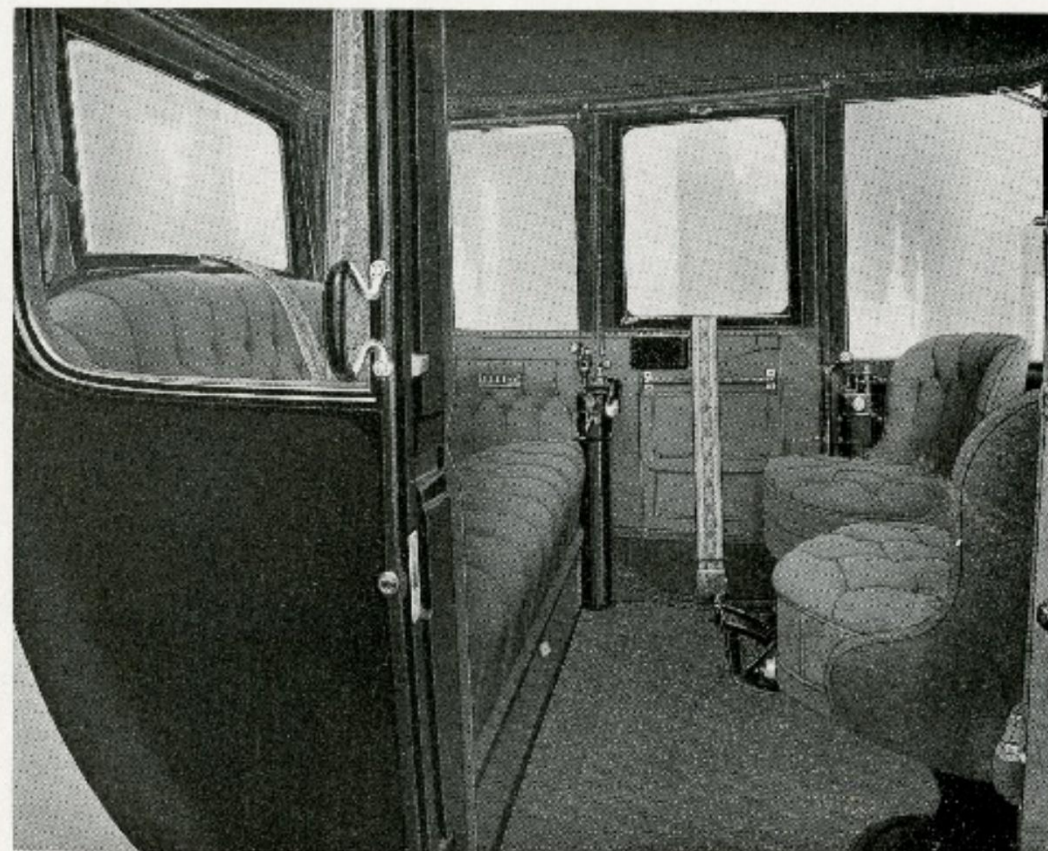




Interior Detroit Duplex Drive Model, showing levers in position for driving from forward seat

**B**OTH steering and control levers are of the horizontal type and are mounted on the left side of the car in parallel positions, one over the other. The utmost ease of operation is obtained by this method, as all the directing movements are most natural. No valuable seat room is infringed upon by the vertical shafts and housing tubes. These shafts, connecting the horizontal levers to the front axle steering mechanism and controller respectively, operate upon self-aligning ball bearings, making easy operation certain at all times.

In the Detroit Duplex Drive car, Model 48, two sets of control and steering levers and two sets of brakes are provided, one at the forward seat and one at the rear seat. When one set of brake levers, control and steering levers, are in operating position, the other set becomes inoperative, the control and steering levers being folded down out of the way and locked, the brake lever depressed flat against the toe board. This one exclusive feature is most important as it makes it impossible for a passenger other than the operator to in any way apply the brakes or tamper with controlling mechanism.



