

STUDEBAKER

Standard Series Trucks

GROSS RATING 12,000 LBS.

MODEL K-15

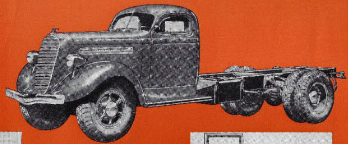
Big in Value—Big in Capacity

STUDEBAKER K-15

12,000 lbs. Gross Rating

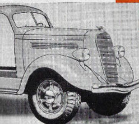


Above: Inside cab appointments equal those of the finest passenger cars. The easy riding fully cushioned seat has plenty of room for three grown people. Everything extremely convenient. Safety constructed of all steel reinforced by steel. Safety glass all around of slight extra cost.



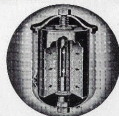
Any type of truck body you need will harmonize perfectly with this Studebaker chassis. The chassis is available with straight cowl, V-type cowl as shown at left, or with the de luxe cowl. Modern streamlined style with a distinctive nose of dignity make this a unit of which you may well be proud.

Straight cowl is standard equipment with chassis. This assembly plus windshield is shown at right. Windscreen is extra.

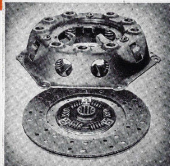


LEADER of the ruggedly-built Studebaker Standard Series, the popular Model K-15 is a high profit-earner in many of the largest truck fleets of the world. Its gross rating of 12,000 pounds, readily handled at excellent road speeds, makes for remarkable ton-mileage. Due to its marked engine efficiency, this performance is attained at relatively low fuel cost.

Truck operators whose work calls for sustained performance at full traffic speed are urged to make a careful comparative investigation of Model K-15 against other trucks of like rating.

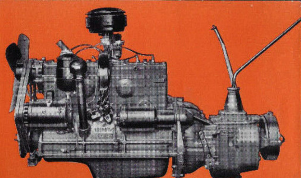
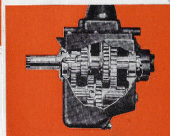


Above—The Foam oil cleaner provides excellent oil economy. Combined with the lower model 1218 flaring oil sump, it throws out all oil impurities.



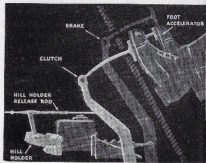
Above—Ventilated, single-disc clutch of oversize capacity provides smooth engagement and long life without excessive pedal-load. Coil springs in the clutch disc absorb starting torque and dampen vibrations.

Below—Change-speed gears deep cut, with wide, thick teeth. Fair forward speeds in all models.

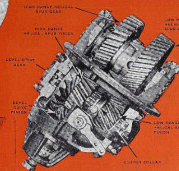
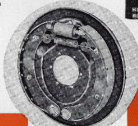


Studebaker's famous engine gives increased acceleration, smooth flowing power in all speeds and fuel used on saving operation that is setting all-time records. Automatic heat control, automatic water thermostat, automatic idle control, automatic spark control and automatic remagnet control add to its economy and efficiency.

Right—Driver's left foot on clutch pedal retains brake pressure, holds truck from rolling backward; leaves his right foot free to apply the throttle when he's ready to go. Nothing else like this Hill Holder. Saves demurring vehicles in back. Available at extra cost. An exclusive Studebaker innovation in driving ease and safety.



Below—Simple and extremely strong, the two-speed rear axle offers big savings in types of operations which cover both levels and hilly country. A simple shift, forward or back, gives access to either of the two complete sets of shaft or axle ratios. Available at extra cost.



STUDEBAKER STANDARD SERIES MODEL K-15 CHASSIS SPECIFICATIONS

GENERAL

Gross rating	12,000 lbs.
Note: Gross Rating is maximum allowable when equipped with auxiliary rear springs and adequate oversize tires.	
Gross train rating	17,000 lbs.
Wheel bases	138" 182"
Recommended body lengths	8' 12"
Chassis road weight with standard equipment (lbs.)	3425 3485
Road clearance—standard tires	
Front axle, 3¾"	Rear axle, 3¾"

ENGINE I-head design

Bore and stroke	3½" x 4¾"
Number of cylinders	6
Piston displacement (cu. in.)	328
Rated H.P. (A.M.A.)	26.35
Maximum brake H.P. at r.p.m.	85 at 3200
Maximum torque at r.p.m. (lbs. ft.)	170 at 1200
Standard compression ratio	6.8 to 1
Crankcase capacity	4½ Imperial pts.

