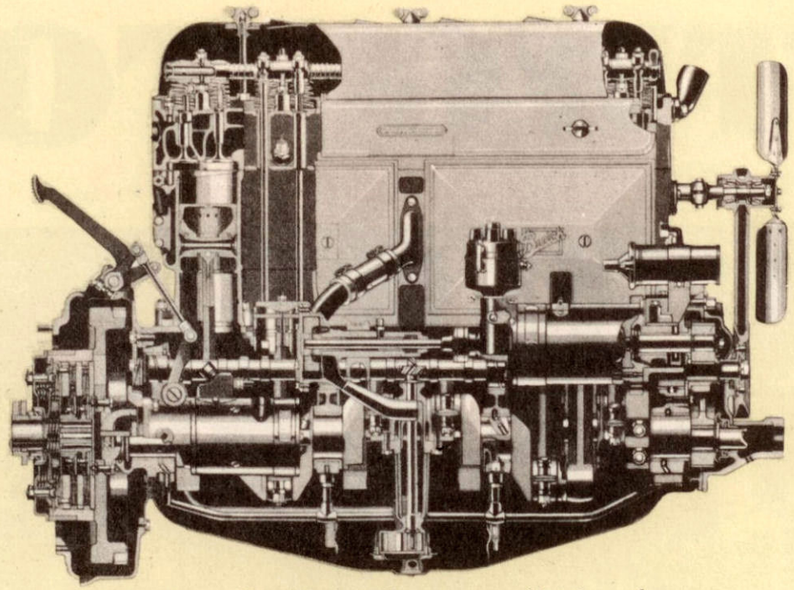
BUICK POWERED

TWO TON

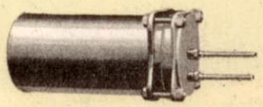
MODEL T-42

GENERAL MOTORS

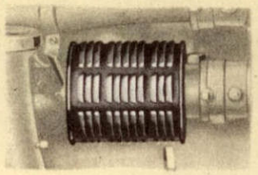
TRUCKS



Sectional View Engine—Showing unusual bearing surfaces, cooling and oiling systems



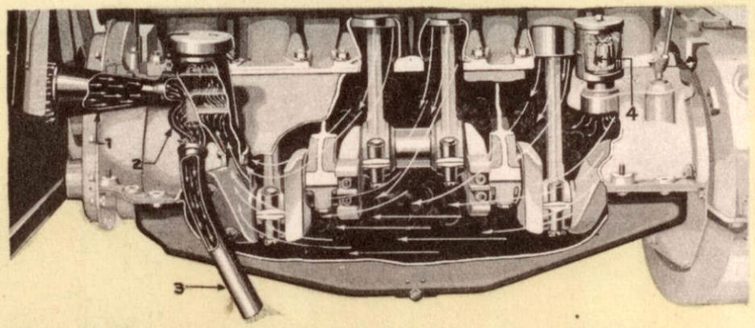
Oil Filter—AC Type, prolonging engine life and making for greater oil economy



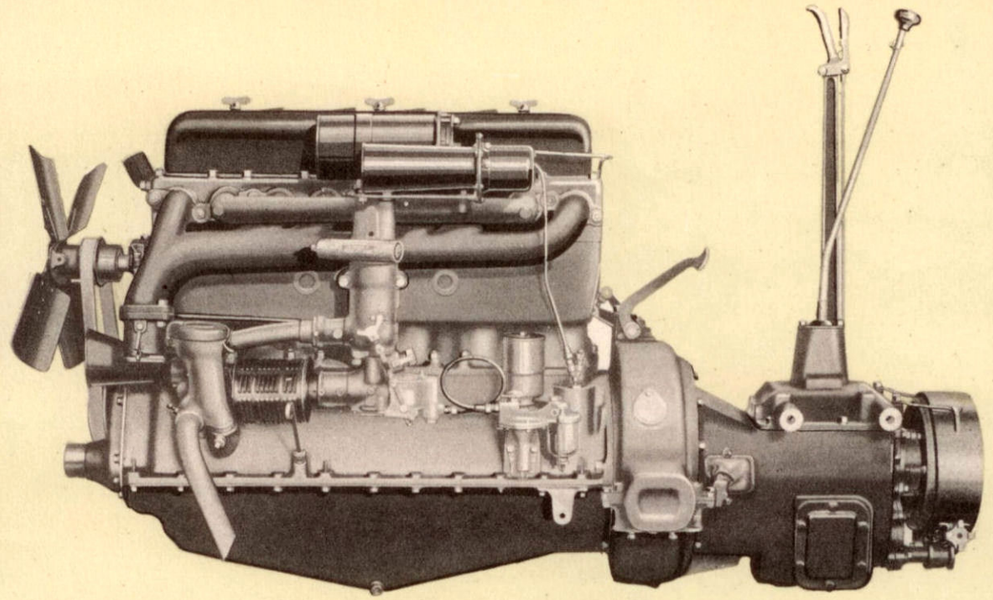
Air Cleaner—AC Type, purifies air entering carburetor through oil saturated copper gauze

