

PREVIEW
of the
NEW
DODGE
"Job-Rated"
TRUCKS

NEW Styling . . .



you are looking at the most attractive trucks ever designed. Both conventional and cab-over-engine models present an entirely new, massive "truck-like" appearance that is years ahead in design. Note, too, how expertly Dodge engineers and designers have wrought such perfect harmony of design between these two models—a "family resemblance" of great value to those who use both types.



Features and Advantages of the New DODGE "Job-Rated" TRUCKS

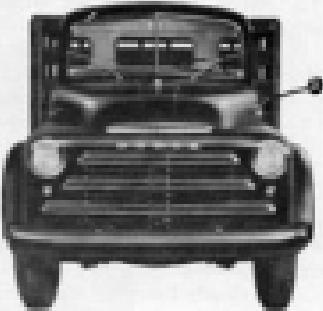
When you actually see the new line of Dodge "Job-Rated" trucks the first thing you'll notice, of course, is their new, massive "truck-like" appearance.

But underneath you'll find a power-packed, long-life chassis, unmatched anywhere for performance, economy, dependability and long life.

Even the briefest examination of the major features of these trucks will convince you definitely that they're the first really new trucks introduced in the past eight years.

Certainly these new "W" Series Dodge "Job-Rated" trucks are a distinct departure from preceding models. Yet, they are not merely "changed" models—not even just "improved" models.

These new Dodge "Job-Rated" trucks are completely designed, engineered and built for the postwar transportation era. Brilliant new styling, improved maneuverability, better weight distribution, "Pilot House" vision and greatly improved comfort for the driver. These are plus values—over and above the dependability, economy and long life that have always characterized Dodge "Job-Rated" trucks.



BRILLIANT NEW STYLING!



You will have no difficulty convincing any customer that these new trucks are the most attractive on the market today.

They possess a symmetry of line and design that extends from the massive radiator grille—along gracefully flowing lines—into the doors of the cab.

The brand new and appealing style treatment has been effected by a completely new design of radiator grille, front fenders, front bumper, hood and cab.

It's a design that imparts a massive, "truck-like" appearance long sought after, but never before achieved. It's a design completely divorced from any past or present truck or passenger car treatment. The new Dodge "looks" like a truck . . . and it is a TRUCK!

Truck operators are becoming more and more aware of the importance of attractive appearance in the trucks they operate. They know that trucks are travelling advertisements, seen by thousands of people every day—and they know, further, that many people form their opinion of a business through the appearance of its trucks.

A few years ago, any truck that could carry a load was considered satisfactory. This is no longer true. The discriminating truck operator of today demands a truck that will advertise his business while efficiently performing his hauling operations.

The eye-compelling attractiveness of Dodge trucks—which over many years has been an outstanding characteristic of our vehicles—reaches a new high in "B" Series trucks. Let's study just a few details of this greater attractiveness.

Headlights and parking lights are mounted flush in the radiator grille panel. This panel extends completely across the front fender housings. Chrome plated radiator ornaments and name plates add further to the trim front-end appearance.

The front fender housings blend harmoniously with the radiator grille, hood and cab. And fender lines flow gracefully into the cab doors, accentuating the streamline effect.

Deep, channel-section front bumpers, formed to follow closely the contour of the front grille and fenders also add substantially to front-end appearance. Of course, these bumpers are attached directly to the ends of the frame's side rails, thus serving as an additional frame cross-member, which is further reinforced by gussets from bumper to frame, making an even stronger and more rigid mounting.

By closely following the contour of the front grille and fenders, the danger of "hooking" when turning in close corners is minimized, if not eliminated.

Smart, distinctive, modern styling—designed and destined to win the instant approval of discriminating truck operators—is only one of the many outstanding features and advantages you will find in this new line of Dodge "Job-Rated" trucks.

DRIVER COMFORT AND CONVENIENCE



Perhaps none of the numerous features and advantages of these new trucks will win such instant and long-lasting approval from the men who drive trucks, as will those embodied in the new cabs.

So vastly increased is the vision in these cabs—so greatly improved is their safety and comfort—that we wanted a name that would instantly identify them . . . setting their outstanding features and advantages apart from all other cabs.

That name came naturally . . . it's "Pilot House" Cab!

In the design of these new cabs, VISION has been tremendously increased. Windshield and windows are much wider and higher. With the availability of new rear quarter windows, drivers get true "Pilot House" vision . . . in all directions.

These are the safest cabs ever built—with welded, all-steel construction.

The cabs are higher, wider, longer, and more fully weather-proofed than those on any preceding model.

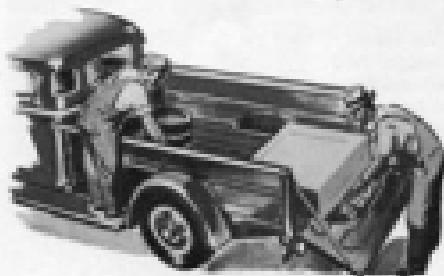
In addition to "Pilot House" vision, these cabs have clear, unobstructed floor space—extra-large, fixed windshield—form-styled, adjustable "Air-O-Ride" seats, and extremely neat appearance. Controls are properly located for maximum comfort and convenience. Clutch and brake pedal pads are increased in size for greater ease of operation.

These new "Pilot House" cabs feature two of the most advanced safety and comfort features introduced in truck cabs in years—extra-wide, three-man, "Air-O-Ride" seats—and All-Weather ventilation. Let's discuss the seats first.

NEW "AIR-O-RIDE" SEATS!

"Air-O-Ride" seats are an exclusive Dodge feature. No other trucks have them. They combine resilient coil springs with easily-regulated air pressure—which enables the driver to adjust the cushioning of "comfort" of the seat to his own personal weight and the condition of the road he's travelling.

Because this adjustment can be made with a very simple regulator—located beneath the center of the seat—and reached without taking the eyes from the road—this is a safety, as well as a comfort feature.



doors, or fumble around between seats and doors to get at the adjusting levers. The seat back, moving with the seat, adjusts itself to provide maximum back support in all positions, materially reducing driving fatigue.

One thing you'll quickly notice is that there are no obstructing levers in these new cabs. Transmission gear shift and hand brake levers have been moved forward to provide more room between seat and levers. Drivers can slip easily in and out from either side.

Running boards are lower and cab doors are higher. Getting into and out of these cabs is remarkably easy. The new lower running boards also contribute substantially to ease of entering the cab and loading express bodies from the side.



Further, these seats have a distinctly new adjustment feature. The seat itself can be set in one of three positions, providing a three-inch forward or backward adjustment. Then, with a lever also conveniently located at the bottom of the center of the seat, the seat can be further adjusted backward or forward, to exactly the right position for the size and comfort of the driver.

The total backward and forward adjustment is seven inches. And you'll note that the driver doesn't have to open the door to get at the adjusting levers. The seat back,

And now to ventilation:

Track drivers ride in comfort whether the thermometer is ten below zero or a hundred above. Rain, sleet, and fogged windshields no longer annoy them. That's because of a remarkable and ingenious combination of a new fresh air intake from behind the radiator grille, with heater, defroster vents, and cowl ventilator.

ALL-WEATHER VENTILATION!

This year, Dodge has, without question, the finest cab ventilation system on the market! Here's how it works.

On a clear, hot day, when the driver wants plenty of fresh air—he simply opens the vent wings and coil ventilator—and drives in cool comfort. Should it start to rain—and he must fully close his coil ventilator and windows, and partially close his vent wings, he simply starts the circulating fan, which immediately draws in cool air through the fresh air duct leading from the front radiator grille.

In winter—the driver can open his vent wings—turn on his fan and heater—and be comfortable with fresh, warmed air. Should the weather be muggy, and the windshield tend to steam, the driver opens the fresh air duct from the front grille, turns on his defroster, and drives in a clear-vision, comfortably-heated cab.

EASE OF HANDLING IMPROVED!