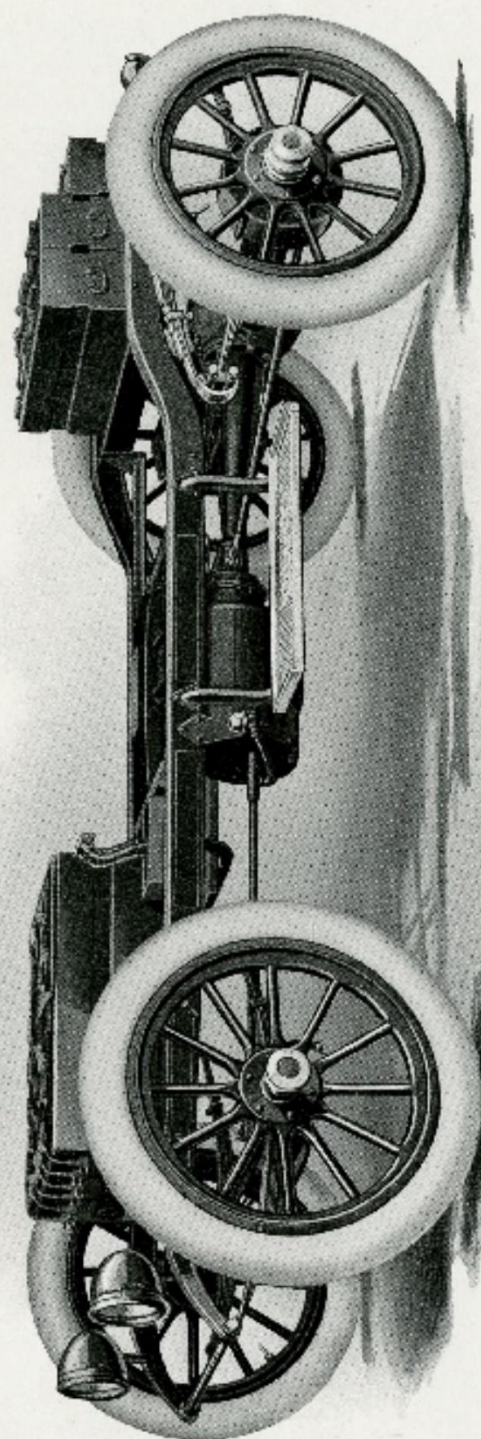
Interior Detroit Duplex Drive Model, showing levers in position for driving from rear seat

**B**RAKING the car is produced through either the foot brakes or the electric hand brake in control lever. The former is operated by a slight pressure of the foot pedals and the latter by simply bringing the control lever back of neutral position. Both right and left foot pedals apply hub brakes, and the left pedal in addition cuts out the current and locks the brake.

The Detroit Duplex Drive car has an exceptionally roomy body, seating five adults comfortably, and permitting the operator or any of the five passengers to leave or enter the car without disturbing the other occupants. The easy forward chairs are of the revolving Pullman type and when this model is driven from the rear seat, the left-hand forward chair is left unoccupied and turned to one side, affording clear vision to the operator.

The doors open forward, which is not only a great convenience in alighting from the car, but is also a prevention of accidents occurring through the door being left open when the car is in motion.





Detroit Electric Chassis

## The Chassis

THE Detroit Electric chassis is not an assemblage of various parts produced by parts manufacturers. All mechanical and electrical parts are of our own design and made in our own shops. Each part is made under our careful supervision and is exactly suited for co-operation with all other parts to which it bears any working relation.