THE actual power development of this bigger, and huskier 6-cylinder engine—the 1929 Buick—is 72½ h.p. at 2500 R.P.M., thus giving this 2-ton T-42 a substantial reserve power margin for any work that it should be called upon to handle.

It has the Buick freedom from vibration. Load on the bearings is extremely low. Cooling is more than adequate for the most extreme conditions, even if run continuously with wide open throttle. This new Buick engine will surpass even the enviable performance records of previous Buick engines—setting *new* records for performance, economy, and long life.

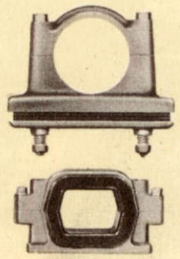


Crankcase Ventilator—Eliminating dilution and acid formation. Suction principle: Cold air from fan entering at "1," passing "2," creates vacuum at "2." This draws moisture from crankcase, expelling it at "3." Fresh filtered air enters crankcase at "4"

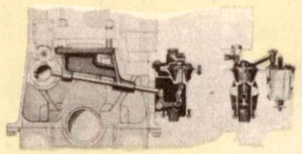


1929 Buick Engine—72½ h.p. at 2500 R. P. M. Powerful, and sturdily built with unsurpassed economical and long life features

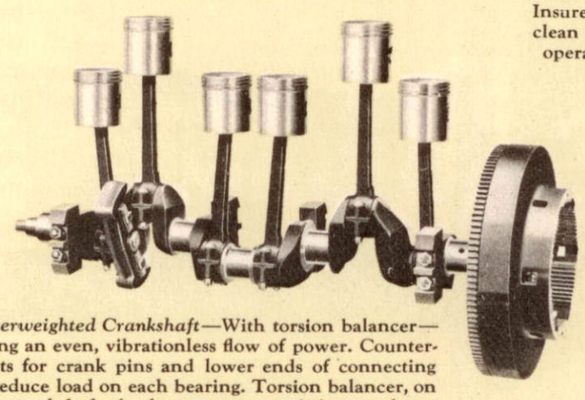
IT is impossible here to do more than *mention a few* of the features that provide plus-performance and long-life-plus. Note some of them: . . . Thermostatic control in radiator . . . Manually controlled exhaust heating of manifold riser, at carburetor, for quick warming up in cold weather . . . Filtered air supplied to carburetor, by passing through fine copper gauze, saturated with oil . . . Husky balloon tires on front wheels; heavy duty, high pressure truck cords on rear (interchangeable for emergency service), for real tire economy and amazingly increased riding ease that means longer life . . . To see and test the T-42 is the only way to grasp the modern transportation value it offers!



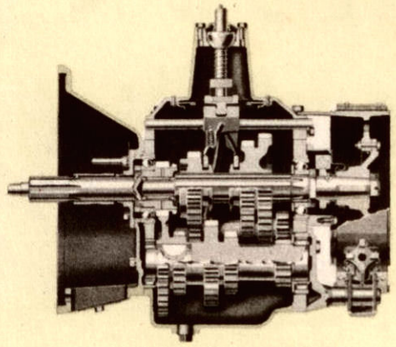
Engine Mountings—Live rubber, front and rear, adequately protected; 3-point suspension



