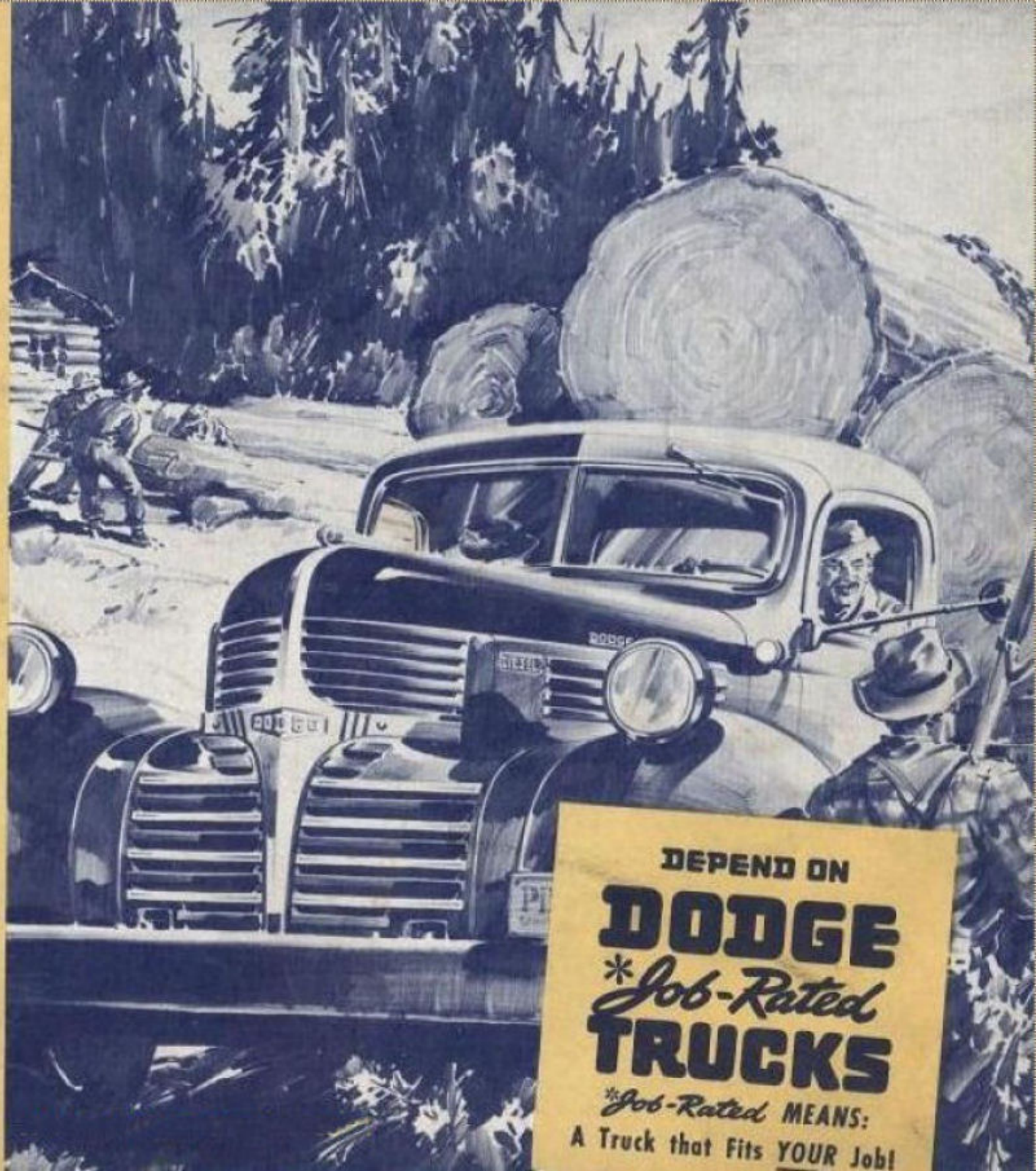
DODGE DIESEL HEAVY-DUTY TRUCKS

•

Dodge-Designed -Dodge-Built

Job-Rated To Save Time and Money on Heavy Hauling Jobs



DEPEND ON

DODGE

***Job-Rated TRUCKS**

**Job-Rated* MEANS:

A Truck that Fits *YOUR* Job!

DODGE DIESELS
Will do these things for You:

Countless miles of service, of on-the-job day-in-and-day-out operation have proved the amazing benefits of the Dodge Job-Rated Diesel truck over comparable gasoline-powered trucks—benefits which you can enjoy on your own heavy hauling job, and with your own loads. Benefits that can be translated into more dollars saved and more dollars earned!

1 • SAVE UP TO 55% ON FUEL COSTS!

Reports from owners of Dodge Job-Rated Diesel trucks show savings in fuel costs of from 30% to 55% or even more under those of a comparable gasoline-powered vehicle! That's a remarkable saving—and a *proved fact!*

2 • INCREASE PAYLOADS

Increased payloads and revenue are yours with Dodge Job-Rated Diesels within legal load restrictions, because Dodge engineering has removed useless weight from engine and chassis.

3 • REDUCE RUNNING TIME!

Higher speeds on grades, and the faster acceleration of the Dodge Job-Rated Diesel mean higher *average* speeds—clip hours from scheduled runs! Owners have proved it!

4 • REDUCE LABOR COSTS!

Dodge Job-Rated Diesel trucks cut labor costs per trip. In many cases, less time on the road means lower cost for drivers' time, a direct and important saving!

5 • DECREASE DRIVER FATIGUE!

Drivers are less fatigued, their efficiency and contentment increased, in a Dodge Job-Rated Diesel because Dodge Diesel performance reduces gear shifting and provides easier driving qualities.

6 • INCREASE SAFETY!

Greater safety all around—for owner, driver, vehicle, load and public! Diesel fuel presents little fire hazard! Diesel exhaust contains practically no carbon monoxide! And less fatigued drivers are *better* drivers!

7 • CUT SERVICE DELAYS!

Dodge Job-Rated Diesel trucks stay on the job, get their loads through with little chance of break-downs or service delays. They are *dependable* motor trucks built by an organization with a world-wide reputation for building dependable products!

8 • IMPROVE SERVICE!

Faster deliveries and fewer long delays mean better service—better satisfied customers! That's an important advantage and you get it because of the Dodge Diesel's reduced running time and constant dependability.

9 • PROMOTE PUBLIC GOOD WILL!

Public good will can be mighty important to you—and Dodge Diesels help you to win it and keep it! Higher road speeds, on grades particularly, mean less complaint from motorists. And Dodge Diesels are virtually smokeless!

