

CHEVROLET TRUCKS



RECEIVED

MAR 20 1940

U.S. PATENT SECTION

FOR

1940

WHEN YOU BUY A CHEVROLET TRUCK YOU GET GENERAL MOTORS VALUE BACKED BY 22 YEARS EXPERIENCE IN QUALITY MANUFACTURING



DESIGNED AND BUILT TO SAVE YOU MONEY

The low first-cost of Chevrolet trucks is a direct result of highly efficient manufacturing and large volume production. The low operating cost, the low maintenance expense and durability of Chevrolet trucks, mean added economy every day they are in operation. Money saved in your business on haulage or delivery is money earned—extra profits from your business with no extra investment.



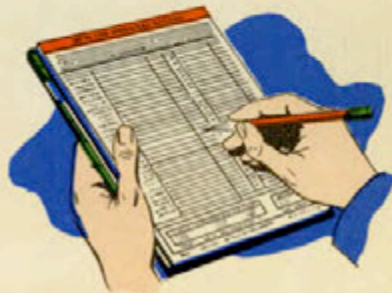
LOW OPERATING COST LOW MAINTENANCE COST

Chevrolet truck design, simplified for fast and economical service and maintenance operations, saves you money. In every important feature—engine, brakes, clutch, transmission and rear axle—working parts are easily accessible. As reported by many users of 150,000 to 200,000-mile Chevrolet trucks, the limited attention required and the low cost involved have never been equaled in their experience.



GENUINE SERVICE AND PARTS QUICKLY SUPPLIED

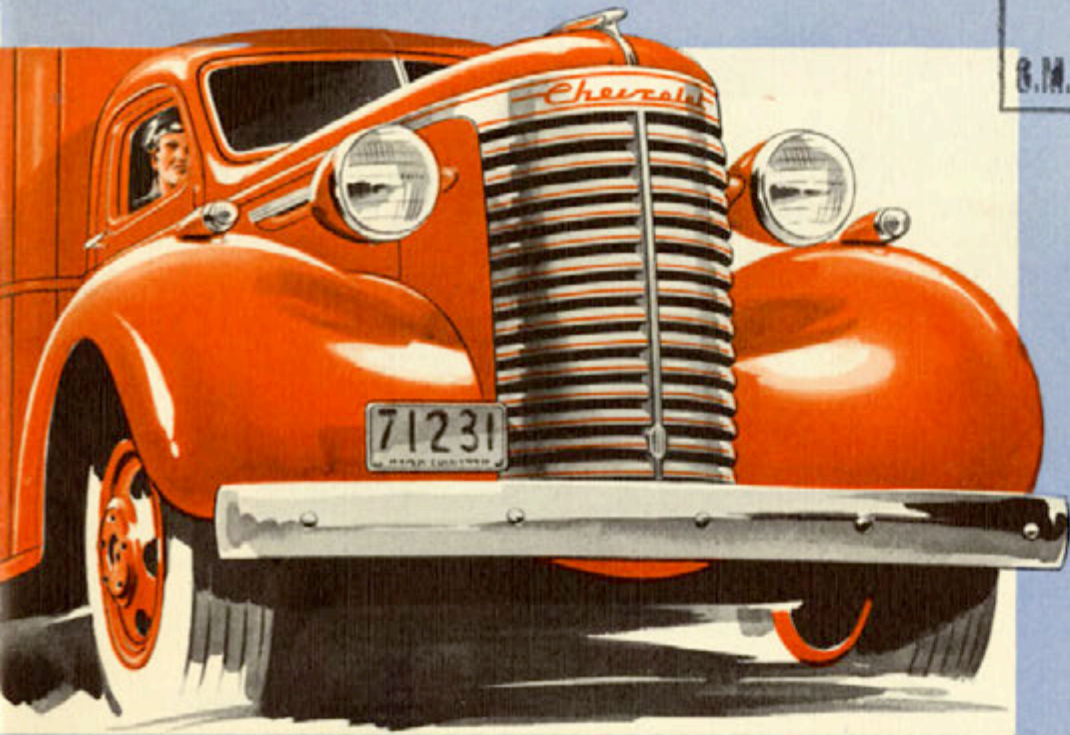
Nationwide service, reaching into practically every community, is offered by Chevrolet as an important consideration to truck buyers. The most complete network of parts warehouses and distribution facilities ever developed protects Chevrolet truck owners from costly delay and expense. Fifty-two warehouses provide overnight service to Chevrolet dealers throughout the United States.



HIGH TRADE-IN VALUE MEANS EXTRA SAVINGS

One reason why more Chevrolet trucks have been purchased in the last nine years than any other truck built, is their high trade-in value. A large percentage of those truck users who automatically "replace" after a specified mileage has been reached, repeat with Chevrolet. They benefit by the high re-sale value of Chevrolet trucks—value that is determined by the durability of Chevrolet equipment.

The Thrift Carriers for the Nation



RECEIVED

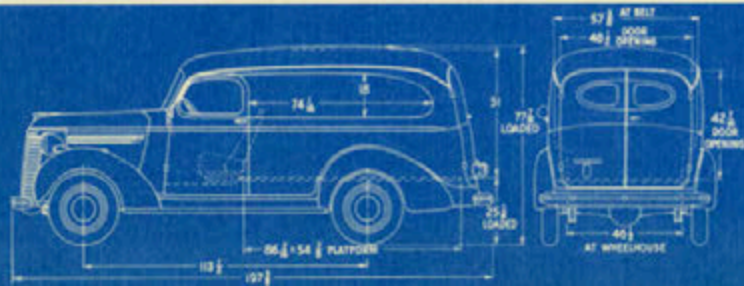
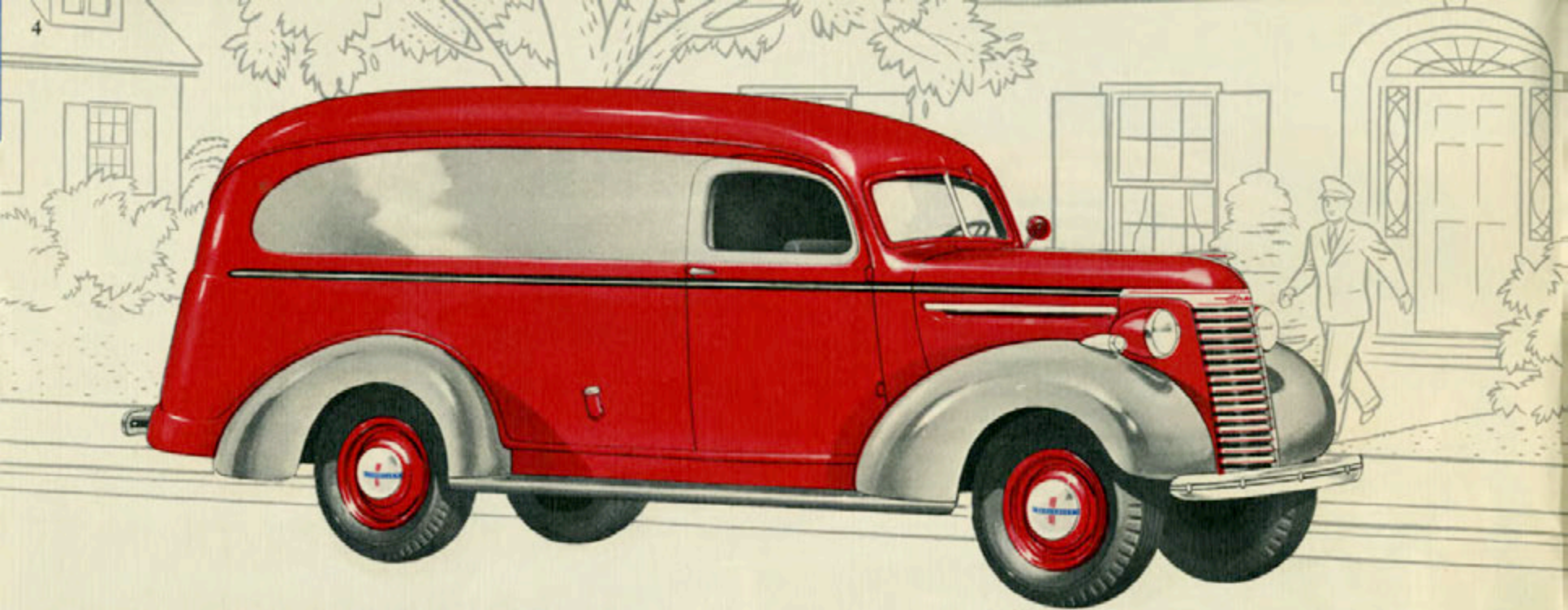
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U.S. PATENT SECTION



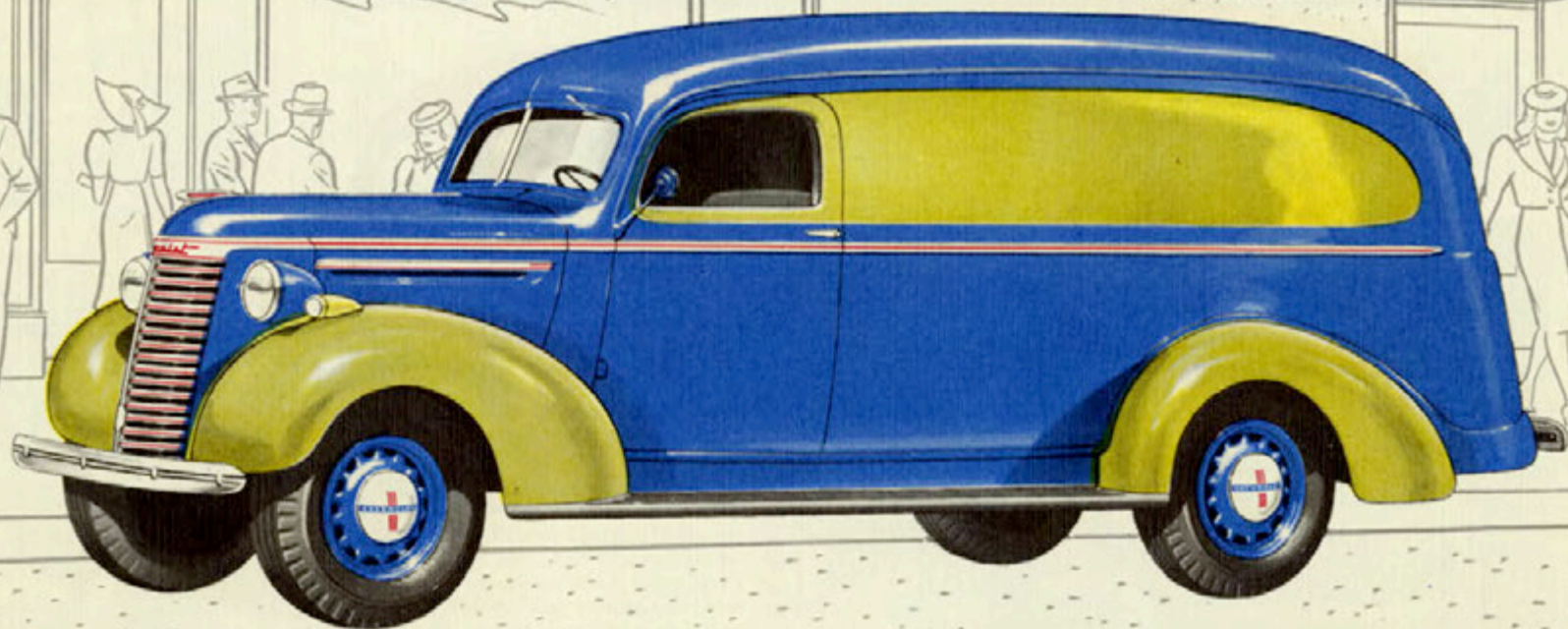
**CHEVROLET
THE LEADER IN
TRUCK SALES
PRESENTS
THE LEADER IN
TRUCK VALUE
FOR 1940**

Designed for the Load - Powered for the Pull



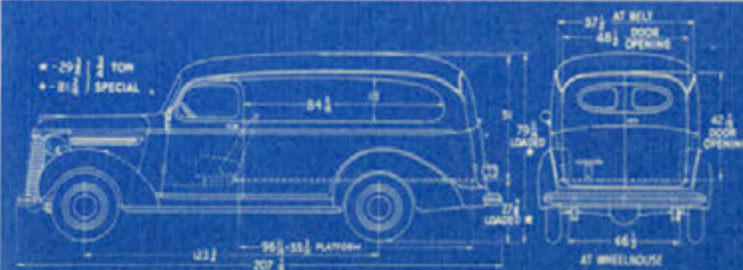
LIGHT DELIVERY PANEL—113½-inch Wheelbase

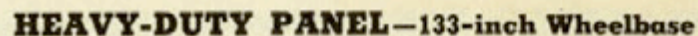
Fully streamlined, with continuous sign panel . . . Combines large loading space with speedy efficiency . . . Roof and side panels insulated . . . Seat adjustable over range of three inches . . . Seat cushions padded with latex-impregnated hair . . . Wood floor, with steel skid strips . . . Dome light in load compartment. (See Page 7.)



THREE-QUARTER TON PANEL—123 $\frac{3}{4}$ -inch Wheelbase

Stylish and distinctive in appearance . . . Continuous sign panel . . . Roof and side panels insulated . . . Seat adjustable over range of three inches . . . Seat cushions padded with latex-impregnated hair . . . Wood floor, with steel skid strips . . . Dome light in load compartment. (See Page 7.)

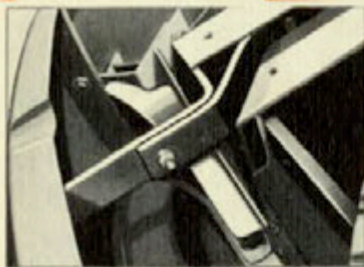




Combines handsome appearance with heavy-duty performance capacity . . . Full-length sign panel . . . Roof and side panels insulated . . . Seat adjustable over range of 3¼ inches . . . Seat cushions padded with latex-impregnated hair . . . Wood floor, with steel skid strips . . . Dome light in load compartment. (See Page 7.)



