

MEDIUM-DUTY

DODGE TRUCKS





DODGE MEDIUM-TONNAGE

CONVENTIONAL CAB MODELS

Available in GVWs from 12,000 to 25,500 lbs., the new Dodge conventional cab models retain all the most valuable features of previous models. Features like solid all-welded construction with box section beams at stress points, husky door hinges reinforced deep into doors, thick cushioning rubber body mounts, and extensive protection against rust. At the same time, several important changes have been made to modernize the truck's appearance and add more comfort and safety. (See the factory-built D500 at left, also see model lineup, page 4.) For example, the front end has been restyled, instrument cluster and controls have been streamlined, new two-speed wipers have been included as standard equipment, and shoulder belts have been made available as an option (regular lap belts are standard, of course). The Dodge medium-tonnage conventional cab is just about the most durable tightly built cab going, and an exceptional value by any truck user's standards.



STANDARD INTERIOR

The new standard cab interiors are color-keyed, complete with color-compatible headliner fabric. Seats are of long-wearing heavy vinyl, with the premium of strong (but really comfortable) coil-spring construction. And door handles are recessed safely in fiber glass door trim panels. Check the standard equipment list below for the many other smart interior features.



OPTIONAL CUSTOM INTERIOR

Above, you'll see the optional Custom Interior Package. Your Dodge Truck Dealer will be pleased to show you the many refinements included in this economical option. Also, ask him about the handsome details of the new Custom Exterior Package option, designed to "dress up" the conventional cab of your choice.

STANDARD EQUIPMENT

- 6-way-adjustable seat
- Vinyl seat upholstery
- Color-keyed interiors
- Two seat belts (four on Crew Cab)
- Turn signals (double face up front)
- 4-way emergency flasher
- Backup lights
- Fiset only, side marker lights
- Fiset only, side marker reflectors
- Fiset only, identification and clearance lights
- Rear side marker lights, reflectors and identification clearance lights included on stake and platform models
- Taillights and stoplights
- Dual long-arm outside mirrors
- Driver-adjustable hand brake
- Padded left sun visor
- Push-button door locks
- High-level ventilation
- Fresh Air heater/defroster
- Dune light
- Coat hook
- Rubber mat—cab floor
- Ashtray
- Flip-up glove box
- Left and right armrests
- Suspended brake and clutch pedals
- Two-speed electric windshield wipers
- Windshield washers
- Large rear window
- Positive Crankcase Ventilation System

CREW CAB

A 6-man work crew can travel comfortably in this specially designed hauler. It's built as a factory production model to give you factory quality control and save you money, too. The Dodge Crew Cab on a medium-tonnage chassis comes on wheelbases from 157" to 221", with GVWs that range from 12,000 to 25,500 lbs. The chart on page 3 illustrates the very wide range of Crew Cab models available.

POWER WAGON—W500

Delivers stump-pulling power wherever it touches the ground. This 4-wheel-drive chassis-cab model (shown) is essentially all other Dodge medium-tonnage conventional cab trucks except for its awesome 4 x 4 traction. Available on 157" and 175" wheelbases, the medium-tonnage Power Wagon also comes as a chassis-cowl model (for special body application) and as the 6-man Dodge Crew Cab. See the Dodge Light-Duty Catalog for other 4 x 4 models and a complete list of Power Wagon equipment.

FORWARD CONTROL CHASSIS—P400

Though this model is not sold as a conventional cab, it is included for your information here because it falls in the medium-tonnage class. Built for tight maneuverability, economy of operation, and easy walk-in entry, the P400 is the ideal medium-tonnage door-to-door delivery truck. Extra-rigid frame design and variable-rate rear suspension assure a smooth and comfortable ride, even with heavy loads. Single wheels are standard, with dual rear wheels available as an option. The Dodge P400 comes in 137" and 154" wheelbases with GVWs ranging from 8,000 to 16,000 lbs. See your Dodge Dealer's 1969 Light-Duty Truck Catalog for the list of standard equipment included and the wide variety of bodies available on this Dodge chassis.



DODGE MEDIUM-TONNAGE CHASSIS-CAB LINEUP

CONVENTIONAL CAB

MODEL	WHEELBASE	BODY LENGTH	BODY & PAYLOAD ALLOWANCE				
			12,000-lb. GVW	15,000-lb. GVW	16,000-lb. GVW	18,500-lb. GVW	
D400 GVW to 18,500 lbs. GCW to 20,000 lbs.	133 in.	8-9 ft.	7,245 lbs.	10,165 lbs.	11,070 lbs.	14,465 lbs.	
	157 in.	11½-13 ft.	7,190 lbs.*	10,110 lbs.*	11,015 lbs.*	14,410 lbs.*	
	175 in.	14-15 ft.	7,120 lbs.*	10,040 lbs.*	10,945 lbs.*	14,340 lbs.*	
D500 GVW to 23,000 lbs. GCW to 24,000 lbs.	133 in.	8-9 ft.	17,000-lb. GVW	20,000-lb. GVW	22,000-lb. GVW ⁽¹⁾	22,000-lb. GVW ⁽²⁾	23,000-lb. GVW
	145 in.	10-11 ft.	12,090 lbs.	15,005 lbs.	16,745 lbs.	18,830 lbs.	17,625 lbs.
	157 in.	11½-13 ft.	12,060 lbs.	14,975 lbs.	16,715 lbs.	18,800 lbs.	17,595 lbs.
	175 in.	14-15 ft.	12,035 lbs.*	14,950 lbs.*	16,690 lbs.*	18,775 lbs.*	17,570 lbs.*
	197 in.	17-18½ ft.	11,965 lbs.*	14,880 lbs.*	16,620 lbs.*	18,705 lbs.*	17,500 lbs.*
	221 in.	20-22 ft.	11,800 lbs.*	14,715 lbs.*	16,455 lbs.*	18,540 lbs.*	17,335 lbs.*
D600 GVW to 25,500 lbs. GCW to 26,000 lbs.	133 in.	8-9 ft.	17,000-lb. GVW	22,000-lb. GVW	24,000-lb. GVW	25,500-lb. GVW	
	145 in.	10-11 ft.	11,450 lbs.	16,245 lbs.	18,040 lbs.	19,265 lbs.	
	157 in.	11½-13 ft.	11,410 lbs.	16,205 lbs.	18,000 lbs.	19,225 lbs.	
	175 in.	14-15 ft.	11,280 lbs.*	16,075 lbs.*	17,870 lbs.*	18,930 lbs.*	
	197 in.	17-18½ ft.	11,190 lbs.*	15,985 lbs.*	17,780 lbs.*	18,815 lbs.*	
			11,105 lbs.*	15,900 lbs.*	17,695 lbs.*	18,695 lbs.*	
D700 GVW to 25,500 lbs. GCW to 30,000 lbs.	133 in.	8-9 ft.	19,000-lb. GVW	22,000-lb. GVW	24,000-lb. GVW	25,500-lb. GVW	
	145 in.	10-11 ft.	13,160 lbs.	16,085 lbs.	17,915 lbs.	19,030 lbs.	
	157 in.	11½-13 ft.	13,120 lbs.	16,045 lbs.	17,875 lbs.	18,990 lbs.	
	175 in.	14-15 ft.	12,830 lbs.*	15,755 lbs.*	17,585 lbs.*	18,700 lbs.*	
	197 in.	17-18½ ft.	12,710 lbs.*	15,635 lbs.*	17,465 lbs.*	18,580 lbs.*	
			12,595 lbs.*	15,520 lbs.*	17,350 lbs.*	18,465 lbs.*	
P400 GVW to 16,000 lbs.	137 in.	12 ft.	8,000-lb. GVW	11,000-lb. GVW	16,000-lb. GVW		
	154 in. ¹	14 ft.	4,260 lbs.	7,690 lbs.	11,960 lbs.		
W500 GVW to 20,000 lbs.	157 in.	13 ft.	20,000-lb. GVW				
	175 in.	15 ft.	13,390 lbs.*				

