ADVANCE-DESIGN CHEVROLET TRUCKS

SPECIFICATIONS,
DATA AND
INFORMATION SHEETS

FIRST AGAIN — Chevrolet in presenting "ADVANCE-DESIGN" trucks again leads the truck industry in post-war improvements.

Among a host of improvements are new cabs and new bodies which combine with new frames and new C-A dimensions to set even higher standards of power, economy, convenience and driver comfort. Cabs and bodies which, combined with new fenders, new grille, and new hood, set new standards for appearance with high efficiency.

Chevrolet's "ADVANCE-DESIGN" trucks will be known as "THRIFTMASTER" and "LOADMASTER" models. The LOADMASTER models (Series 4000, 5000, 6000) are easily distinguished from the THRIFTMASTER models (Series 3100, 3600, 3800) by the name plate which is on both sides of the hood. The increased height and width of the cab, hood, grille, and fenders emphasizes the power and stamina of the LOADMASTER models.

"ADVANCE-DESIGN" trucks feature the UNISTEEL all-welded cab — a design which builds for strength and durability. In the UNISTEEL cab the top, side panels, back, windshield frame, cowl, floor, and all ribs and strainers are welded in place to form one single unit. Likewise, the inner and outer panels of the doors are welded together for strength, rigidity, and durability.

Driver comfort is assured as the "ADVANCE-DESIGN" cab is wider, has more head room and increased leg room. Chevrolet's UNISTEEL cab will seat 3 men comfortably as the hip width is increased 8 inches. The seat cushion and back move as a unit when adjusted, the seat rising with forward adjustment to maintain driver "EYE-LEVEL."

Larger windshield glasses, set solidly in cab, increase driver "Angle of Vision," while new window regulators and glass run channels provide quieter, more easily operated windows. Safety glass is used throughout Chevrolet's UNISTEEL cab.

Scoop-type ventilators on the top and left side of the cowl provide adequate ventilation for the cab in hot weather. The optional FRESH-AIR heater and defroster takes over the job in cold or rainy weather.

In the "ADVANCE-DESIGN" UNISTEEL cabs all effects of chassis vibration and frame weave are eliminated. The grille, fenders, and hood are all attached to the cab and become an assembly. The STABILIZED FRONT-END is mounted on single-point rubber mount. The front of the cab has a tension and shear mount at each corner, while the rear of the cab is mounted on a single shackle at its center. The elimination of the effect of chassis vibration and frame weave will greatly lengthen the life of the cab and sheet metal parts.

An optional DeLuxe Cab on conventional trucks is available for those buyers who desire the ultimate in fine appearance. Corner panel windows eliminate blind spots and provide the driver with all-round vision. Window and windshield reveal mouldings are of highly polished stainless steel. Side window garnish mouldings are also of stainless steel. For the 3000 Series trucks a chrome plated grille is provided which highlights the front-end. A left-hand arm rest and right-hand sun visor add to driver comfort.

Corner panel windows are standard in all "C.O.E." cabs.

The corner panel windows may be obtained separately as an option in all conventional cabs. For the 3000 Series trucks the chrome plated grille also may be obtained separately as an option.

In the UNISTEEL cab the instruments have been grouped for easy driver vision and the controls are conveniently located. An ash tray and a large sized dispatch box further contribute to driver comfort. Speaker grille and dial openings facilitate the installation of the push button Truck Radio.

Improved insulation, thicker dash and floor mats proved a cooler, quieter cab. All cab areas subject to wheel splash or moisture collection are coated to eliminate rust. Space for tools is provided under the cab seat.

New type coupler door latches provide easily closed doors while remote control locks permit either or both doors to be locked from the inside.

"ADVANCE-DESIGN" Pick-up bodies have been strengthened to match the gross vehicle weights of the chassis upon which they are installed and their utility is increased by the elimination of the wheel house.

All Pick-up bodies now have a usable width of 50 inches for their full length.

The front panels, and end-gates have been strengthened by welded curls. Lengthening of the front panels so that they contact the front cross sill has strengthened both the panel and the floor of Models 3104 and 3604. All other cross sills have been strengthened to provide added support to the floors. A box reinforcement resting on the frame strengthens the rear of all Pick-up bodies.

All Pick-up body end-gates and end-gate hinges have been made stronger to provide longer body life.

Added side board support is provided by the 3 stake pockets of the Model 3604, while the Model 3804 body has 4 stake pockets per side.

The Panel bodies of Chevrolet's "ADVANCE-DESIGN" trucks are wholly and completely new. The cubic capacities of both Model 3105 and Model 3805 have been increased more than 13%. Usable length has also been increased as the seat riser in the driver's compartment is now level with the floor of the body. Model 3105 now has 150 cubic feet of load space and merchandise up to 10 feet length can be accommodated alongside of the driver. Model 3805, with a gross vehicle weight rating of 6700 pounds, has a load space of 202 cubic feet and will accommodate merchandise up to 12 feet 6 inches in length alongside the driver. Panel bodies are wider and now have a minimum inside width at the wheel house of 48-1/4 inches.

"ADVANCE-DESIGN" Panel bodies are much stronger as the floor sills, the body side top rails, and the top upper rails have been re-designed for greater rigidity. Doors and hinge supports have been strengthened for long life under severe usage. Use of rust inhibiting paints for body protection is greatly increased. Door sealing is improved and a new type rear door latch facilitates opening rear doors. A new type door check holds the rear doors so that the truck may be backed up to a dock with the doors open. Rear door windows are over 70% larger. Seating has been re-designed for increased driver comfort. The seat has forward adjustment and the back tips forward for easy access to rear compartment.

The DeLuxe Panel body has stainless steel windshield reveal and window garnish and reveal mouldings. A chrome plated radiator grille, fender mouldings (4 on each front and 3 on each rear), a left-hand arm rest, and right-hand sun visor complete the DeLuxe equipment.

The round front corner for Platform bodies has been retained as a protection. Stake bodies now have square front corners to facilitate loading. The sills of Models 3608 and 3609 have been reduced 1 inch to provide a lower loading height.

School Bus Chassis Model 6702 has increased wheelbase (199 inches) to provide for bodies with capacities up to 54 pupils.