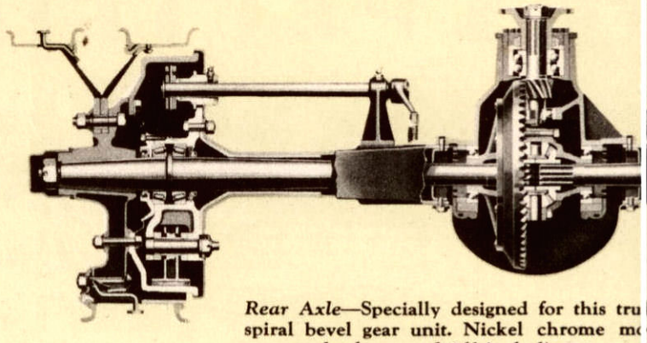
Gas Pump and Strainer—Insures ample supply of clean gas for wide open operation on any grade



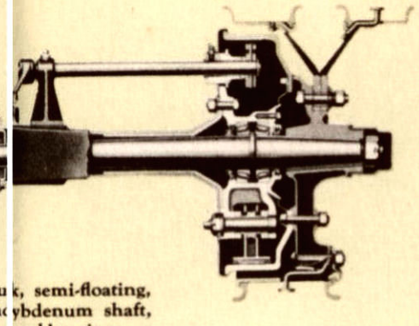
Counterweighted Crankshaft—With torsion balancer—assuring an even, vibrationless flow of power. Counterweights for crank pins and lower ends of connecting rods reduce load on each bearing. Torsion balancer, on No. 2 crankshaft cheek, overcomes twisting tendency

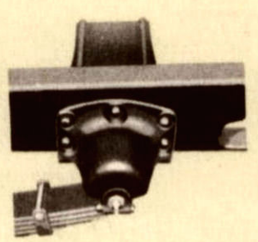


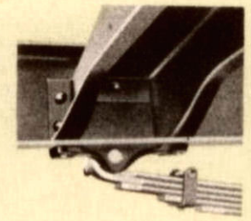
Transmission—Four-speed; unit type; 5% nickel steel case-hardened gears



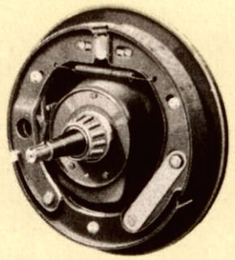
Rear Axle—Specially designed for this truck, semi-floating, spiral bevel gear unit. Nickel chrome molybdenum shaft, completely ground; 2 11/16-inch diameter at wheel bearings



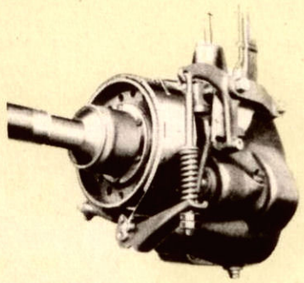




Frame Section—Front of rear spring. Showing husky cross member and riveting; two top spring leaves, wrapped to form spring eye of double usual strength



Front Brake—Service: Bendix, internal expanding, three-shoe, self-energizing type with large braking surface

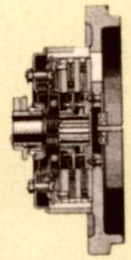


Parking Brake—Sturdy and powerful with ¼-inch lining 3 inches wide

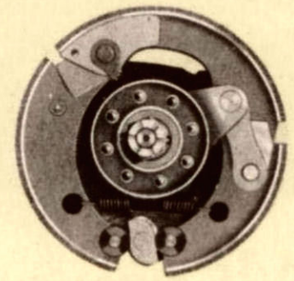
FROM stem to stern, this General Motors Truck, Model T-42, is notable for simplicity, accessibility, and is unparalleled for the skillful selection of material that gives great strength, with a minimum of weight. The 4-speed unit type transmission illustrates this. Gears are 5% nickel steel, casehardened, giving them unusual strength and long life. Universal joints are Spicer. Power layout is practically a straight line from engine to rear axle. The diameter of propeller shaft tubing is unusually large—assuring freedom from "whip" even at high speed. Bearing life is increased by use of finest materials with carefully proportioned balance of "load" and bearing surface dimensions.

Double disc clutch provides utmost ease in shifting and completely withstands distortion by heat. Frame and axles also provide unusual reserve margins of strength. Heavy side members are employed, with integral-gusseted cross members (5 on shorter chassis, 6 on the 3 longer chassis). Rear axle is semi-floating; shafts of nickel chrome molybdenum, liberally proportioned and completely ground. Semi-elliptic springs, of silico-manganese (38-inch front, 50-inch rear), combine extreme toughness with resilient strength and riding ease.

Powerful Bendix four-wheel brakes assure rapid and positive deceleration, even under most extreme present day traffic conditions. Turning radius is but 25½ feet for the shortest wheelbase.