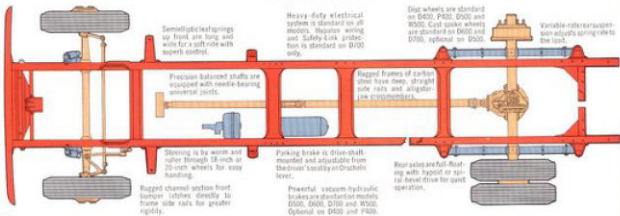
STAKES

MODEL	WHEELBASE	BODY LENGTH	12,000-lb. GVW	15,000-lb. GVW	16,000-lb. GVW	18,500-lb. GVW	
			6,345 lbs.	9,265 lbs.	10,170 lbs.	13,565 lbs.	
D400	133 in.	9 ft.	6,170 lbs.	9,090 lbs.	9,995 lbs.	13,390 lbs.	
	157 in.	12 ft.	5,720 lbs.	8,640 lbs.	9,545 lbs.	12,940 lbs.	
	175 in.	14 ft.					
D500	133 in.	9 ft.	17,000-lb. GVW	20,000-lb. GVW	22,000-lb. GVW ⁽¹⁾	22,000-lb. GVW ⁽²⁾	23,000-lb. GVW
	157 in.	12 ft.	11,190 lbs.	14,105 lbs.	15,845 lbs.	15,930 lbs.	16,725 lbs.
	175 in.	14 ft.	11,015 lbs.	13,930 lbs.	15,670 lbs.	15,755 lbs.	16,550 lbs.
			10,565 lbs.	13,480 lbs.	15,220 lbs.	15,305 lbs.	16,100 lbs.

* Also available with Crew Cab. For Crew Cab body and payload allowance, deduct 400 lbs.

(1) With 5,000-lb. front, 17,000-lb. rear axles.
(2) With 7,000-lb. front, 15,000-lb. rear axles.