The utility of the heavy-duty "ADVANCE-DESIGN" trucks has been expanded by an increase in the maximum gross vehicle weight rating. The maximum gross vehicle weight rating of Series 6100S and 6400S trucks, the 1-1/2 ton Specials is increased from 14,000 to 15,000 pounds. Series 6100 and Series 6400 trucks also have increased gross vehicle weight ratings, the maximum being 16,000 pounds.

The frames of all trucks have been re-designed and strengthened. Side rails of LOADMASTER truck frames have been lengthened so that they extend beyond the front springs to support the bumpers. In the light duty models gusset plates have been added to stiffen the frame and to maintain the side rail alignment.

Frames of all heavy-duty "ADVANCE-DESIGN" trucks (over 11,000 pounds gross vehicle weight) are entirely new. The use of frame reinforcements has been discontinued because the new frame is stronger without frame reinforcements than the old frame was with them. Both section modulus and size have been increased in this sturdy new frame. Side rail depth is 8-7/8 inches with a flange of 2-7/8 inches and a thickness of 1/4 inch.

This heavy-duty frame is used in all models of Series 4400, 4500, 5000, and 6000 trucks (except 6702) and is included in the heavy-duty option group for Series 4100 trucks. Model 6702, the long wheelbase School Bus Chassis, has an even larger frame section. This frame section is 8-15/16 inches in depth, 2-29/32 inches flange width, and 9/32 inch in thickness.

The springs of all "ADVANCE-DESIGN" trucks carry new ratings. The capacity of both front and rear springs is stated in terms of weight on the tires at the ground. All models of "ADVANCE-DESIGN" trucks have spring capacity equal to or in excess of the axle and tires. Except on School Bus Chassis, all heavy-duty trucks have auxiliary springs as standard equipment and auxiliary springs are a part of the heavy-duty option package for the 4100 and 4400 Series trucks.

All "ADVANCE-DESIGN" trucks, except those of the 1/2 ton series, have full floating rear axles. Hypoid design is used for all ring and pinion gears. The rear axle rating of the heavy-duty single-speed and two-speed axles is increased to 13,000 pounds on the tires.

Chevrolet's ever reliable, economical valve-in-head engine will power the "ADVANCE-DESIGN" trucks. The standard 216 cubic inch engine will be used in the Series 3000 and 4000, while the heavy-duty 235 cubic inch engine will be standard equipment in the 5000 and 6000 Series trucks. The heavy-duty engine may be obtained optionally in the 4000 Series trucks.

The clutches of the "ADVANCE-DESIGN" trucks are conservatively rated at 200 foot-pounds torque and have ample capacity for the engines on which they are installed.

Series 3100 and Series 3600 trucks are equipped with the three-speed synchro-mesh transmission, while all other truck series have the four-speed sliding gear transmission as standard equipment. The four-speed transmission has provision for installation of a power take-off and is available as an option in Series 3100 and 3600 trucks.

Hotchkiss Drive is used in all "ADVANCE-DESIGN" trucks, except Series 3100, and the rear springs cushion all thrust and torque reaction. In Series 3100 trucks the torque is absorbed by the torque tube while driving thrust is transmitted through the rear springs.

Buyers of "ADVANCE-DESIGN" trucks are offered a choice of 12 colors or any two-tone combination. Maroon and beige have been added to those colors formerly offered.

LOAD CAPACITY CHART

Gross Vehicle Weights for 1947 Chevrolet Trucks and School Bus Chassis

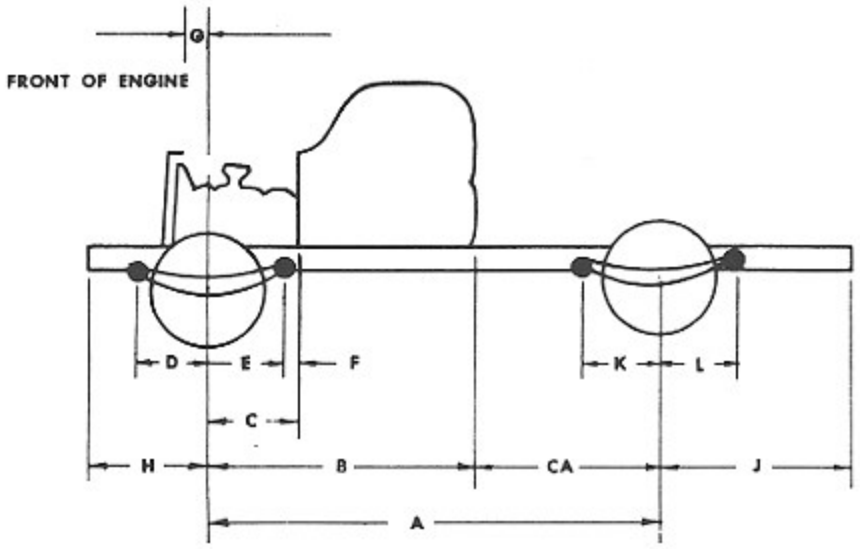
Model				Nominal Rating	Gross Vehicle Weight	Tire Size and Ply Rating		Required Equipment		
Type	Series		Wheel-Base			Front	Rear	Rear Springs	Governed Speed	Rear Axle
Sedan Delivery	1508	EJ	116"	——	4000 4100	6.00-16-4 6.00-16-6	6.00-16-4 6.00-16-6	8-leaf	——	3.73 or 4.11
Light-Duty	3100	EP	116"	½ Ton	4200 4500 4600	6.00-16-6 6.50-16-6 15-6	6.00-16-6 6.50-16-6 15-6	8-leaf	——	4.11
	3600	ER	125¼"	¾ Ton	5200	15-6	15-6	2-stage, 7-leaf	——	4.57
					5200	7.00-17-6	7.00-17-6	2-stage, 8-leaf		
					5400	15-8	15-8	2-stage, 7-leaf		
					5800	7.00-17-8	7.00-17-8	2-stage, 8-leaf		
Medium-Duty	3800	ES	137"	1 Ton	5700 6100 6700 8800	7.00-17-6 7.00-17-8 7.50-17-8 7.00-18-8	7.00-17-6 7.00-17-8 7.50-17-8 7.00-18-8 Dual	2-stage, 8-leaf	——	5.14
								12-leaf		
	4100 4400	QJ QK	137" 161"	1½ Tons	7500 9500 11000 13000	7.00-20-8 6.50-20-6 7.00-20-8 7.00-20-8	7.00-20-8 6.50-20-6 Dual 7.00-20-8 Dual 7.00-20-10 Dual	Heavy 10-leaf	Option 225, Load-Master engine governed at 2800 r.p.m.	5.43 or 6.17
Heavy-Duty	6100S 6400S	QVS QWS	137" 161"	1½ Tons Spec. Conv.	13000 15000	7.50-20-8 7.50-20-8	7.50-20-8 Dual 8.25-20-10 Dual	Heavy 10-leaf and auxiliary, combined with brake booster and heavy-duty frame		6.17
	6100 6400	QV QW	137" 161"	2 Tons Conventional	13000 16000	7.50-20-8 8.25-20-10	7.50-20-8 Dual 8.25-20-10 Dual		2800 r.p.m.	6.17 HD or 2-speed 6.13 and 8.10
	5100 5400 5700	QP QR QS	110" 134" 158"	2 Tons Cab-Over-Engine	13000 16000	7.50-20-8 8.25-20-10	7.50-20-8 Dual 8.25-20-10 Dual			
School Bus Chassis	4502	QL	161"	30 Pupils 36 Pupils	10500 12000	6.50-20-6 7.00-20-8	6.50-20-6 Dual 7.00-20-8 Dual	2-stage, heavy 11-leaf, and heavy-duty frame	35 m.p.h.	5.43 or 6.17
	6702	QX	199"	42 Pupils 48-54 Pupils	13500 15000	7.50-20-8 8.25-20-10	7.50-20-8 Dual 8.25-20-10 Dual	2-stage, heavy 11-leaf, with brake booster and heavy-duty frame		6.17 HD or 2-speed 6.13 & 8.10