Driver fatigue is lessened in other ways for the fortunate operator of these new "B" Series trucks. The angle of the steering wheel has been flattened so that the driver sits more nearly in a natural position over the wheel, rather than behind it. An 18-inch diameter steering wheel is used on all models from the nominally-rated ½-ton through the 3-ton, and a 20-inch wheel on the 2½ and 3-ton models. The steering wheel itself has a new and improved safety grip.

The seat cushion is approximately 1½-inches higher from the floor, bringing it more nearly to chair height for added comfort. We are sure you will find our new cabs the answer to the many driver requests you and we have received for a truly safer, convenient and comfortable cab. Take a ride and you'll feel that you're sitting on top of the world . . . with all the road yours to command.



IMPROVED MANEUVERABILITY!

Remember this: These new Dodge chassis are completely and entirely NEW—not merely "changed" or "redesigned." They've been engineered with new and exclusive functional advancements that result in many advantages.

What Dodge has done is to move the front axle back eight inches under the frame. At the same time, the engine is moved forward in the frame. It will quickly be seen that this arrangement not only contributes to improved maneuverability, but at the same time contributes to better weight distribution throughout the vehicle.

With these shorter wheelbases, Dodge retains the same C.A. dimensions as the older Dodge models and current competitive models with longer wheelbases. This not only permits the use of bodies of the same size, but throws more of the load up over the front axle—thus permitting heavier loads to be carried without imposing any additional weight on the rear axle.

Another advantage of this improved weight distribution is a more comfortable ride for the driver. Front springs have been lengthened, and because these springs carry more weight, the ride in the cab is improved.

In connection with this change, Dodge has also widened the tread of the front axle, and introduced a new type of cross-steering. This permits a full 37° turning angle to left or right, regardless of tire size. One resulting advantage is that these trucks can be turned in much narrower circles. Road shock and wheel "fight" are substantially reduced. Steering is much easier, and the trucks can be backed into parking places or up to loading platforms with much greater ease.

OTHER DESIGN ADVANTAGES

Many other chassis advancements warrant your careful study and consideration. For instance, new high levels of riding quality and spring life have been obtained by rear-shackled front springs of super-tough Arnola steel, made longer and stronger than ever before.

The new trucks provide a much more substantial support of the drive line, because of multiple propeller shafts and sturdy, rubber-mounted center bearings. Vibration and "whipping" are practically nil.

Extra margins of strength and dependability are provided in all models because of sturdy rear axles of advanced design. Single-speed, two-speed, and double-reduction types, many with increased capacities, are available, along with an extremely wide selection of gear ratios. Extra margins of safety are provided by all Dodge brakes. Dual cylinder, rear-wheel brakes are new and exclusive on the $\frac{1}{2}$, $\frac{3}{4}$ and 1-ton models. You will find no safer brakes in the industry than are on these new Dodge "Job-Rated" trucks.

Maintenance men will be quick to see the advantages of the new side-opening hood on these new models. They're controlled by a single lever in the center, which actuates latches on both ends. The hood sides are supported by a prop and check strap. Further, with the new, side-opening hood design—there is much more space to work in between the engine and the sheet metal of the sides.

Larger capacity batteries make certain that additional accessories—such as heaters, radios, etc., can adequately be handled. And these new batteries are located in a new and more advantageous position. We call them "Airstream" batteries because of this new location. They're placed just outside the frame beneath the cab floor—directly in a path of air that keeps temperatures down—minimizes corrosion—and prolongs life. They're easily filled through a removable snap-on plate located conveniently on the left-hand side of the cab floor.

Incidentally, another appreciated feature of these new trucks is the fact that all servicing operations can be performed from the left side of the new conventional model. Gas, oil, water and battery are all serviced within the view of the driver. And the gas tank filler cap is located on the side of the cab, not in the rear. Customers driving closely mounted vans or other short-coupled vehicles will be quick to appreciate that there is no need for an additional "goose neck" connection to the filler cap.

"Job-Rated" TOO!

Of course these new trucks retain all the time-proved engineering features and advancements that for years have been far ahead of the field. This is particularly true with regard to the famous Dodge truck engines.



Again, Dodge offers 7 different truck engines. This fact alone enables you to sell your prospect a more economical, more dependable engine—an engine more suited to his hauling needs than he can get from competition. No other manufacturer in the Dodge gross vehicle weight range offers as many different engines.

You know these Dodge truck engines pretty well. For example, you're familiar, of course, with the many time-proven mechanical superiorities of Dodge "Job-Rated" engines, such as their simplified L-head design—their full-length water jacket cooling system—their rugged, counterweighted, dynamically and statically balanced crank-shaft—and all the other features that contribute to their power, their dependability, and to their remarkable economy of operation.

But this year, several new and exclusive features have been added to Dodge truck engines. Usable power is increased on most models by a "straight-through" type muffler. In heavy tonnage models, your customers get improved power, performance and economy because of sodium-cooled valves, made of silicon and faced with stellite.

You can easily demonstrate to your customers how they can save gas, and reduce crankcase dilution, with these new Dodge engines. This is because the temperature of the incoming fuel mixture is regulated automatically by a thermostatically-controlled manifold heat control valve.

Of course, the wide range of Dodge engines is only one factor that enables Dodge to supply "Job-Rated" trucks—to give your customers exactly the right trucks to fit their job!

Dodge provides five different clutches—all extra-big and extra-strong, and designed for maximum smoothness of action in trucks of different capacities.

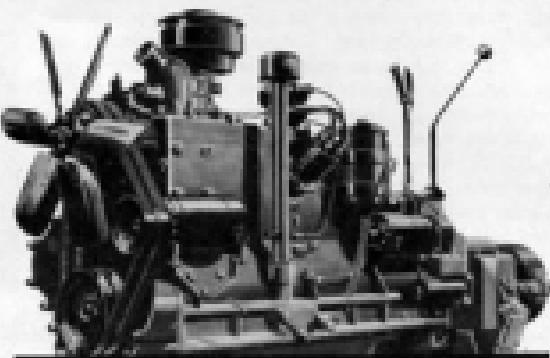
Dodge provides three basic types of transmissions—3-speed, 4-speed and 5-speed. Consequently, every one of these new Dodge "Job-Rated" trucks can be equipped with the right transmission to insure maximum flexibility, smoothness, dependability and long life.

Dodge provides 28 separate rear axles—in single-speed, 2-speed and double reduction types, ranging in capacities from 3,000 to 18,000 pounds. These axles are available with an extremely wide range of gear ratios—assuring maximum efficiency in the transmission of Dodge power to wheels. Front axles are "Job-Rated", too.

In addition, Dodge can equip its new trucks with the right one of 31 different frames—33 different springs, and spring combinations—13 brake combinations. And incidentally, there are no better brakes in the truck industry than those engineered for these new Dodge "Job-Rated" trucks.

All in all—Dodge offers you these new trucks in 248 basic chassis and body models—ranging up to 13,000 lbs. G.V.W., and up to 48,000 lbs. G.T.W.

In conclusion, we ask you to study carefully the material presented in this folder. Compare these great new Dodge "Job-Rated" trucks with previous models. Compare them—specification by specification. Do this—and we believe you will very quickly agree that these new "B" Series trucks are in truth and in fact . . . years ahead in design . . . the only really new trucks on the market this year!