HERE'S HOW DODGE DIESEL TRUCKS
Save Money on Fuel Costs

TO TRAVEL THE SAME DISTANCE DODGE DIESELS TAKE ⅓ LESS GALLONS OF FUEL*

TO BUY THE SAME NUMBER OF GALLONS* YOU PAY ⅓ LESS FOR DIESEL FUEL

*BASED ON NATIONAL AVERAGES

SAVE *33⅓% HERE

AND

SAVE *33⅓% HERE

Results! UP TO 55% SAVINGS IN FUEL COSTS

Think of having a truck that saves from 30 to 55 per cent on fuel cost over a comparable gasoline-powered truck! The Dodge Job-Rated Diesel does just that!

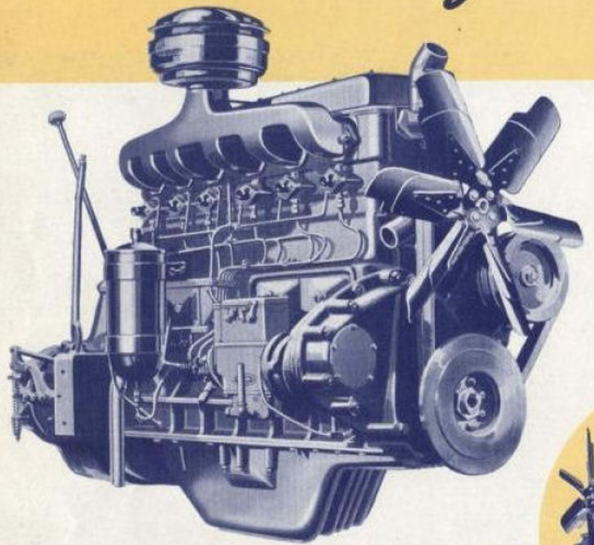
You save *two ways!* First, you use about one-third less gallons of fuel. One reason why each gallon of fuel goes further is because of the high compression used. The compression ratio of the Dodge Diesel engine is two or three times as high as that of a gasoline engine! High compression results in more power, just as the tighter you press a coil spring the more it will rebound when you release it.

Another reason is that Diesel fuel contains more heat units per gallon than gasoline; it has more potential power.

And you *pay less* for each gallon of Diesel fuel than for gasoline—in most places about one-third less! That's because the Dodge Diesel engine burns fuel similar to that burned in house furnaces. It isn't as volatile as gasoline and is cheaper to buy. While the price of Diesel fuel varies in different localities, it is nearly always under the price of gasoline. You save the difference!

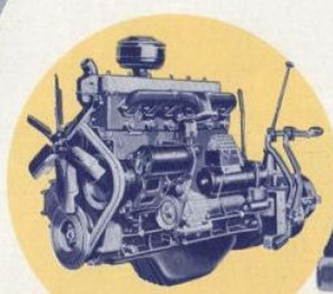
The combination of the saving in gallons of fuel and price per gallon means savings of 30% to 55% or even more.

PROGRESSIVE *Dodge Engineering* BACKED BY 28 YEARS OF ENGINE-BUILDING EXPERIENCE PRODUCED THIS *Great Money Saving Diesel*



This Dodge Diesel engine will do a better job for you because it is Dodge designed and Dodge built. 28 years of engine-building experience are behind it to assure you that you'll get the things you want in a Dodge Diesel-powered truck.

FLASHING ACCELERATION—FULL ENGINE BRAKING ON DOWN-GRADES—BROAD SPEED RANGE—MORE UNIFORM SPEED ON HILLS—VIRTUAL FREEDOM FROM SMOKE—LIGHT WEIGHT—EASY STARTING



HERE IS THE DODGE DIESEL PRINCIPLE

INTAKE OF AIR ONLY

NO CARBURETOR NEEDED

As the piston descends in the cylinder the intake valve opens and air, without fuel, is drawn into the cylinder. No carburetor is needed.

COMPRESSION OF AIR ONLY

Intake valve closes and returning piston compresses air into space above —between one-fourteenth and one-fifteenth of the original volume of the air. Under this compression the temperature of the air rises to about 900 degrees.

INJECTION OF FUEL

HOT AIR IGNITES CHARGE

NO SPARK PLUGS NEEDED

Into the 900 degree air the liquid fuel oil is injected through a spray nozzle. The heat of the compressed air ignites the fuel. No spark plugs are needed.

EXPANSION

SAME AS GASOLINE ENGINE

The pressure caused by combustion forces the piston down, the same as in a four cycle gasoline engine. This is the expansion or power stroke.

EXHAUST

SAME AS GASOLINE ENGINE

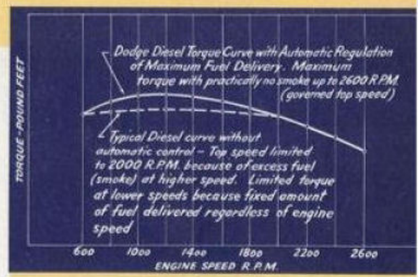
The exhaust valve opens and the returning piston forces the burned gases from the cylinder, the same as in a gasoline engine.

As a truck owner or driver, you have thought about Diesel power, particularly if gasoline expenses have been eating up your profits. Here is a Diesel engine, backed by 28 years of engine-building experience, that assures you of the tops in the qualities you want in a truck!

You get fuel economy, amazing fuel economy, that saves you money every mile and every day. But that's just the start of the sensational advancements that are making this Dodge Diesel the talk of the truck world.

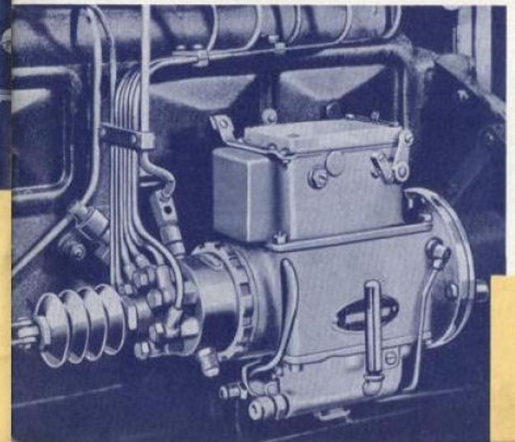
You get an outstanding performing truck, too, that gets away fast, levels out hills, cuts your running time in a really important way. This Dodge Diesel engine has an operating range of from 500 to 2600 R.P.M., with high *torque* at speeds where you need it most. And it gives full engine braking on down-grades!

You get top performance out of this Dodge Diesel with freedom from annoying smoke. You get a powerful, heavy-duty engine with only slightly heavier weight than a gasoline engine of comparable power. And you get a Diesel engine that starts easily, even in below zero weather.