CHASSIS FEATURES



SPECIFICATIONS

	D400	D500	D600	D700	W500	P600
AIR CLEANER	1-QUART OIL-BATH				1-QUART OIL-BATH	1-PT. OIL-BATH, 1-QUART OIL-BATH
ALTERNATOR	12-VOLT, 37 AMP					
AXLE, FRONT—CAPACITY	4,000 LBS., 1,800 LBS.	5,000 LBS., 2,200 LBS.	5,000 LBS., 2,200 LBS.	5,000 LBS., 2,200 LBS., 3,000 LBS.	7,300 LBS.	4,200 LBS., 1,900 LBS.
AXLE, REAR—SINGLE-SPEED	FULL-FLOATING HYPOID			SPIRAL BEVEL	SPIRAL BEVEL	FULL-FLOATING HYPOID
CAPACITY RATIOS	11.500 LBS.(4) 15.000 LBS.(4) 5.625, 6.2, 6.8 6.2, 6.8, 7.2	15.000 LBS.(4) 17.000 LBS.(4) 6.2, 6.8, 7.2 6.8, 7.2	17.000 LBS.(4) 19.000 LBS.(4) 6.8, 7.2 7.2, 6.8, 7.4	17.000 LBS.(4) 19.000 LBS.(4) 6.8, 7.2 7.2, 6.8, 7.4	17.000 LBS.(4) 19.000 LBS.(4) 6.8	15.000 LBS.(4) 17.000 LBS.(4) 6.2, 6.8, 7.2
AXLE, REAR—TWO-SPEED	PLANETARY SPIRAL BEVEL			PLANETARY SPIRAL BEVEL		
CAPACITY RATIOS	15.000 LBS.(4) 5.625, 6.2, 6.8 6.2, 6.8, 7.2	15.000 LBS.(4) 17.000 LBS.(4) 6.2, 6.8, 7.2 6.8, 7.2	17.000 LBS.(4) 19.000 LBS.(4) 6.8, 7.2 7.2, 6.8, 7.4	17.000 LBS.(4) 19.000 LBS.(4) 6.8, 7.2 7.2, 6.8, 7.4	17.000 LBS.(4) 19.000 LBS.(4) 6.8	15.000 LBS.(4) 17.000 LBS.(4) 6.2, 6.8, 7.2
BATTERY	12-VOLT, 35-AMP-HR			12-VOLT, 35-AMP-HR		
BRAKES, SERVICE	12-VOLT, 70-AMP-HR					
FRONT—FRONT AXLE CAP.—BRAKE SIZE (IN.)—AREA (SQ. IN.)	4,000 LBS. 16x3-142.8	5,000 LBS. 16x3-142.8	5,000 LBS. 16x3-142.8	7,000 LBS. 16x3-142.8	5,000 LBS. 16x3-142.8	4,000 LBS. 16x3-142.8
REAR—REAR AXLE CAP.—BRAKE SIZE (IN.)—AREA (SQ. IN.)	11,500 LBS. 16x3-142.8	15,000 LBS. 16x3-142.8	17,000 LBS. 16x3-142.8	17,000 LBS. 16x3-142.8	17,000 LBS. 16x3-142.8	11,500 LBS. 16x3-142.8
BRAKES, SERVICE	100% AIR					
FRONT—FRONT AXLE CAP.—BRAKE SIZE (IN.)—AREA (SQ. IN.)	4,000 LBS. 16x3-142.8	5,000 LBS. 16x3-142.8	5,000 LBS. 16x3-142.8	7,000 LBS. 16x3-142.8	5,000 LBS. 16x3-142.8	4,000 LBS. 16x3-142.8
REAR—REAR AXLE CAP.—BRAKE SIZE (IN.)—AREA (SQ. IN.)	11,500 LBS. 16x3-142.8	15,000 LBS. 16x3-142.8	17,000 LBS. 16x3-142.8	17,000 LBS. 16x3-142.8	17,000 LBS. 16x3-142.8	11,500 LBS. 16x3-142.8
BRAKES, PARKING	INDEPENDENT, DRIVER-ADJUSTABLE BY ORSCHELM LEVER					
SIZE	9.5x2.5 IN.	9.5x2.5 IN.	9.5x2.5 IN.	9.5x2.5 IN.	10x2.5 IN.	9.5x2.5 IN.
BRAKES, VACUUM POWER	11% IN. 12 IN. (2)	11% IN. 12 IN. (2)	11% IN. 12 IN. (2)	11% IN. 12 IN. (2)	11% IN. 12 IN. (2)	11% IN. 12 IN. (2)
CLUTCH—DIAMETER—AREA	11 IN. 117.7 SQ. IN.	11 IN. 117.7 SQ. IN.	11 IN. 117.7 SQ. IN.	11 IN. 117.7 SQ. IN.	11 IN. 117.7 SQ. IN.	11 IN. 117.7 SQ. IN.
ENGINES—6-CYL.—VS	225 PREMIUM, 140-HP 118 PREMIUM, 212-HP	225 PREMIUM, 140-HP 118 PREMIUM, 212-HP	225 PREMIUM, 140-HP 118 PREMIUM, 212-HP	225 PREMIUM, 140-HP 118 PREMIUM, 212-HP	225 PREMIUM, 140-HP 118 PREMIUM, 212-HP	225 PREMIUM, 140-HP 118 PREMIUM, 212-HP
FRAME	STRAIGHT CHANNEL					
SECTION MODULUS	9.72 12.15, 16.87	9.72, 12.15 (197") & 221" WB) 12.15 (197"), 140", 157", 175" WB (197") 16.87	9.72, 12.15 (197") & 221" WB) 12.15 (197"), 140", 157", 175" WB (197") 16.87	9.72, 12.15 (197") & 221" WB) 12.15 (197"), 140", 157", 175" WB (197") 16.87	9.72, 12.15 (197") & 221" WB) 12.15 (197"), 140", 157", 175" WB (197") 16.87	9.72, 12.15 (197") & 221" WB) 12.15 (197"), 140", 157", 175" WB (197") 16.87
SPRINGS, FRONT CAPACITY (AT F&D)	1,700 LBS. 2,300 LBS.	1,700 LBS. 2,300 LBS.	1,700 LBS. 2,300 LBS.	1,700 LBS. 2,300 LBS.	1,700 LBS. 2,300 LBS.	1,700 LBS. 2,300 LBS.
SPRINGS, REAR—VARIABLE RATE CAPACITY (AT F&D)	4,000 LBS.(4) 4,000 LBS.(4)	4,000 LBS.(4) 4,000 LBS.(4)	4,000 LBS.(4) 4,000 LBS.(4)	4,000 LBS.(4) 4,000 LBS.(4)	4,000 LBS.(4) 4,000 LBS.(4)	4,000 LBS.(4) 4,000 LBS.(4)
TRANSMISSION	4-SPEED SYNCHRO (NP413) 5-SPEED SYNCHRO (NP413)	4-SPEED SYNCHRO (NP413) 5-SPEED SYNCHRO (NP413)	4-SPEED SYNCHRO (NP413) 5-SPEED SYNCHRO (NP413)	4-SPEED SYNCHRO (NP413) 5-SPEED SYNCHRO (NP413)	4-SPEED SYNCHRO (NP413) 5-SPEED SYNCHRO (NP413)	4-SPEED SYNCHRO (NP413) 5-SPEED SYNCHRO (NP413)
TIRES MAXIMUM AVAILABLE	7.00/20 F&D 8.25/20 F&D	7.00/20 F&D 8.25/20 F&D	7.00/20 F&D 8.25/20 F&D	7.00/20 F&D 8.25/20 F&D	7.00/20 F&D 8.25/20 F&D	7.00/20 F&D 8.25/20 F&D
WHEELS, TYPE	5-STUD DISC	5-STUD DISC	5-STUD DISC	5-STUD DISC	5-STUD DISC	5-STUD DISC



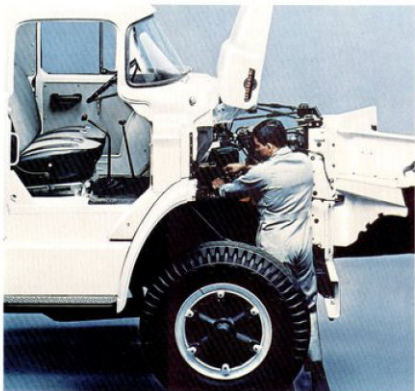
DODGE MEDIUM-TONNAGE

LOW CAB FORWARD (LCF) MODELS

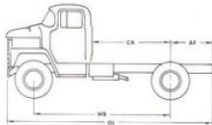
Dodge gasoline-powered cab forward trucks are tough and compact. All medium-tonnage models have a BBC of only 89½ inches, allowing a 40-foot trailer to be pulled where the overall limit is 50 feet. The short cab also provides easier maneuverability in city work. These LCFs have another outstanding feature, one appreciated by mechanics (and by the man responsible for maintenance bills)—their engines and other working innards are easily exposed by simply pulling a couple of latches. Mechanics can walk right up to the engine and get to work. Other regular maintenance areas have been designed for easy access, too: the battery is conveniently located, and most front-end lubrication can be done from above—some more of the thoughtful attention to design detail that Dodge Trucks are famous for.

STANDARD EQUIPMENT

- 6-way-adjustable seat
- Vinyl seat upholstery
- Turn signals (double face up front)
- 4-way emergency flasher
- Backup lights
- Front only, side marker lights
- Front only, side marker reflectors
- Front only, identification and clearance lights
- Rear side marker lights, reflectors and identification clearance lights included on stake and platform models
- Rear stoplights and taillights
- Dual outside mirrors
- Positive Crankcase Ventilation System
- Push-button door locks
- Suspended brake and clutch pedals
- Interior grab handles
- Driver-adjustable hand brake
- 5-way ventilation
- Variable-speed electric windshield wipers
- Windshield washers
- Fresh Air heater/defroster
- Padded left sun visor
- Dome light
- Ashtray
- Dispatch box
- Rubber floor mat



Every Dodge medium-duty LCF model is built with the driver in mind. Interiors have a wealth of efficient driving aids as standard equipment. For example: seats are constructed with 48 well-padded coil springs (like the most expensive car seats); antisound insulation is excellent; and if the hand brake gets out of adjustment, the driver can merely lean over and give it a twist to readjust it. Take the time to inspect one; the quality built into this Dodge LCF is what sells it.