SERIES	1500 Sedan Delivery	3100 Chassis, Chassis and Cab, Pick-up, Panel, Carryall Suburban, Canopy Express	3600 Chassis, Chassis and Cab, Pick-up, Platform, Stake	3800 Chassis, Chassis and Cab, Pick-up, Panel, Canopy Express, Platform, Stake	4100 Chassis, Chassis and Cab, Platform, Stake	4400 Chassis, Chassis and Cab, Platform, Stake, Stake Express High Rack	4 Ch
WHEELBASE	116"	116"	125¼"	137"	137"	161"	
C. A. DIMENSION	—	39"	48¼"	60"	60"	84"	
GROSS VEHICLE WEIGHT (Maximum) (Maximum truck gross rating can be obtained only by adding Regular Production Options)	4100 lb.	4600 lb.	5800 lb.	3804-5-7 6700 lb., others 8800 lb.	13,000 lb.		
FRAME — Type	Box-Girder						
Side Rail—Size	4 25/64 x 2¼ x 3/32"	5¾ x 2¼ x 9/64"	5 7/32 x 2¼ x 3/16"	7 x 2¾ x 7/32"			
Number of Cross-Members	3	5	5	5		6	
AXLE, REAR (Hypoid Gear) — Type	Semi-Floating						
Capacity	3000 lb.	3300 lb.	5000 lb.	7200 lb.	10,500 Pounds		
Ratio	4.11 to 1 (Optional, 3.73 to 1)	4.11 to 1	4.57 to 1	5.14 to 1	5.43 to 1 (Optional, 6.17 to		
AXLE, FRONT (I-Beam) — Rating	2000 lb. KNEE-ACTION	2200 lb.	2500 lb.	3500 lb.			
SPRINGS, REAR — Size	49" x 1¾"	54" x 1¾"	46" x 2"				
Number of Leaves	8	8	7 Two-stage	8 Two-stage	10		
Capacity in Pounds, Each	1270	1530	2000	2240	4465		
Auxiliary Springs	None				Optional at Extra Cost		
SPRINGS, FRONT — Size	.58 Dia.	38" x 1¾"		39 13/16" x 2"			
Number of Leaves	Coil	8	8, Two-stage	7	7		
Capacity in Pounds, Each	950	970	1000	1560	1575		
TIRES, REAR, Regular — Single	6.00–16, 4-ply	6.00–16, 6-ply	15", 6-ply	7.00–17, 6-ply	4102-12-22 and 32 / 4402-12-22 and 32 — 7.00–20, 8-ply		
Dual					4103-8 and 9 / 4403-8 18-19 and 20 — 6.50–20, 6-ply		
TIRES, FRONT, Regular — Single	6.00–16, 4-ply	6.00–16, 6-ply	15", 6-ply	7.00–17, 6-ply	4102-12-22 and 32 / 4402-12-22 and 32 — 7.00–20, 8-ply		
					4103-8 and 9 / 4403-8-9-18-19 and 29 — 6.50–20, 8-ply		
ENGINE	Standard; 216.5 Cubic Inches, 6 Cylinders, Valve in-Head						
Gross Torque, Maximum	174 Foot-Pounds, 1200 to 2000 R.P.M.						
Gross Horsepower, Maximum	90 at 3300 R.P.M.						
COOLING SYSTEM	Harrison Ribbed Cellular Core, 15-Quart; Self-Adjusting Centrifugal Pump						
GOVERNOR	Optional at Extra Cost						
OIL BATH AIR CLEANER	Optional at Extra Cost						
CLUTCH, Single Disc, Diaphragm Spring	9½" Diameter, 200 Ft.-Lb. Torque 10¾" Diameter, Optional						
TRANSMISSION	3-Speed Synchro-Mesh 4-Speed Optional on 3100 and 3600						
DRIVE SYSTEM	Torque Tube						
BRAKES, SERVICE — Front	11" x 1¾"			12" x 2"			
(Hydraulic) Rear	11" x 1¾"		12" x 2"	14" x 2½"			
Total Lining Area, Sq. In.	161	159	178	243			
Booster, Single Piston	None				Optional at Extra Cost		
Parking	Cut in on Rear						
SHOCK ABSORBERS — Front	Double-Acting	Single-Acting		Single-Acting			
Rear	Double-Acting	Single-Acting					
STEERING GEAR — Ratio	17.5 to 1	26.24 to 1					
FUEL TANK — Capacity, Gal.	16			18			