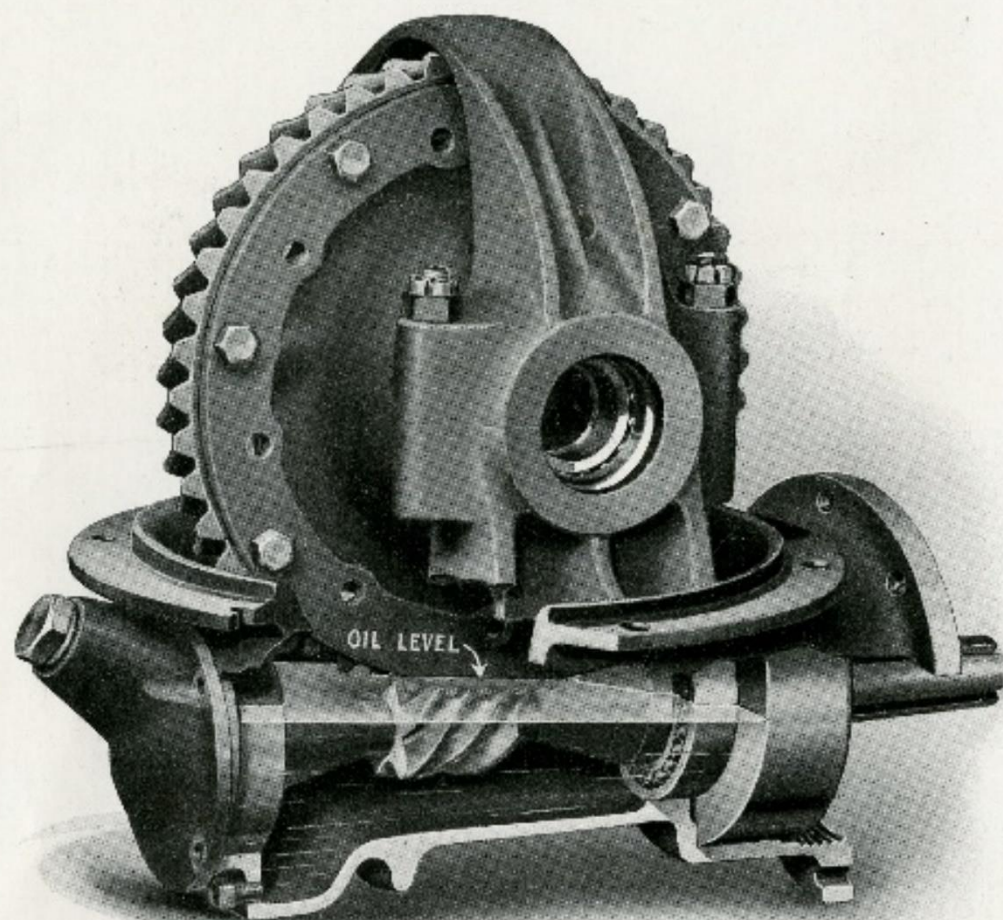
Only materials of the highest grade are employed. The finest of steels, nickel and vanadium and other alloys are used, this being determined in each individual case by scientific analysis of the work which the part is required to perform.

The thoroughness with which each chassis part is tested for strength, durability and accuracy could not be excelled. Bearings of the highest quality throughout the chassis, guarantee 100% factor of safety and insure long life and a minimum of inconvenience. Drop forgings are used wherever it is possible.

Bushings are used throughout the chassis. To the engineer, this speaks volumes. It means that the life of the chassis is practically unlimited, as the bushings take all the wear on friction exposed surfaces, and can be easily and economically replaced whenever it becomes necessary.

Clean lines, great strength and simplicity of construction feature the completed chassis. Surrounded by the best engineering talent from its conception, it is a product of the most careful thought and a prolonged test of materials and construction methods. The crucial test has been several years of the most satisfactory service in the hands of the owners.