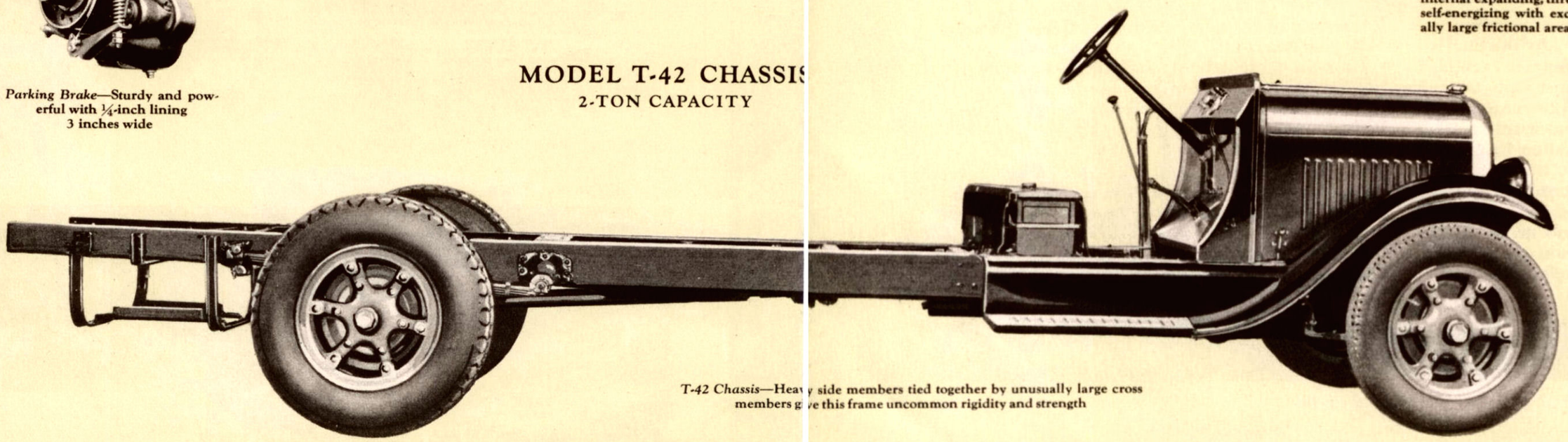


Clutch—Double disc, 140 sq. in. frictional surface; easy shifting, non-distorting



Rear Brake—Service: Bendix, internal expanding, three-shoe, self-energizing with exceptionally large frictional area drums

MODEL T-42 CHASSIS
2-TON CAPACITY



T-42 Chassis—Heavy side members tied together by unusually large cross members give this frame uncommon rigidity and strength

All you expect—plus!

IDEAS that exist today, of truck transportation and haulage were established largely by the modern performance of Buick powered commercial vehicles.

This 2-ton T-42 goes clearly and sharply beyond all precedent in performance and economy. It is a masterpiece of power, strength, and ample reserve provisions for any safe, sane operation in modern traffic.

All the speed you will ever want or dare to use—and this means hour-after-hour speed, day after day.

Every factor of performance, and detail of construction presents the same generous provisions to *insure not only satisfaction, but profit, in ownership!*

It is typical of the complete line of General Motors Trucks today.

Four chassis lengths are available—accommodating, respectively, maximum body lengths (back of cab) of 8 feet 6 inches, 10 feet 6 inches, 12 feet 6 inches, and 14 feet 6 inches.

The price will amaze you. It creates a value never before equaled in trucks of this capacity, with comparable modern engineering features. It is a result possible only through wise use of tremendous facilities. It is a value no truck buyer can afford to pass by without fullest investigation.