NEW B-1 SERIES DODGE "Job-Rated" TRUCKS

Condensed Table of Basic Gross Vehicle Weight Chassis Models

NOMINAL RATING	PREVIOUS MODEL	MODEL B-1	WHEELBASES AVAILABLE (in.)	GROSS VEHICLE WEIGHT CHASSIS MODELS (lbs.)	G.T.W. RATING (lbs.)	TOTAL G.V.W. MODELS
1/2 Ton	WC	B	108	4,250- 4,500- 4,850		3
5/8 Ton	WD-15	C	118	5,500		1
1 Ton	WD-20,21	D	116-125	5,500- 6,000- 6,800- 7,500		8
1 Ton Power Wagon	WDX	PW	125	7,600- 8,700		2
1 1/2 Ton	WP	F	128-153-170-192	7,000- 8,000- 9,000- 10,500- 12,000- 13,500- 14,500	26,000	22
1 1/2 Ton Dual Purpose	WPA	FA	128-153-170-192	10,500- 12,000- 13,500- 14,500	26,000	16
1 1/2 Ton C.O.E.	WFM	FM	107-131-161	7,250- 8,250- 9,250- 10,750- 12,250- 13,750- 14,750	26,000	15
1 1/2 Ton C.O.E. Dual Purpose	WPM	FMA	107-131-161	10,750- 12,250- 13,750- 14,750	26,000	12
1 1/2 Ton	WPK	H	128-153-170-192	15,500	28,000	4
1 1/2 Ton Dual Purpose	WFAX	HA	128-153-170-192	15,500	28,000	4
1 1/2 Ton C.O.E.	WTMX	HM	107-131-161	15,750	28,000	3
1 1/2 Ton C.O.E. Dual Purpose	WPMX	HMA	107-131-161	15,750	28,000	3
2 Ton	WH	J	128-140-152-170-212	10,500- 13,500- 15,500- 16,500	29,000	29
2 Ton Dual Purpose	WHA	JA	128-140-152-170-212	10,500- 13,500- 15,500- 16,500	29,000	29
2 Ton C.O.E.	WHM	JM	107-131-161	10,750- 13,750- 15,750- 16,750	29,000	12
2 Ton C.O.E. Dual Purpose	WHMA	JMA	107-131-161	10,750- 13,750- 15,750- 16,750	29,000	12
2 Ton Dual Purpose	WHAX	KA	128-140-152-170-212	17,000	31,000	5
2 Ton C.O.E. Dual Purpose	WHMAX	KMA	107-131-161	17,250	31,000	3
2 1/2 Ton	WJ	R	130-138-154-172-229	13,500- 17,500- 18,500	34,000	15
2 1/2 Ton Dual Purpose	WJA	RA	130-138-154-172-229	13,500- 17,500- 18,500	34,000	15
3 Ton	WK	T	130-138-154-172-190	17,500- 19,500- 21,000	37,000	15
3 Ton Dual Purpose	WKA	TA	130-138-154-172-190	17,500- 19,500- 21,000	37,000	15
3 Ton	WR	V	130-138-154-172-190	23,000	40,000	5
3 Ton Dual Purpose	WRA	VA	130-138-154-172-190	23,000	40,000	5

SCHOOL BUS CHASSIS

1 1/2 Ton School Bus	WF-S	FS	152-170-192	10,650-11,575-11,750-11,900-12,875-14,300-14,475-15,000		8
2 Ton School Bus	WH-S	JS	212	15,775-15,950-17,000		3
2 1/2 Ton School Bus	WJ-S	RS	229	18,300-19,000		2

Total Number of Gross Vehicle Weight Chassis Models

248

Standard Production Cabs and Bodies Available as Follows:

Cabs: All Models

Panel: 6 1/2 ft. on B-108

Pickups: 6 1/2 ft. on B-108

7 1/2 ft. on C-116, D-116, FW-116

9 ft. on D-125

Platforms & Stakeas: 7 1/2 ft. on C-116, D-116

9 ft. on D-125, F-128, FA-128, FM-107, FMA-107, H-128, HA-128, HM-107, HMA-107, J-128, JA-128, JM-107, JMA-107, KA-128, KMA-107

12 ft. on F-152, FA-152, FM-151, H-152, HA-152, HM-151, HMA-151, J-152, JA-152, JM-151, JMA-151, KA-152, KMA-151

14 ft. on F-170, FA-170, H-170, HA-170, J-170, JA-170, KA-170

Dodge Division of Chrysler Corporation reserves the right to change prices without notice and to make changes in specifications without incurring obligations on vehicles previously sold.

NEW B-1 SERIES DODGE "Job-Rated" TRUCKS

For Gross Vehicle Weight up to 7,500 lbs.

MODEL	B-100	C-110	D-110	D-125
Previous Model	HC	HC-10	HC-10	HC-11
Normal Rating Maximum G.V.W.	1/2 Ton 3,000 lbs.	3/4 Ton 3,000 lbs.	1 Ton 3,000 lbs.	1 Ton 3,000 lbs.
Wheelbase (in.)	130	130	130	130 1/2
Cab/Chassis Ratio (in.)	40	40	40	37 1/2
Turning Diameter (ft.)	30	30	30	30 1/2
Tires (Front Wheel Base Fixed) Standard—Front, Single Rear and Spare	6.00-16-4 Ply	1000/15 (TA)-6 Ply	6.00-16-4 Ply	6.00-16-4 Ply
Max.—Front, Single Rear and Spare	6.00-16-6 Ply or 6.00-16-6 Ply	1000/15 (TA)-6 Ply	6.00-16-6 Ply	6.00-16-6 Ply
Front, Dual Rear and Spare			6.00-16-6 Ply or 6.00-16-6 Ply	6.00-16-6 Ply or 6.00-16-6 Ply
Axle, Front—Capacity	1,000 lbs.	1,000 lbs.	1,000 lbs.	1,000 lbs.
Axle, Rear—Capacity	1,000 lbs.	1,000 lbs.	1,000 lbs.	1,000 lbs.
Springs, Front—Capacity	900 lbs.	900 lbs.	1,000 lbs.	1,000 lbs.
Springs, Rear—Capacity	1,000 lbs.	1,000 lbs.	1,000 lbs.	1,000 lbs.
Front—Side Wall Dimensions (in.)	8 1/2 x 10 1/2 x 16	8 1/2 x 10 1/2 x 16	8 1/2 x 10 1/2 x 16	8 1/2 x 10 1/2 x 16
Brakes—Type	Hydraulic	Hydraulic	Hydraulic	Hydraulic
Brk., Front	10" x 17"	10" x 17"	10" x 17"	10" x 17"
Rear	11" x 17"	11" x 17"	11 1/2" x 17"	11 1/2" x 17"
Total Area	170.00 sq. in.	180.00 sq. in.	192.00 sq. in.	192.00 sq. in.
Engine—Make	Dodge Truck	Dodge Truck	Dodge Truck	Dodge Truck
Type	4 Cyl. L-head	6 Cyl. L-head	6 Cyl. L-head	6 Cyl. L-head
Horse and Stroke	105" x 4 1/2"	105" x 4 1/2"	105" x 4 1/2"	105" x 4 1/2"
Stroke Displacement	203.75 cu. in.	311.40 cu. in.	308.2 cu. in.	308.2 cu. in.
Max. Gross Horsepower	60 at 1600 r.p.m.	60 at 1600 r.p.m.	60 at 1600 r.p.m.	60 at 1600 r.p.m.
Max. Gross Torque	175 ft.-lb. at 1000 r.p.m.	210 ft.-lb. at 1000 r.p.m.	210 ft.-lb. at 1000 r.p.m.	210 ft.-lb. at 1000 r.p.m.
Compression Ratio	6.0 to 1	6.0 to 1	6.0 to 1	6.0 to 1
Front—Size and Area	10" x 100.5 sq. in. 10" x 111.0 sq. in.	10" x 100.5 sq. in. 10" x 111.0 sq. in.	10" x 100.5 sq. in. 10" x 111.0 sq. in.	10" x 100.5 sq. in. 10" x 111.0 sq. in.
Transmission	3 Speed Direct 4 Speed Direct	4 Speed Direct 5 Speed Direct	5 Speed Direct	3 Speed Direct 4 Speed Direct
Rear Axle Gear Ratios	3.7, 4.1, 4.7	3.7, 4.1, 4.7	3.7, 4.1, 4.7	3.7, 4.1, 4.7
Standard Bodies	1/2" Pick-Up Panel ...	1/2" Express 1/2" Platform 1/2" Stake	1/2" Express 1/2" Platform 1/2" Stake	1/2" Express 1/2" Platform 1/2" Stake
Fuel Tank Capacity	10 Gallons	10 Gallons	10 Gallons	10 Gallons
Battery	12-Volt, 100 Amp.-hr.	12-Volt, 100 Amp.-hr.	12-Volt, 100 Amp.-hr.	12-Volt, 100 Amp.-hr.
Steering Wheel Diameter	18 inches	18 inches	18 inches	18 inches

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NEW B-1 SERIES DODGE "Job-Rated" TRUCKS

For Gross Vehicle Weights up to 15,750 lbs.