C A T I O N S

502 SCHOOL BUS ...sis with Flat-Face Cowl	5100 Chassis, Chassis and Cab, Platform, Stake	5400 Chassis, Chassis and Cab, Platform, Stake, Stake Express, High Rack	5700 Chassis, Chassis and Cab	6100-5 6100 Chassis, Chassis and Cab, Platform, Stake	6400-5 6400 Chassis, Chassis and Cab, Platform, Stake, Stake Express, High Rack	6702 SCHOOL BUS Chassis with Flat-Face Cowl	SERIES
161"	110"	134"	158"	137"	161"	199"	WHEELBASE
—	60⅛"	84⅛"	108⅛"	60"	84"	—	C. A. DIMENSION
12,000 lb.	16,000 Pounds			6100S and 6400S—15,000 lb. 6100 and 6400 —16,000 lb.		15,000 lb.	GROSS VEHICLE WEIGHT (Maximum) (Maximum truck gross rating can be obtained only by adding Regular Production Options)
Channel							FRAME Type
8⅞ x 2⅞ x ¼"						8⅛ x 2¹³⁄₃₂ x ⅜"	Side Rail—Size
8	5		6	5	6	9	Number of Cross-Members
Full-Floating							AXLE, REAR (Hypoid Gear) Type
	13,000 Pounds						Capacity
31	6.17 to 1 (Optional, at Extra Cost, 2-Speed—6.13 to 1 and 8.10 to 1)						Ratio
4500 Pounds							AXLE, FRONT (I-Beam) Rating
46" x 2½"							SPRINGS, REAR Size
11 Two-stage	10			10		11 Two-stage	Number of Leaves
3160	7800			7890		3160	Capacity in Pounds, Each
None	Yes, 6 Leaves, 31" x 2½"					None	Auxiliary Springs
	40" x 2"			40" x 2"		40" x 2"	SPRINGS, FRONT Size
9	9			9		9	Number of Leaves
2000	2060			2060		2040	Capacity in Pounds, Each
							TIRES, REAR, Regular Single
50-20, 6-ply	7.50–20, 8-ply						Dual
							TIRES, FRONT, Regular
50-20, 6-ply	7.50–20, 8-ply						Single
	Heavy-Duty; 235.5 Cubic Inches, 6 Cylinders, Valve-in-Head						ENGINE
	189 Ft.-Lb., 1000 to 1900 R.P.M.			192 Ft.-Lb., 1000 to 1900 R.P.M.			Gross Torque, Maximum
	90 at 3100 R.P.M.			93 at 3100 R.P.M.			Gross Horsepower, Maximum
	Harrison Ribbed Cellular Core, 17.5-Quart; Self-Adjusting Centrifugal Pump						COOLING SYSTEM
35 M.P.H.	2800 Engine R.P.M. in High Gear					35 M.P.H.	GOVERNOR
	4-Pound Dirt Capacity			2-Pound Dirt Capacity			OIL BATH AIR CLEANER
12¾" Diameter, 200 Foot-Pounds Torque							CLUTCH, Single Disc, Diaphragm Spring
4-Speed, Sliding Gear; Provision for Power Take-off							TRANSMISSION
Hotchkiss							DRIVE SYSTEM
14" x 2"							BRAKES, SERVICE Front
16" x 3"							Rear (Hydraulic)
330							Total Lining Area, Sq. In.
Yes							Booster, Single Piston
Wheels—All Models							Parking
							SHOCK ABSORBERS Front
							Rear
27.76 to 1							STEERING GEAR Ratio
30	18					30	FUEL TANK Capacity, Gal.

...any time, without notice, in prices, colors, materials, equipment, specifications and models, and also to discontinue models
...responsibility with regard to cars or trucks previously sold



DIMENSIONS AND DIMENSIONAL CHANGES

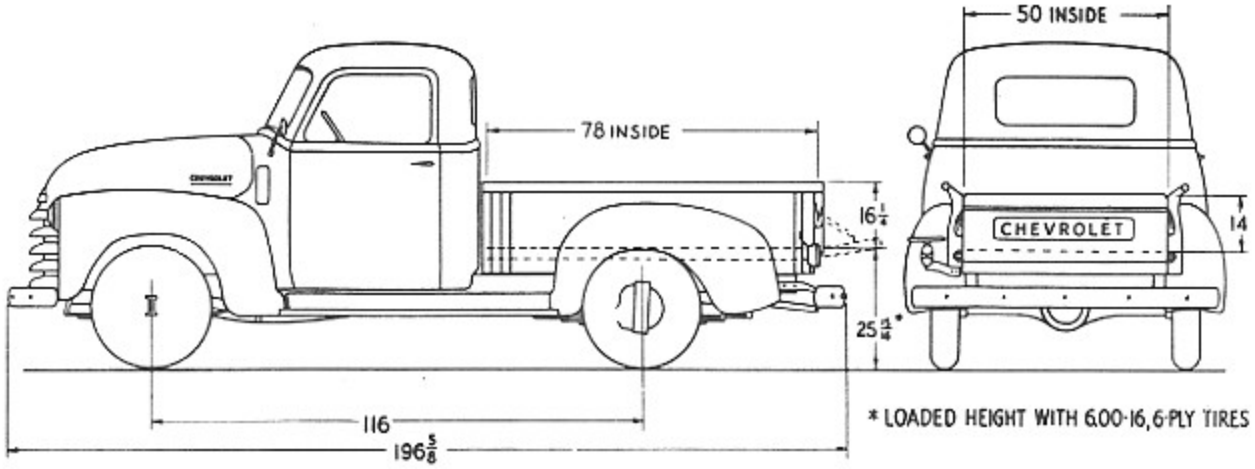
ITEM	3100		3600		3800		4100		4400		4502		5100		5400		5700		6100		6400		6702	
	DIM.	CHG.	DIM.	CHG.	DIM.	CHG.	DIM.	CHG.	DIM.	CHG.	DIM.	CHG.	DIM.	CHG.	DIM.	CHG.	DIM.	CHG.	DIM.	CHG.	DIM.	CHG.	DIM.	CHG.
A	116	+1	125¼	0	137	+2½	137	+2½	161	+1	161	+1	110	+1	134	+1½	158	0	137	+2½	161	+1	199	+4
B	77	0	77	0	77	0	77	0	77	0	—	—	49⅞	+3	49⅞	+3	49⅞	+3	77	0	77	0	—	—
C	17¾	−3	17¾	−3	17¾	−3	17¾	−3	17¾	−3	17¾	−3	−9⅛	0	−9⅛	0	−9⅛	0	17¾	−3	17¾	−3	17¾	−3
D	19	+2	19	+2		0		0		0		0		0		0		0		0		0		0
E	19	0	19	0																				
F		3		3		3		3		3		3		0		0		0		3		3		3
G		+3		+3		+3		+3		+3		+3								+3		+3		+3
H																								
CA	39	+1	48¼	0	60	+2½	60	+2½	84	+1	—	—	60⅛	−2⅛	84⅛	−1⅛	108⅛	−3⅛	60	+2½	84	+1	—	—
J	36½	0	36½	0							71⁵⁄₃₂	+13²³⁄₃₂											94¼	+9⅝
K				0		0		0		0				0		0		0		0		0		0
L				0		0		0		0		0		0		0		0		0		0		0