C500 & C600							
WB	121"	133"	145"	163"	181"	197"	211"
CA	60"	72"	84"	102"	120"	136"	150"
AF	44"	44"	C500/44" C600/61"	61"	61"	80"	100"
OL	193¾"	205¾"	C500/217¾" C600/234¾"	252¾"	270¾"	305¾"	339¾"
C700							
WB	122"	134"	146"	164"	182"	200"	
CA	60"	72"	84"	102"	120"	138"	
AF	44"	44"	62"(1)	60½"	72½"	96½"	
OL	194"	206"	236"(2)	252½"	282½"	324½"	

(1) Tractor AF - 44"

(2) Tractor OL - 218"

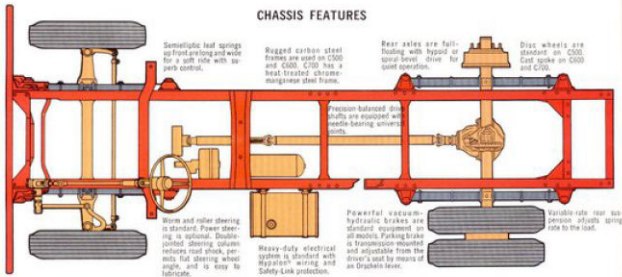
CHASSIS-CAB LINEUP

MODEL	WHEELBASE BODY LENGTH		BODY & PAYLOAD ALLOWANCE			
			17,000-lb. GVW	20,000-lb. GVW	22,000-lb. GVW	23,000-lb. GVW
C500 GVW to 23,000 lbs. GCW to 34,000 lbs.	121 in.	8-9 ft.	11,725 lbs.	14,630 lbs.	(a) 16,455 lbs. (b) 16,385 lbs.	17,270 lbs.
	133 in.	10-11 ft.	11,700 lbs.	14,605 lbs.	16,430 lbs. 16,360 lbs.	17,245 lbs.
	145 in.	11 $\frac{1}{2}$ -13 ft.	11,675 lbs.	14,580 lbs.	16,405 lbs. 16,335 lbs.	17,220 lbs.
	163 in.	14-15 ft.	11,625 lbs.	14,530 lbs.	16,355 lbs. 16,285 lbs.	17,170 lbs.
	181 in.	16 $\frac{1}{2}$ -18 ft.	11,575 lbs.	14,480 lbs.	16,305 lbs. 16,235 lbs.	17,120 lbs.
	197 in.	18-20 ft.	11,325 lbs.	14,230 lbs.	16,055 lbs. 15,985 lbs.	16,870 lbs.
	211 in.	20-22 ft.	11,255 lbs.	14,160 lbs.	15,985 lbs. 15,915 lbs.	16,800 lbs.
C600 GVW to 25,500 lbs. GCW to 36,000 lbs.	121 in.	8-9 ft.	11,590 lbs.	16,355 lbs.	18,220 lbs.	19,255 lbs.
	133 in.	10-11 ft.	11,565 lbs.	16,330 lbs.	18,195 lbs.	19,230 lbs.
	145 in.	11 $\frac{1}{2}$ -13 ft.	11,540 lbs.	16,305 lbs.	18,170 lbs.	19,205 lbs.
	163 in.	14-15 ft.	11,490 lbs.	16,255 lbs.	18,120 lbs.	19,155 lbs.
	181 in.	16 $\frac{1}{2}$ -18 ft.	11,440 lbs.	16,205 lbs.	18,070 lbs.	19,105 lbs.
	197 in.	18-20 ft.	11,190 lbs.	15,945 lbs.	17,810 lbs.	18,845 lbs.
	211 in.	20-22 ft.	11,120 lbs.	15,885 lbs.	17,745 lbs.	18,780 lbs.
C700 GVW to 25,500 lbs. GCW to 50,000 lbs.	122 in.	8-9 ft.	12,360 lbs.	17,245 lbs.	18,570 lbs.	
	134 in.	10-11 ft.	12,325 lbs.	17,210 lbs.	18,545 lbs.	
	146 in.	11 $\frac{1}{2}$ -13 ft.	12,250 lbs.	17,135 lbs.	18,460 lbs.	
	164 in.	14-15 ft.	12,225 lbs.	17,110 lbs.	18,435 lbs.	
	182 in.	16 $\frac{1}{2}$ -18 ft.	12,125 lbs.	17,010 lbs.	18,335 lbs.	
	200 in.	18 $\frac{1}{2}$ -20 ft.	12,095 lbs.	16,960 lbs.	17,985 lbs.	

(a) With 7,000-lb. front, 15,000-lb. rear axles.

(b) With 5,000-lb. front, 17,000-lb. rear axles.