MODEL SERIES	F and FA Conventional	FM and FMA Cab Over Engine	H and HA, Conventional	HM and HMA Cab Over Engine
Previous Model Series	N/A and NHA	NHM and NHMA	NHH and NHHA	NHMH and NHMHA
Standard Rating: Maximum G.V.W. Maximum G.T.W. (Tractor)	11½ Tons 16,000 lbs. 20,000 lbs.	11½ Tons 16,750 lbs. 20,000 lbs.	11½ Tons 16,000 lbs. 20,000 lbs.	11½ Tons 17,750 lbs. 20,000 lbs.
Wheelbases (in.) Cabs to Rear Axle (in.) Turning Diameter (ft.)	120 110 170 200 60 50 100 120 44 30 50 45½	120 110 170 200 60 50 100 120 39 25 45 45½	120 110 170 200 60 50 100 120 39 25 45 45½	120 110 170 200 60 50 100 120 39 25 45 45½
Tires (Full Wgt. Rear Wheel) Standard—Front Rear Maximum—Front Rear	Single Rear Tire Models 8.00-12 8-12 P.D. 8.00-12 8-12 P.D. 11.00-15 10-12 P.D. 11.00-15 10-12 P.D.	Single Rear Tire Models 8.00-12 8-12 P.D. 8.00-12 8-12 P.D. 11.00-15 10-12 P.D. 11.00-15 10-12 P.D.	Dual Rear Tire Models 7.00-12 8-12 P.D. 7.00-12 8-12 P.D. 8.00-12 8-12 P.D. 8.00-12 8-12 P.D.	Dual Rear Tire Models 7.00-12 8-12 P.D. 7.00-12 8-12 P.D. 8.00-12 8-12 P.D. 8.00-12 8-12 P.D.
Axle, Front—Capacity:	3,750 lbs. 4,200 lbs.	4,200 lbs. —	4,200 lbs. —	4,200 lbs. —
Axle, Rear—Capacity, Single Speed, Standard	10,000 lbs. 12,000 lbs.	11,000 lbs. 12,000 lbs.	10,000 lbs. 12,000 lbs.	11,000 lbs. 12,000 lbs.
Suspension, Front—Capacity:	1,000 lbs. 1,000 lbs. 1,000 lbs.	1,000 lbs. 1,000 lbs. 1,000 lbs.	1,000 lbs. 1,000 lbs. 1,000 lbs.	1,000 lbs. 1,000 lbs. 1,000 lbs.
Spring, Rear—Capacity, Main:	1,000 lbs. 1,000 lbs. 1,000 lbs.	1,000 lbs. 1,000 lbs. 1,000 lbs.	1,000 lbs. — —	1,000 lbs. — —
Auxiliary	1,000 lbs.	1,000 lbs.	1,000 lbs.	1,000 lbs.
Frame—Side Rail Dimensions (in.)	115" and 130" W.B.— 7½" x 12½" x 1½" 115" and 130" W.B.— 7½" x 12½" x 1½"	115" W.B.— 7½" x 12½" x 1½" 115" W.B.— 7½" x 12½" x 1½" 115" W.B.— 7½" x 12½" x 1½"	115" and 130" W.B.— 7½" x 12½" x 1½" 115" and 130" W.B.— 7½" x 12½" x 1½"	115" W.B.— 7½" x 12½" x 1½" 115" W.B.— 7½" x 12½" x 1½" 115" W.B.— 7½" x 12½" x 1½"
Brake Assembly, L-Type Service Modulus (Including Brake Chamber)	Optional 115" and 130" W.B.— 10,000 115" and 130" W.B.— 10,000	Optional 115" W.B.— 10,000 115" W.B.— 10,000	Standard 115" and 130" W.B.— 10,000 115" W.B.— 10,000	Standard 115" W.B.— 10,000 115" W.B.— 10,000
Brakes—Type: Front, Rear Total Braking Area Vacuum Booster	Hydraulic 115" x 12" x 1½" 115" x 12" x 1½" 115" x 12" x 1½" Optional	Hydraulic 115" x 12" x 1½" 115" x 12" x 1½" 115" x 12" x 1½" Optional	Hydraulic 115" x 12" x 1½" 115" x 12" x 1½" 115" x 12" x 1½" Standard	Hydraulic 115" x 12" x 1½" 115" x 12" x 1½" 115" x 12" x 1½" Standard
Engine	Dodge Trucks, 6 Cylinders, L-Head, bore and stroke of 3½" x 4½", 159.6 cu. in. displacement, 109.8 Max. Gross Horsepower at 1900 r.p.m., 191 lb.-ft. gross torque at 1500 r.p.m. Compression ratio 8.0 to 1			
Chassis—Size and Area	115"-120.5 sq. in. 115"-120.5 sq. in.	115"-120.5 sq. in. 115"-120.5 sq. in.	115"-120.5 sq. in.	115"-120.5 sq. in.
Transmission		4-Speed Direct, Low gear ratio 0.4 to 1.		
Rear Axle Gear Ratios—Single Speed	5.6, 5.8, 6.0 5.8, 6.1	5.6, 5.8, 6.0 5.8, 6.1	5.6, 5.8, 6.0 5.8, 6.1	5.6, 5.8, 6.0 5.8, 6.1
Standard Bodies—Cabs, and C.O.E.	17' Platform, 17' Stake, 17' Platform, 17' Stake—Conventional only—17' Platform, 17' Stake			
Fuel Tank Capacity: Battery Steering Wheel Diameter	18 Gallons 17 Plus, 114 Amp.-hr. 18 inches	18 Gallons 17 Plus, 114 Amp.-hr. 18 inches	18 Gallons 17 Plus, 114 Amp.-hr. 18 inches	18 Gallons 17 Plus, 114 Amp.-hr. 18 inches

Dodge Division of Chrysler Corporation reserves the right to change prices without notice and to make changes in specifications without incurring obligations on vehicles previously sold.

NEW B-1 SERIES DODGE "Job-Rated" TRUCKS

For Gross Vehicle Weight up to 17,250 lbs.