All Steel Body Construction—Chevrolet panel bodies are entirely of steel, with the exception of the floor. The side panels and framework are assembled and welded together to form a one-piece unit. The structure is amply provided with steel reinforcements and braces to insure long life. A drip molding is formed in the roof rails, to protect the sides and the rear. Both roof and side panels are insulated.

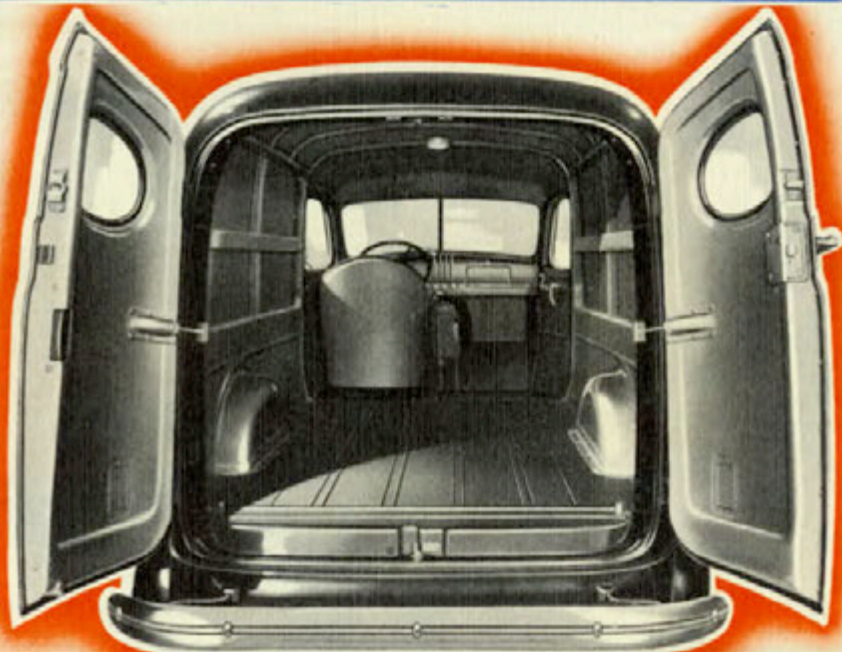


Body Braces—Rigid pressed steel braces are used to reinforce the floor and body sills. They are attached below the floor level, to leave an unobstructed loading space.

Door Check Links—Doors are protected against damage by sturdy links that limit their opening. The checks are provided with a special catch that holds the doors in their fully opened position to facilitate loading operations.

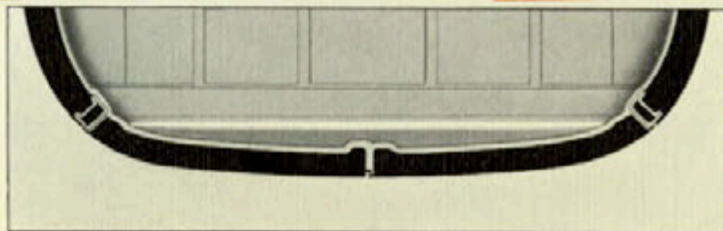
Rear Door Hinge—Long-life hinges of heavy metal are provided with grooved hinge pins, which makes it easy to lubricate them.

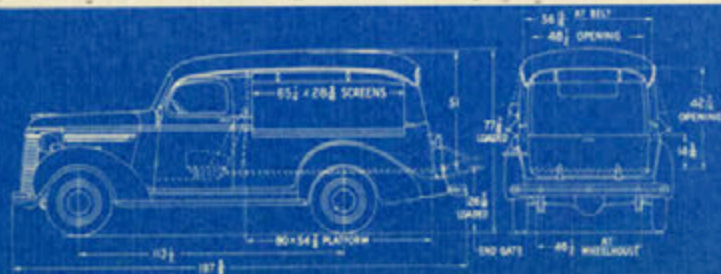
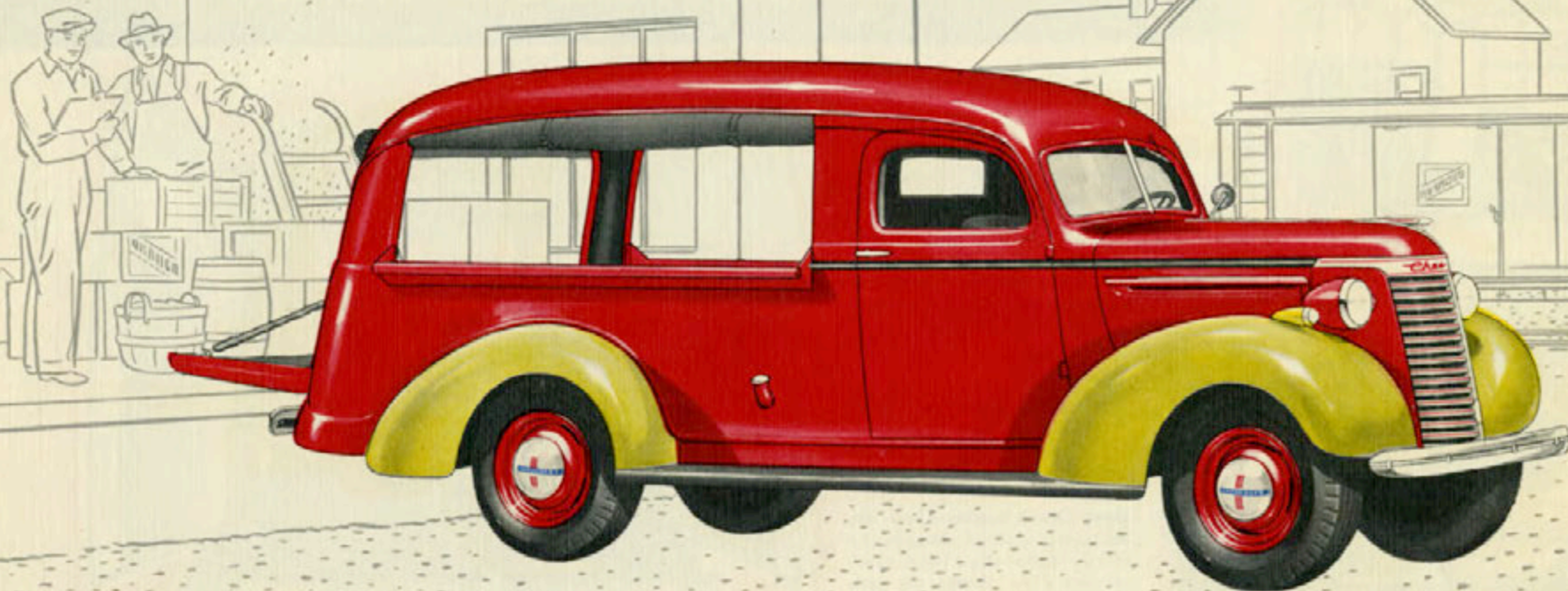
Rubber Seal—Door openings are completely weather stripped, to exclude moisture and dust.



Rear Door Pillars

These units, unusually rigid, are canted to give the widest possible opening.



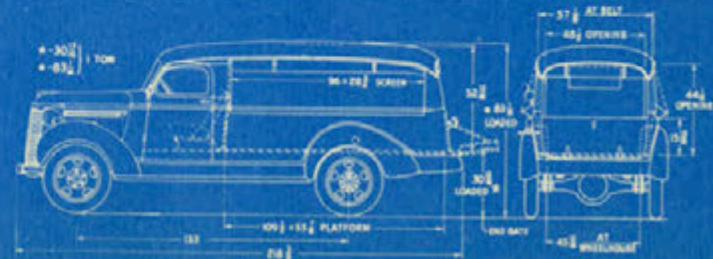


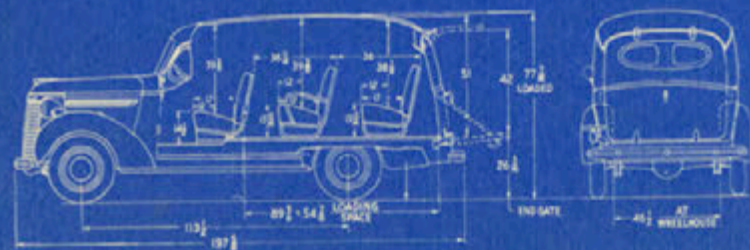
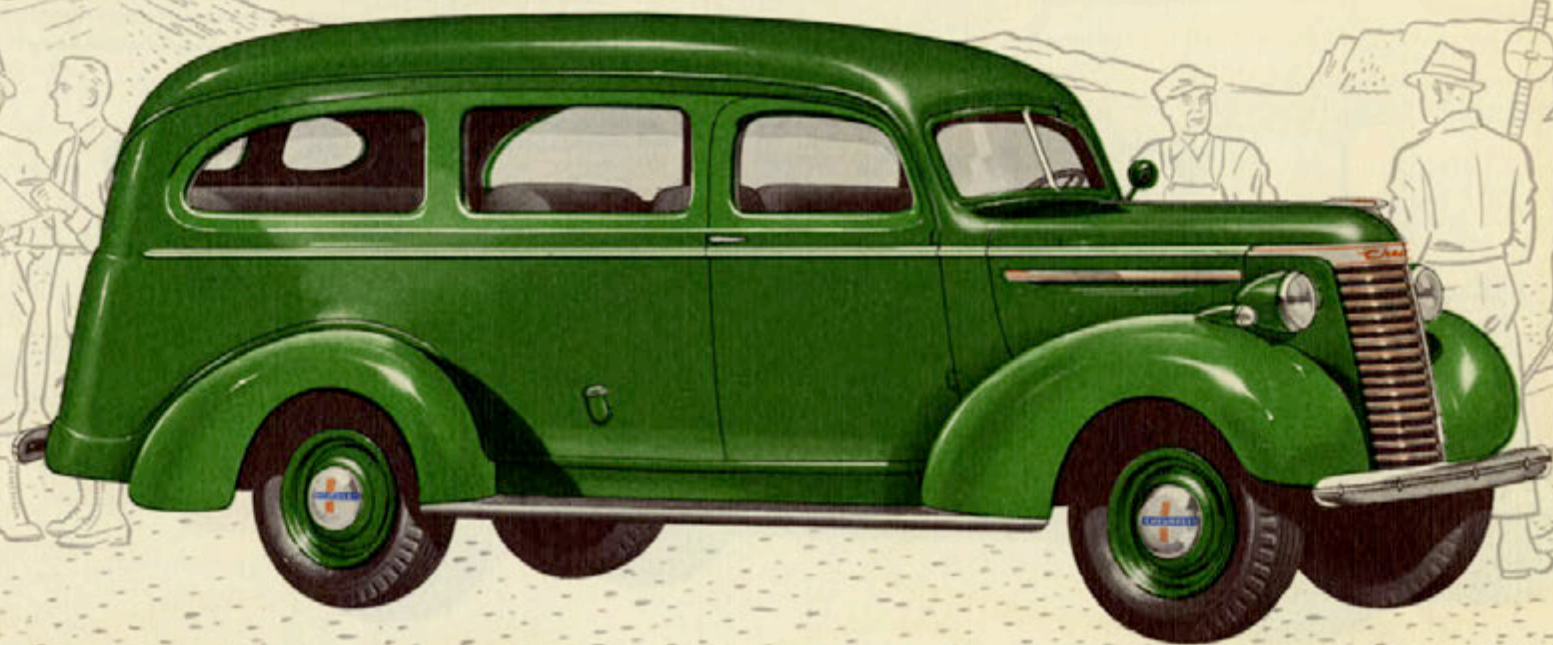
LIGHT DELIVERY CANOPY EXPRESS—113½-inch Wheelbase

Body and one-piece roof are of all-steel construction . . . Open sides, with waterproof side and rear curtains for weather protection, are standard equipment . . . (Heavy mesh wire screens are optional equipment at slight extra cost) . . . Substantial steel flare-boards have tubular edge reinforcement . . . Floors of wood, with steel skid strips . . . Easy action slam-type tail gate, heavily reinforced, latches automatically. (See Page 11.)

HEAVY-DUTY CANOPY EXPRESS—133-inch Wheelbase

Body and one-piece roof are of all-steel construction . . . Open sides, with waterproof side and rear curtains for weather protection, are standard equipment . . . (Heavy mesh wire screens are optional equipment at slight extra cost) . . . Substantial steel flare-boards have tubular edge reinforcement . . . Floors of wood, with steel skid strips . . . Easy action slam-type tail gate, heavily reinforced, latches automatically. (See Page 11.)



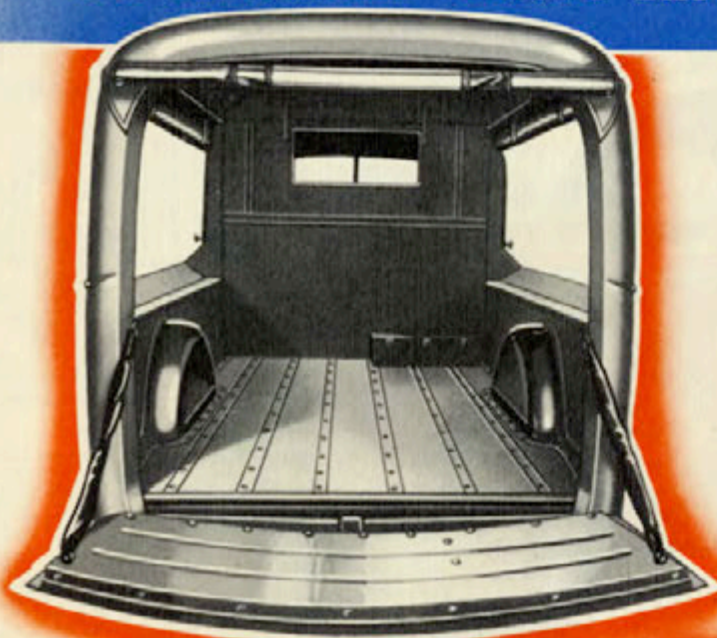


CARRY-ALL SUBURBAN—113½-inch Wheelbase

Easily convertible for use as passenger vehicle or for transporting varied loads . . . Quick-action seat fasteners facilitate change from one to the other . . . Specially designed for full comfort, having large capacity tires, shock absorbers, and deeply-upholstered seats . . . Vertical opening rear doors or horizontally divided closure, optional. (See Page 11.)