DIM. = DIMENSION

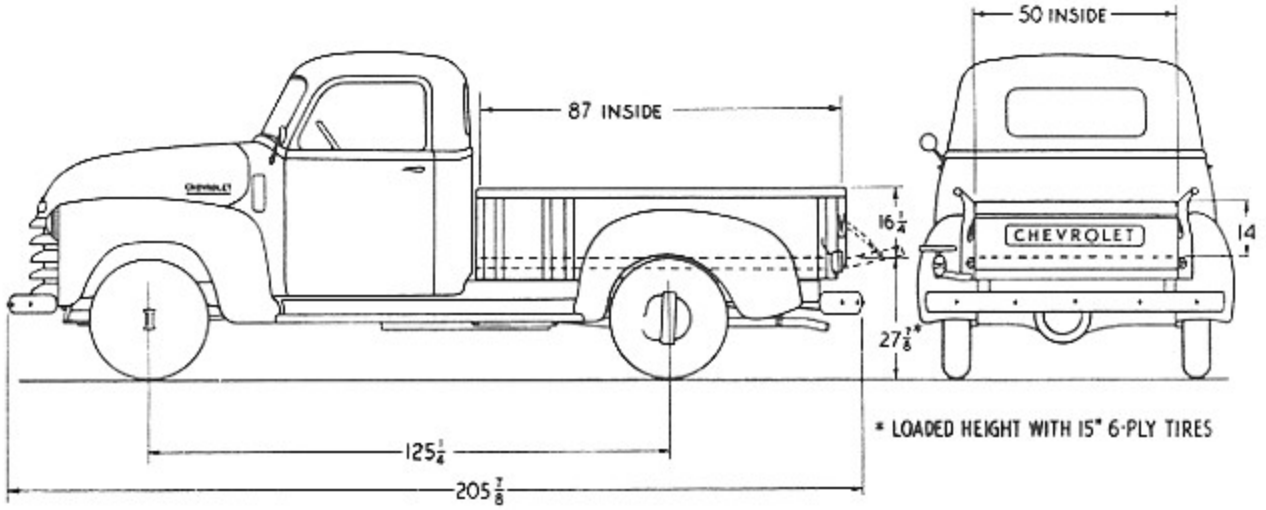
CHG. = CHANGE IN DIMENSION

— = INCREASE

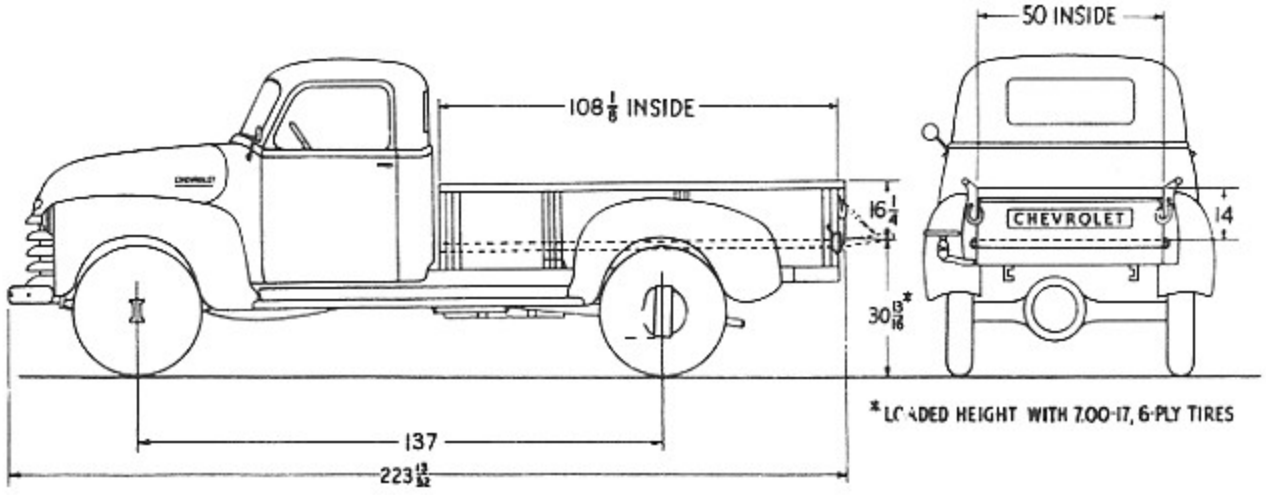
— = DECREASE



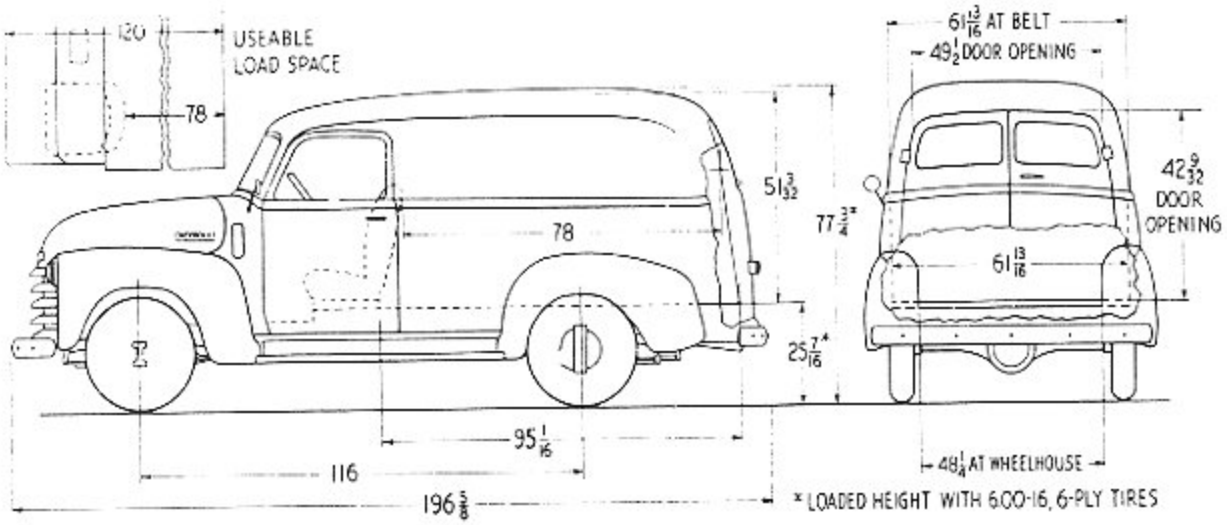
MODEL 3104 — PICKUP TRUCK



MODEL 3604 — PICKUP TRUCK

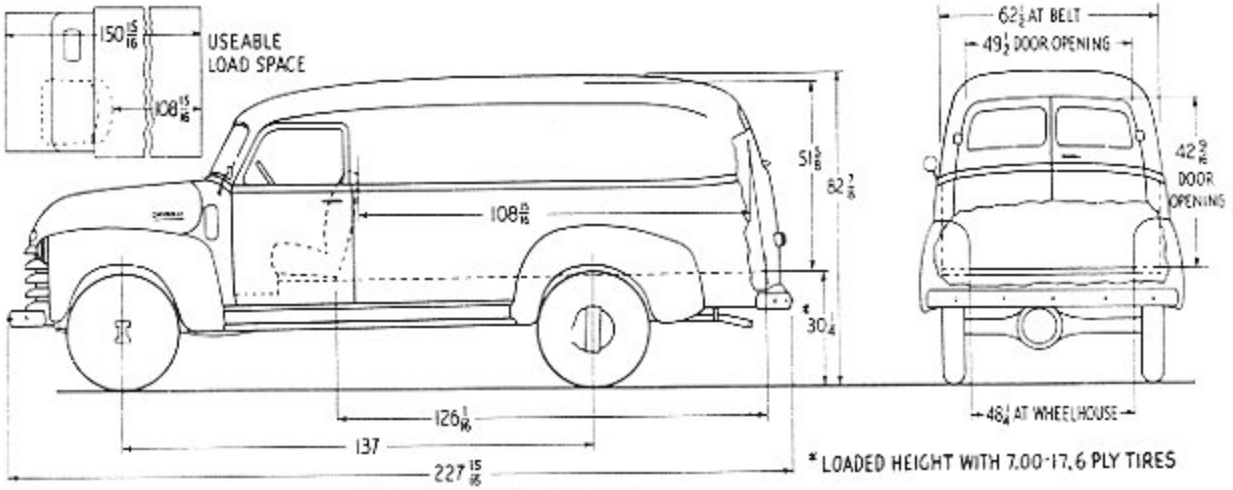