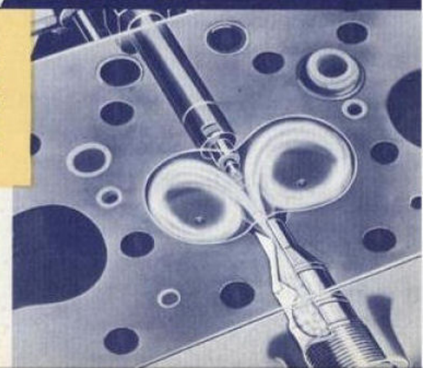
HIGH TORQUE WITH WIDE SPEED RANGE

In any engine, more air is drawn into the cylinders at low speeds and extra fuel can be efficiently burned to produce extra torque. The Dodge fuel pump automatically supplies this extra fuel at low speeds, without excessive fuel at high speeds which would cause smoke.



"Twin Cyclone" HEAD

Fuel and air are thoroughly mixed to give complete combustion in this Dodge energy-cell type combustion chamber. An injection nozzle sprays fuel across the center of the main chamber, where about 40 % of it burns as it strikes the highly compressed and heated air. The remaining 60 % of the fuel enters the energy-cell where it begins burning. Peak pressures are confined to the energy-cell and do not impose destructive loads on pistons and bearings. Combustion in the energy-cell forces a powerful blast of burning fuel and air back into the main chamber, setting up a high turbulence which gives a final mixing of fuel and air, assuring complete and smokeless combustion.

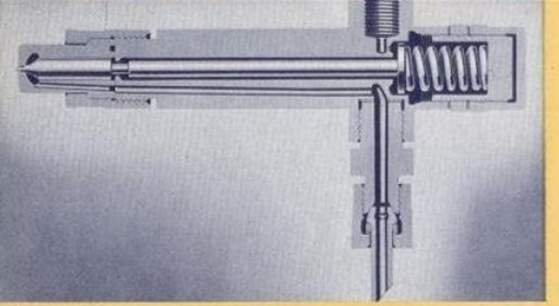


Simplified FUEL INJECTION SYSTEM

An important reason for the economy and performance of the Dodge Diesel engine is that the proper amount of fuel supply to all cylinders is regulated by a single rotary valve. There are no complicated pumping mechanisms to require separate adjustment at each cylinder.

Dodge Engineered . . . Dodge Built

WITH ALL THESE IMPORTANT FEATURES



SELF-CLEANING INJECTION NOZZLE

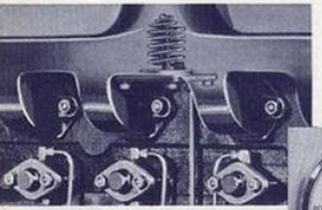
Injection nozzles that don't readily clog or get out of order are mighty important in maintaining efficiency and reducing service expense. That's the kind Dodge uses! There's a single large orifice or opening, much less likely to clog than numerous small openings.

And to give added assurance against clogging, a ramrod cleaner enters the opening after each fuel injection. The nozzle operates by fuel pressure . . . no push rods or rocker arms to require adjustment.

HERE'S WHY DODGE DIESEL *Starts Fast*

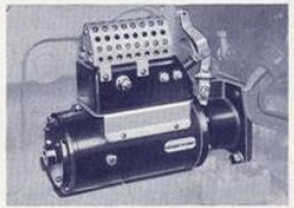
You expect economy, performance, and long life from *any* Dodge engine. Dodge engineering which has contributed so much to the advancement of the automotive engine can be depended upon to give you a Diesel engine that will do your job better.

This Dodge Diesel engine will *surpass* your expectation! Here's real truck engine design . . . proved truck engine construction. Designed by engineers who are outstanding for engineering progressiveness. Here's an engine that combines the dependability for which Dodge has long been noted, with operating economy that adds dollars to profits.



ELECTRIC MANIFOLD HEATER

Here's an aid to quick starting in extreme cold weather. An electric heater in the intake manifold heats the air . . . and automatically disconnects and signals the driver when the air is sufficiently warmed for starting!

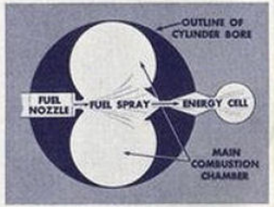


24-VOLT STARTING MOTOR

This powerful 24-volt starting motor, powered by four batteries, cranks the engine at high speed even in very cold weather to provide quick starting.

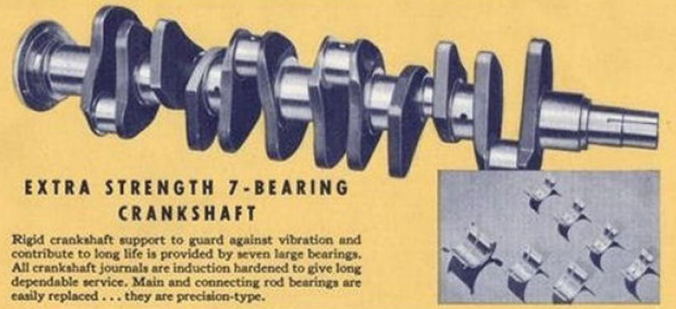
CHOKE CONTROL

You'll get quicker starts through the use of this manually operated choke control, which increases the fuel delivery when necessary.



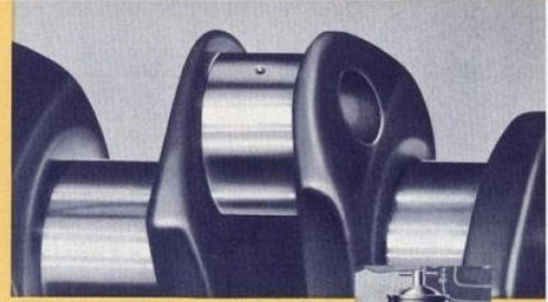
FUEL INJECTED THROTTLE HOTTEST AIR

Fuel ignites quicker because it is sprayed through the center of the combustion chamber where air is hottest, and has not been cooled by contact with combustion chamber walls.

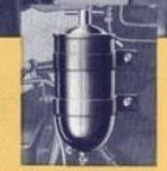


EXTRA STRENGTH 7-BEARING CRANKSHAFT

Rigid crankshaft support to guard against vibration and contribute to long life is provided by seven large bearings. All crankshaft journals are induction hardened to give long dependable service. Main and connecting rod bearings are easily replaced . . . they are precision-type.



WEAR RESISTING LUBRICATION



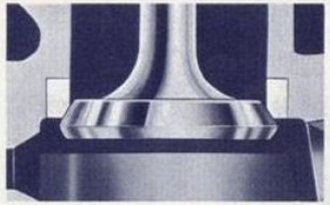
To provide a positive supply of oil at vital points, oil is forced under pressure to main, lower connecting rod and camshaft bearings, and to injection pump drive and valve gear. Use of clean oil is assured by floating oil intake, which takes oil near the surface, not from the bottom of the crankcase where sediment may have settled, and by a replaceable element oil filter.

LIGHTWEIGHT PISTONS WITH 5 RINGS

Load on main and connecting rod bearings is reduced and performance is improved through the use of light-weight, closely fitted, steel strut aluminum alloy pistons. A tight seal to provide continued performance and economy is assured by the use of five rings per piston. And here's an important protection against scuffing—pistons are lubri-coated with soft tin.