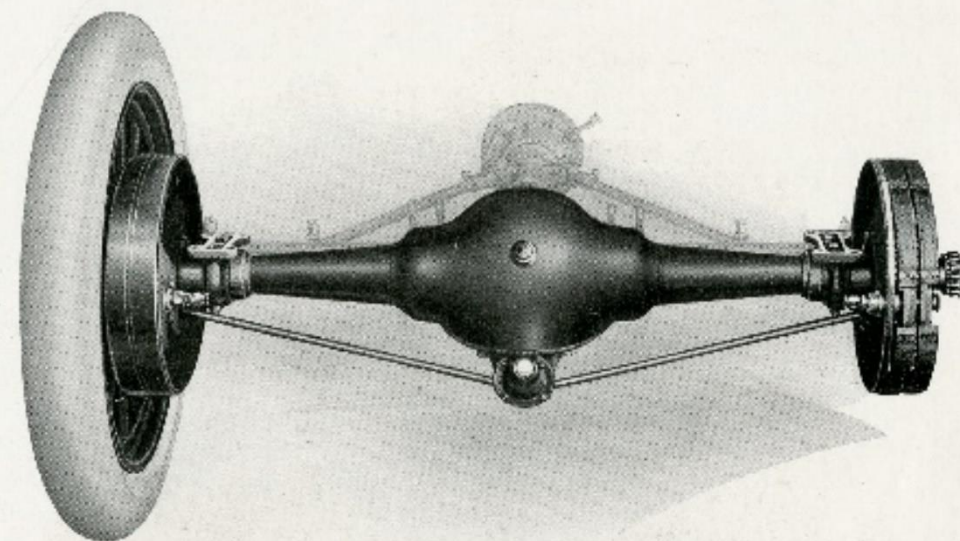


### Detroit Electric Worm Gear

THE adoption of the Worm Gears as standard equipment on 1914 Models 46, 47 and 48, is the result of several years' careful study and experience with this type of power transmission. Our axle equipped with the Lanchester-Daimler Imported Worm Gear is so designed as to insure perfect and positive lubrication.

Mounted at the bottom of the axle, below the ring gear, the worm runs continually in a bath of oil. Under a condition where through continued service, the oil level in the gear housing is allowed to fall below normal, the possibility of sufficient lubrication is much greater with the worm mounted below the worm gear than any other design of mounting.

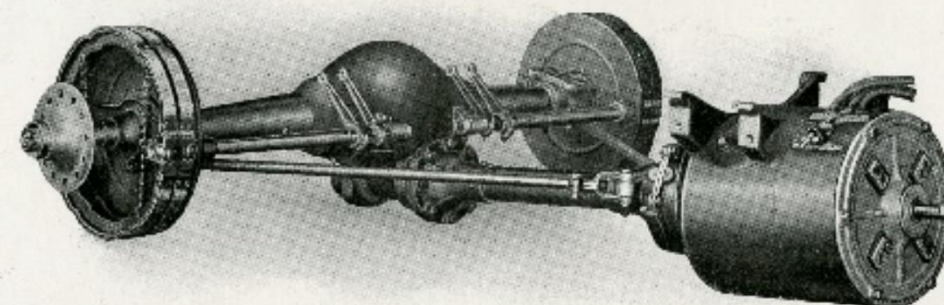
The Lanchester-Daimler Worm Gear has been generally adopted by European manufacturers of the highest grade automobiles. It is efficient, silent, perfectly smooth in operation and will outwear any other type of gear.