MODEL SERIES	3 and 4d. Conventional	DRW and DRW Cab-Over-Engine	R.A. Conventional	R.M.A. Cab-Over-Engine
Previous Model Series	300 and 300A	300 and 300A	300A	300A
Nominal Rating	3 Tons	3 Tons	3 Tons	3 Tons
Maximum G.V.W.	16,000 lbs.	16,000 lbs.	17,000 lbs.	17,000 lbs.
Maximum G.V.W. (Towed)	20,000 lbs.	20,000 lbs.	21,000 lbs.	21,000 lbs.
Wheelbase (in.)	120, 126, 132, 138, 144, 150, 156, 162, 168, 174, 180, 186, 192, 198, 204, 210, 216, 222, 228, 234, 240, 246, 252, 258, 264, 270, 276, 282, 288, 294, 296, 300, 304, 310, 316, 322, 328, 334, 340, 346, 352, 358, 364, 370, 376, 382, 388, 394, 396, 400, 404, 410, 416, 422, 428, 434, 440, 446, 452, 458, 464, 470, 476, 482, 488, 494, 496, 500, 504, 510, 516, 522, 528, 534, 540, 546, 552, 558, 564, 570, 576, 582, 588, 594, 596, 600, 604, 610, 616, 622, 628, 634, 640, 646, 652, 658, 664, 670, 676, 682, 688, 694, 696, 700, 704, 710, 716, 722, 728, 734, 740, 746, 752, 758, 764, 770, 776, 782, 788, 794, 796, 800, 804, 810, 816, 822, 828, 834, 840, 846, 852, 858, 864, 870, 876, 882, 888, 894, 896, 900, 904, 910, 916, 922, 928, 934, 940, 946, 952, 958, 964, 970, 976, 982, 988, 994, 996, 1000, 1004, 1010, 1016, 1022, 1028, 1034, 1040, 1046, 1052, 1058, 1064, 1070, 1076, 1082, 1088, 1094, 1096, 1100, 1104, 1110, 1116, 1122, 1128, 1134, 1140, 1146, 1152, 1158, 1164, 1170, 1176, 1182, 1188, 1194, 1196, 1200, 1204, 1210, 1216, 1222, 1228, 1234, 1240, 1246, 1252, 1258, 1264, 1270, 1276, 1282, 1288, 1294, 1296, 1300, 1304, 1310, 1316, 1322, 1328, 1334, 1340, 1346, 1352, 1358, 1364, 1370, 1376, 1382, 1388, 1394, 1396, 1400, 1404, 1410, 1416, 1422, 1428, 1434, 1440, 1446, 1452, 1458, 1464, 1470, 1476, 1482, 1488, 1494, 1496, 1500, 1504, 1510, 1516, 1522, 1528, 1534, 1540, 1546, 1552, 1558, 1564, 1570, 1576, 1582, 1588, 1594, 1596, 1600, 1604, 1610, 1616, 1622, 1628, 1634, 1640, 1646, 1652, 1658, 1664, 1670, 1676, 1682, 1688, 1694, 1696, 1700, 1704, 1710, 1716, 1722, 1728, 1734, 1740, 1746, 1752, 1758, 1764, 1770, 1776, 1782, 1788, 1794, 1796, 1800, 1804, 1810, 1816, 1822, 1828, 1834, 1840, 1846, 1852, 1858, 1864, 1870, 1876, 1882, 1888, 1894, 1896, 1900, 1904, 1910, 1916, 1922, 1928, 1934, 1940, 1946, 1952, 1958, 1964, 1970, 1976, 1982, 1988, 1994, 1996, 2000, 2004, 2010, 2016, 2022, 2028, 2034, 2040, 2046, 2052, 2058, 2064, 2070, 2076, 2082, 2088, 2094, 2096, 2100, 2104, 2110, 2116, 2122, 2128, 2134, 2140, 2146, 2152, 2158, 2164, 2170, 2176, 2182, 2188, 2194, 2196, 2200, 2204, 2210, 2216, 2222, 2228, 2234, 2240, 2246, 2252, 2258, 2264, 2270, 2276, 2282, 2288, 2294, 2296, 2300, 2304, 2310, 2316, 2322, 2328, 2334, 2340, 2346, 2352, 2358, 2364, 2370, 2376, 2382, 2388, 2394, 2396, 2400, 2404, 2410, 2416, 2422, 2428, 2434, 2440, 2446, 2452, 2458, 2464, 2470, 2476, 2482, 2488, 2494, 2496, 2500, 2504, 2510, 2516, 2522, 2528, 2534, 2540, 2546, 2552, 2558, 2564, 2570, 2576, 2582, 2588, 2594, 2596, 2600, 2604, 2610, 2616, 2622, 2628, 2634, 2640, 2646, 2652, 2658, 2664, 2670, 2676, 2682, 2688, 2694, 2696, 2700, 2704, 2710, 2716, 2722, 2728, 2734, 2740, 2746, 2752, 2758, 2764, 2770, 2776, 2782, 2788, 2794, 2796, 2800, 2804, 2810, 2816, 2822, 2828, 2834, 2840, 2846, 2852, 2858, 2864, 2870, 2876, 2882, 2888, 2894, 2896, 2900, 2904, 2910, 2916, 2922, 2928, 2934, 2940, 2946, 2952, 2958, 2964, 2970, 2976, 2982, 2988, 2994, 2996, 3000, 3004, 3010, 3016, 3022, 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3952, 3958, 3964, 3970, 3976, 3982, 3988, 3994, 3996, 4000, 4004, 4010, 4016, 4022, 4028, 4034, 4040, 4046, 4052, 4058, 4064, 4070, 4076, 4082, 4088, 4094, 4096, 4100, 4104, 4110, 4116, 4122, 4128, 4134, 4140, 4146, 4152, 4158, 4164, 4170, 4176, 4182, 4188, 4194, 4196, 4200, 4204, 4210, 4216, 4222, 4228, 4234, 4240, 4246, 4252, 4258, 4264, 4270, 4276, 4282, 4288, 4294, 4296, 4300, 4304, 4310, 4316, 4322, 4328, 4334, 4340, 4346, 4352, 4358, 4364, 4370, 4376, 4382, 4388, 4394, 4396, 4400, 4404, 4410, 4416, 4422, 4428, 4434, 4440, 4446, 4452, 4458, 4464, 4470, 4476, 4482, 4488, 4494, 4496, 4500, 4504, 4510, 4516, 4522, 4528, 4534, 4540, 4546, 4552, 4558, 4564, 4570, 4576, 4582, 4588, 4594, 4596, 4600, 4604, 4610, 4616, 4622, 4628, 4634, 4640, 4646, 4652, 4658, 4664, 4670, 4676, 4682, 4688, 4694, 4696, 4700, 4704, 4710, 4716, 4722, 4728, 4734, 4740, 4746, 4752, 4758, 4764, 4770, 4776, 4782, 4788, 4794, 4796, 4800, 4804, 4810, 4816, 4822, 4828, 4834, 4840, 4846, 4852, 4858, 4864, 4870, 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10352, 10358, 10364, 10370, 10376, 10382, 10388, 10394, 10396, 10400, 10404, 10410, 10416, 10422, 10428, 10434, 10440, 10446, 10452, 10458, 10464, 10470, 10476, 10482, 10488, 10494, 10496, 10500, 10504, 10510, 10516, 10522, 10528, 10534, 10540, 10546, 10552, 10558, 10564, 10570, 10576, 10582, 10588, 10594, 10596, 10600, 10604, 10610, 10616, 10622, 10628, 10634, 10640, 10646, 10652, 10658, 10664, 10670, 10676, 10682, 10688, 10694, 10696, 10700, 10704, 10710, 10716, 10722, 10728, 10734, 10740, 10746, 10752, 10758, 10764, 10770, 10776, 10782, 10788, 10794, 10796, 10800, 10804, 10810, 10816, 10822, 10828, 10834, 10840, 10846, 10852, 10858, 10864, 10870, 10876, 10882, 10888, 10894, 10896, 10900, 10904, 10910, 10916, 10922, 10928, 10934,			

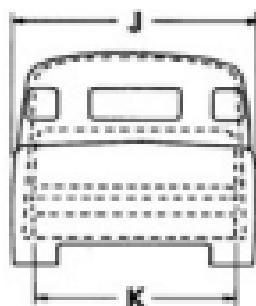
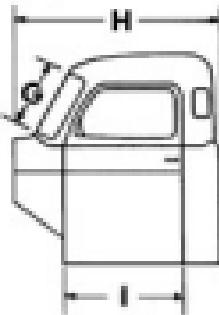
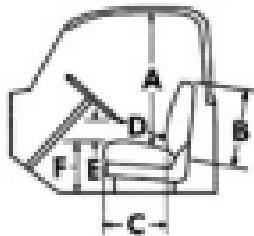
NEW B-1 SERIES DODGE "Job-Rated" TRUCKS

For Gross Vehicle Weight up to 23,000 lbs.