1940 CHEVROLET CANOPY EXPRESS BODY FEATURES

11



Steel Body Construction—The top and sides of Canopy Express bodies are of steel, strongly braced and reinforced, forming a unit of extraordinary strength. The roof is a one-piece seamless steel panel. Drip moldings protect the openings. Side panels are securely riveted and welded.

CARRY-ALL SUBURBAN FEATURES

Passenger car appearance and comfort feature the body interior. Top and side walls are smoothly trimmed. The seats are deeply padded, covered in durable rubber-covered fabric. Safety-

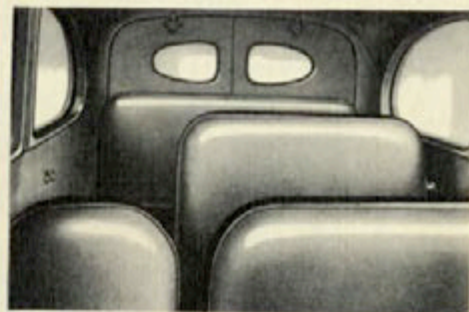


plate-glass windows may be lowered and raised, by means of crank controls. Seats may be quickly removed to provide for the haulage of baggage or other bulky loads.



Waterproof Curtains—Side and rear are regular equipment.



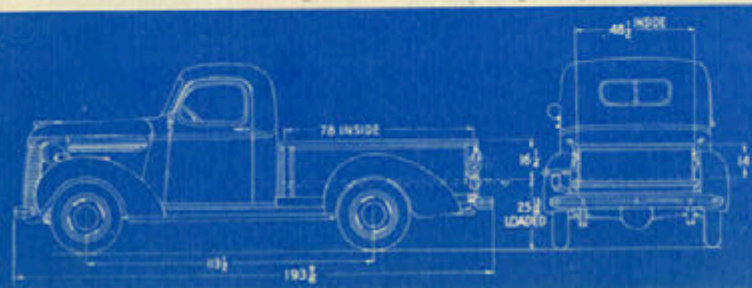
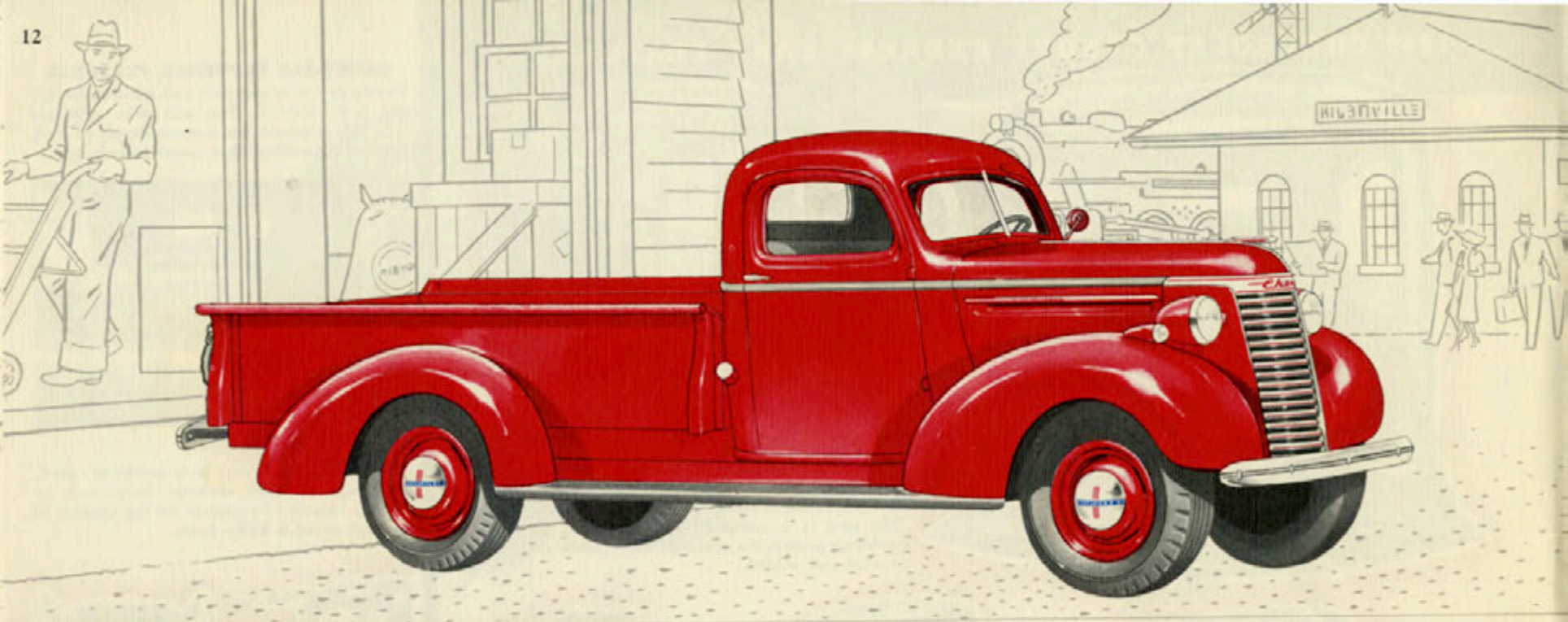
Screen Sides—Heavy wire closures are obtainable at a slight extra cost.



Flare-Boards—Edges are rolled to provide added stiffness and long life.

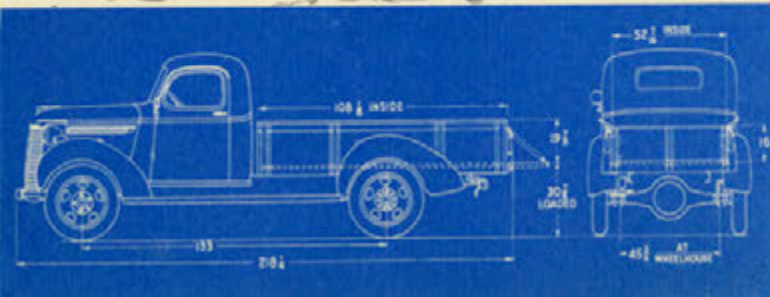
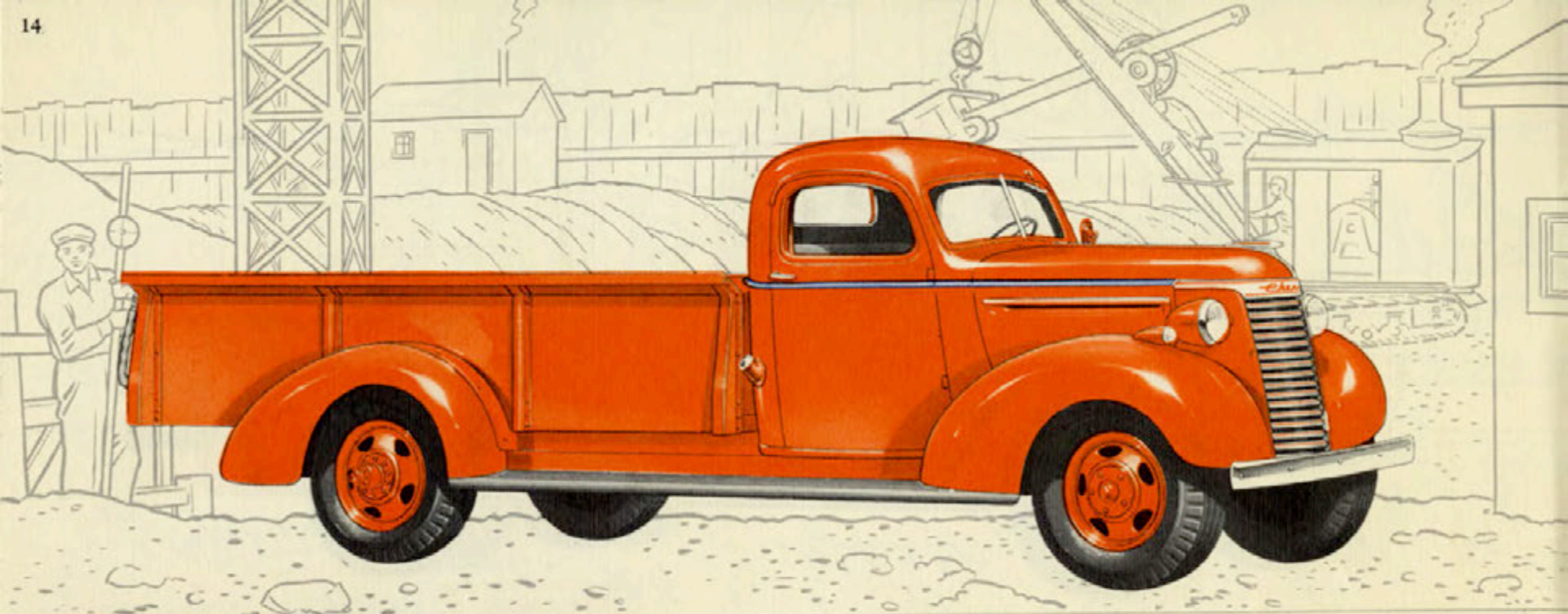


Optional Rear Closures—The Carry-All Suburban is obtainable with either vertically hinged doors, or with a tail gate and lift gate.



LIGHT DELIVERY PICK-UP—113½-inch Wheelbase

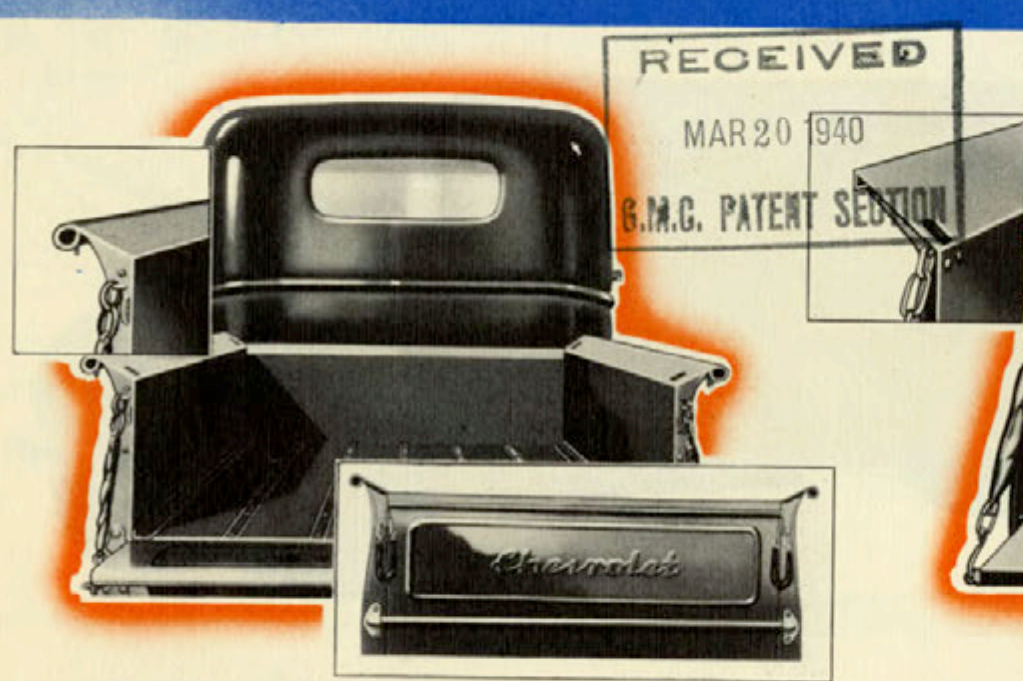
All-steel cab, fully streamlined . . . All-steel body with unobstructed floor . . . Body metal treated to prevent rusting . . . Reinforced endgate with anti-rattling fastening . . . Shock absorbers. (See Page 15.)



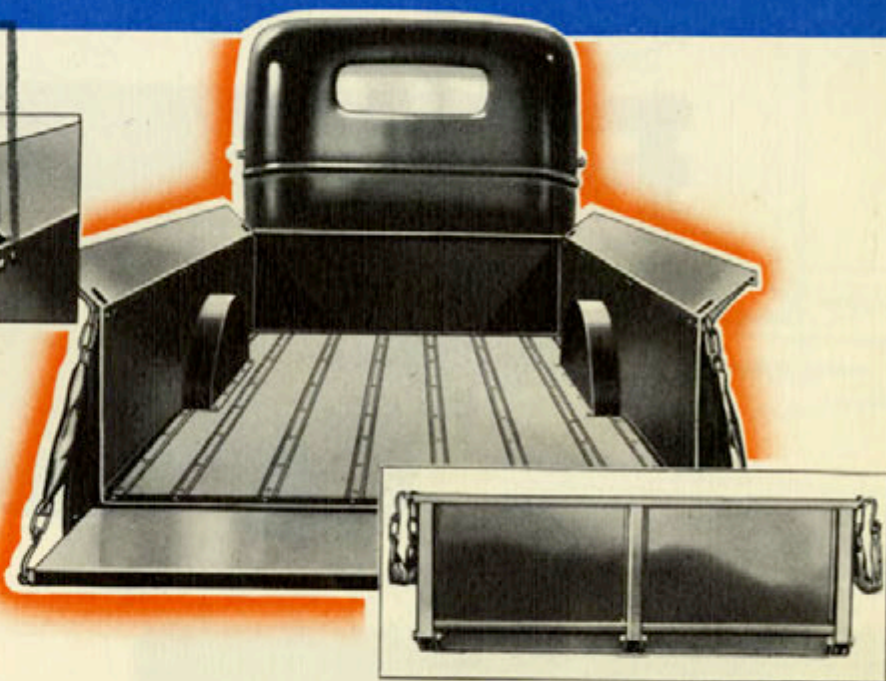
HEAVY-DUTY PICK-UP—133-inch Wheelbase

A large capacity body model of innumerable uses and wide application . . . Streamlined all-steel cab . . . The edges of the wide flare-boards are formed in triangular sections . . . Skid strips in floor facilitate loading and add to durability. (See Page 15.)