Rear View Worm Gear Axle

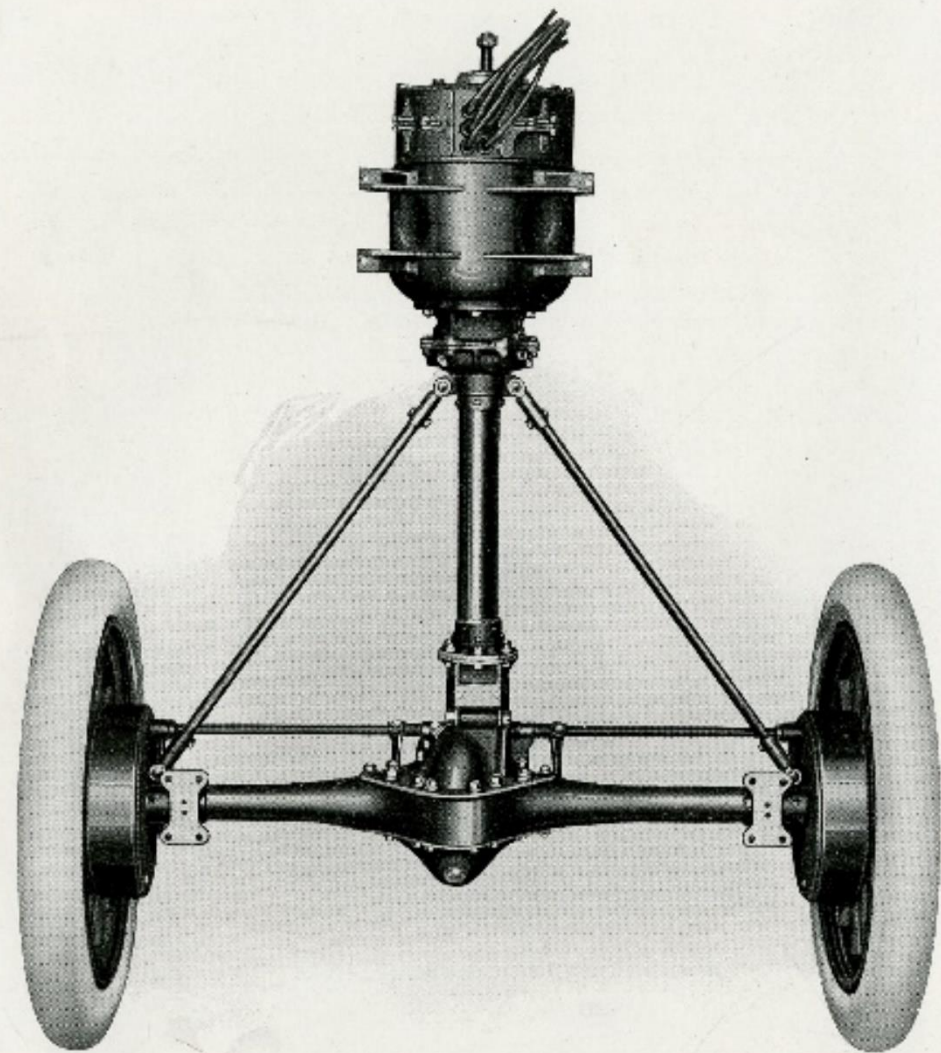
Simplicity of construction prevails throughout the axle. It is only necessary to withdraw the drive shaft and unbolt the gear carrier when the latter, including the gears, may be removed without disturbing the wheels, axle, propeller shaft, or motor equipment.

The adoption of the worm gear axle by the Detroit Electric required but a change in driving gears. Our system of power transmission through the Chainless Direct Shaft Drive used on all Detroit Electrics for the past four years, is most efficient in connection with worm or bevel gears. This has eliminated any experiments or changes in power transmission in adopting the worm.



Direct Shaft Drive "Chainless" Power Plant  
(Worm Gear)





Direct Shaft Drive "Chainless" Power Plant  
(Bevel Gear)

## Direct Shaft Drive "Chainless" Power Plant

AMONG the many mechanical features which have contributed to the universal success of the Detroit Electric, none ranks higher in importance than the "Chainless" Direct Shaft Drive illustrated on the opposite page. The result secured from this type of construction is the application, at the rear wheels, of the highest possible percentage of the power delivered by the battery to the motor.

A word of explanation will suffice to make this perfectly clear. Some types of electric vehicles employ a motor which normally operates at a speed of approximately 1600 revolutions per minute. In order to transmit battery power through such a motor and drive the rear wheels at proper normal speed, power-wasting speed reduction methods are required. In some cases a pinion gear on an extension of the motor shaft reduces its speed into a rear axle bevel gear of a very large and unwieldy size, resulting in heavy wear, noisy operation and frequent adjustments. In other cases, a single chain drive is used between the motor and propeller shaft, which latter is then geared to the rear axle in the usual manner. Sometimes the last method is reversed, the motor shaft being extended to a point near the rear axle and then connected by chain to another stub shaft driving the usual rear gear system. This method also introduces noisy operation and constant adjustment of chains, gears, etc., to secure results which are even passably satisfactory. The inevitable result in each case is a loss of valuable battery power dissipated in friction—power which could otherwise be employed in exercising its intended function of driving the car.