A TRUCK FOR EVERY PURSE AND PURPOSE

SPECIFICATIONS

1. GENERAL DIMENSIONS AND WEIGHTS

Chassis Designation	T-42A	T-42B	T-42C	T-42D
Wheelbase	136 in.	152 in.	164 in.	175 in.
Back of cab to C/L of rear axle	58 in.	74 in.	86 in.	97 in.
Back of cab to end of frame	101 in.	121 in.	145 in.	160 in.
Maximum body length back of cab	8½ ft.	10½ ft.	12½ ft.	14½ ft.
Turning radius—right or left	25½ ft.	27½ ft.	29 ft.	30½ ft.
Bare chassis weight	4270 lbs.	4310 lbs.	4410 lbs.	4450 lbs.
Caution plate marking	4445 lbs.	4485 lbs.	4585 lbs.	4625 lbs.
Gross weight	9645 lbs.	9685 lbs.	9785 lbs.	9825 lbs.
Front end weight—chassis, fuel and water	2215 lbs.	2255 lbs.	2325 lbs.	2385 lbs.
Rear end weight—chassis, fuel and water	2235 lbs.	2235 lbs.	2265 lbs.	2245 lbs.
Front end weight—loaded	2745 lbs.	2905 lbs.	2960 lbs.	3045 lbs.
Rear end weight—loaded	6905 lbs.	6785 lbs.	6830 lbs.	6785 lbs.

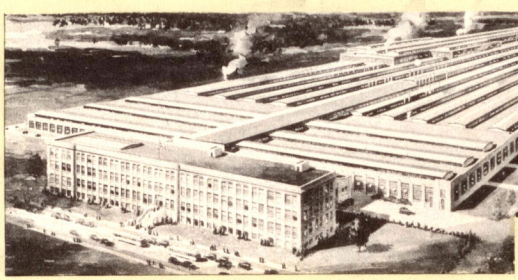
The following dimensions and weights are common to all wheelbases:

Tread—front wheels	59 in.
Tread—rear wheels	58½ in.
Clearance under front axle	8⅝ in.
Clearance under rear axle	9⅜ in.
Overall width at front hubs	70⅜ in.
Overall width at rear hubs	74 in.
Maximum body width between standard tires	45¼ in.
Frame width—front	28 in.
Frame width—rear	34 in.
Water and fuel weight	175 lbs.
Body, cab and equipment allowance	1200 lbs.
Rated capacity	4000 lbs.