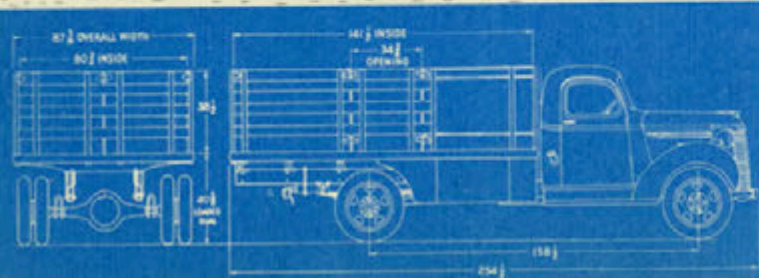
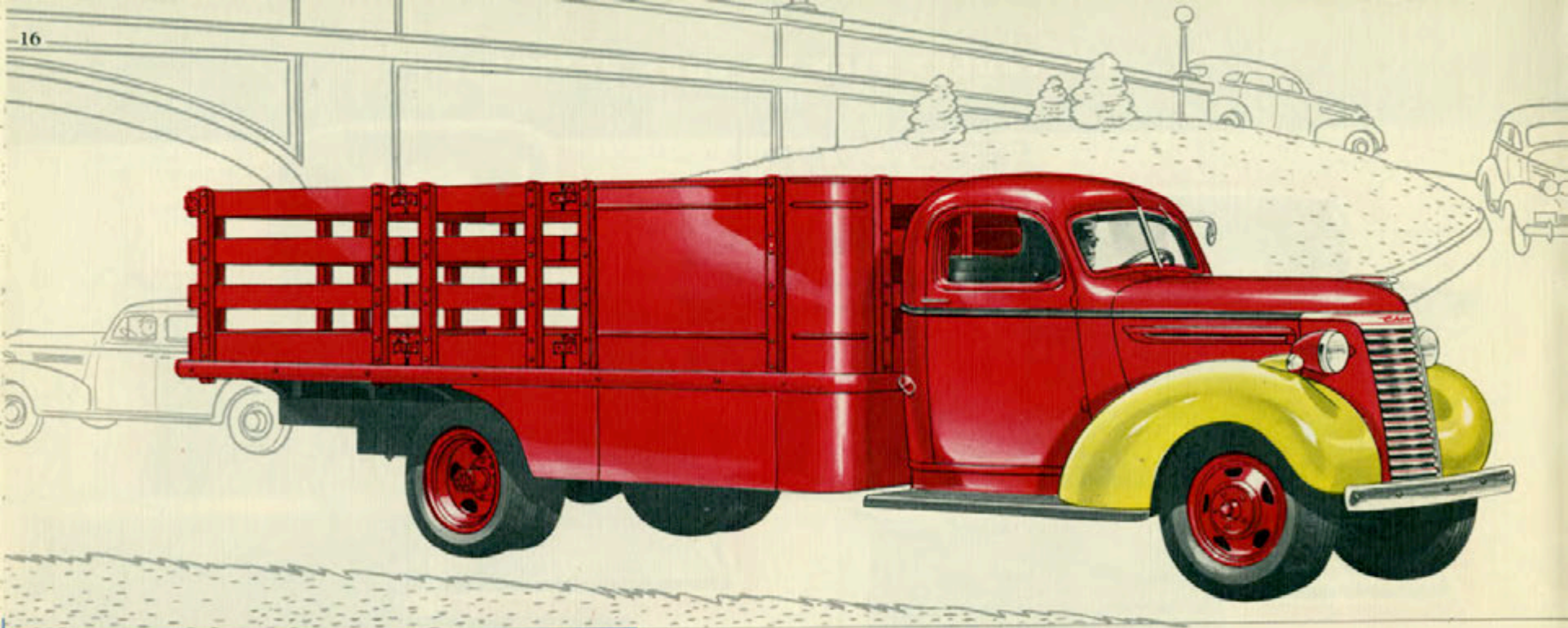
CHEVROLET PICK-UP BODY FEATURES



Light Delivery and Three-Quarter-Ton Pick-up Bodies—The load floor is without obstruction of any sort. Flare-board edges are rolled in circular section, for extra strength and ease of loading. End-gate is strongly reinforced and mounted on sturdy hinges and supported by chains. (Illustration shows Light Delivery Pick-up Body.)

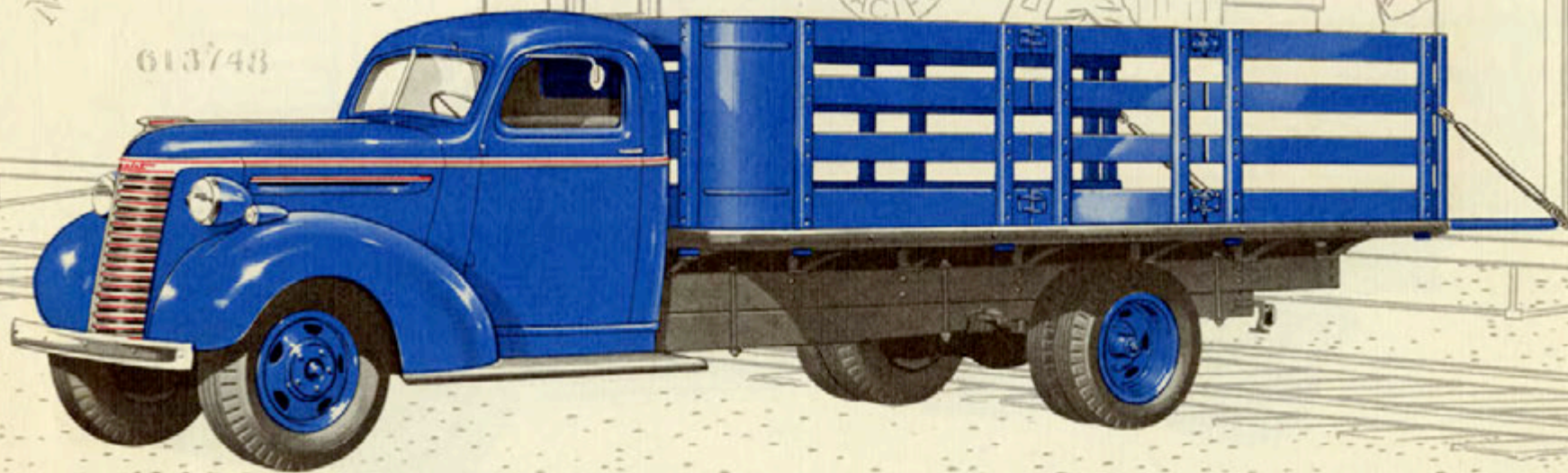


Heavy Duty Pick-up—Right angle sides and floor, unobstructed except for shallow wheel wells, provide easy loading and maximum space. Edges of the wide flare-boards are formed in triangular sections. Three heavy hinges support the end-gate, which is reinforced with vertical and horizontal bracing and supported by chains.



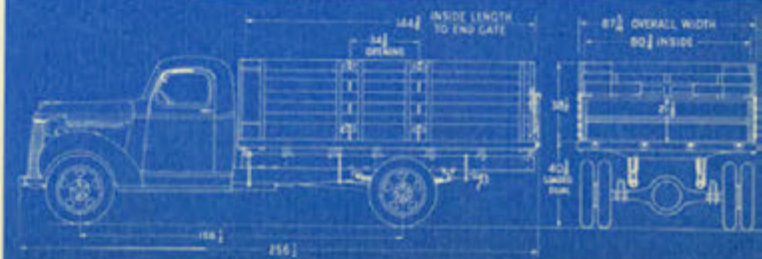
HEAVY-DUTY DE LUXE STAKE—158½-inch Wheelbase

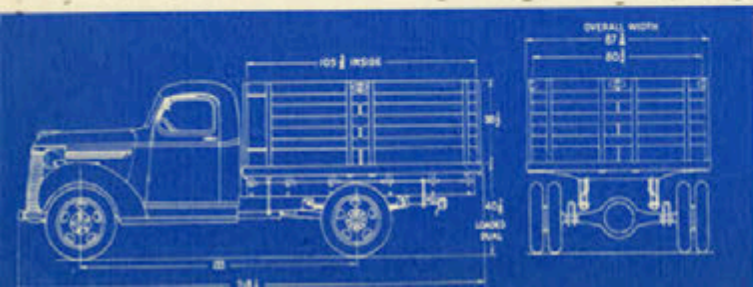
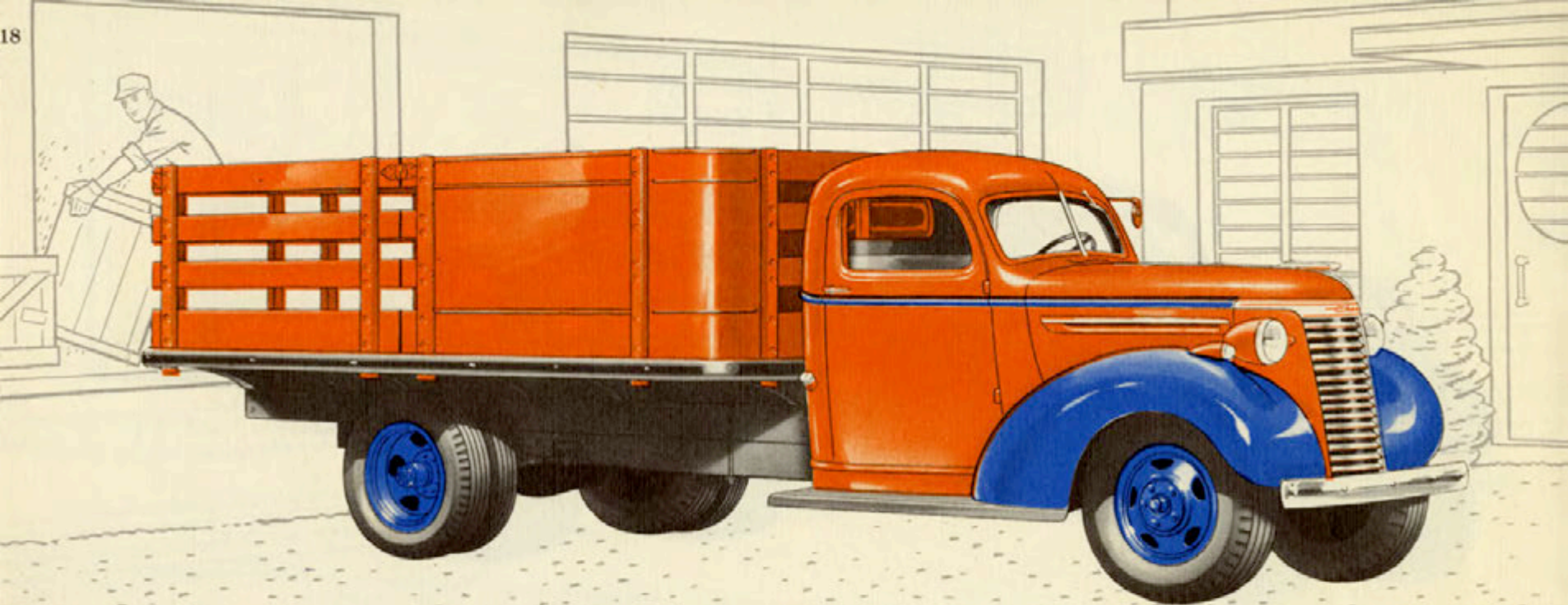
Solid advertising sign panels . . . Deep skirt conceals underbody and chassis . . . Spacious compartment (suitable for tools, tarpaulins, etc.) with concealed opening in skirt on right side of truck . . . Stake pockets protected by a sturdy rub-rail. All-steel express end-gate optional at extra cost. (See Page 22.)



HEAVY-DUTY STAKE EXPRESS—158½-inch Wheelbase

An ideal vehicle for materials of great bulk . . . Center stake sections may be swung open or removed for loading at the sides . . . Rear vision plate permits driver to see to the rear . . . Tail-gate for convenience in loading and supporting extended load. Stake end-gates are also available. (See Page 22.)