CHASSIS FEATURES



SPECIFICATIONS

	C500	C600	C700
AIR CLEANER	1-QUART OIL-BATH		
ALTERNATOR	12-VOLT-37-AMP, 54-AMP OR 60-AMP		
AXLE, FRONT-CAP.	5,000 LBS. 7,000 LBS.	5,000 LBS. 7,000 LBS.	7,000 LBS. 9,000 LBS.
AXLE, REAR-SINGLE SPEED	FULL-FLOATING, HYPOID		FULL-FLOATING HYPOID FULL-FLOATING SPIRAL BEVEL
CAPACITY-RATIOS-	15,000 LBS. (4) 6.2, 6.8, 7.2	17,000 LBS. (4)(5) 6.8, 7.2	18,500 LBS. (4) 6.5, 7.17, 7.6
AXLE, REAR-TWO-SPEED	PLANETARY SPIRAL BEVEL		DOUBLE REDUCTION PLANETARY SPIRAL BEVEL DOUBLE REDUCTION
CAPACITY-RATIOS-	15,000 LBS. (4) 1.81/0.13 4.13/0.33	17,000 LBS. (4)(5) 6.14/0.34 6.5/0.36 7.17/0.47	18,500 LBS. (4) 6.14/0.34 6.5/0.36 7.17/0.47
BATTERY	12-VOLT, 30-AMP-HR	12-VOLT, 30-AMP-HR	12-VOLT, 30-AMP-HR
FRONT-FRONT AXLE CAP. -BRAKE SIZE-AREA	5,000 LBS. 15 IN. x 3 IN.-199.4 SQ. IN.	7,000 LBS. 15 IN. x 3 IN.-199.4 SQ. IN.	7,000 LBS. 15 IN. x 3 IN.-199.4 SQ. IN.
REAR-REAR AXLE CAP. -BRAKE SIZE-AREA	15,000 LBS. 15 IN. x 4 IN.-263.1 SQ. IN.	17,000 LBS. 15 IN. x 4 IN.-263.1 SQ. IN.	18,500 LBS. 15 IN. x 4 IN.-263.1 SQ. IN.
BRAKES, SERVICE	100% AIR		
FRONT-FRONT AXLE CAP. -BRAKE SIZE-AREA	5,000 LBS. 15 IN. x 3 IN.-199.4 SQ. IN.	7,000 LBS. 15 IN. x 3 IN.-199.4 SQ. IN.	7,000 LBS. 15 IN. x 3 IN.-199.4 SQ. IN.
REAR-REAR AXLE CAP. -BRAKE SIZE-AREA	15,000 LBS. 15 IN. x 4 IN.-263.1 SQ. IN.	17,000 LBS. 15 IN. x 4 IN.-263.1 SQ. IN.	18,500 LBS. 15 IN. x 4 IN.-263.1 SQ. IN.
BRAKES, PARKING	INDEPENDENT, DRIVER-ADJUSTABLE BY DISCHARGE LEVER		
SIZE	9.5 IN. x 2.5 IN.	9.5 IN. x 2.5 IN.	9.5 IN. x 2.5 IN. (NP540)
BRAKES, VAC. POWER	11% IN.	11% IN.	11% IN.
CLUTCH-DIAMETER -AREA	12 IN. 150 SQ. IN.	12 IN. 178 SQ. IN.	12 IN. 178 SQ. IN.
ENGINES-V8	218 PREMIUM, 212-HP 361.2, 258-HP	316-2, 186-HP	361.3, 262-HP 361.4, 257-HP 413-2, 235-HP
FRAME	STRAIGHT CHANNEL		
SECTION MODULUS	9.72 (121, 133, 145, 163 IN. WB) 12.15 (181, 207, 251 IN. WB) 17.15 (121, 133, 145, 163 IN. WB) 18.87 (ALL WB)	12.15 (121, 133, 145, 163 IN. WB) 16.87 (181, 207, 251 IN. WB) 18.87 (121, 133, 145, 163 IN. WB)	9.78 (ALL WB)
SPRINGS, FRONT-CAP. (AT PAD)	2,100 LBS. 2,100 LBS. 3,000 LBS.	2,100 LBS. 2,100 LBS. 3,000 LBS.	2,700 LBS. 2,700 LBS. 4,000 LBS.
SPRINGS, REAR-CAP. (AT PAD)	6,800 LBS. (3) 8,200 LBS. (3), 9,400 LBS. (3), 10,500 LBS. (3)	8,200 LBS. (3) 9,400 LBS. (3), 10,500 LBS. (3)	8,200 LBS. (3) 9,400 LBS. (3), 10,500 LBS. (3)
TRANSMISSION	4-SPEED SYNCHRO (NP431) 5-SPEED SYNCHRO (NP540) 5-SPEED SYNCHRO (NP540F) (3)	4-SPEED SYNCHRO (NP431) 4-SPEED SYNCHRO (NP4310F) (3) 5-SPEED SYNCHRO (NP540) 5-SPEED SYNCHRO (NP540F) (3)	5-SPEED SYNCHRO (NP540) 5-SPEED SYNCHRO (NP541) 5-SPEED SYNCHRO (NP5410F) (3) 5-SPEED SYNCHRO (NP5410F) (3)
TIRES MAX. AVAILABLE	7.50/20/FAD 9.00/20/15 FAD	7.50/20/FAD 9.00/20/15 FAD	8.25/20/20 FAD 10.00/20/15 FAD
WHEELS, TYPE	6-STUD DISC CAST SPOKE	6-STUD DISC 10-STUD DISC (3)	6-STUD DISC 10-STUD DISC (3)

(1) Reinforced axle.
(2) Requires 15-in. x 3-in. brakes.
(3) Cast axle.
(4) Standard with 413-2 V8 engine.
(5) Required with 7.50/20/15 tire at larger.
(6) Standard with 30-2 V8 engine.

(7) Standard with 301.4 and 413-2 V8 engines.
(8) Available with customer 7.50/20/15 tire.
(9) Dual power take-off systems. Requires air brake and air-actuated spring-loaded rear wheel parking brakes.
(10) Short-term transmission recommended for use with two-speed axle for high-speed, over-the-road service.

(11) Reinforced brake linear available on models manufactured after August 1, 1988.
(12) Available on models manufactured after August 1, 1988.
(13) Available with 7.50/20 tire and 10,500-lb. rear axle.
(14) Available with 10,500-lb. rear axle.
(15) Brake air included with axle.



DODGE MEDIUM-TONNAGE TILT CAB

This is the truck that answers the question: How would truck users and buyers design a tilt if they could be in on its planning from the start? Many of its basic design factors were actually checked out with owners, drivers, and mechanics across the country. The result is a strong, quiet, cool cab with remarkable maneuverability. Access for servicing is total; you can get at every system easily. And the price invites comparison. For the features it offers, the Dodge medium-tonnage tilt cab has just about the lowest price in its field. The two models (L600 and L700) cover GVWs from 17,000 to 27,500 lbs. The L600 is offered with gasoline power, while the L700 can be equipped with either gasoline or diesel.

IDEAS THAT WORK

The Dodge medium-tonnage tilt cab was designed to incorporate the best ideas proposed by truckers and engineers; here are a few examples. The truck is capable of a 50° wheel turn angle. This, added to the cab's shortness and some special steering refinements, makes it exceptionally maneuverable and one of the easiest trucks to steer. Proof of its maneuverability: the 89" wb tractor pulling a 40' semi can U-turn in 41'10". Critical areas of this all-welded cab are galvanized to protect against rust and corrosion. The engine, clutch, and transmission are all readily accessible because the cab tilts a full 45° (with one-handed ease). And routine servicing can be done without tilting the cab... for items like water and oil. High-level ventilation, variable-rate suspension, and heavy-duty electrical system are all standard. This is just a partial list of this hauler's fine features. For the rest, see your Dodge Dealer.

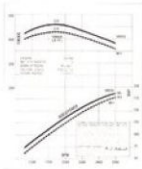
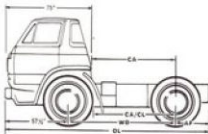
STANDARD EQUIPMENT

- Full-foam bucket driver's seat with vinyl upholstery and seat belt
- Left and right armrests
- Dual lung-arm mirrors
- Driver-adjustable hand brake
- Padded left sun visor
- Fresh Air heater/defroster
- Coat hook
- Rubber mat on cab floor
- Front and rear grab handles
- Glove box with door
- Ashtray
- Dual dome lights
- Push-button door locks
- Variable speed electric windshield wipers
- Windshield washers

Options for the cab include: one full-foam passenger bucket seat and one center auxiliary seat, padded right sun visor, cigar lighter, rear corner windows, and tinted windshield and windows.

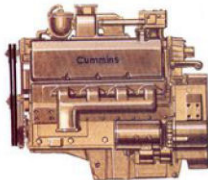


Full-foam bucket seats give excellent lateral support and cushioning for a tireless ride (passenger seats optional). Up ahead, the two-piece flat windshield not only allows distortion-free viewing, but saves on replacement costs, too. Behind the seats, there's plenty of room for storage, tools, two-way radio, etc. Drivers especially appreciate the heat- and noise-absorbing barrier of thick insulation in the cab and on the entire underbody, very important in a tilt.