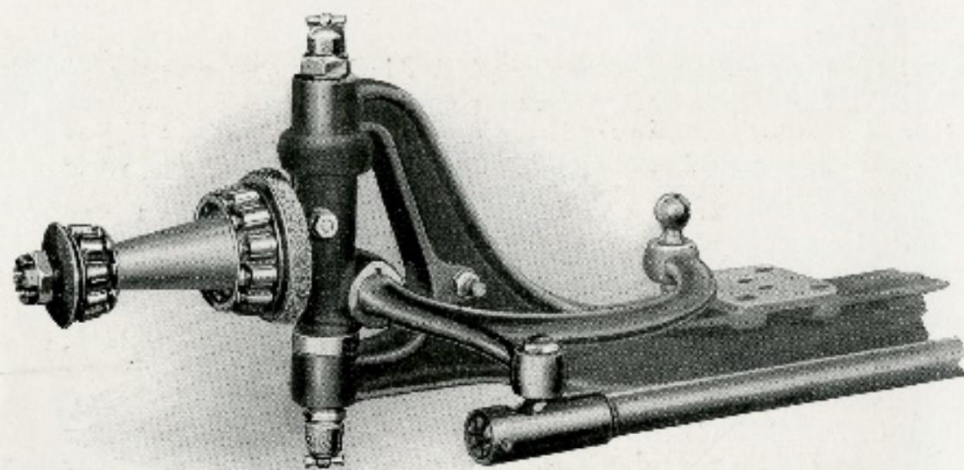
With these facts in mind, the application of the word "Chainless" to the Detroit Electric Direct Shaft Drive is significant. Side chains as well as those sometimes concealed between motor and shaft or between shaft and rear axle gears, are entirely absent.

This Detroit Electric construction is made possible by the Detroit Electric Motor. This motor is designed and built in our own factory to operate at a speed of 800 revolutions per minute for the bevel gears, or 1000 revolutions for the worm gears. This speed requires reduction only once between the motor and rear system and is so reduced by the gears at the rear axle of perfectly normal size and specifications. A motor of this type has many other advantages. Being necessarily larger, its wiring and other parts can be built up in such a way as to enable it to withstand sudden or long overloads without excessive heating—a most desirable feature in a vehicle motor. However, this construction in no way increases the total weight of the power plant because the elimination of chains, extra gears, housings, etc., more than offsets the relatively slight increase in motor weight.

Connection between motor shaft and propeller shaft is through a universal joint. All parts of the cross in this joint are hardened drop forgings ground to a perfect fit. When the car is loaded, the motor and driving shafts assume a position in a straight line, the purpose of the joint being simply to act when the car travels over uneven surfaces, etc.