MODEL SERIES	B and BA	T and TA	V and VA
Previous Model Series	BB and BBA	TT and TTA	VB and VBA
Normal Rating: Maximum G.V.W. Maximum G.T.W. (Driven)	1/2 Ton 10,000 lbs. 10,000 lbs.	1/2 Ton 10,000 lbs. 10,000 lbs.	1/2 Ton 10,000 lbs. 10,000 lbs.
Wheelbase (in.) (Cab-to-Rear Axle (in.) Turning Diameter (ft.)	116 116 116 116 116	116 116 116 116 116	116 116 116 116 116
Tire (Full Wide Base Size) Standard—Front Optional—Front Maximum—Front Standard—Rear Optional—Rear	10.00-19—8 Ply 10.00-19—8 Ply 10.00-19—8 Ply 10.00-19—8 Ply 10.00-19—8 Ply	10.00-19—8 Ply 10.00-19—8 Ply 10.00-19—8 Ply 10.00-19—8 Ply 10.00-19—8 Ply	10.00-19—10 Ply 10.00-19—10 Ply 10.00-19—10 Ply 10.00-19—10 Ply 10.00-19—10 Ply
Axle, Front—Capacity	1,000 lbs. (except 116" W.B.) 1,000 lbs. (except 116" W.B.) 4,000 lbs. (Std. 116" W.B. only)	4,000 lbs. 7,000 lbs.	7,000 lbs.
Axle, Rear—Capacity	14,000 lbs.	14,000 lbs.	14,000 lbs.
Spring, Front—Capacity	1,000 lbs. 1,000 lbs.	1,000 lbs. 1,000 lbs.	1,000 lbs. 1,000 lbs.
Spring, Rear—Capacity (Excluding Auxiliary)	4,000 lbs. 1,000 lbs.	7,000 lbs.	8,000 lbs.
Front—Side Roll Clearance (in.) Rear—Side Roll Clearance, L-Type (116", 117", 118" W.B.) (116", 117" W.B.) Section Modular (Excluding Headroom)	9 1/2 x 17 1/2 x 16 Optional Standard	9 1/2 x 17 1/2 Optional Standard	10 x 17 x 16 Optional Standard
Brakes—Type Solid, Front Drum, Rear Total Area Vacuum Booster Air Brakes Available	Mechanical 13.5 x 200 13.5 x 200 13.5 x 200 Magnetic Disc brakes Yard	Mechanical 13.5 x 200 13.5 x 200 13.5 x 200 13.5 x 200 13.5 x 200 Magnetic Disc brakes Yard	Mechanical 13.5 x 200 13.5 x 200 13.5 x 200 13.5 x 200 13.5 x 200 Magnetic Disc brakes Yard
Engine—Make Type Horse and Brake Power Displacement Max. Gross Horsepower Max. Gross Torque Compression Ratio	Dodge Truck 6 Cyl. Liquid 375 x 4 1/2 380 cu. in. 115 cu. in. 2000 rpm. 107 cu. in. 1800 rpm. 8.44 to 1	Dodge Truck 6 Cyl. Liquid 375 x 4 380 cu. in. 115 cu. in. 2000 rpm. 107 cu. in. 1800 rpm. 8.44 to 1	Dodge Truck 6 Cyl. Liquid 375 x 4 380 cu. in. 115 cu. in. 2000 rpm. 107 cu. in. 1800 rpm. 8.44 to 1
Chassis—Size and Area	107"—116.00 sq. in.	107"—117.00 sq. in.	107"—117.00 sq. in.
Transmission	1-Speed Direct, Low Gear Ratio 1.00 to 1		
Rear Axle Gear Ratios, Single-Speed 1-Speed	4.8, 5.1, 6.1 6.1/6.1, 6.6/6.6	4.8, 5.1, 6.1 6.1/6.1, 6.6/6.6	4.8, 5.1, 6.1 6.1/6.1, 7.1/7.1
Fuel Tank Capacity Battery Steering Wheel Diameter	25 Gallons 12 Plate, 110 Amp. Inc. 25 inches	25 Gallons 12 Plate, 110 Amp. Inc. 25 inches	25 Gallons 12 Plate, 110 Amp. Inc. 25 inches

Dodge Division of Chrysler Corporation reserves the right to change prices without notice and to make changes in specifications without incurring obligations on vehicles previously sold.

CONVENTIONAL CAB



CONVENTIONAL CAB

REF	DESCRIPTION	H-I INCHES	CHANGE FROM H SERIES
A	Headroom	36 1/2"	+ 1/2"
B	Seat Back Height	36"	0
C	Seat Cushion Depth	17 1/2"	- 1/2"
D	Steering Wheel to Seat Back	14 1/2"	+ 1/2"
E	Steering Wheel to Seat Cushion	7"	+ 1/2"
F	Seat Cushion to Floor	15 1/2"	+ 1/2"
G	Windshield Opening Height	15 1/2"	+ 1/2"
H	Cab Overall Length	88 1/2"	+ 1/2"
I	Cab Overall Width	88 1/2"	0
J	Cab Overall Height	108 1/2"	+ 1/2"
K	Rear Cushion Width	17 1/2"	+ 1/2"
	Seat Frame Adjustment Travel	2"	+ 2"
	Seat Cushion and Back Adjustment	2"	+ 2"
	Total Seat Adjustment	2"	+ 2"
	Total Glass Area - Standard Cab	1000 1/2 sq. in.	+ 100 1/2 sq. in.
	Total Glass Area - Deluxe or Custom Cab	1000 sq. in.	+ 100 1/2 sq. in.

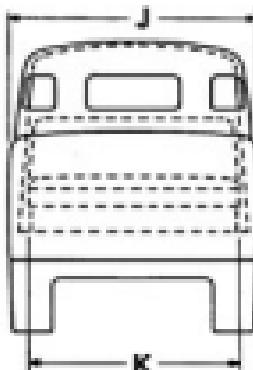
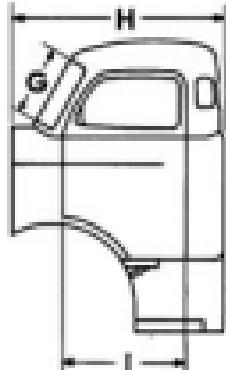
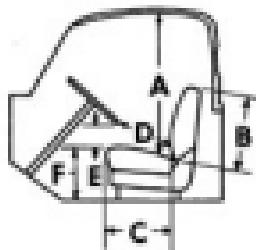
All dimensions with seat in center of adjustment range.

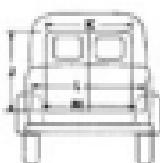
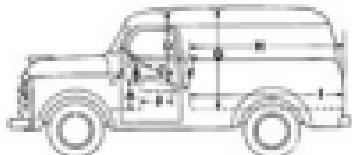
C.O.E. CAB

REF	DESCRIPTION	H-I INCHES	CHANGE FROM H SERIES
A	Headroom	36 1/2"	+ 1/2"
B	Seat Back Height	36"	0
C	Seat Cushion Depth	17 1/2"	- 1/2"
D	Steering Wheel to Seat Back	14 1/2"	+ 1/2"
E	Steering Wheel to Seat Cushion	7"	+ 1/2"
F	Seat Cushion to Floor	15 1/2"	+ 1/2"
G	Windshield Opening Height	15 1/2"	+ 1/2"
H	Cab Overall Length	88 1/2"	+ 1/2"
I	Cab Overall Width	88 1/2"	0
J	Cab Overall Height	108 1/2"	+ 1/2"
K	Rear Cushion Width	17 1/2"	+ 1/2"
	Seat Frame Adjustment Travel	2"	+ 2"
	Seat Cushion and Back Adjustment	2"	+ 2"
	Total Seat Adjustment	2"	+ 2"
	Total Glass Area - Standard Cab	1000 1/2 sq. in.	+ 100 1/2 sq. in.
	Total Glass Area - Deluxe or Custom Cab	1000 sq. in.	+ 100 1/2 sq. in.

All dimensions with seat in center of adjustment range.

C.O.E. CAB

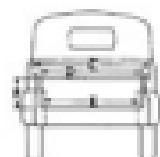
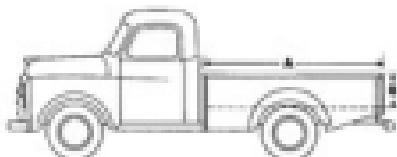




1/2-TON PANEL

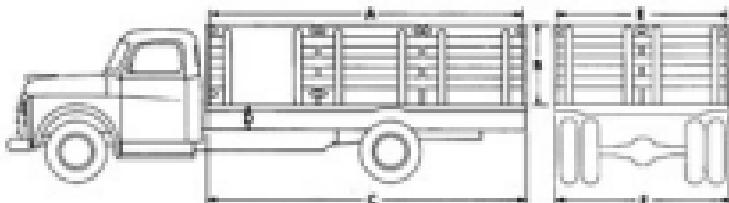
REF	DESCRIPTION	B-1 INCHES	DETAILED INCHES
A	Door Casing to Floor	115/8"	+0.150"
B	Door Casing to Steering Wheel	175/8"	+0.150"
C	Steering Wheel to Rear Bulkhead	135/8"	+0.150"
D	Headroom	695/8"	+0.150"
E	Height of Rear Bulkhead	31"	0
F	Depth of Rear Casing	115/8"	+0.150"
G	Side Height	55"	+0.150"
H	Floor Length to Rear Bulkhead	695/8"	+0.150"
I	Floor Length to Rear Bulkhead	695/8"	+0.150"
J	Door Opening Height	695/8"	+0.150"
K	Door Opening Width	695/8"	+0.150"
L	Width at Floor Forward of Wheelhouse	675/8"	+0.150"
M	Width between Wheelhouses	965/8"	+0.150"
N	Rear Adjustment range	5"	+0.150"

REF dimensions without end of center of wheelhouse range.