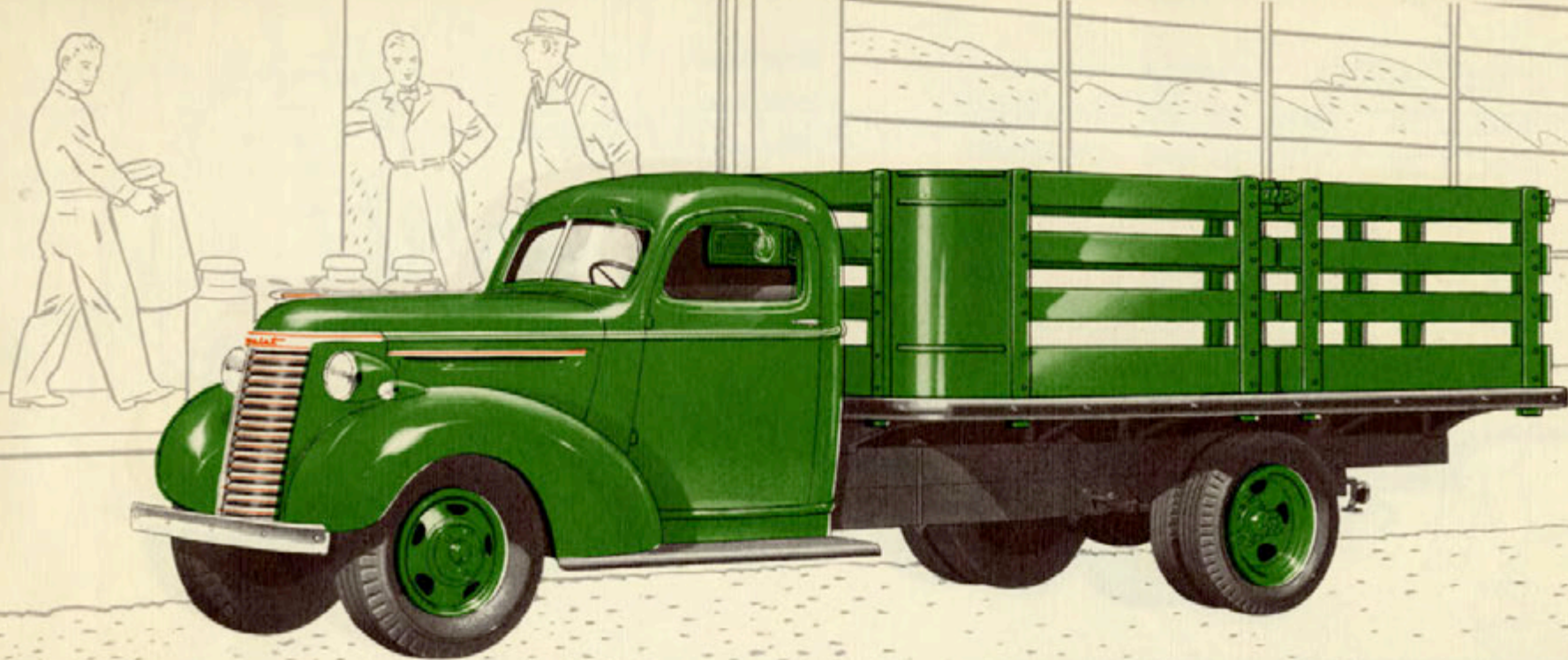




HEAVY-DUTY STAKE WITH ADVERTISING PANEL

133-inch Wheelbase

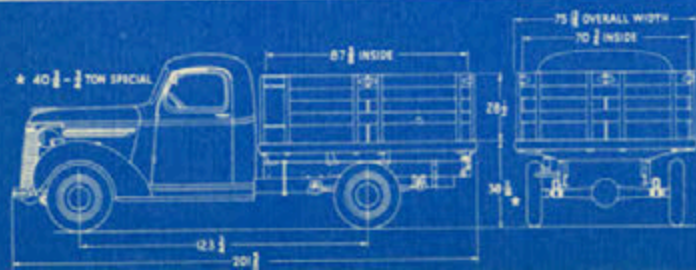
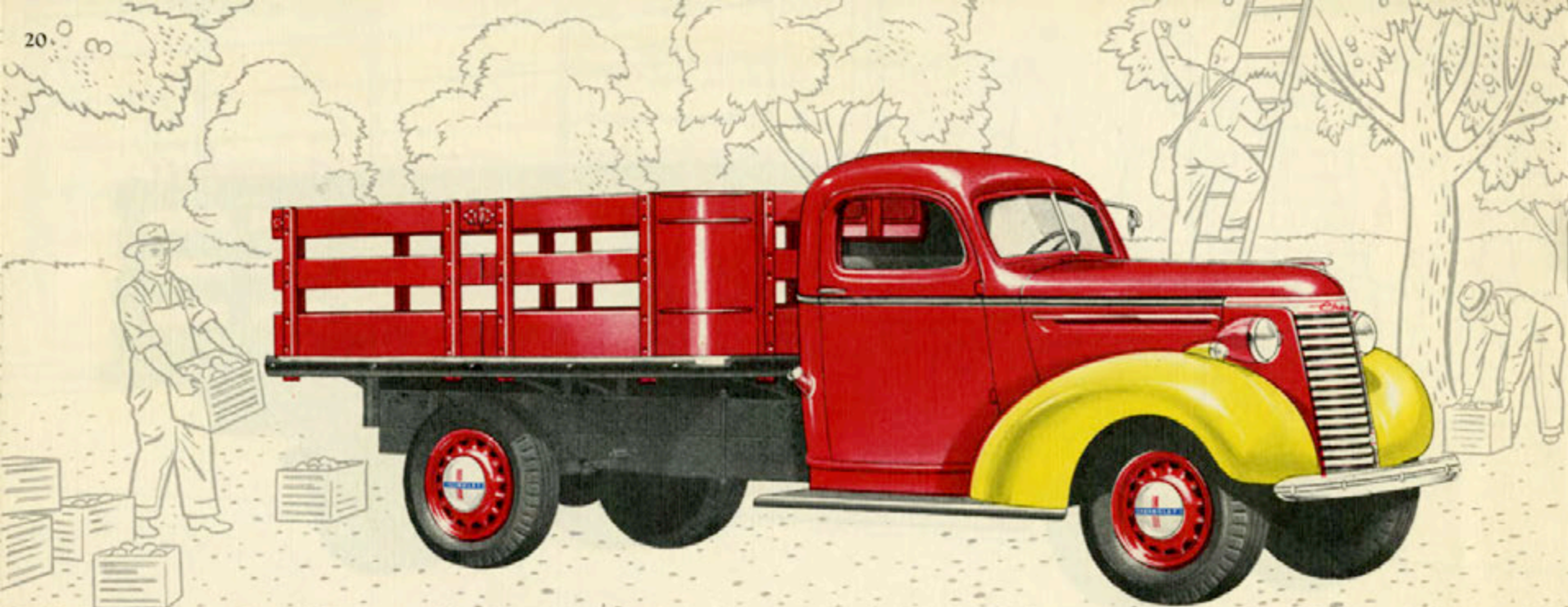
Solid advertising sign panels for display of firm name . . . Stake sides supported in reinforced steel pockets protected by rub-rails . . . Stakes fastened to slats with flush bolts. (See Page 22.)



HEAVY-DUTY STAKE—133-inch Wheelbase

Specially adapted to heavy-duty operation . . . Stake sides supported in reinforced steel pockets, protected by a sturdy rub-rail . . . Stakes are fastened to slats with flush bolts. (See Page 22.)

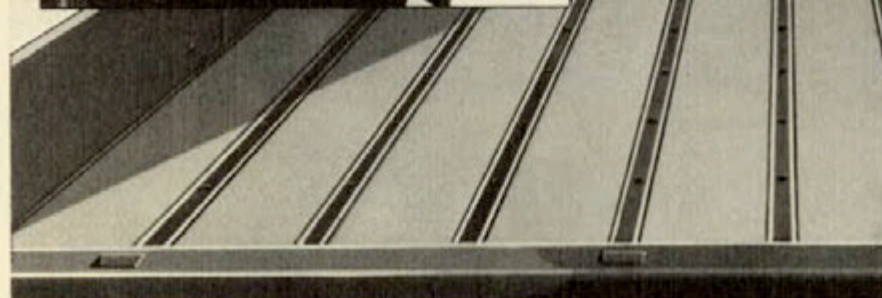




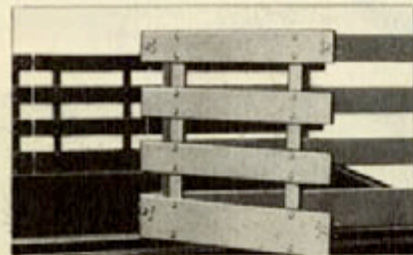
THREE-QUARTER-TON STAKE—123 $\frac{3}{4}$ -inch Wheelbase

Large loading platform ample for merchandise that bulks large for its weight . . . Stake sides supported in reinforced steel pockets, protected by a sturdy rub-rail . . . Stakes fastened to slats with flush bolts. (See Page 22.)

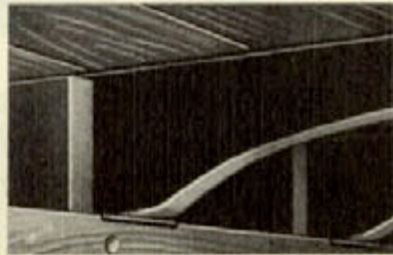
1940 CHEVROLET STAKE BODY FEATURES



Platform Construction—The heavy, long-lived floor boards are securely anchored by steel skid strips which overlap their edges, forming a tight joint that excludes dirt and moisture. Steel floor is available at extra cost.



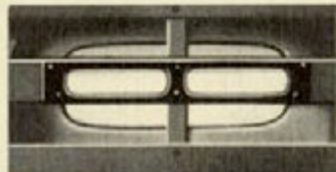
Swinging Side Gates—Center stake sections may be swung open or removed for loading operations.



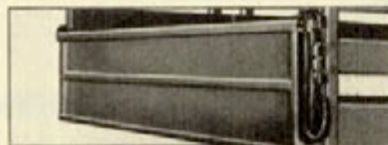
Steel Cross Sills—The platform is supported on a series of deeply formed steel cross-members.



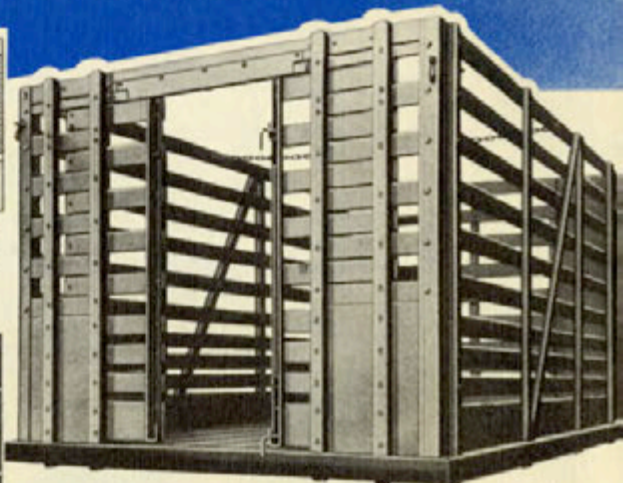
Recessed Floor Bolts—Only the rounded moldings of the skid strips project above the floor level.



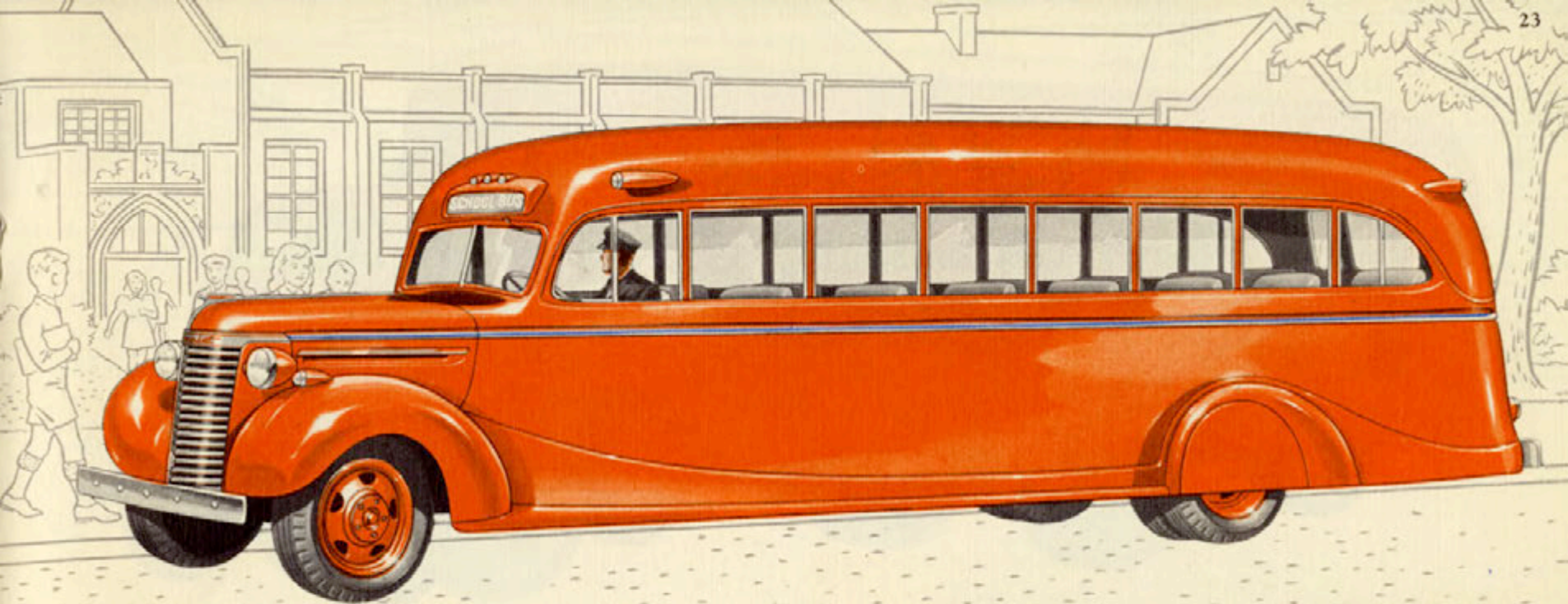
Rear Vision Plate—Stake bodies (except High Rack) are provided with this steel stamping in place of a solid slat to permit the driver to have a view of the road to the rear.



Express End-Gate—An all-steel unit, supported on four hinges, optional at extra cost on 158½-inch Stake body or 158½-inch De Luxe Stake Body.