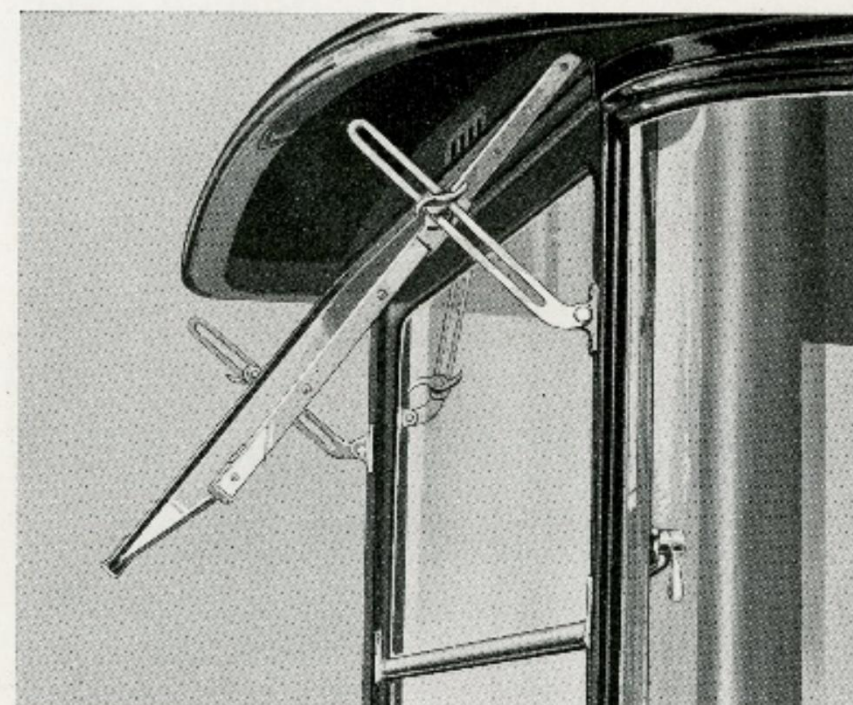
The propeller shaft, pinion gear and its shaft are all of chrome nickel and vanadium steel and are entirely enclosed in a pressed steel housing of neat design. The pinion gear and its shaft are integral, the whole piece being connected to the propeller shaft by means of a square drive. Motor and shafts all travel on ball-bearings of liberal size, reducing friction to the lowest possible limit.





### Front Axle

THE front axle is an I-beam drop forging, the spindles, steering knuckles and ball ends being of special alloy steel, heat-treated to give the greatest strength at a minimum weight. Knuckle and knuckle arm are separate drop forgings, the knuckle arm being tapered, keyed and locked with nut to the steering knuckle. This improved method eliminates the uncertainties of welding. Knuckles turn in ball bearings and are thoroughly bushed and lubricated to provide for an easy steering car.



### The Hanlon Patent Rain Vision Shield

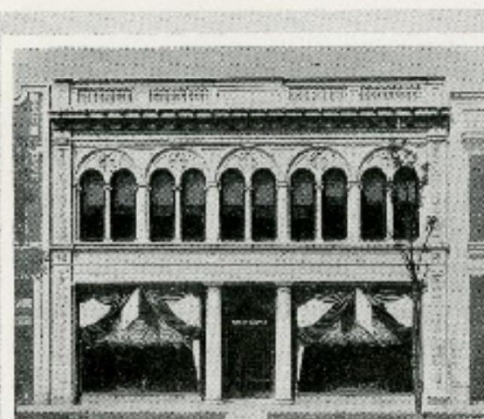
WE own the patents on the Hanlon Rain Shield which is included in the regular equipment of some of our 1914 models. This shield has the advantage of providing a clear vision ahead for the driver of the car under all weather conditions.

Rain, snow or sleet storms beat upon the inclined shield, but the inner window is unaffected and the operator gains a perfectly clear view ahead.

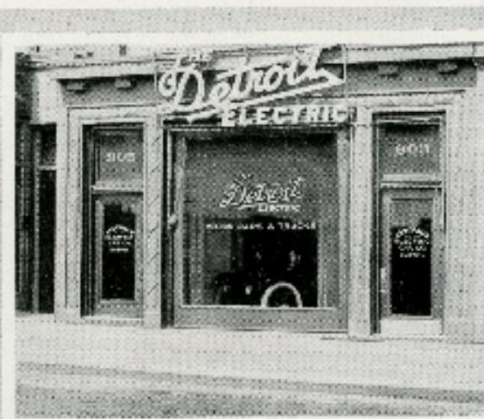
This rain vision window may be adjusted from the interior of the car to any angle required for various climatic conditions.

In pleasant weather both shield and window are inclined outward, making the interior of the brougham as breezy as an open vehicle.