MODEL 3804 — PICKUP TRUCK



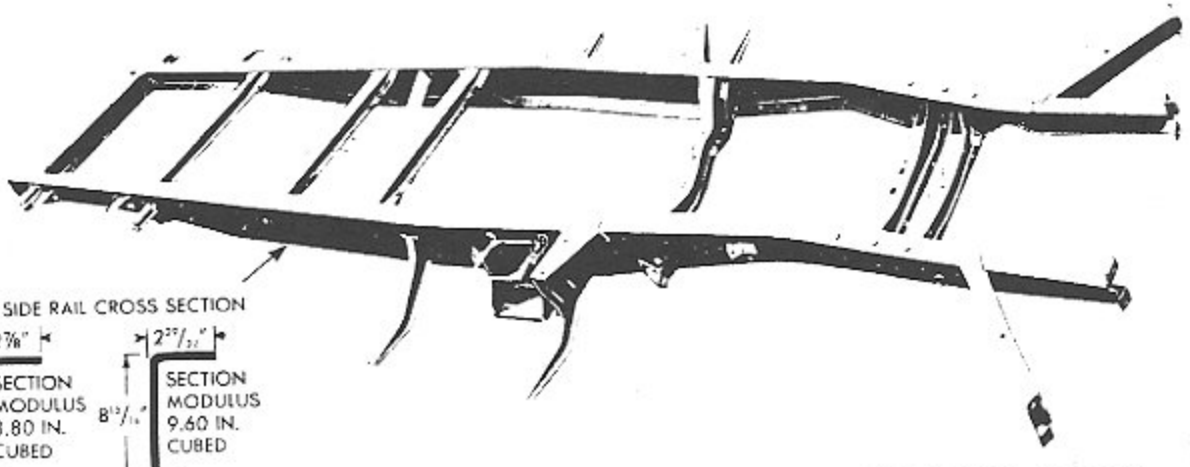
SEAT IN FORWARD POSITION

MODEL 3105 — PANEL TRUCK



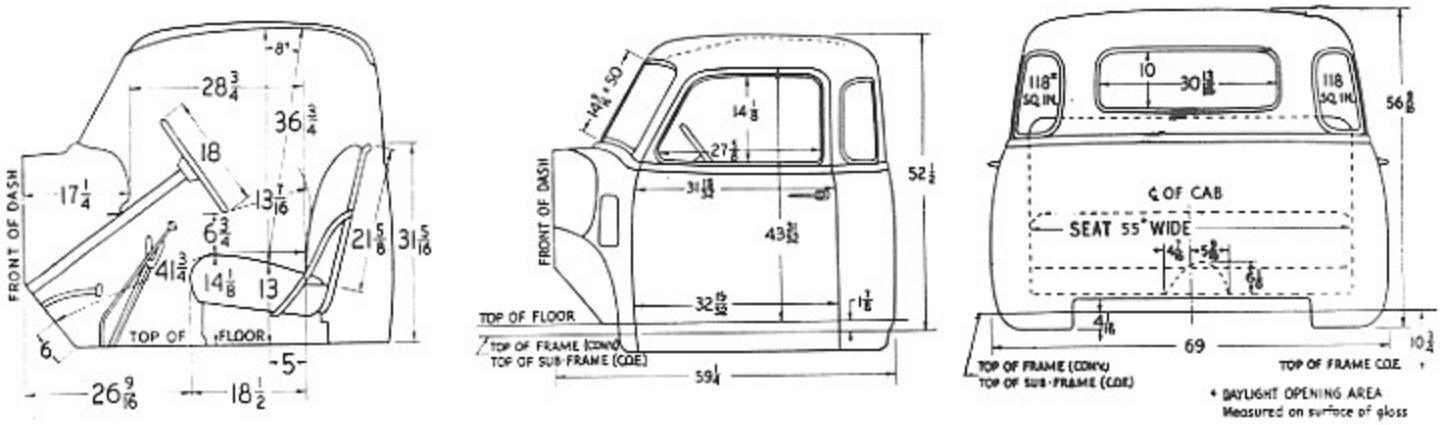
SEAT IN FORWARD POSITION

MODEL 3805 — PANEL TRUCK

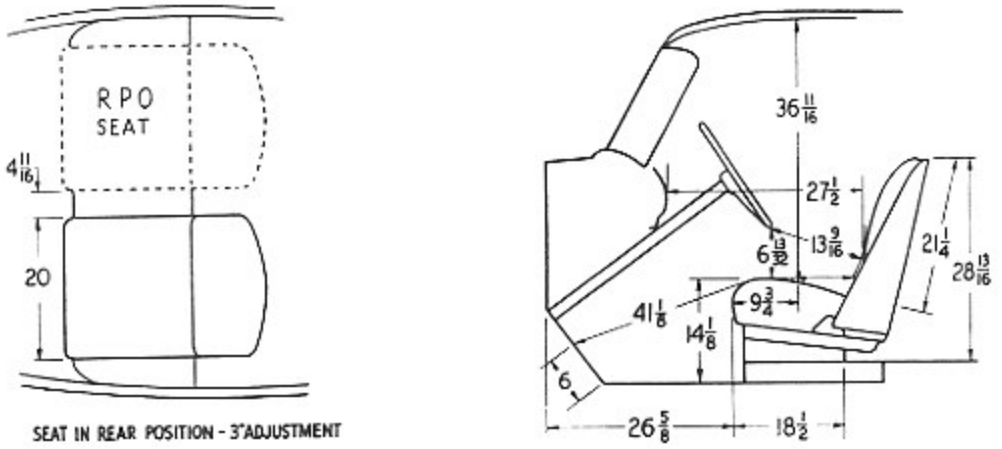


HEAVY DUTY TRUCK FRAME
(All trucks over 11,000 lbs. G.V.W.)