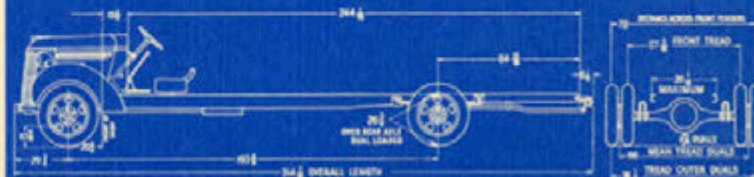


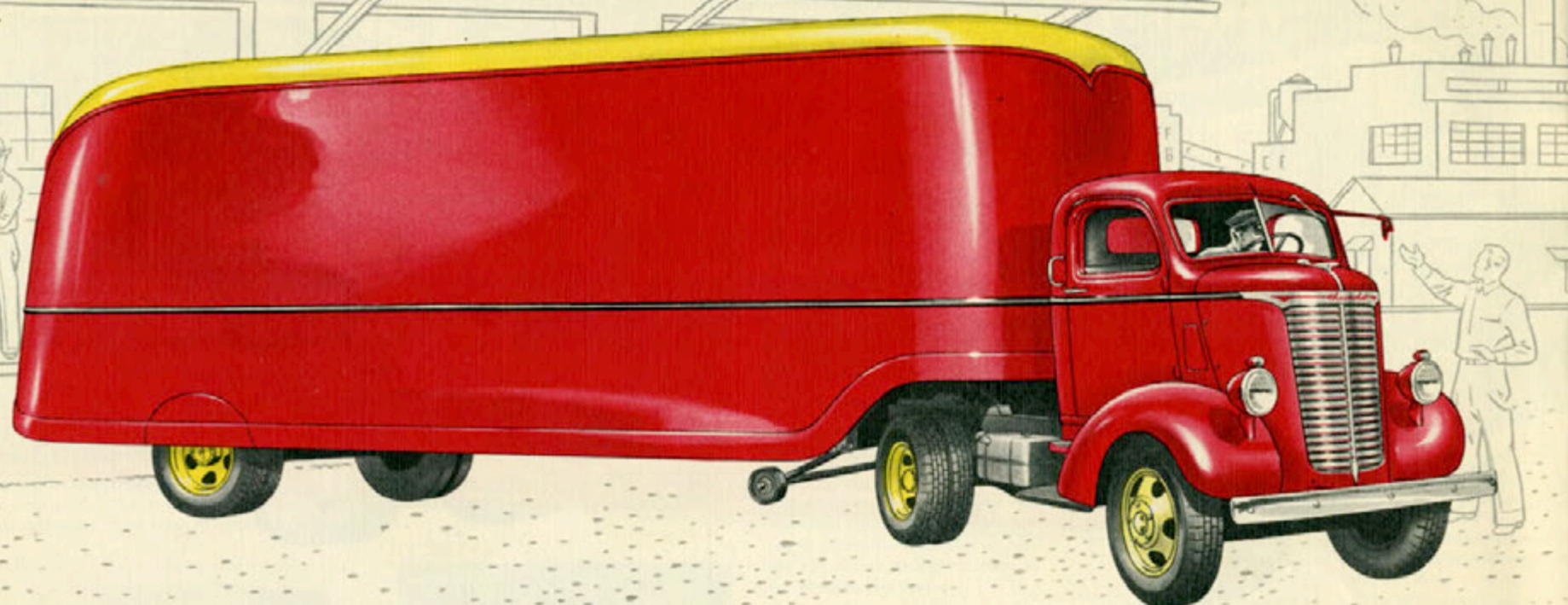
High Rack Construction—Designed for the efficient handling of material that bulks large for its weight, and for the safe loading and transportation of livestock. At the rear, the end-gate is composed of two sections that slide to the right and left, to form a clear opening for loading stock. The sliding sections have a center-control lock, positive and secure. The slats are fastened to the stakes with flush bolts. Easily removable racks have steel corner reinforcements. Stake pockets are welded inside the rub-rail.



SCHOOL BUS CHASSIS

Specially designed to meet the most exacting requirements . . . Wheelbase 193 $\frac{5}{8}$ inches . . . Many special features for safety, flexibility, and comfortable riding . . . Special, heavy side-rails with extra wide flanges . . . Eight cross-members . . . Powered by Chevrolet Heavy-Duty truck engine . . . High capacity hydraulic brakes . . . Gear ratio, 6.17 to 1.



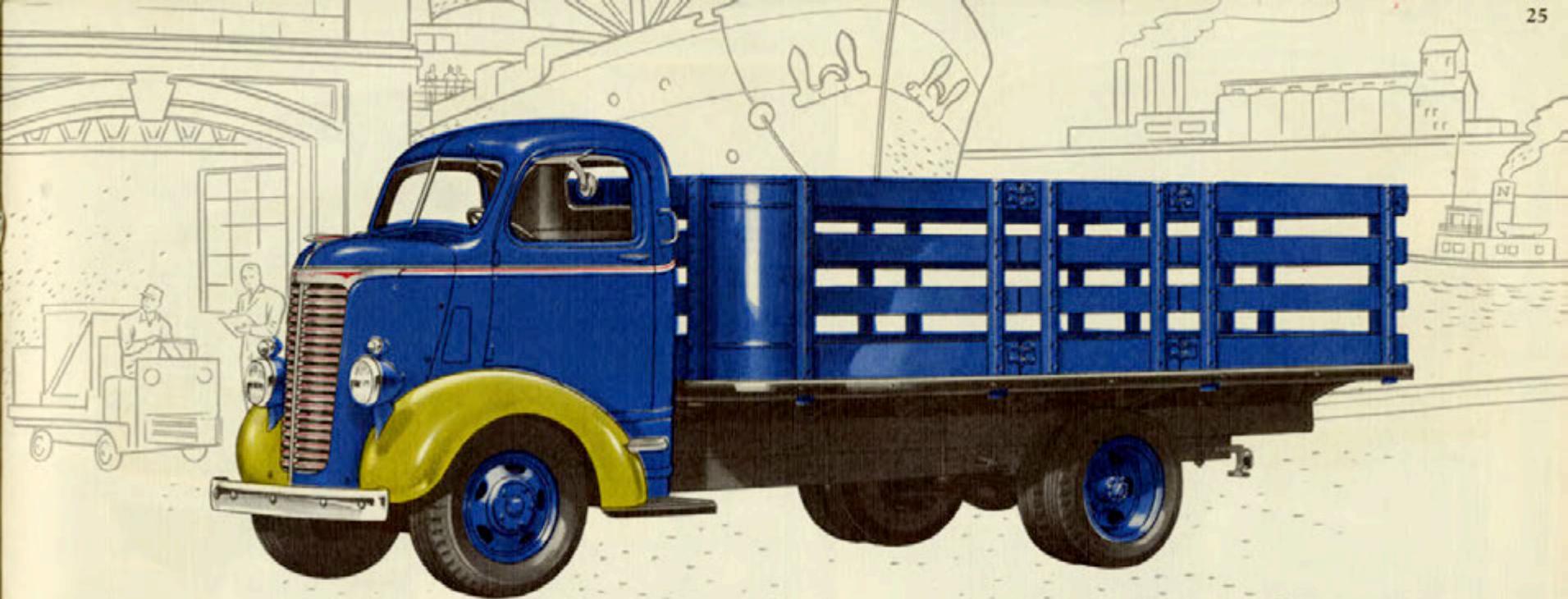


CAB-OVER-ENGINE UNIT FOR TRAILER OPERATION

107 $\frac{5}{8}$ -inch Wheelbase

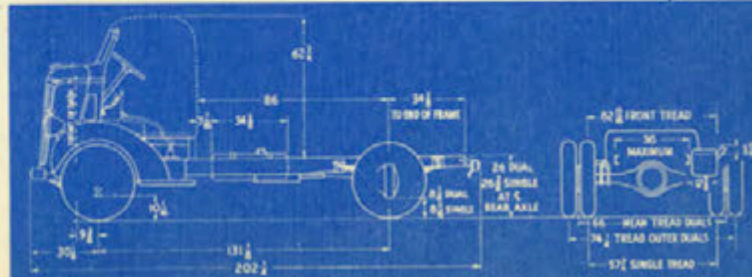
Cab and chassis designed and built by Chevrolet . . . Roomy cab with full-width single seat cushion, 50 inches wide, seating three men side by side . . . Two side ventilators in cab . . . Two steps up to wide door opening for entrance . . . Gearshift and handbrake levers in normal locations . . . Special front end (axle, wheel bearings, springs, and steering) . . . Heavy-duty brakes. (See Page 27.)

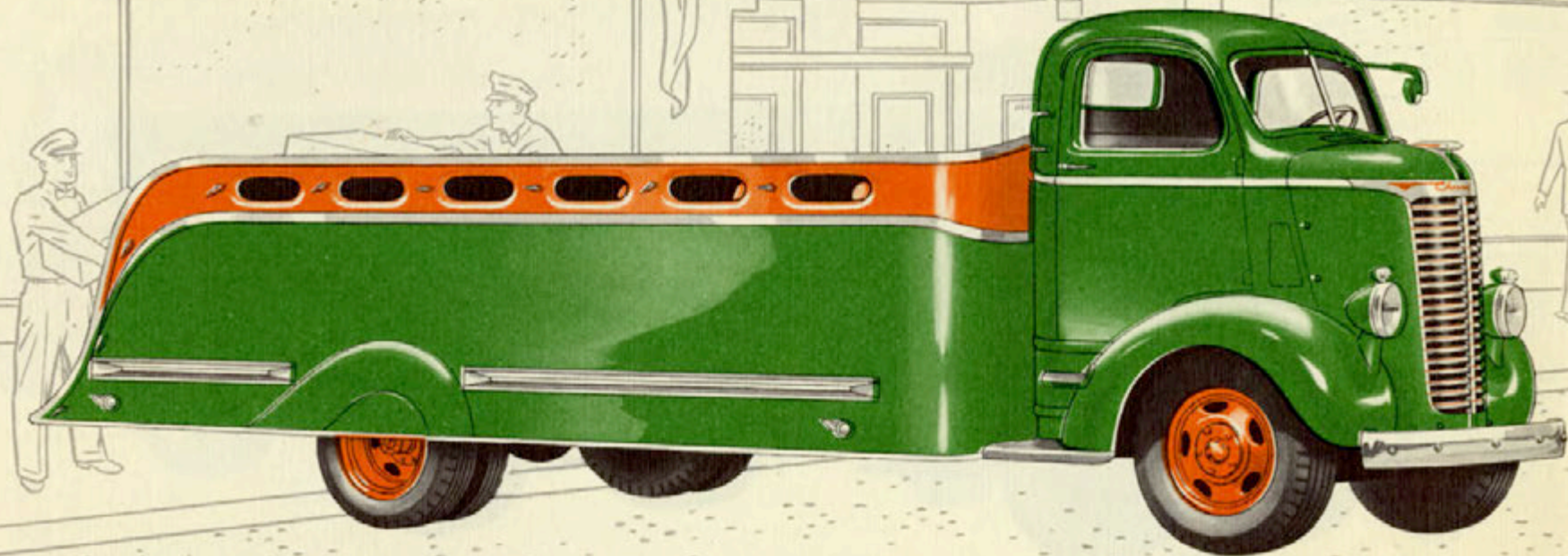




CAB-OVER-ENGINE WITH STAKE BODY—131 $\frac{1}{8}$ -inch Wheelbase

Chassis and body designed and built by Chevrolet . . . Roomy cab with full-width single seat cushion, 50 inches wide, seating three men side by side . . . Two side ventilators in cab . . . Two steps up to wide door opening for entrance . . . Gearshift and handbrake levers in normal locations . . . Special front end (axle, wheel bearings, springs, and steering) . . . Heavy-duty brakes. (See Page 27; for Stake body features, see Page 22.)

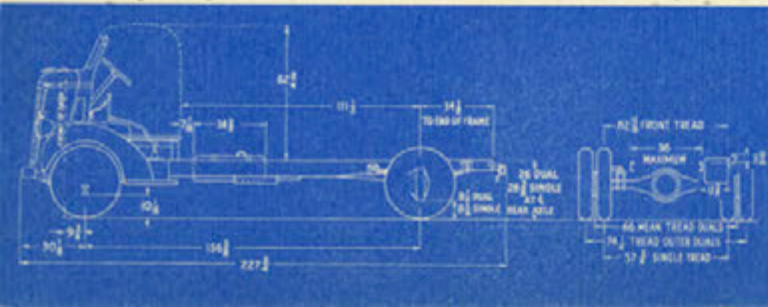


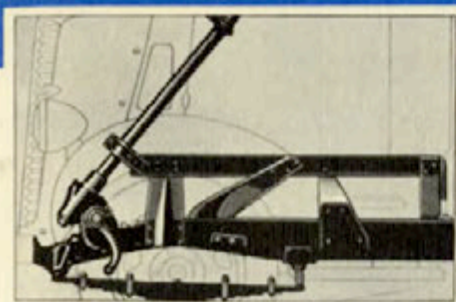


CAB-OVER-ENGINE FOR EXTRA LONG SPECIAL BODIES

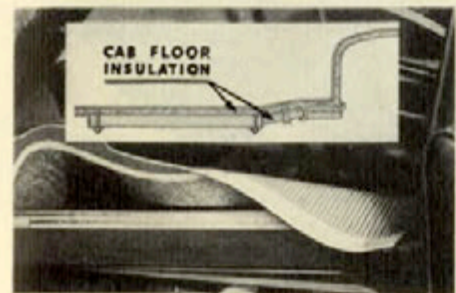
156 $\frac{5}{8}$ -inch Wheelbase

Chassis designed and built by Chevrolet . . . Offers maximum space for body without excessive over-all length . . . Roomy cab with full-width single seat cushion, 50 inches wide, seating three men side by side . . . Two side ventilators in cab . . . Two steps up to wide door opening for entrance . . . Gearshift and handbrake levers in normal locations . . . Special front end (axle, wheel bearings, springs, and steering) . . . Heavy-duty brakes. (See Page 27.)

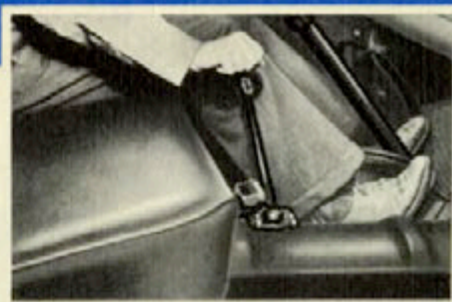




Sturdy Sub-Frame—For use on the C-O-E trucks, the standard Chevrolet Heavy-Duty truck cab is adapted for mounting on a sturdy sub-frame 10½ inches above the truck frame side-rails. The sub-frame gives full-length support for the cab, and serves also as a rigid extra bracing for the steering post.