PISTONS

Material	Aluminum Alloy—Truck Type
No. of compression rings per piston	3
No. of oil rings per piston	1

CRANKSHAFT

No. of bearings	4
Bearing journal diameter	2½"
Total bearing surface area (sq. in.)	62.95

COOLING SYSTEM

Radiator core	Tubular
Type of water pump	Centrifugal
Cooling capacity	13 Imperial pts.
Type of fan drive	Dual V belt

FUEL SYSTEM

Petrol tank capacity	16½ Imperial gallons
Location of petrol tank	Left side of frame
Fuel feed type	Mechanical pump
Carburetor size	1¼"
Air Cleaner	Wet type
Governor	At extra cost

ELECTRICAL SYSTEM

Spark control	Full automatic
Type of generator regulation	Third brush
Field fuse	Yes
Type of starter motor drive	Beetle
Battery	6 volts—15 plate—105 lbs. cap.

CLUTCH

Type	Single plate, dry disc
Type of clutch linings	Moulded
Type of release bearing	Bell

GEARBOX

Number of forward speeds	4
Gear reductions: 1st	6.4 to 1
2nd	3.03 to 1
3rd	1.69 to 1
4th	1.1 to 1
Reverse	7.32 to 1
	5 Imperial pts.

Oil capacity

UNIVERSAL JOINTS

Type of bearings	Needle roller
Midship bearing	Annular—self-aligning

REAR AXLE

Type	Full floating
Type of final drive	Spiral bevel
Standard gear ratio	5.57
Optional gear ratio	5.125 & 6.83
Shackle mounted pinion	Yes
Elig gear lock-up screw	Yes
Oil capacity	6½ Imperial pts.
Track	
Single rear (Std. tyres)	60½"
Dual rear (Std. tyres)	63"

FRONT AXLE

Type	Reverse Elliot
Track (Std. tyres)	59½"

TYRES

Standard—Front	6.00-20
Single rear	3.56-8 ply
Dual rear wheels and larger capacity tyres	Available at extra cost

WHEELS

Type (standard)	Cast spoke
Optional wheel equipment	Disc wheel

STEERING

Type and Ratio	Corn and lever—15.5 to 1
Steering wheel diameter	17"

FRONT SPRINGS

Type	Semi-elliptic
Length and width and No. leaves	36" x 2"—8

REAR SPRINGS

Type	Semi-elliptic
Length and width and No. leaves	48" x 2½"—12
Auxiliary springs	Available at extra cost

SERVICE BRAKES

Make	Lockheed hydraulic
Size—Front	14" x 5"
Rear	16" x 2½"
Lining thickness—Front	¼"
Rear	¼"
Total effective area	271 sq. in.
Booster system	At extra cost

HAND BRAKE

Location and type	Center, Band
Total effective area	49.25 sq. in.
Hand brake on rear wheels	At extra cost

FRAME

Depth of side member	7"
Width of side member	2½"
Thickness	½"
Section modulus	5.48
Number of cross members—130" W.B.	7
162" W.B.	7

COLOURS

Cab, cowl, bonnet, radiator shell, headlights, front mudguards, and wheels finished in Chrome Red unless otherwise specified on order. Radiator grille in chrome. Downton Grey, Ford Green, and Chrome Yellow are optional at no extra charge. Chassis, fender and running gear always finished in black.

STANDARD CHASSIS EQUIPMENT

Includes straight cowl, dash, bonnet front mudguards, shock rating boards, radiator grille in chrome, hoodstraps, combination tail and stop-lamp, tyre carrier, spare rim, license brackets, jack, tools. 2-1/2" x 3-1/2" gas fittings and chrome-plated hub caps. Chrome front bumper, wet type air cleaner and oil filter.

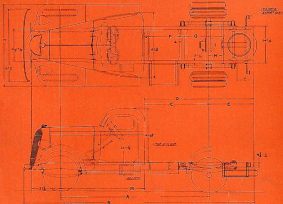
Instrument board contains speedometer, odometer, miles-to-empty, engine oil pressure gauge, engine heat indicator, fuel gauge and head-lamp switch. Fuel-controlled diesel switch.

CAB EQUIPMENT

Maximum comfort, increased visibility, and operational convenience are features provided in the Studebaker standard cabs. Equipment includes van, two windscreen wipers, upholstery of doors and hood lining, and seats, and tyre, dash compartments with lock, and chrome strips across the instrument board preventing a pleasing appearance. Cab has adjustable front bench, built-in warm air windscreen defogger, rotary door locks and controlled ventilation.

CHASSIS MAIN DIMENSIONS

Model	A	B	C	D	E	F	G	H	I	Recommended Body Length
K15-38	131"	214½"	48"	182"	42"	32½"	24½"	12½"	15"	7'
K15-62	182"	249½"	54"	156½"	52½"	37½"	24½"	13½"	23½"	22'



Studebaker reserves the right to change any of the specifications listed in this bulletin without advertising to subsequent purchasers, or to add new dimensions or adjustments, without notifying dealer thereon in advance.

The Studebaker Export Corporation
South Bend, Indiana, U.S.A.