VACUUM PUMP PROVIDED

To provide vacuum for operation of windshield wipers and brake booster, a vacuum pump is standard equipment and there's a 1000 cubic inch capacity vacuum reserve tank. (Air brakes are available at extra cost.)

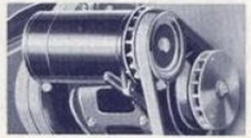


MONEY-SAVING EXHAUST VALVE SEAT INSERTS

A tight valve seat and reduced valve-grinding expense are provided by exhaust valve seat inserts of hard, heat-resisting high-speed steel.

DUAL ELECTRICAL SYSTEM

New auxiliary six-volt generator permits use of six-volt lights, horns, trailer lights, etc., in addition to twenty-four volt generator for starting system.



DODGE DEPENDABLE ENGINEERING GIVES YOU ALL THESE *Chassis Features*

Here's a Diesel truck built by Dodge throughout . . . with both engine and chassis designed to work together . . . built to do your job better!

Dodge not only gives you a Diesel engine of *proved* economy, performance and dependability, Dodge also gives you a chassis designed throughout for the job . . . Dodge engineered for long life.

Hundreds of thousands of Dodge truck owners have found through millions of miles of service the importance of Dodge engineering and construction in providing long-lived dependable haulage equipment. Here are a few examples of Dodge Diesel long-life construction.

LONG-LIVED LARGE DIAMETER CLUTCH

You can expect long dependable life from this big, rugged Dodge clutch. The facing diameter is 13 inches . . . friction area is 177.82 square inches.

"SEALED-BEAM" HEADLIGHTS

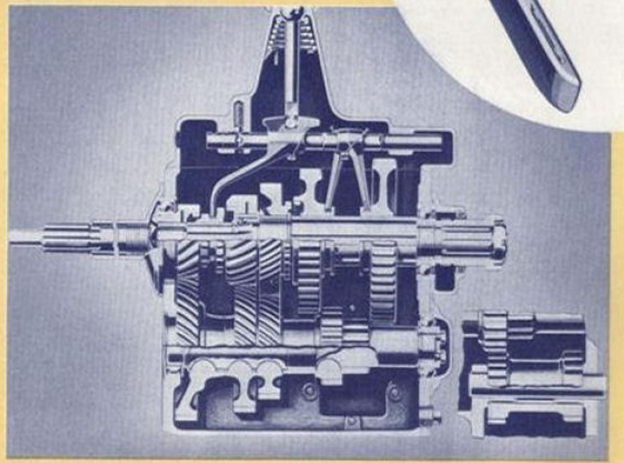
Dodge Diesel's new "Sealed-Beam" headlights provide more light with less glare . . . an important safety feature. They maintain their efficiency, too, by effective sealing against dirt and moisture.

FRICTION-RESISTING ROLLER BEARING UNIVERSAL JOINTS

Here's another Dodge long-life feature! Roller bearings in Dodge universal joints reduce friction, save repairs, check ruinous backlash! They're sealed against moisture, dirt, or loss of lubricant.

FIVE-SPEED TRANSMISSION FOR FLEXIBILITY

You get added flexibility with this Dodge five-speed transmission . . . and long life too! Friction and wear are reduced by nine antifriction bearings! Third, fourth and fifth speeds are silent!



Here's front end rigidity for you! Massive channel-type front bumper attaches directly to frame side rails. Wide front cross-member is box section—enclosed on all sides.

There's extra strength without excessive weight with this "alligator jaw" cross-member at the rear spring front hangers. It is attached to both upper and lower flanges of frame side rails.

Here's still another strengthening feature of the Dodge Diesel truck frame . . . an X-type cross member at rear spring rear bracket . . . a most rigid type of bracing!

EXTRA-STRENGTH, RIGIDLY BRACED FRAME

One glance at this massive, ruggedly built Dodge Diesel truck frame shows how it has been built for really tough jobs!

Side members are deep and heavy. Numerous cross members of scientific design contribute to rigidity. Extra strength where strength is needed provides a sturdy foundation for body and load . . . prevents weaving and bending.

TOUGH AMOLA STEEL SPRINGS

There's extra toughness that means greater resiliency together with longer life in Dodge Diesel truck springs because they are made of Amola steel.

This amazing alloy, introduced in truck construction by Dodge engineers, saves you money, insures greater safety and long-life dependability.

YOU CAN DEPEND ON DODGE BRAKES FOR SMOOTH, SURE STOPS

BRAKE BOOSTER STANDARD

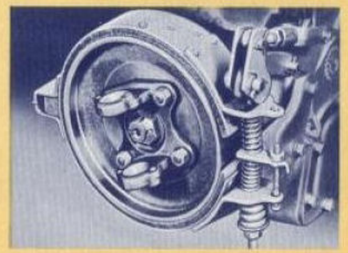
A vacuum brake booster with a ten-inch diameter cylinder, reduces the effort necessary to apply the brakes. It's standard equipment on Dodge Diesel trucks—costs you nothing extra. There's a 1000 cubic inch capacity vacuum reserve tank for emergencies. (Air brakes are available at extra cost.)

"EQUAL-PRESSURE" HYDRAULIC SERVICE BRAKES

Dodge brakes are direct action "Equal-Pressure" hydraulic type. You get sure, smooth, even stops. And you save on brake lining wear, too.

INDEPENDENT DRIVESHAFT HANDBRAKE

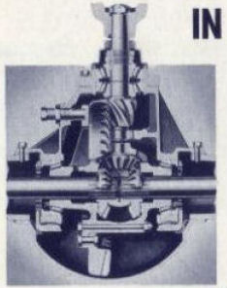
You get additional safety from the Dodge driveshaft-type handbrake. It's completely independent of the service brakes. Location on the driveshaft means greater leverage.



MORE FEATURES THAT MEAN *More for Your Money*

IN THESE GREAT DODGE DIESEL TRUCKS

REAR AXLES TRUCK-BUILT TO HANDLE THEIR MAXIMUM LOADS WITH EASE

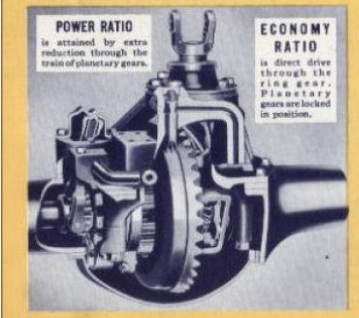


Strength and stamina that save you dollars in repair expense is built into this massive rear axle. Antifriction bearings are used liberally to reduce friction and wear. Gears, shafts and bearings are sized for the job. Ready accessibility, too, is provided. Pinion, ring gear and differential assembly may be removed as a unit—no need to dismantle the housing. The pinion is straddle mounted for maximum support.