	1600 & 1700									
Wb—Wheelbase	89"	109"	129"	141"	153"	167"	182"			
CA—Cab to rear axle	71.5"	87.5"	111.5"	124"	136"	150"	175"			
AD—Rear axle to end of frame	84"	63"	61"	80"	80"	80"	112"			
DL—Overall length	290 1/2"	273 1/2"	247 1/2"	238 1/2"	290 1/2"	304 1/2"	362 1/2"			
CA/CB—CA/Clearance*	84"	108"	120"	132"	146"	161"	174"			

*At low selected bodies (with 50.00 x 7.50 tires)



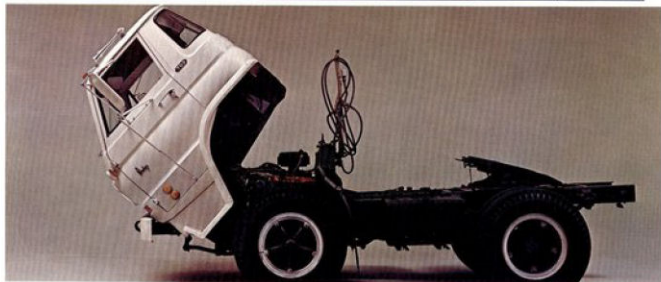
CUMMINS DIESEL FOR DODGE TILTS

If your medium-tonnage tilts spend most of their time on short runs with a lot of idling included, you may want to consider equipping them with a Cummins diesel engine. It has the traditional staying power and long life characteristics of diesels. And Dodge offers it as a factory-installed option designed to save you money on installation first, then on any high idling time operation. 11

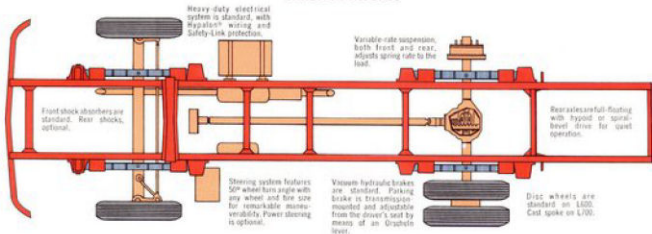
DODGE MEDIUM-TONNAGE TILT CAB

CHASSIS-CAB LINEUP

MODEL	WHEELBASE	BODY LENGTH	BODY & PAYLOAD ALLOWANCE		
			17,000-lb. GVW	22,000-lb. GVW	24,000-lb. GVW
L600 GVW to 24,000 lbs. GCW to 36,000 lbs.	89 in.	9-11 ft.	11,310 lbs.	16,190 lbs.	18,045 lbs.
	105 in.	11-13 ft.	11,215 lbs.	16,095 lbs.	17,950 lbs.
	129 in.	13-16 ft.	11,135 lbs.	16,015 lbs.	17,870 lbs.
	141 in.	14-18 ft.	11,050 lbs.	15,930 lbs.	17,785 lbs.
	153 in.	16-19 ft.	11,015 lbs.	15,895 lbs.	17,750 lbs.
	167 in.	18-20 ft.	10,965 lbs.	15,845 lbs.	17,700 lbs.
	192 in.	20-24 ft.	10,805 lbs.	15,665 lbs.	17,540 lbs.
L700 GVW to 27,500 lbs. GCW to 50,000 lbs.	89 in.	9-11 ft.	12,575 lbs.	20,865 lbs.	
	105 in.	11-13 ft.	12,480 lbs.	20,770 lbs.	
	129 in.	13-16 ft.	12,400 lbs.	20,690 lbs.	
	141 in.	14-18 ft.	12,315 lbs.	20,605 lbs.	
	153 in.	16-19 ft.	12,280 lbs.	20,570 lbs.	
	167 in.	18-20 ft.	12,230 lbs.	20,520 lbs.	
	192 in.	20-24 ft.	12,070 lbs.	20,360 lbs.	