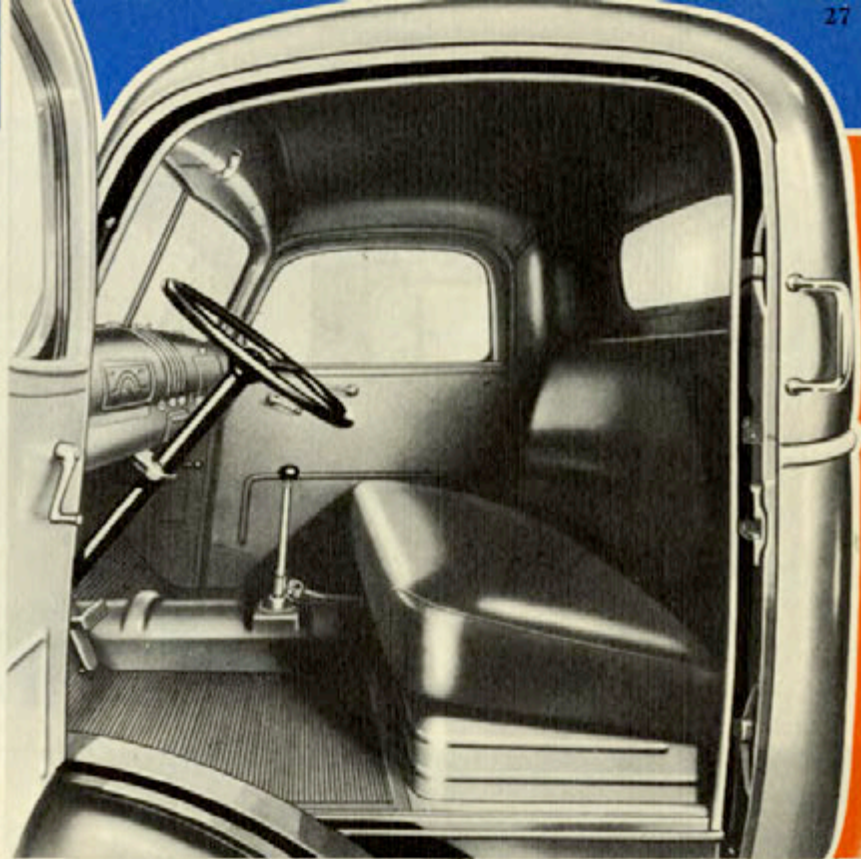
Insulation—Because the floor boards are close to the engine, extra efficient insulation is provided. In addition, the metal housing covering the engine also is provided with heavy asbestos insulation.



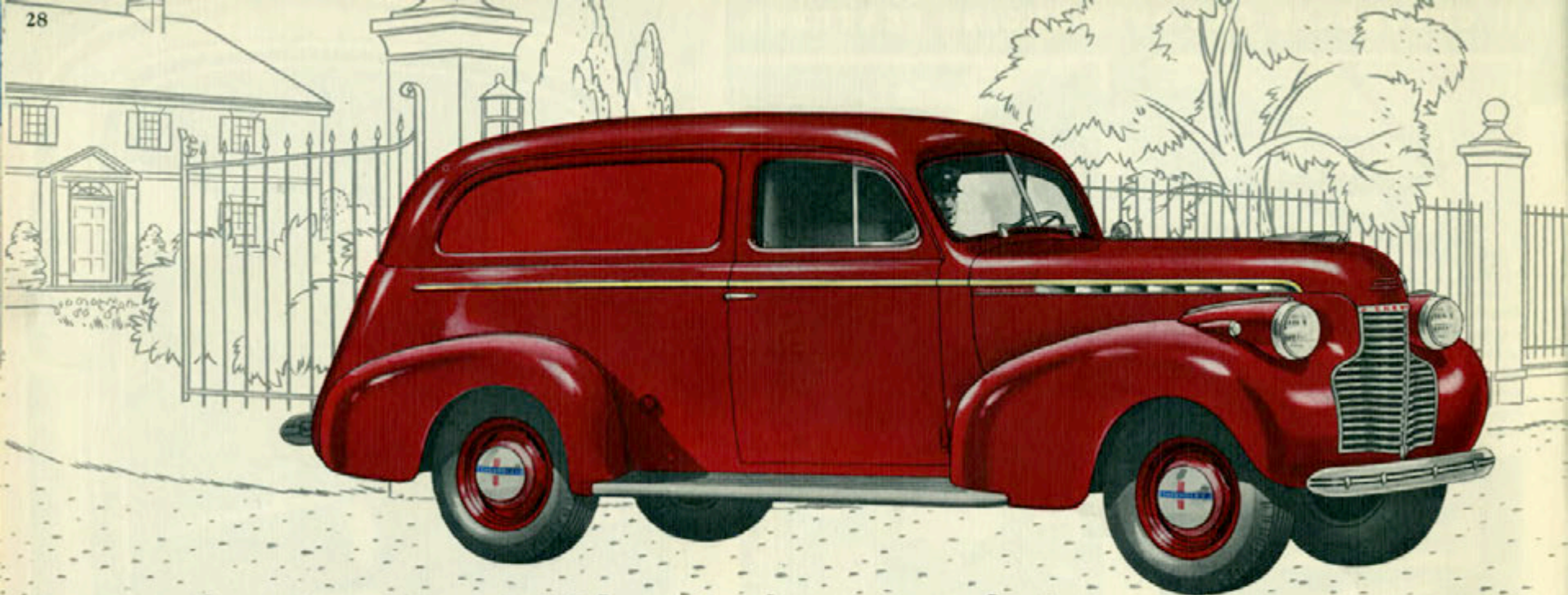
Normal Gearshift Location—Drivers of Chevrolet C-O-E models are not required to learn new driving habits, since the gearshift lever is located in the same position as in standard truck models instead of being placed at the rear of the cab between divided seat cushions.



Ventilation—Extra ventilation (in addition to that obtainable through the side windows, large cowl ventilator, and the adjustable windshield) is provided by exterior air scoops in the sides of the cab.

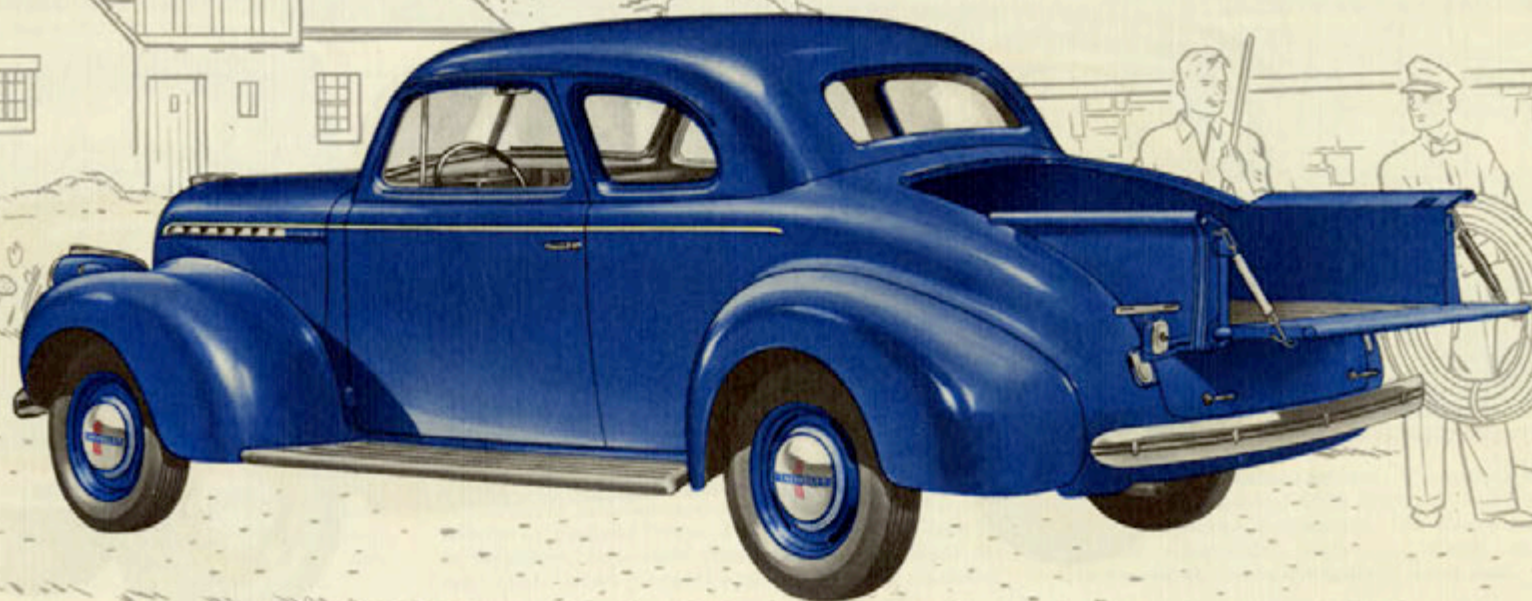


Chevrolet's Full-Comfort Over-Engine Cab—Chevrolet has avoided the compromises and discomforts that mark so many makes of over-engine cabs. Wide door openings make for easy access. The seat cushion is continuous across the cab, seating three persons. The engine tunnel, instead of dividing the cab into two compartments, is less than six inches high and nine inches wide.



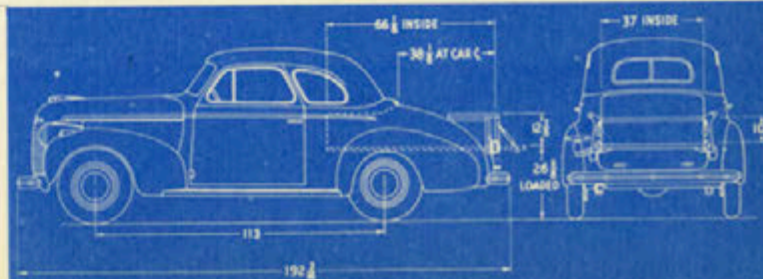
SEDAN DELIVERY

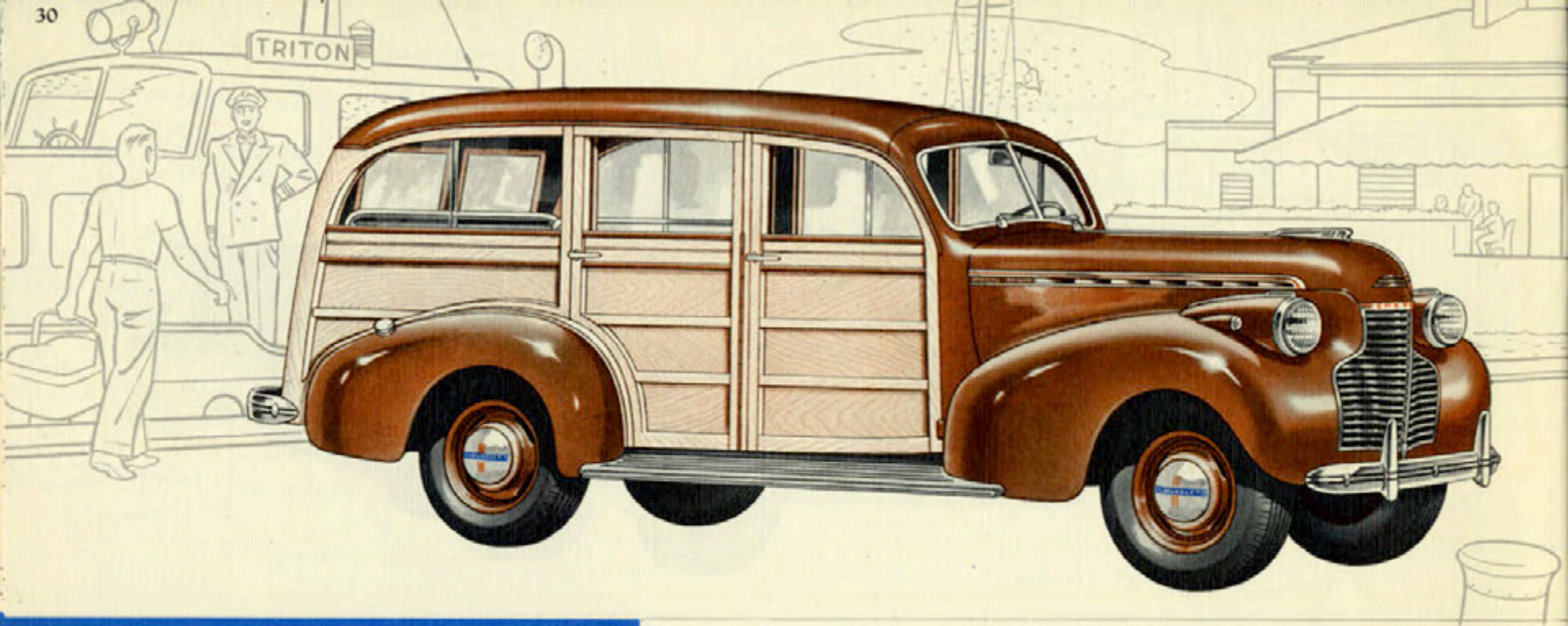
Special all-steel body mounted on the 1940 Master 85 passenger car chassis . . . Widely used in operations in which easy riding, economy, and speedy delivery are important . . . Hydraulic shock absorbers front and rear . . . May be had with Knee-Action front suspension at additional cost. (See Page 31.)



COUPE PICK-UP

On Master 85 passenger car chassis . . . May be had with Knee-Action at additional cost . . . Body same as Master 85 Business Coupe with pick-up box added . . . Rear deck lid is furnished for converting into a business coupe . . . Pick-up box has tubular reinforcement of sides, and strong tail-gate. (See Page 31.)