DODGE DUAL-PURPOSE DIESELS

with Two-Speed Rear Axles

LIKE 2 TRUCKS IN 1



Dodge Dual-Purpose Diesel models are available equipped with two-speed rear axles to give you two rear axle gear ratios in the same truck.

There's an economy ratio for faster operation, greater economy and less engine wear on level straightaways, for light loads or when running empty. Shift a lever in the cab and you are in power ratio, with extra ability for climbing hills or tough going!

The Trucks that Establish New Diesel Standards

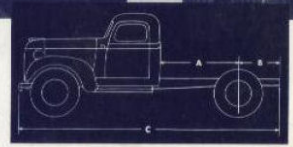
DODGE DIESEL *Job-Rated* HEAVY-DUTY TRUCKS

If you want a heavy-duty truck that will give you sensational economy, time-saving performance, stay-on-the-job dependability . . . then a Dodge Diesel Job-Rated Heavy-Duty Truck is the truck for your job! It's built for that kind of service . . . built to do the job better.

The powerful money-saving Diesel engine and dependable long-life chassis are Dodge-designed and Dodge-built . . . *both* are rated for the job.

It's a good-looking truck, too. The rigidly braced safety-steel cab has a wide, roomy seat that is even more comfortable than before, with thicker padding and improved springs under the genuine leather upholstery. There's a dome light in the cab . . . a big nineteen-inch diameter steering wheel . . . dual horns . . . complete instruments and gauges, including a tachometer to tell engine speed.

Here's a truck built through and through to save money and do a better job in heavy-duty service.



Wheelbase	133" W.B.	170" W.B.	188" W.B.	205" W.B.
A—Back of cab to rear axle	66½"	84½"	102½"	119½"
B—Rear axle to end of frame	34½"	58½"	58½"	58½"
C—Front bumper to end of frame	216½"	259"	277"	294"

Engineered Right

• • • BY THE WORLD'S MOST PROGRESSIVE AUTOMOTIVE ENGINEERING ORGANIZATION

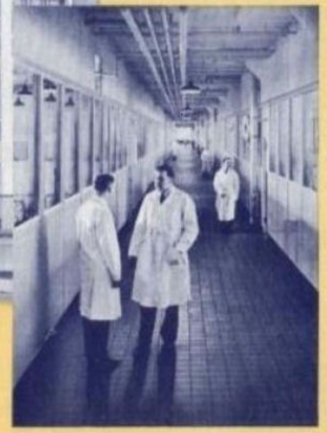
To do the job you want it to do, to give you the satisfaction you expect, you want to know that the Diesel truck you buy is *engineered right!*

That's why the engineering genius behind this great Dodge Diesel Job-Rated truck is so very important to you. Dodge Diesel trucks give better value because Dodge engineers have built better value into them!

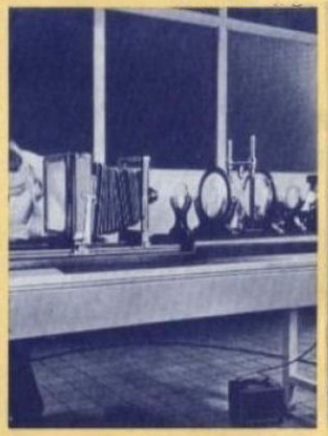
Years ago Dodge truck engineers recognized the inherent advantages this type of engine offered for certain kinds of hauling work. Years of designing, building, testing followed, to bring you finally the Dodge Diesel Job-Rated truck.

Dodge truck engineers, *truck specialists*, have designed for you a Diesel truck *engineered right*. With modern engineering and metallurgical laboratories in which to carry on their research, they offer you a truck designed to do your job more economically and dependably.

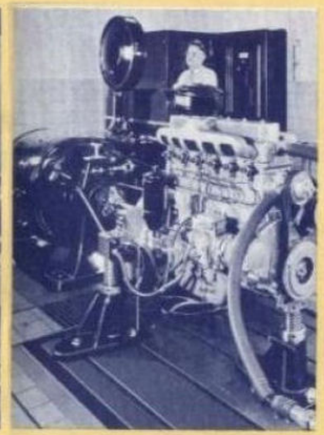
Shown above is one of the Chrysler Corporation Engineering Buildings. Here some of the industry's ablest engineers devote their efforts to the creation of new improvements, new refinements. Their experience, skill and industry are responsible in large measure for the outstanding achievements of Dodge Diesel Job-Rated trucks.



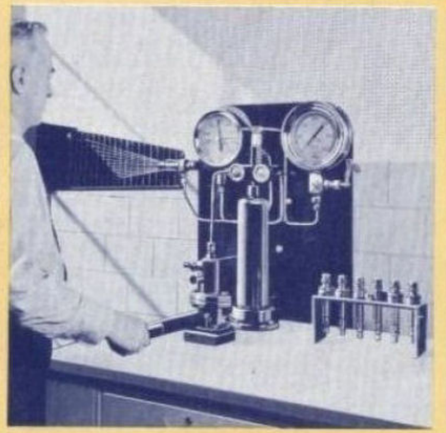
Science is brought out into the open in this modern engineering laboratory. Hospital-like corridors are continuously banked with glass windows which look in upon the latest mechanical devices and scientific instruments.



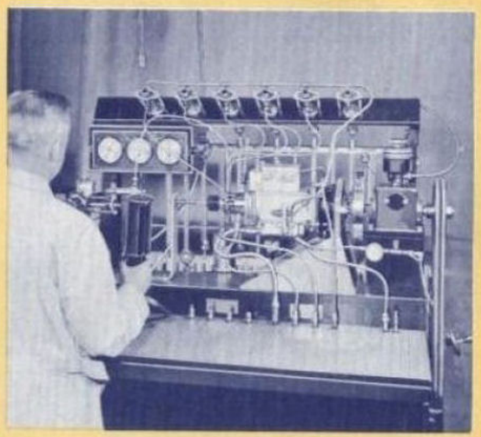
Polarized light is used to learn about internal stresses and strains in various parts of Dodge Job-Rated Diesel trucks. With accurate knowledge of these conditions, engineers are able to design parts with greatest strength.



The dynamometer is an important help to Dodge truck engineers. With it they check the performance of the Dodge Diesel engine, as shown above, to determine basic data on Diesel engine operation.



The injection nozzle is an important part of the Dodge Diesel engine. That is why its operation is checked and rechecked by experienced, capable Dodge Diesel engineers, with modern testing apparatus, as shown above, to make sure that it will perform efficiently on the job.



The fuel pump must supply the *right quantity* of fuel to each injection nozzle and at the *right time*. Modern equipment such as that shown above enables Dodge Diesel engineers to test and experiment with this important unit. Thorough, painstaking testing is one reason for its unfailing dependability.

Molten metal being poured from a huge ladle in the Dodge foundry.

Modern machinery and skilled workmanship are used in honing the smooth cylinder bores of the Dodge Diesel engine.