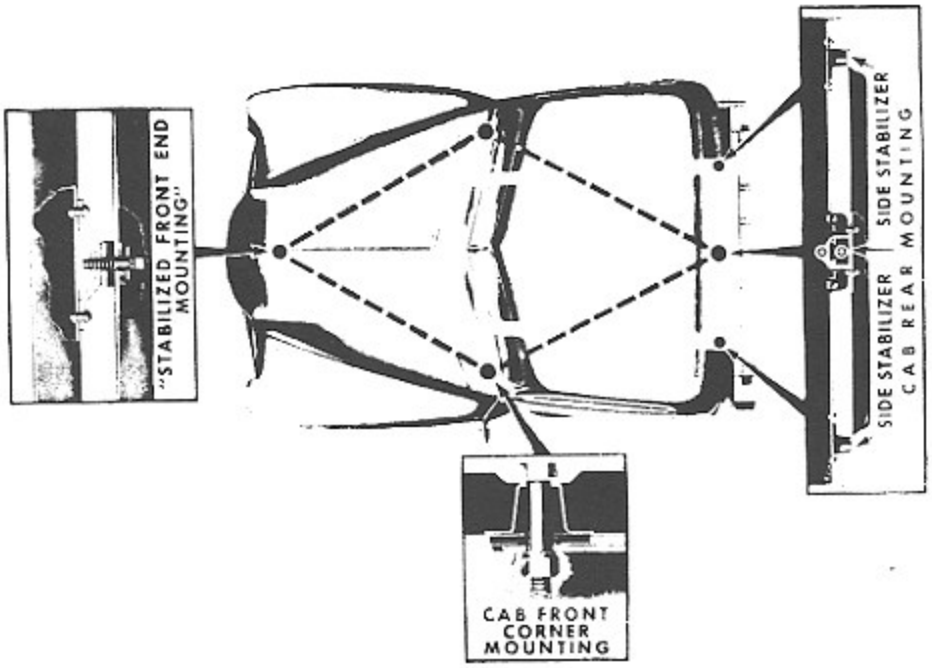
DIMENSIONS OF UNISTEEL CAB

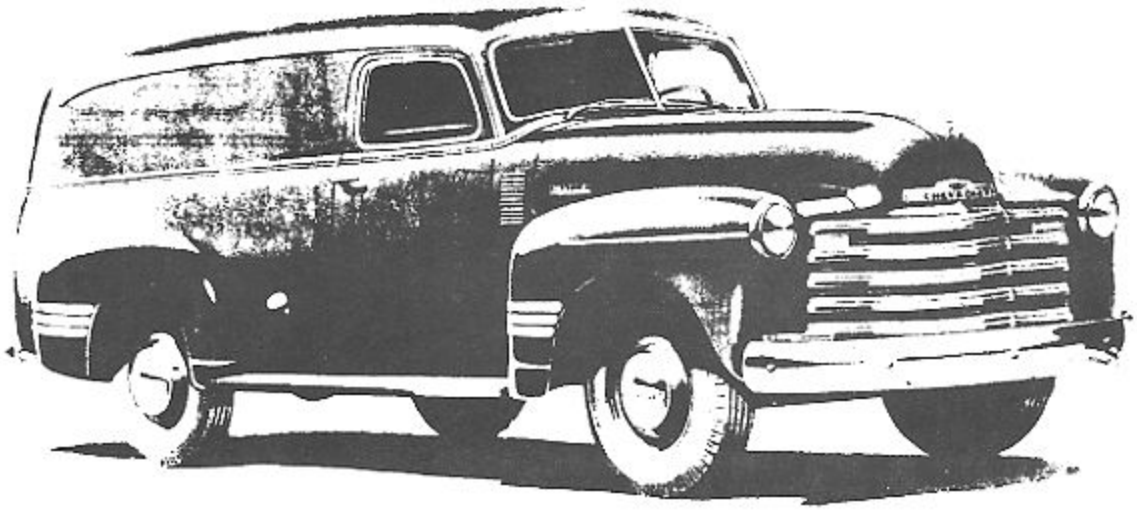


DIMENSIONS OF DRIVER'S COMPARTMENT PANEL-TYPE BODIES