CHASSIS FEATURES



SPECIFICATIONS

	L600		L700	
AIR CLEANER	1-QUART OIL-BATH			
ALTERNATOR	12-VOLT—37-AMP, 46-AMP OR 50-AMP 62-AMP (4)			
AXLE, FRONT—CAPACITY	7,000 LBS.		7,000 LBS., 9,000 LBS. (3), 12,000 LBS. (4)	
AXLE, REAR—SINGLE-SPEED	FULL-FLOATING, HYPOID			
CAPACITY RATIOS	15,000 LBS. (4) 6.2, 6.6, 7.2	17,000 LBS. (4) 6.8, 7.2	17,000 LBS. (4)(5) 6.6, 7.2	18,500 LBS. (4)(7) 6.5, 7.17, 7.6 22,000 LBS. (4)(8)(9) 6.5, 7.17
AXLE, REAR—TWO-SPEED	PLANETARY SPIRAL BEVEL		DOUBLE REDUCTION	
CAPACITY RATIOS	15,000 LBS. (4) 5.81/6.31 6.33/6.81	17,000 LBS. (4) 6.14/6.54 6.57/6.94 7.17/6.97	18,500 LBS. (4)(7) 6.14/6.54 6.57/6.96 7.17/6.97 7.17/6.97 (2)	22,000 LBS. (4)(8) 6.50/6.93 6.85/6.93 7.30/6.76 7.31/6.87
BATTERY	12-VOLT, 55-AMP-HR (3) 12-VOLT, 70-AMP-HR, 22-VOLT, 40-AMP-HR (1)		12-VOLT, 55-AMP-HR 12-VOLT, 70-AMP-HR (3); 12-VOLT, 90-AMP-HR, 2, 12-VOLT, 90-AMP-HR (3)	
BRAKES, SERVICE (2)	HYDRAULIC			
FRONT—FRONT AXLE CAP. —BRAKE SIZE—AREA	7,000 LBS. 15 IN. x 3 IN.—199.4 SQ. IN.	7,000 LBS. 15 IN. x 3 IN.—199.4 SQ. IN.	9,000 LBS. 15 IN. x 3 IN.—199.4 SQ. IN.	12,000 LBS. 15 IN. x 3 IN.—199.4 SQ. IN. (2) 15 IN. x 3.5 IN.—232.6 SQ. IN.
REAR—REAR AXLE CAP. —BRAKE SIZE—AREA	15,000 LBS. 15 IN. x 4 IN.—245.1 SQ. IN. 15 IN. x 5 IN.—316.0 SQ. IN.	17,000 LBS. 15 IN. x 4 IN.—245.1 SQ. IN. (2) 15 IN. x 6 IN.—329.3 SQ. IN.	18,500 LBS. 15 IN. x 6 IN.—329.3 SQ. IN. 15 IN. x 7 IN.—442.5 SQ. IN.	22,000 LBS. 15 IN. x 6 IN.—329.3 SQ. IN. (2) 15 IN. x 7 IN.—442.5 SQ. IN.
BRAKES, SERVICE (3)	100% AIR			
FRONT—FRONT AXLE CAP. —BRAKE SIZE—AREA	7,000 LBS. 15 IN. x 3 IN.—199.4 SQ. IN. (3)	7,000 LBS. 15 IN. x 3 IN.—199.4 SQ. IN. (3)	9,000 LBS. 15 IN. x 3 IN.—199.4 SQ. IN. (3)	12,000 LBS. 15 IN. x 3.5 IN.—232.6 SQ. IN. (2)
REAR—REAR AXLE CAP. —BRAKE SIZE—AREA	17,000 LBS. 15 IN. x 5 IN.—312.0 SQ. IN. (2) 15 IN. x 6 IN.—329.3 SQ. IN. 16.5 IN. x 5 IN.—312.0 SQ. IN.	18,500 LBS. 15 IN. x 6 IN.—329.3 SQ. IN. (2) 15 IN. x 7 IN.—442.5 SQ. IN. 16.5 IN. x 6 IN.—462.0 SQ. IN.	22,000 LBS. 15 IN. x 6 IN.—329.3 SQ. IN. (2) 15 IN. x 7 IN.—442.5 SQ. IN. 16.5 IN. x 6 IN.—462.0 SQ. IN. 16.5 IN. x 7 IN.—480.0 SQ. IN.	22,000 LBS. 15 IN. x 7 IN.—442.5 SQ. IN. (2) 15 IN. x 7 IN.—442.5 SQ. IN. (2) 16.5 IN. x 7 IN.—480.0 SQ. IN.
BRAKES, PARKING	INDEPENDENT, DRIVER-ADJUSTABLE BY ORSCHELM LEVER (4)			
SIZE	9.5 IN. x 2.5 IN.		9.5 IN. x 2.5 IN. (NPS40), 10.5 IN. x 3 IN. (NPS41, 55652A, 55756B)	
BRAKES, VAC. POWER	11.5 IN.			
CLUTCH—DIAMETER —AREA	12 IN. (2) 150 SQ. IN.	13 IN. (3) 170 SQ. IN.	13 IN. (3) 170 SQ. IN.	14 IN. (4) 192.2 SQ. IN.
ENGINES—6-CYL. —V-8	225 PREMIUM, 140-HP 318 PREMIUM, 212-HP 361-2, 198-HP		361-2, 202-HP 361-4, 207-HP 413-2, 220-HP V8-183, 185-HP (2000)	
FRAME	STRAIGHT CHANNEL			
SECTION MODULUS	12.15 (ALL WHEELBASES)			
SPRINGS, FRONT—CAP. (AT PAD)	3,200 LBS.		3,200 LBS. 4,150 LBS. 5,100 LBS. (3)	
SPRINGS, REAR—VARIABLE RATE—CAP. (AT PAD)	8,000 LBS. (4)(1) 8,200 LBS. (4), 9,400 LBS. (4), 10,300 LBS. (4)		8,200 LBS. (4) 9,400 LBS. (4), 10,300 LBS. (4)	
TRANSMISSIONS	4-SPEED SYNCHRO (NP425) 5-SPEED SYNCHRO (NP450) 5-SPEED SYNCHRO (NP450SF) (3)		5-SPEED SYNCHRO (NP450) 5-SPEED SYNCHRO (NP501) 5-SPEED SYNCHRO (NP542SF) (3) 5-SPEED SYNCHRO (55652A) 5-SPEED SYNCHRO (55756B) (2)(3)(4)	
TIRES MAX. AVAILABLE	7.50/20/8 F&D 9.00/20/12 F&D		7.50/20/10 F&D 9.00/20/12 F&D	
WHEELS, TYPE	6-STUD DISC CAST SPOKE 10-STUD DISC		CAST SPOKE 6-STUD DISC 10-STUD DISC 10-STUD NO-TENSION	

(1) Disc only.

(2) 4.10-in. front overhang required.

(3) Available power steering. Requires 4.10-in. or 5.10-in. front springs and an brake.

(4) Includes wire.

(5) Disc only.

(6) Requires for maximum DVE.

(7) With 40-hp engine or 43-hp diesel engine.

(8) 12-VOLT, 55-AMP-HR battery standard with 30-2 engine.

(9) BA with 225 Premium engine.

(10) Standard with 413-2 engine.

(11) BA in-place overhang with steel engine.

(12) Air-to-oil (AO) spring loaded rear wheel parking brake available as an option on 413-2 and 413-2 with air engine.

(13) Standard with 225 Premium and 318 Premium engines.

(14) BA with 225 Premium engine.

(15) Standard with 318 Premium and standard with 30-2 engine.

(16) Standard with 361-4 engine with in-line clutch housing.

(17) Standard with 361-4, 40-4 and 413-2 engine with two-piece clutch housing. Standard on 413-2 dual engine.

(18) Available with 17,000-lb. front axle only.

(19) Available with 17,000-lb. front axle.

(20) Shock-mount suspension available only on 2-speed rear axle only.

(21) Available with 16-F&D and 16-F&D transmissions only.

(22) Available with 16-F&D, 16-F&D and 16-F&D.

(23) Available on model's manufacture after August 1, 1980.

(24) Equivalent tire loadings available on models manufactured after August 1, 1980.

(25) Brake wire included with axle.

(1) Steel only.

(2) 4-1/2 IN. front springs required.

(3) Includes power steering. Requires 4-1/2 IN. or 5-1/2 IN. front springs and air lines.

(4) Forward only.

(5) Rear only.

(6) Required for maximum 100%.

(7) 84 with 225 Premium only. 84 with NP450 transmission.

(8) 84 with 361-4 engine or 413-2 diesel engine.

(9) 12-1/2 IN. 10-AMP air battery standard with 361-2 engine.

(10) 84 with 225 Premium engine.

(11) Standard with 413-2 engine.

(12) 84 with 225 Premium with diesel engine.

(13) An exhaust, torque limited rear wheel parking brake available as option on L600 and L700 with air brakes.

(14) Standard with 225 Premium and 318 Premium engines.

(15) 84 with 225 Premium engine.

(16) Standard with 318 Premium and standard with 361-2 engine.

(17) Standard with 361-2 engine with non-clutch clutch housing.

(18) Standard with 361-4, 413-2 or 413-2 engine with two-piece clutch housing. Standard on V8-183 diesel engine.

(19) Available with 17,000-lb. front axle only.

(20) Available with 22,000-lb. axle only.

(21) Available with 22,000-lb. axle only.

(22) Available with 22,000-lb. axle only.

(23) 84 with 361-4 engine and 10-AMP battery.

(24) Available on model manufactured after August 1, 1984.

(25) Expanded torque available on model manufactured after August 1, 1984.

(26) Brake shoe included with axle.

DODGE MEDIUM-TONNAGE GASOLINE ENGINES

Authority! That's what this lineup of Dodge power plants has. One of the engines below is capable of powering your medium-tonnage trucks at peak efficiency no matter what the job might be. From the gas-miserly Slant Six

to the extravagantly torqued 413 V8, there is certain to be one to satisfy your trucking needs. Your Dodge Truck Dealer is expert at analyzing those needs to save you money. He's the man to see.