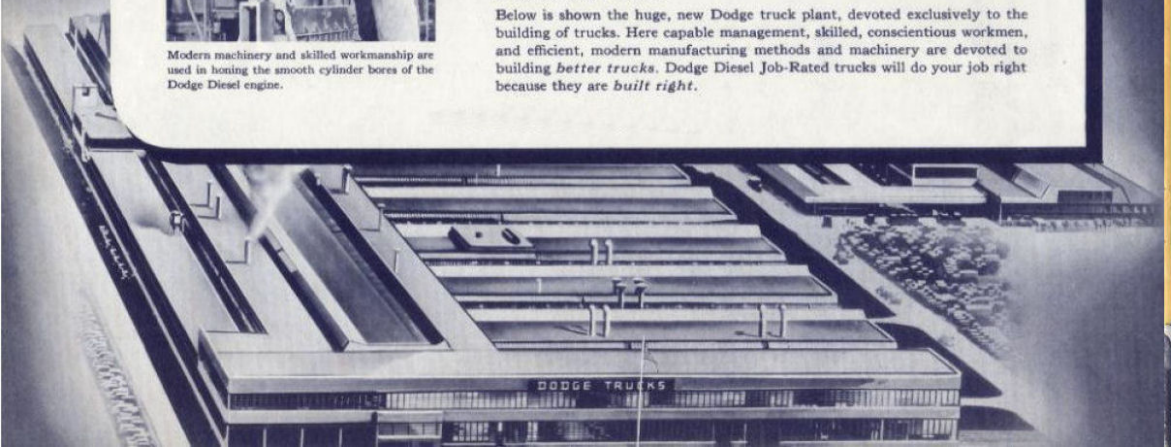
YOU WANT TO KNOW THAT YOUR DIESEL IS *Built Right*, TOO

Dodge Diesels are Built in the World's Most Modern Truck Plant

It takes experience . . . skilled, capable workmen . . . modern machinery and manufacturing methods to build a *good* truck. The manufacturing facilities behind it are one of the best indications of what a truck will do for you.

Dodge Diesel Job-Rated trucks are built by a manufacturing organization unsurpassed in the industry . . . an organization with years of experience in the building of trucks.

Below is shown the huge, new Dodge truck plant, devoted exclusively to the building of trucks. Here capable management, skilled, conscientious workmen, and efficient, modern manufacturing methods and machinery are devoted to building *better trucks*. Dodge Diesel Job-Rated trucks will do your job right because they are *built right*.



NOW-FOR YOUR OWN BENEFIT • • • TAKE A PENCIL AND FIGURE THE *EXTRA PROFITS* A DODGE DIESEL COULD BRING TO *YOU!*

1. Present Gasoline Consumption per day _____ GAL
Cost of Gasoline per Gallon _____ ¢
Cost of Gasoline per day $_____

2. Probable Diesel Fuel Consumption per day (⅓ less gallons than shown above for your present truck) * _____ GAL
Cost of Diesel fuel per gallon _____ ¢
(Phone your Gasoline Dealer)
Cost of Diesel Fuel per day $_____

3. Cost of Gasoline per day $_____
Cost of Diesel Fuel per day $_____
Savings per day with Diesel $_____

Saving per day with Diesel $_____
No. working days per year _____
EXTRA PROFIT PER YEAR $_____

If your present gasoline bills are high, we'll bet that last figure looks pretty good to you - You can put it in the bank with a Dodge Diesel

* Based on reports received from operators of Dodge Diesels

NOW TURN THE PAGE . . . and see a few of the Dodge Diesels that are Piling up Profits for Cost-Conscious Owners ▶▶▶

Dodge Diesel Trucks HAVE BEEN PROVED ON THE JOB!

We invite you to contact these people

The very best proof that Dodge Job-Rated Diesel trucks will save money and do a better job for *you* on *your job* is the experience of Dodge Diesel owners on their jobs!

Dodge Diesel trucks dot the country . . . operate under *many* different types of hauling conditions. And Dodge Diesel truck owners are universally in accord in praising the economy, the performance, the saving in time, which they are enjoying from their Dodge Diesel trucks. We invite you to contact them!

REFINING

"After 60,800 miles, our maintenance expense (of our Dodge Diesel) has been limited to filter replacement. We have averaged 12 miles per gallon of fuel, which in itself is a tremendous saving and has been a big factor in making the Dodge Diesel the biggest profit maker in our fleet, showing increased earning ability of well over $600 more per month than any of our gasoline powered units in similar operation."

Old Dutch Refining Company
Muskegon, Michigan

MOVING AND STORAGE

"We save better than one-third on fuel consumption, also on running time. Our mechanical cost has also been reduced on Dodge Diesels about 60%. We were so well pleased with the Dodge Diesel truck that we purchased two more. These have about 19,000 miles on them and are giving excellent performance."

Weir-Cove Moving & Storage Co., Inc.
Weirton, West Virginia

FROZEN FOODS

"Hauling over Stevens Pass, where we start at practically sea level and climb to 4,061 feet above sea level, we are using around 30 gallons of Diesel fuel in the 244 mile round trip. This effects a saving of better than 50% on fuel over our gasoline truck hauling 5,000 lbs. gross less."

Cedergreen Frozen Pack Corporation
Wenatchee, Washington

CONTRACT HAULING

"We have cut an hour and fifteen minutes per day from the driver's time, our fuel cost has been reduced by one-third over our former gasoline-powered unit, and we are doing this while hauling heavier loads. The maintenance cost has been lower per mile during this period than on our former gasoline unit."

The Willett Company
Chicago, Illinois

TRANSFER

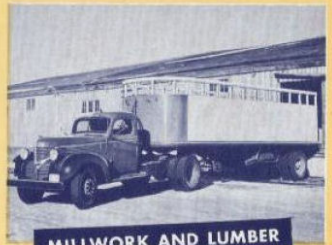
"(Our) Dodge Diesel now has more than 115,000 miles on it and is giving even better results now than when first put into service about thirteen months ago. My sentiments regarding this Dodge Diesel might best be expressed by saying I wish we had several more just like it in our fleet."

Service Transfer and Storage Co.
La Crosse, Wisconsin

CONTRACT HAULING

"Dodge Diesel has made it possible for me to earn many extra dollars not only through the cost of fuel and more miles per gallon but in running time saved. Many of my loads constitute perishable merchandise, and it is necessary to get over the road in order to save losses."

Andrew Kurtz
Pittsburgh, Pa.



MILLWORK AND LUMBER

"(Our Dodge Diesel) has traveled 28,405 miles—used 3,075 gallons of fuel at a cost of $384.06 ($.0135 per mile). We have yet to lay it up an hour for mechanical trouble. It's always ready to go—able to handle the loads that we put on regardless as to weight and size."