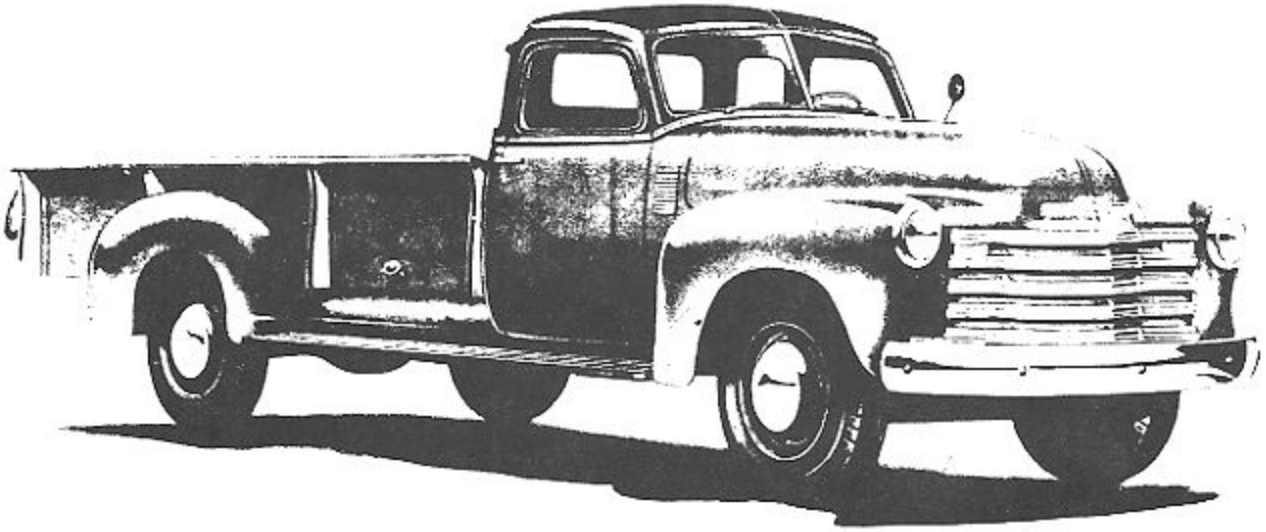


UNISTEEL FLEXI-MOUNTED CAB

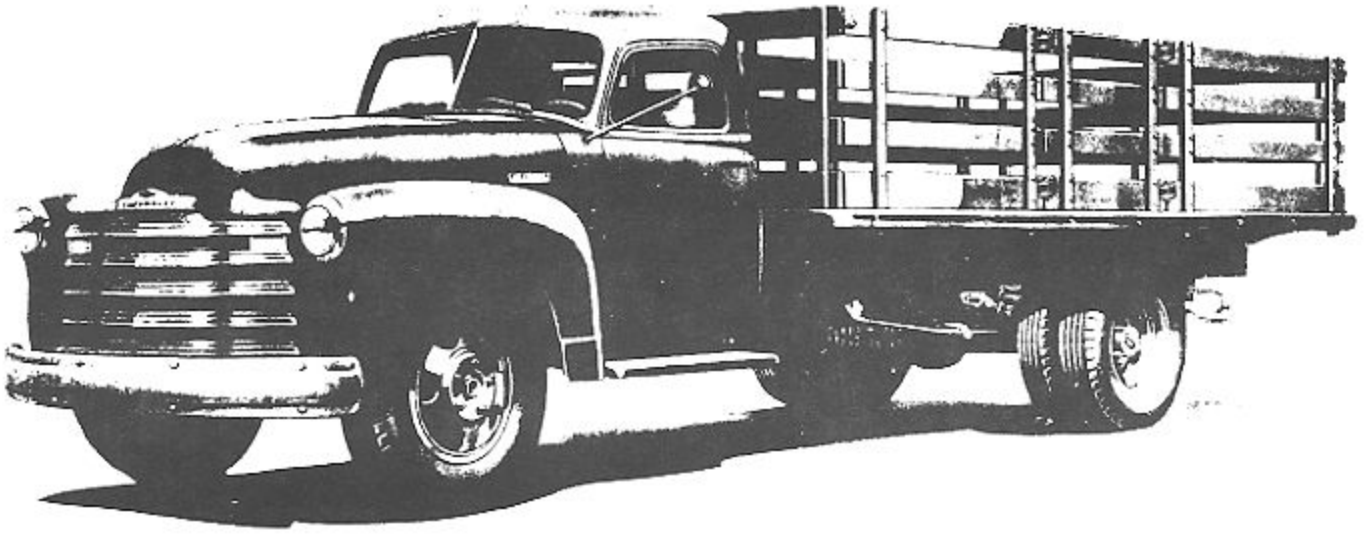




MODEL 3105 — DE LUXE PANEL



MODEL 3804 — DE LUXE PICKUP



MODEL 6409 — HEAVY DUTY STAKE