**PICK-UP
BODY**

REF	DESCRIPTION	B-1 INCHES	DETAILED INCHES IN INCHES	CASE, SWING DOOR, SWING DOOR	B-1 INCHES	DETAILED INCHES IN INCHES	CASE, SWING DOOR, SWING DOOR	B-1 INCHES	DETAILED INCHES IN INCHES
A	Length	765/8"	0						
B	Height to top of Floor Screws	855/8"	+0.150"	115/8"	+0.150"	115/8"	+0.150"	115/8"	+0.150"
C	Width at top of Floor Screws	675/8"	+0.150"	675/8"	+0.150"	675/8"	+0.150"	675/8"	+0.150"
D	Width between Wheel Houses	49"	+0.150"	49"	+0.150"	49"	+0.150"	49"	+0.150"
E	Inside Width	47"	+0.150"	47"	+0.150"	47"	+0.150"	47"	+0.150"
F	Height to top of Tail Gate	1055/8"	+0.150"	1055/8"	+0.150"	1055/8"	+0.150"	1055/8"	+0.150"



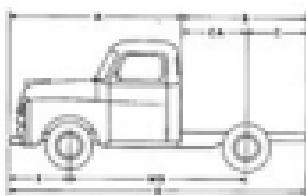
**STAKE
BODY**

REF	DESCRIPTION	B-115 SWING DOOR	B-120	CASE, SWING DOOR, SWING DOOR	B-120	CASE, SWING DOOR, SWING DOOR	CASE, SWING DOOR, SWING DOOR	B-120	CASE, SWING DOOR, SWING DOOR
A	Inside Length	865/8"	0						
B	Side Height	555/8"	0						
C	Frontier Length	55"	0						
D	Floor to Top of Floor Screws	1155/8"	+0.150"	1155/8"	+0.150"	1155/8"	+0.150"	1155/8"	+0.150"
E	Inside Width	75"	0						
F	Frontier Width	55"	0						

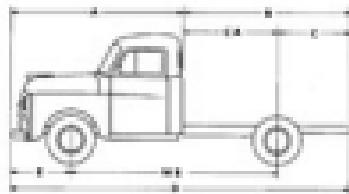
Dimensions A through F shown.

DIMENSIONS AND DIMENSIONAL CHANGES

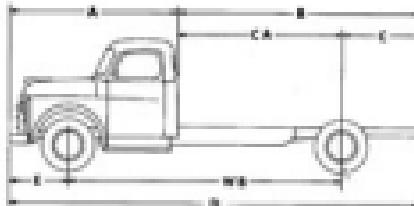
Conventional Cab Models



CAT	DESCRIPTION	A-100		A-110	
		SL-1 DIMENSION	CHANGED POSITION IN INCHES	SL-1 DIMENSION	CHANGED POSITION IN INCHES
WHS	Wheelbase	100"	-1/8"	100"	-1/8"
CA	Cab-to-Rear Axle	40"	+1/8"	40"	+1/8"
A	Front Bumper to Back of Cab	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"
B	Cab-to-End of Frame	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"
C	Rear Axle to End of Frame	100 1/2"	+1 1/2"	100 1/2"	+1 1/2"
D	Overall Length	200 1/2"	-1 1/2"	200 1/2"	-1 1/2"
E	Front Axle to Front Bumper	100 1/2"	+1 1/2"	100 1/2"	+1 1/2"



CAT	DESCRIPTION	B-100		B-110	
		SL-1 DIMENSION	CHANGED POSITION IN INCHES	SL-1 DIMENSION	CHANGED POSITION IN INCHES
WHS	Wheelbase	100"	-1/8"	100"	-1/8"
CA	Cab-to-Rear Axle	40"	+1/8"	40"	+1/8"
A	Front Bumper to Back of Cab	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"
B	Cab-to-End of Frame	100 1/2"	+1 1/2"	100 1/2"	+1 1/2"
C	Rear Axle to End of Frame	100 1/2"	+1 1/2"	100 1/2"	+1 1/2"
D	Overall Length	200 1/2"	-1 1/2"	200 1/2"	-1 1/2"
E	Front Axle to Front Bumper	100 1/2"	+1 1/2"	100 1/2"	+1 1/2"

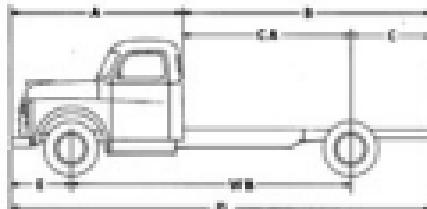


P, PA, H, HA

CAT	DESCRIPTION	P-100, PA-100 H-100, HA-100		P-110, PA-110 H-110, HA-110		H-100, HA-100 H-110, HA-110		P-110, PA-110 H-110, HA-110	
		SL-1 DIMENSION	CHANGED POSITION IN INCHES						
WHS	Wheelbase	100"	-1/8"	100"	-1/8"	100"	-1/8"	100"	-1/8"
CA	Cab-to-Rear Axle	40"	+1/8"	40"	+1/8"	40"	+1/8"	40"	+1/8"
A	Front Bumper to Back of Cab	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"
B	Cab-to-End of Frame	100 1/2"	+1 1/2"	100 1/2"	+1 1/2"	100 1/2"	+1 1/2"	100 1/2"	+1 1/2"
C	Rear Axle to End of Frame	100 1/2"	+1 1/2"	100 1/2"	+1 1/2"	100 1/2"	+1 1/2"	100 1/2"	+1 1/2"
D	Overall Length	200 1/2"	-1 1/2"	200 1/2"	-1 1/2"	200 1/2"	-1 1/2"	200 1/2"	-1 1/2"
E	Front Axle to Front Bumper	100 1/2"	+1 1/2"	100 1/2"	+1 1/2"	100 1/2"	+1 1/2"	100 1/2"	+1 1/2"

I, IA, H, HA

CAT	DESCRIPTION	I-100, IA-100 H-100		I-110, IA-110 H-110		I-100, IA-100 H-100		I-110, IA-110 H-110	
		SL-1 DIMENSION	CHANGED POSITION IN INCHES						
WHS	Wheelbase	100"	-1/8"	100"	-1/8"	100"	-1/8"	100"	-1/8"
CA	Cab-to-Rear Axle	40"	+1/8"	40"	+1/8"	40"	+1/8"	40"	+1/8"
A	Front Bumper to Back of Cab	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"
B	Cab-to-End of Frame	100 1/2"	+1 1/2"	100 1/2"	+1 1/2"	100 1/2"	+1 1/2"	100 1/2"	+1 1/2"
C	Rear Axle to End of Frame	100 1/2"	+1 1/2"	100 1/2"	+1 1/2"	100 1/2"	+1 1/2"	100 1/2"	+1 1/2"
D	Overall Length	200 1/2"	-1 1/2"	200 1/2"	-1 1/2"	200 1/2"	-1 1/2"	200 1/2"	-1 1/2"
E	Front Axle to Front Bumper	100 1/2"	+1 1/2"	100 1/2"	+1 1/2"	100 1/2"	+1 1/2"	100 1/2"	+1 1/2"