2. ENGINE—Buick, valve-in-head, 6-cylinder, 3 7/16 in. bore x 4⅝ in. stroke, 239.1 cubic inches displacement, S.A.E. rating—26.3 h.p., actual 72.5 h.p. at 2500 R.P.M. (governed speed). Maximum torque—172 foot-pounds at 1000-1400 R.P.M.
   (a) *Crankcase and Cylinder Block*—Cast-iron with removable head.
   (b) *Crankshaft*—Drop-forged, heat-treated, statically and dynamically balanced, counterweighted and equipped with harmonic torsional balancer. Four main bearings—2⅜ in. diameter each. Crank pin diameter—2½ in.
   (c) *Camshaft*—Drop-forged carbon steel, casehardened, integral cams. Ground on all cam and bearing surfaces. Supported on four bearings.
   (d) *Connecting Rod*—Drop-forged carbon steel, heat-treated, piston pin clamped in connecting rod.
   (e) *Lubrication*—Force feed to main and connecting rod bearings and to valve rocker shaft. Oil by-passed through AC oil filter. Crankcase capacity—7½ quarts.
   (f) *Cooling*—Centrifugal pump driven by extension of generator shaft. Four-blade fan, 20 in. diameter, mounted on roller bearings and driven by "V" belt. Capacity of system—20 quarts.
   (g) *Carburetion*—Marvel automatic air valve type.
   (h) *Air Cleaner*—AC oil-wetted filter type.
   (i) *Governor*—Velocity type mounted between carburetor and manifold.
   (j) *Ignition*—Delco-Remy, 6-volt, battery type.
   (k) *Generator*—Delco-Remy, 6-volt, 125-watt capacity.
   (l) *Starting Motor*—Delco-Remy, 6-volt, manual engagement.
   (m) *Engine Suspension*—Three-point—rubber insulated.
3. RADIATOR—Vertical flat tube and fin type core, thermostatic temperature control built into top tank.
4. CLUTCH—Double disc, dry plate type. Ball thrust release bearing.
5. TRANSMISSION—Four-speed sliding gear type, mounted as unit with engine. Ratios: 1st—5.08 to 1; 2nd—3.29 to 1; 3rd—1.76 to 1; high—direct; reverse—5.44 to 1.
6. PROPELLER SHAFT AND UNIVERSAL JOINT—T-42A chassis—single 3 in. diameter tubular shaft with two universal joints. Other chassis two tubular shafts with three universal joints, center joint supported by self-aligning ball bearing on frame cross member.
7. STEERING GEAR—Worm and split nut semi-reversible type, adjustable.
8. FRAME—Pressed steel channel section, 6½ in. deep, ¼ in. thick, 3-in. flange width. "Fish Belly" type side rails. T-42A chassis has five channel cross members, other chassis six channel cross members.
9. FRONT SPRING—Semi-elliptic, silico-manganese steel, 38 in. long x 2½ in. wide, seven leaves.
10. REAR SPRING—Semi-elliptic, silico-manganese steel, 50 in. long x 3 in. wide, eleven leaves.
11. SPRING MOUNTING—Stationary bracket at front end, drop-forged one-piece shackles at rear end. Spring pins pack-hardened, ¾ in. diameter front and 1 in. diameter rear.
12. FRONT AXLE—Drop-forged, heat-treated, I-beam. Reverse Elliott type knuckles of drop-forged, heat-treated, chrome-nickel steel. Self-adjusting ball type tie rod. Timken roller bearings in wheels. Taper roller thrust bearings for vertical king pin load.
13. REAR AXLE—Semi-floating, spiral bevel gear type. Axle shafts of nickel chrome molybdenum steel.
    Standard ratio—6.57 to 1; optional ratios at extra cost: 6.14 to 1, 7.13 to 1.
14. BRAKES—*Service*—Bendix, 3-shoe, internal expanding, self-energizing type on all four wheels. Brake drums, front 15 11/16 in., rear 17⅛ in. inside diameter. Brake lining, front—2 in. wide, rear—3 in. wide, both ¼ in. thick.
    Hand brake—Propeller shaft type, mounted on rear end of transmission. 9 in. drum diameter. Brake lining—3 in. wide x ¼ in. thick.
15. WHEELS—*Standard*—Hollow spoke, cast steel with integral hub for 20 in. diameter rims.
    Optional at extra cost—Motor Wheel "Spokesteel" type—demountable at hub for both 20-in. and 24-in. diameter rims, both single and dual.
16. TIRES AND RIMS—*Standard Tires:* Front 7.00/20 (32 x 6.75), 6-ply balloon—rear 36 x 8 heavy duty truck cord pneumatic. *Rims:* Front 5 in. "DTIP"—rear 8 in. "BO" Firestone demountable non-split rims, 20 in. base diameter.
    Optional at extra cost:
    Single pneumatic tires—Front 36 x 6—rear 40 x 8 heavy duty truck cord on 24-in. "Spokesteel" wheels only.
    Dual pneumatic tires on demountable "Spokesteel" wheels—
    (a) Heavy duty truck cord, front 32 x 6—rear 32 x 6 dual.
    (b) Heavy duty truck balloon, front 7.50/20 (34 x 7.50)—rear 7.50/20 (34 x 7.50) dual.
    (c) Heavy duty truck cord for 24-in. wheels, front 36 x 6—rear 36 x 6 dual.
    Sizes *other than those listed above not recommended.*
17. FUEL TANK—20-gallon capacity, located under driver's seat.
18. FUEL PUMP AND FILTER—AC type, located on crankcase and operated from camshaft.
19. CHASSIS LUBRICATION—Alemite-Zerk fittings for high pressure oil gun.
20. CONTROL SET—Foot pedal operates front and rear service brakes through equalizer. Hand brake lever operates propeller shaft brake. Gear shift on transmission cover. Spark and throttle, carburetor choke and heat control on instrument board. Foot throttle control on toe board.
21. BATTERY—Willard 6-volt battery, 13 plates, 111-ampere hour capacity.
22. STANDARD CHASSIS EQUIPMENT—Cowl and dash, instrument and toe boards of pressed steel. Full crown front fenders, short running boards and aprons. Oil pressure gauge, speedometer, pressed steel channel front bumper, spare rim, spare tire carrier, front and rear license brackets.
23. ELECTRICAL EQUIPMENT—Headlamps with non-glare lenses. Tail and dash lamps. Light and ignition switch with key lock. Battery, generator, starter motor. All wiring in flexible conduit.
24. SERVICE EQUIPMENT—Full set of tools, jack and high pressure oil and grease guns.
25. FINISH—Frame parts and wheels black lacquer. Fenders, running boards, aprons, and headlamps black enamel. Hood and cowl green lacquer. Radiator and lamp rims chromium-plated.

GENERAL MOTORS TRUCK COMPANY, Pontiac, Michigan

General Motors Trucks, Yellow Cabs and Yellow Coaches



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