Dakota Sash and Door Company
Aberdeen, South Dakota

GASOLINE

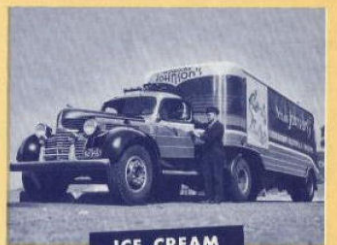
"We have been averaging about eight miles per gallon of fuel, with practically no oil consumption. We are highly satisfied and feel that we will be saving the price of the truck on fuel in two years' time over any other truck we have used."

G. B. Morrison
Clinton, Oklahoma

GAS AND OIL

"Compared with our gasoline units we are continuing to save $.0154 per mile on fuel (with a Dodge Diesel). My ten drivers all unanimously prefer driving the Diesel and in their own words, 'It gives them an easier day's work' because of no delays, less gear shifting, and ease of handling."

Ralph L. Davis
Montpelier, Vt.



ICE CREAM

"Fuel consumption averages sixty gallons of Diesel oil per trip at seven cents per gallon. Compared to 110 gallons of gasoline at sixteen cents per gallon consumed by our previous gasoline units. The additional power of the Diesel has also made possible a reduction in the running time of nearly two hours each way."

Howard D. Johnson Company
Wollaston, Mass.

A COMPLETE LINE OF *Extra Equipment*

Your Dodge dealer is in a position to supply you with all types of suitable equipment to help you to fit the truck to your particular job. Dodge truck equipment engineers work closely with America's leading manufacturers to provide you with dependable equipment that is engineered for the Dodge Diesel truck. Whatever your equipment needs, your Dodge dealer can help you to select it.

A few Dodge Diesel equipment items available at extra cost are:

AXLES—optional types and capacities.

BRAKES, vacuum—trailer brake connections with hand or foot control.

BRAKES, air—full air brakes with 7¼ cu. ft. compressor, slack adjusters, front and rear, bolt on type linings (rear only), trailer brake connections with hand or foot control.

CABS—sleeper.

COWL VENTILATOR SCREEN.

FRAME—inside channel reinforcement (standard on 205" W.B.)
—outside fish plate.

FUEL TANKS—extra 50 gallon on left side (requires location of batteries behind the cab on top of frame).

SHOCK ABSORBERS—front only (standard equipment on 152" wheelbase).

SEAT CUSHIONS—Airfoam.

SPRINGS—optional capacities.

LIGHTS—auxiliary taillight.
—clearance lights.
—marker or identification lights.

LOCK—glove compartment.

HEATER AND DEFROSTER.

HORNS, air—available with air brakes.

PAINT—special colors.
—fenders and sheet metal to match cab.

RADIATOR GRILLE GUARD.

MIRRORS—inside cab.
—long arm, stationary and adjustable, right and left.

SUN VISOR.

HOOKS—front tow hooks.
—rear pintle type.

WINDSHIELD WIPERS—dual vacuum.
—dual electric.
—dual air (with air brakes).

WHEELS—cast steel spoke with demountable rims.

WHEELBASE—conversions to special lengths.

WINDOW—wire screen over rear cab window.
—sliding rear cab window.

DODGE DIESEL HEAVY-DUTY TRUCK *Chassis Specifications*

4 STANDARD WHEELBASES—152"-170"-188"-205"

For Chassis Dimensions see page 11

WKD SERIES

WKD-60, 152" wheelbase—WKD-61, 170" wheelbase
WKD-62, 188" wheelbase—WKD-63, 205" wheelbase

WKDA SERIES, DUAL PURPOSE

WKDA-60, 152" W. B.—WKDA-61, 170" W. B.
WKDA-61, 188" W. B.—WKDA-63, 205" W. B.

(WKDA Series specifications are identical with WKD Series except for Two-Speed Rear Axle.)

Maximum Gross Weight Rating.....20,000 lbs.
Maximum Gross Tractor-Trailer Rating....32,500 lbs.

CLUTCH—Dry, single plate; 13" in diameter; self-lubricated ball-bearing release; woven asbestos facings.

TRANSMISSION—selective, sliding-gear type; five speeds forward. Six-stud power take-off opening on right side. Ratios:

5th—Direct	2nd—4.38 to 1
4th—1.478 to 1	1st—7.58 to 1
3rd—2.395 to 1	Reverse—6.1 to 1

STEERING GEAR—Worm and sector type. Ratio 23.2 to 1.

FRAME—One-piece, channel section, hot rolled steel, X-type cross member at rear spring rear bracket. Stock thickness 5/16"; maximum depth 8 5/16"; maximum flange width 2 7/8". Side rail reinforcement on 205" W. B. —length 88¾", thickness 1/2", flange width 2 7/16", height 7 5/8". Number cross members including engine rear support and channel-type front bumper, 7 on 152" W.B.; 8 on 170" W.B.; 9 on 188" W.B. and 205" W.B.

FRONT AXLE—Drop-forged I-beam section with 2 adjustable tapered roller bearings in each wheel and roller bearings at steering pivots.

REAR AXLE—Full floating, spiral bevel gear drive with straddle-mounted pinion enclosed in welded one-piece housing. Axle shafts of alloy steel. Nine anti-friction bearings. Standard gear ratio 7.4 to 1; optional gear ratios 6.8 to 1 or 6.166 to 1. Dual-purpose models with two-speed rear axle have ratios of 6.14 to 1 and 8.35 to 1.

BRAKES—Dodge truck hydraulic, internal expanding, vacuum booster actuated. Cast-iron brake drums. Front brakes 16" x 2½"; rear brakes 17½" x 4". Total service brake lining area 407.9 sq. in. Parking brake, propeller-shaft type operating on cast iron drum. Area 73.75 sq. in.

DRIVE—Tubular propeller shafts. Universal joints, roller bearing, cross and trunnion-type. Sealed against dirt and water.

SPRINGS—Amola steel, semi-elliptical with auxiliary rear springs standard. Front, 39" x 2½", 12 leaves; rear, 52" x 3", 10 leaves main, 6 leaves auxiliary.

WHEELS—Ventilated steel disc type. Dual rear wheels standard.

TIRES—Standard, 8.25/20-10 ply front and dual rear. 7.50-20/34 x 7 (10 ply) optional. Other sizes available at extra cost: 9.00-20 (10 ply), 9.00-20/36 x 8 (12 ply) and 10.00-20 (12 ply), front and dual rear.

MINIMUM ROAD CLEARANCE—10¾" with 9.00/20-10 ply tires.

EQUIPMENT—All steel, flat-faced cowl; instrument panel with speedometer, ammeter, oil pressure gauge, engine heat indicator, fuel gauge, instrument panel light, fuel pressure gauge, air intake heater control, lock. Tachometer. Package compartment. Cowl ventilator. "V"-type opening windshield. Genuine leather seat cushion and back upholstery. Dome light in cab. Dual electric horns. Sealed-beam headlights, with foot-operated dimmer switch and signal light to show when bright lights are on. Combination tail and stop light, stop control, choke, throttle control, license brackets, tool kit. Channel-type front bumper. Vacuum windshield wiper on all except cowl chassis units. Spare wheel. Underslung tire carrier except on 152" wheelbase. Double-acting front shock absorbers on 152" wheelbase. 10" vacuum brake booster, 1000 cu. in. vacuum reserve tank.