CHICAGO



BOSTON



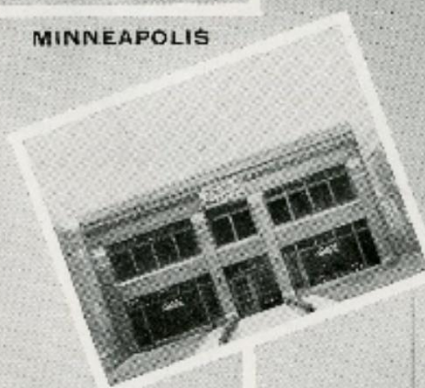
MINNEAPOLIS



NEW YORK



KANSAS CITY



CLEVELAND



BUFFALO



DETROIT

Direct Factory Branches

## Service

OUR interest does not end with the selling of our cars. We fully realize that our permanent success depends upon the car giving continuous pleasure and satisfaction. We permanently extend to all owners of Detroit Electric cars located at any point in the country, every facility to secure needed attention, repairs or adjustments without delay.

An absolute assurance of perfect service for Detroit Electric car owners is the fact that we have established direct factory branches in a number of the leading commercial centers throughout the United States. These branches are operated under factory management, employ factory-trained mechanics and electricians, and are stocked with every conceivable repair which might be required.

Radiating from the direct branches are the agencies which cover every portion of the country. The fundamental requirements of the dealer before he can secure an agency for our line, are his ability and desire to care for any Detroit Electric cars in his territory after they are sold. Furthermore, we maintain a corps of travelling mechanics, whose duty, as near as possible, is to call upon Detroit Electric owners and give any needed assistance or instruction.

This is our guarantee of perfect continuous service for Detroit Electric owners—a country-wide system operating with the purpose of taking care of our cars after they are in the owners' hands.



## Price List 1914 Models

(Prices subject to change without notice)

*Model 43 Four-Passenger Brougham*  
With Detroit Electric Guaranteed Lead  
Battery - - - - - \$2550.00

*Model 44 Ladies' Victoria*  
With Detroit Electric Guaranteed Lead  
Battery - - - - - \$2300.00  
With Edison Battery - - - - - 2964.00

*Model 45 Forward Drive Five-Passenger Brougham*  
With Detroit Electric Guaranteed Lead  
Battery - - - - - \$2800.00

*Model 46 Gentlemen's Roadster*  
With Detroit Electric Guaranteed Lead  
Battery - - - - - \$2500.00  
With Edison Battery - - - - - 3380.00

*Model 47 Four-Passenger Brougham*  
With Detroit Electric Guaranteed Lead  
Battery - - - - - \$2850.00  
With Edison Battery - - - - - 3730.00

*Model 48 Detroit Duplex Drive Five-Passenger Brougham*  
With Detroit Electric Guaranteed Lead  
Battery - - - - - \$3000.00  
With Edison Battery - - - - - 3880.00

*All Prices F. O. B. Detroit*

## Warranty

WE warrant all electric vehicles manufactured by this company for one year following the date of shipment, based upon the invoice date.

This warranty is limited to the replacement at our factory of all parts giving out under normal service in consequence of defective material or workmanship. If the circumstances do not permit that the work be executed in our factory, this warranty is limited to the shipment, without charge, of the parts intended to replace those acknowledged to be defective.

It is, however, understood that we make no warranty whatever regarding tires.

The condition of this warranty is such that if the electric vehicle to which it applies is altered or repaired outside of our factory, our liability under this warranty shall cease. The purchaser understands and agrees that no warranty of the vehicle is made or authorized to be made by this Company other than hereinabove set forth.





NO. 1413.



NO. 1417.



NO. 1419.



NO. 1422.



NO. 1414.



NO. 1416.



NO. 1420.



NO. 1423.



NO. 1425.



NO. 1415.



NO. 1418.



NO. 1421.



NO. 1424.

Monogram Specimens