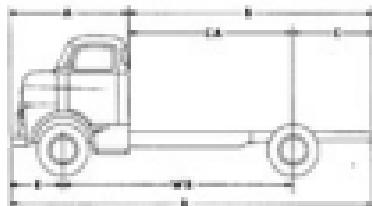
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Part	Description	S-100, S-1000									
		S-1 Series	CHASSIS POSITION OF CENTER								
S-100	Wheel Base	100"	-	100"	-	100"	-	100"	-	100"	-
S-100	Center of Rear Axle	60"	-	60"	-	60"	-	60"	-	60"	-
S-100	Front Bumper to Back of Hatch	110.50"	+/- .50"	110.50"	+/- .50"	110.50"	+/- .50"	110.50"	+/- .50"	110.50"	+/- .50"
S-100	Cab to End of Frame	100"	+/- .50"	100"	+/- .50"	100"	+/- .50"	100"	+/- .50"	100"	+/- .50"
S-100	Rear Axle to End of Frame	100"	-	100"	-	100"	-	100"	-	100"	-
S-100	Overall Length	110.50"	+/- .50"	110.50"	+/- .50"	110.50"	+/- .50"	110.50"	+/- .50"	110.50"	+/- .50"
S-100	Front Axle to Front Bumper	50.50"	+/- .50"	50.50"	+/- .50"	50.50"	+/- .50"	50.50"	+/- .50"	50.50"	+/- .50"

L. 18. 7. 74

BHT	DESCRIPTION	T-100	T-100	T-100	T-100	T-100	T-100	T-100	T-100
		T-100 T-100	T-100 T-100	T-100 T-100	T-100 T-100	T-100 T-100	T-100 T-100	T-100 T-100	T-100 T-100
WBT	Wheelbase	107"	—	107"	—	107"	—	107"	—
CBA	Centerline to Rear Axle	50"	—	50"	—	50"	—	50"	—
A	Front Bumper to Back of Cab	110 ¹ 1/2"	+1 ¹ 1/2"						
B	Cab to End of Frame	107"	—	107"	—	107"	—	107"	—
C	Rear Axle to End of Frame	—	0	—	0	—	0	—	0
D	Overall Length	207 ¹ 1/2"	+1 ¹ 1/2"						
E	Front Axle to Front Bumper	97 ¹ 1/2"	+1 ¹ 1/2"						

CAB-O-YEE-ENGINE MOTORS



卷二十一

ITEM	DESCRIPTION	PER 1000 STANDARD TEST SAMPLES		PER 1000 STANDARD TEST SAMPLES		PER 1000 STANDARD TEST SAMPLES	
		SL-1 TESTED NUMBER	SL-2 TESTED NUMBER	SL-1 TESTED NUMBER	SL-2 TESTED NUMBER	SL-1 TESTED NUMBER	SL-2 TESTED NUMBER
100A	Minimum Cathode-Rheostat Power Required to obtain "C" Cath.	100%	100%	100%	100%	100%	100%
100B	Cath. to End of Frame Rheostat Axis to End of Frame	100%	100%	100%	100%	100%	100%
100C	Overall Length, Frame Axis to Front	100%	100%	100%	100%	100%	100%

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ITEM	DESCRIPTION	20-200, 200-200, 200-200		20-200, 200-200, 200-200		20-200, 200-200, 200-200	
		2-1 NUMBER	EXPLANATION NUMBER	2-1 NUMBER	EXPLANATION NUMBER	2-1 NUMBER	EXPLANATION NUMBER
20-200	Welded Joint						
CA	Cast Iron Axle	201*	+ 2*	202*	+ 2*	203*	+ 2*
A	Front Spindle to Back of Frame	204*	0	205*	0	206*	0
B	Front End of Frame to End of Front Axle	207*	+ 208*	209*	+ 210*	2011*	+ 211*
C	Front End of Frame to End of Front	2012*	+ 2013*	2014*	+ 2015*	2016*	+ 2017*
D	Overall Length Front Axle to Front	2018*	+ 2019*	2020*	+ 2021*	2022*	0
E	Overall Length Front Axle to Front	2023*	+ 2024*	2025*	+ 2026*	2027*	+ 2028*

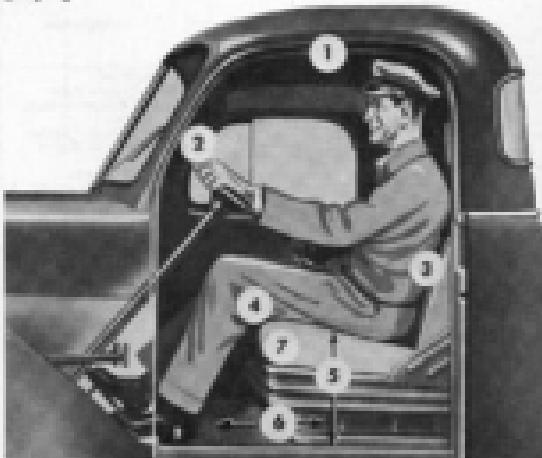
NEW "Pilot House" Cabs

... WITH ALL ROUND VISION!

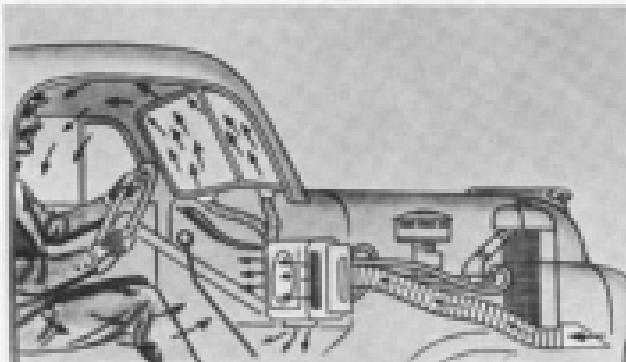


NEW Comfort

- 1 PLENTY OF HEADROOM.
- 2 STEERING WHEEL . . . right in the driver's lap.
- 3 NATURAL BACK SUPPORT . . . adjustable for maximum comfort.
- 4 PROPER LEG SUPPORT . . . under the knees where you need it.
- 5 CHAIR-HEIGHT SEATS . . . just like you have at home.
- 6 "AIR-O-SIDE" CUSHIONS . . . adjustable to weight of driver and road conditions.
- 7 FINGER SEAT ADJUSTMENT . . . safe, convenient hand control.



NEW All-Weather Ventilation



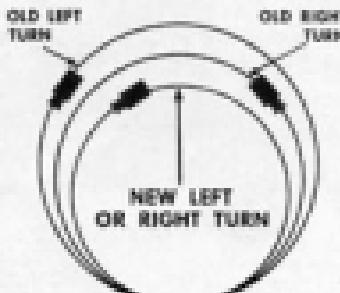
You drive in perfect comfort, with clear, all-round vision whether the thermometer is ten below or a hundred above. That's because of a remarkable and ingenious combination of heater, defroster vents, vent windows, coal ventilation, and a new fresh air intake from behind the radiator grille. This combination gives you the finest "All-Weather" heating and ventilating system ever installed in a truck cab.

NEW Ease of Handling

**Less Turning Space Needed . . . Right or Left
Better Weight Distribution**

Remarkable new ease of handling and driving layouts in these new "Job-Solved" trucks. You can turn them in much smaller circles . . . the same size circle either right or left. You can park, back into alleys or up to loading platforms, with much greater ease.

You get all this with a new type of steering and wider front wheel tracks, in combination



with shorter wheelbases that accommodate full-size bodies, and the roomier, longer cabs.

You get much better weight distribution, too, with this new design. Front axles have been moved back, and engines forward. This places more of the engine and cab weight on the front axle. Loads are more evenly distributed.

NEW *panels!*



Final decisions of the most important French case before the First World War, probably more of general value than any discussion of the Second World War, is the famous dispute between the French and English governments over the right of the English to fish in the waters off the coast of France.

NEW pick-ups!



NEW stakes!



More details "post-hoc" analysis are available in both pre-
program development and post-project evaluation. Standard
techniques based on Fig. 10-11 and related chapters. The following
table summarizes some of the useful information available through
various forms of analyses for research studies from Marketing

The 70-year-old strong heating system of these two houses has been replaced by a new system.