Engine Specifications

GENERAL

Number of cylinders.....6
Bore, inches.....3¾"
Stroke, inches.....5"
Displacement, cubic inches.....331.3
Taxable horsepower.....33.75
Maximum brake horsepower.....100 @ 2600 R.P.M.
Maximum torque, lb. ft...240 @ 1200 to 1300 R.P.M.
Ignition type.....Compression
Fuel consumption, lbs./B.H.P./hr.....0.45 @ 1200 to 1800 R.P.M.

Weight of complete engine and accessories, dry, including upper clutch housing and engine mountings, starting motor, 24-volt generator, 6-volt generator, vacuum pump, all pulleys and belts, oil filler pipe and cap, vibration damper, water pump, cooling water connections, thermostat, fuel injection equipment, exhaust manifold, intake manifold and heater, oil level indicator stick, oil bath air cleaner, fan crankcase ventilator pipe, lubricating oil filter: 1318 pounds.

BEARINGS

Camshaft
Number.....6
Connecting rod, lower
Diameter, inches.....2 5/16"
Length, inches.....1 1/8"
Type.....Precision
Connecting rod, upper
Diameter, inches.....1 1/8"
Material.....Steel-back, bronze-babbitt bearings
Main
Number.....7
Diameter, inches.....3"
Projected area, square inches.....36.89"
Type.....Precision

CAMSHAFT

Location.....Cylinder Block
Drive type.....Gear

COOLING SYSTEM

Water Jackets.....Full length
Thermostat.....By-pass type

COMBUSTION CHAMBER

Type.....Energy cell
Compression ratio.....14.75:1
Compression pressure, lbs./sq. in..450 @ 1000 R.P.M.
Maximum pressure, lbs./sq. in.....700
Maximum B.M.E.P., lbs./sq. in.....109
Location.....In head

CONNECTING RODS

Length, center to center, inches.....10 3/16"
Material.....Drop-forged alloy steel

ELECTRICAL SYSTEM

Starting—Voltage.....24
Generator capacity, watts.....300
Lighting—Voltage.....6
Generator capacity, amps.....35
Four batteries—capacity ampere hours (each).....153
Automatic charging regulation....Voltage and current

FUEL SPECIFICATIONS

Cetane rating (proposed A.S.T.M. method)....40 min. (50 or over preferred)
Viscosity, Saybolt Universal at 100° F....34 to 50 sec. (34 to 40 preferred)
Sulphur (by weight).....1.0% max.
Ash Content.....0.05% max.
Conradson carbon.....1.0% max.
Moisture and sediment (by volume).....0.5% max.
Flash point (Cleveland Open Cup).....150° F. min.
Pour point—10° below minimum air temperature at which vehicle operates.

For low temperature operation only—the cloud point should not be above the minimum atmospheric temperature where the vehicle operates. A viscosity, Saybolt Universal at 100° F., of 32 seconds is acceptable.

FUEL INJECTION NOZZLES

Actuation.....Hydraulic
Orifice.....Single, pintle type
Pop-off pressure, lbs./sq. in.....2000

FUEL INJECTION PUMP

Type.....Multiple plunger in one unit
Speed controlled injection timing advance.....Yes
Speed controlled regulation of maximum delivery..Yes
Top speed governor.....Mechanical
Lubrication.....Engine pressure system

FUEL SUPPLY SYSTEM

Transfer pump.....Integral with injection pump
Fuel filters.....2
Air cleaner.....Oil bath
Fuel tank capacity.....50 gallons

LUBRICATION

Type—Pressure to main, lower connecting rod, and camshaft bearings; injection pump, injection pump and camshaft drive; valve mechanism.
Pump: Type.....Gear
Drive.....Camshaft
Filter.....Extra large, replaceable element
Oil capacity.....14 qts.

PISTONS

Material.....Aluminum Alloy
Length, inches.....5 15/16"
Type.....Steel-strut
Compression rings.....3
Oil rings.....2
Plating, piston and rings.....Tin

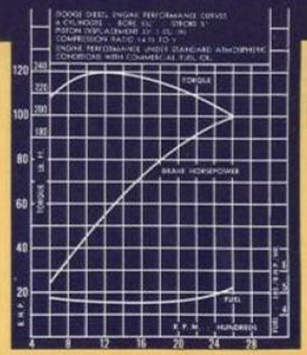
VALVES

Location.....Cylinder head
Exhaust: Seat inserts.....Yes
Diameter, inches.....1.312
Lift, inches.....0.375
Intake: Diameter.....1.546
Lift, inches.....0.375

DODGE DIVISION OF CHRYSLER CORPORATION, DETROIT, MICHIGAN

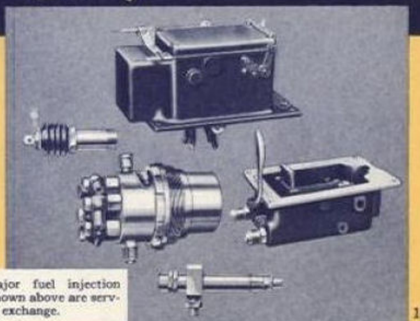
Power Curves

HEAVY-DUTY DODGE DIESEL



The power curve above shows the high torque output and wide speed range of the Dodge Diesel engine.

Easy to Service



All major fuel injection units shown above are serviced by exchange.

AN INVITATION

TO FIND OUT IF A DODGE DIESEL

WILL PAY ON YOUR JOB

MR. TRUCK USER:

Of course you're interested in *your* own particular hauling job! And the way a truck will perform *on your job* is your measuring stick of what that truck has to offer *you!* A truck that will cut your fuel costs, reduce time on scheduled runs, and do a better all-around hauling job with *your own loads* and over *your regular routes* is the truck for your job.

Dodge Diesel Job-Rated trucks are doing exactly those things for *many* truck owners throughout the country. We believe these better-engineered, better-built trucks will do the same thing for you, if you use heavy-duty trucks and if your fuel costs are high. But we don't expect you to take our word for it.

It won't cost you a cent to get proof! Just give us the word and we'll put a Dodge Diesel Heavy-Duty truck on your job. Try it out. See for yourself just what it can do in cutting your fuel costs and speeding up runs. It's a challenge!

AT NO EXPENSE TO YOU

DEPEND ON

DODGE DIESEL *Job-Rated* TRUCKS

PRICED LOWER THAN ANY OTHER DIESEL OF EQUAL CAPACITY AND POWER

Form—W-13-75M-5-41