225 PREMIUM SLANT SIX

140-HP. A medium-tonnage engine with many heavy-duty features to give it exceptional ruggedness and long life. Included are a roller timing chain, bimetal connecting rod bearings, Stellite-faced exhaust valves with Roto-Caps, and polyacrylic valve stem seals to prevent oil loss. STANDARD ON D400, D500, L600, P400, W500. BORE AND STROKE: 3.4 IN. X 4.125 IN. DISPLACEMENT: 224.7 CU. IN. MAXIMUM HORSEPOWER: 140 @ 2,900 RPM. MAXIMUM TORQUE (LBS.-FT.): 215 @ 1,600 RPM. COMPRESSION RATIO: 8.4 TO 1. CARBURETOR: 1-BARREL.



LA-318-3 PREMIUM V8

212-HP. Features of this rugged Dodge Truck V8 include a hardened and shot-peened crankshaft with vibration damper for smoothness, trimetal main and connecting rod bearings, and Stellite-faced exhaust valves with Roto-Caps to keep valves free of carbon buildup. STANDARD ON D400, D500, D600, C500, W500, L600. BORE AND STROKE: 3.91 IN. X 3.312 IN. DISPLACEMENT: 318.14 CU. IN. MAXIMUM HORSEPOWER: 212 @ 4,000 RPM. MAXIMUM TORQUE (LBS.-FT.): 322 @ 2,800 RPM. COMPRESSION RATIO: 8.0 TO 1. CARBURETOR: 2-BARREL.



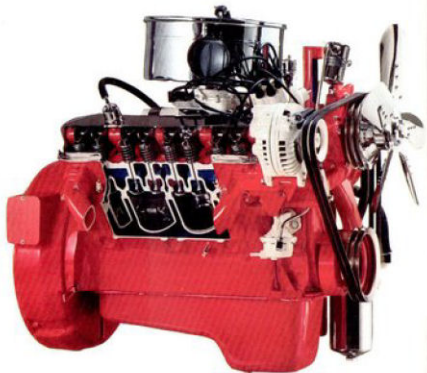
361-2 V8

186 HP. Especially recommended for over-the-road tractor service. Among its features are trimetal main and connecting rod bearings, induction-hardened crankshaft journals, hydraulic valve lifters, and sodium-filled, Stellite-faced exhaust valves. STANDARD ON C600. OPTIONAL ON D500, D600, C500, L600. BORE AND STROKE: 4.12 IN. X 3.38 IN. DISPLACEMENT: 360.5 CU. IN. MAXIMUM HORSEPOWER: 186 @ 4,000 RPM. MAXIMUM TORQUE (LBS.-FT.): 300 @ 2,400 RPM. COMPRESSION RATIO: 7.5 TO 1. CARBURETOR: 2-BARREL.



361-4 V8

207-HP. A more powerful version of the 361-3, with chrome-alloy cast-iron block, chrome-plated top compression ring with cast-iron ring groove insert. Like the other 361-cu.-in. engines, the 361-4 features a two-quat pad-mounted full-flow oil filter. OPTIONAL ON D700, C700, L700. BORE AND STROKE: 4.12 IN. X 3.38 IN. DISPLACEMENT: 360.5 CU. IN. MAXIMUM HORSEPOWER: 207 @ 4,000 RPM. MAXIMUM TORQUE (LBS.-FT.): 335 @ 2,800 RPM. COMPRESSION RATIO: 7.5 TO 1. CARBURETOR: 2-BARREL.



MECHANICAL ADVANTAGES

Here are some of the extra-long-wearing mechanical features that become part of Dodge medium-tonnage trucks. They are an important factor in the reputation for excellence which Dodge Trucks now enjoy.

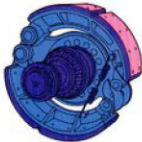


320-3 V8

202-HP. The tough and ready engine that's standard on 700 models. Trimetal main and connecting rod bearings, induction-hardened crankshaft journals, sodium-filled, Stellite-faced exhaust valves with Roto-Caps and Eatonite valve seats are features that make it a great engine. STANDARD ON D700, C700, L700. BORE AND STROKE: 4.12 IN. X 3.38 IN. DISPLACEMENT: 360.5 CU. IN. MAXIMUM HORSEPOWER: 202 @ 4,000 RPM. MAXIMUM TORQUE (LBS.-FT.): 316 @ 2,200 RPM. COMPRESSION RATIO: 7.5 TO 1. CARBURETOR: 2-BARREL.

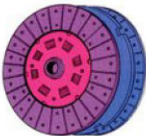
413-2 V8

220-HP. The big heavy-duty Dodge V8 available on D700, L700 and L700 models. Big 413-cubic-inch displacement, has the same premium features as the heavy-duty 361-cubic-inch engines, including an oil cooler. OPTIONAL ON D700, C700, L700. BORE AND STROKE: 4.188 IN. X 3.75 IN. DISPLACEMENT: 413.4 CU. IN. MAXIMUM HORSEPOWER: 220 @ 3,600 RPM. MAXIMUM TORQUE (LBS.-FT.): 386 @ 2,200 RPM. COMPRESSION RATIO: 7.5 TO 1. CARBURETOR: 2-BARREL.



BRAKES

Powerful vacuum-hydraulic brake boosters are standard on all models except D400 and P400. Full air brakes are optional on 600 and 700 models.

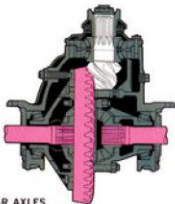


CLUTCHES

Long-wearing clutches are Job-Rated to the engine and drive train of all models. In all cases, the clutch is hydraulically actuated for smooth, accurate control.

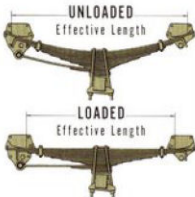
TRANSMISSIONS

Standard on 400, 500, and 600 models is a rugged, 4-speed, Synchro-shift New Process transmission (NP435). A 5-speed transmission (NP540) is standard on 700 models.



REAR AXLES

The standard single-speed axles include Dodge, Rockwell, or Eaton units. Two-speed rear axles are available as options on all models (except P400 and W500). These two-speed axles are either Rockwell or Eaton units.



VARIABLE-RATE REAR SUSPENSION

Dodge's variable-rate rear suspension with cam brackets ingeniously tailors itself to the load. When the truck is traveling light, the full length of the spring is in operation for a soft ride. As the spring flattens under a heavier load, the cams come into play to shorten the working length of the spring. This stiffens the spring's resistance to both the weight of the load and to road shock. The heavier the load, the shorter and the stiffer the spring. In effect, the spring rate is tailored for the smoothest, best-controlled ride under any load condition. What's more, the assembly has only one lubrication point, and has a separate radius leaf to absorb driving and braking forces, leaving the spring free to cushion the load. All Dodge medium-tonners have variable-rate suspension in the rear. The medium-duty tilt also has a variable-rate front suspension.