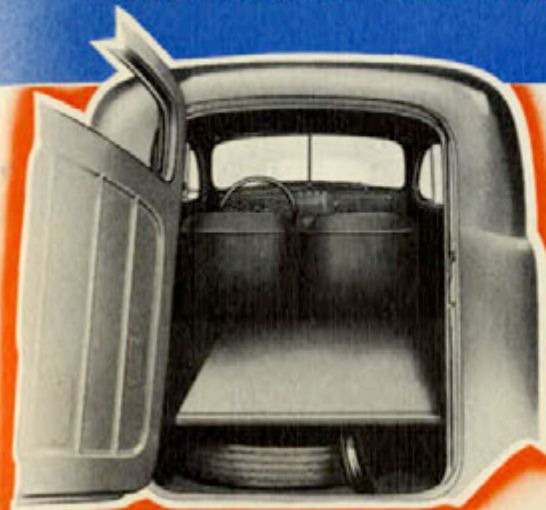




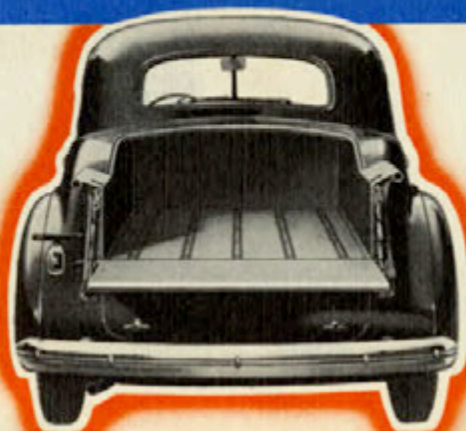
STATION WAGON

A special body of unusually handsome design and equipment . . . Eight passengers . . . Removable seats . . . Paneled in natural finish birch plywood . . . Brown leather-like top . . . Adjustable driver's seat . . . Genuine leather upholstery for all seats available at extra cost . . . Furnished on either the Special De Luxe (Knee-Action) or the Master 85 chassis with conventional front suspension. (See Page 31.)

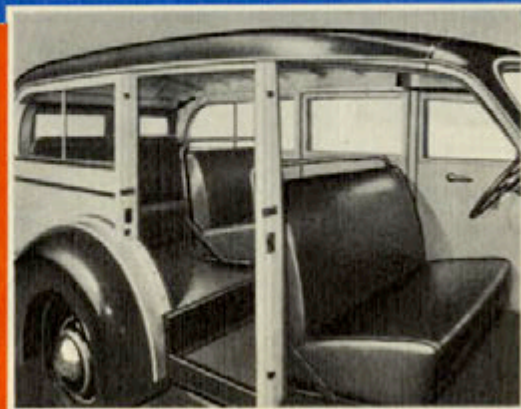




Sedan Delivery Construction—The cowl, panels and roof are welded together to form an all-silent, all-steel body. Load capacity is 78½ cu. ft. Rear door is completely sealed with sponge rubber, and equipped with a lock. The spare wheel is carried under the load platform.



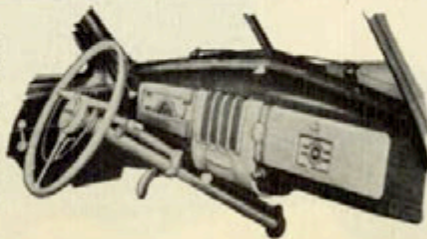
Coupe Pick-up Construction—The spacious pick-up box is fitted into the rear compartment of a Chevrolet Master 85 Business Coupe. The standard coupe deck lid is furnished, to permit conversion for passenger car use. Spare wheel is carried under the load platform.



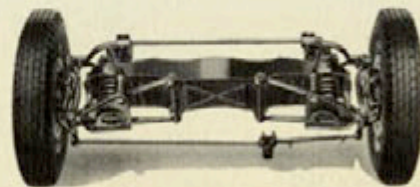
Station Wagon Construction—The body is of sturdy ash frame with natural finish birch plywood panels and brown composition leather top. The heavy tail-gate is standard equipment. Seats are readily removable. Genuine leather seats available at extra cost.



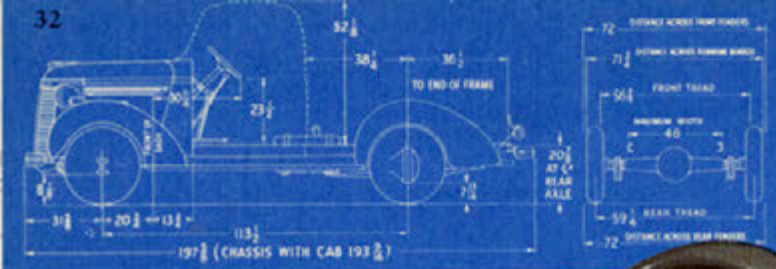
No-Draft Ventilation—The driver's compartment of the Sedan Delivery and Coupe Pick-up is of regular passenger car design. Ventilation may be controlled by the No Draft ventipanes, equipped with locks.



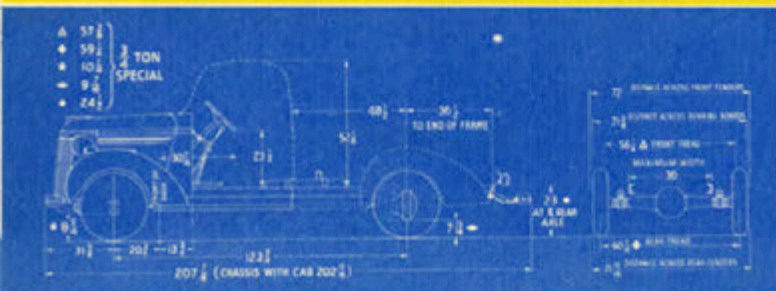
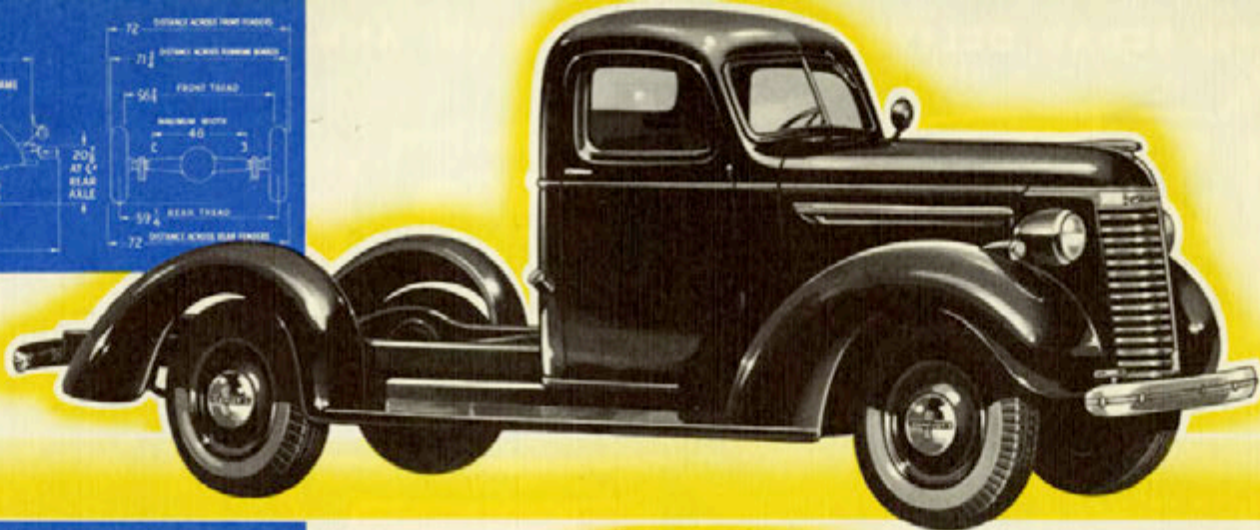
Instrument Panel—Identical with the standard designs used in the corresponding Master De Luxe passenger car models. The handbrake lever is mounted under the instrument panel, and the gear-shift lever is on the steering column, thus leaving the front compartment floor unobstructed.



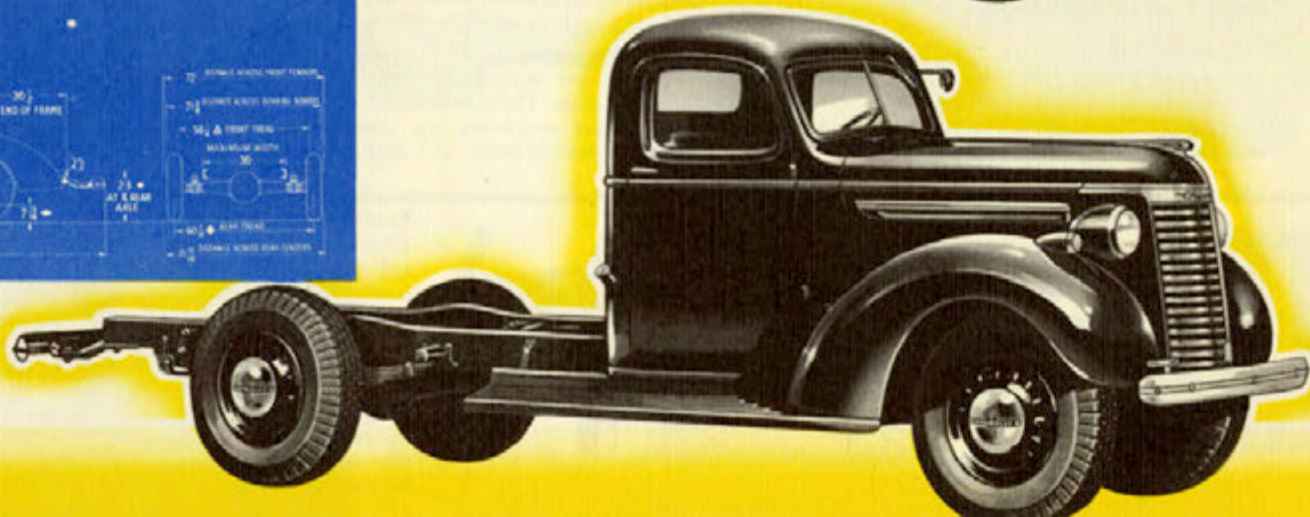
Knee-Action—Chevrolet's improved front suspension is standard on the Master De Luxe and Special De Luxe chassis.



**LIGHT DELIVERY
CHASSIS AND CAB**
113 1/2-inch Wheelbase

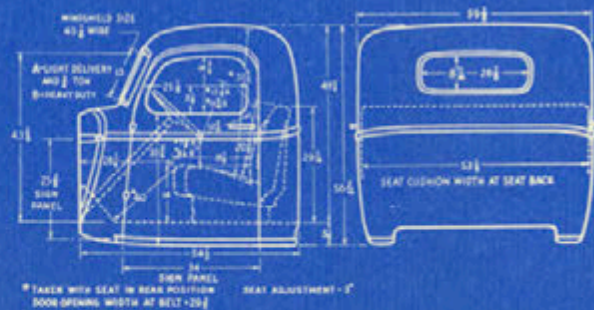


**THREE-QUARTER-TON
CHASSIS AND CAB**
123 3/4-inch Wheelbase

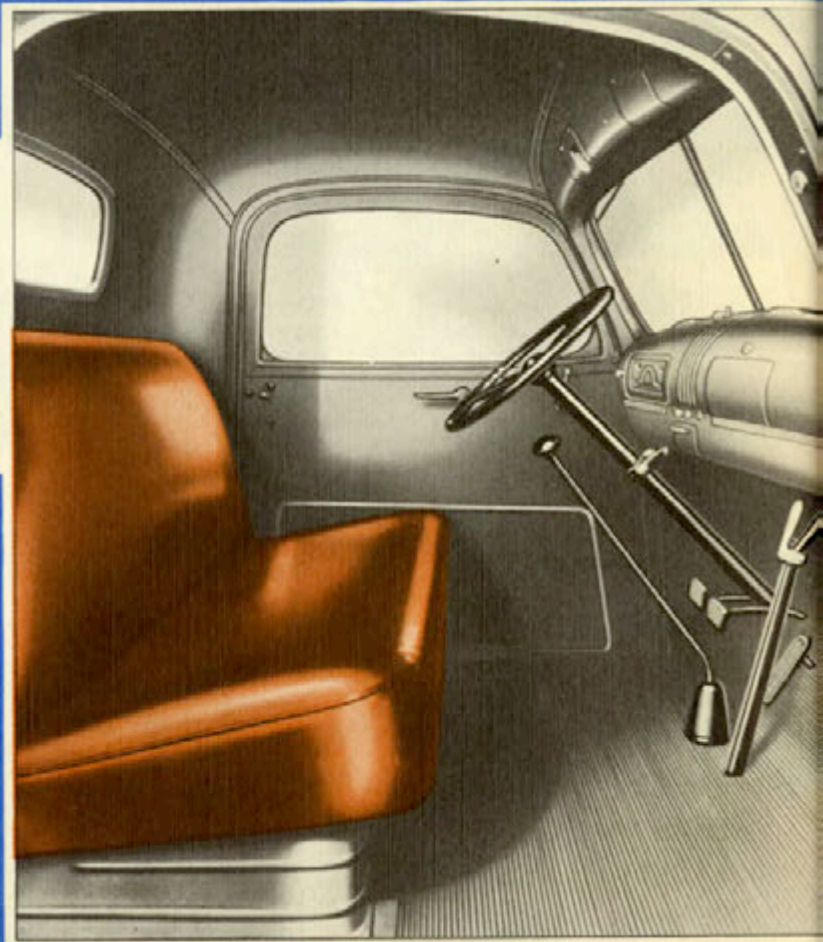


A black and white photograph showing a person's hand inserting a card into a slot on a machine. The machine has a metallic, industrial appearance with various panels and a small circular indicator. The card is being held by the thumb and index finger, and is being pushed into the slot. The background is slightly blurred, focusing attention on the action.

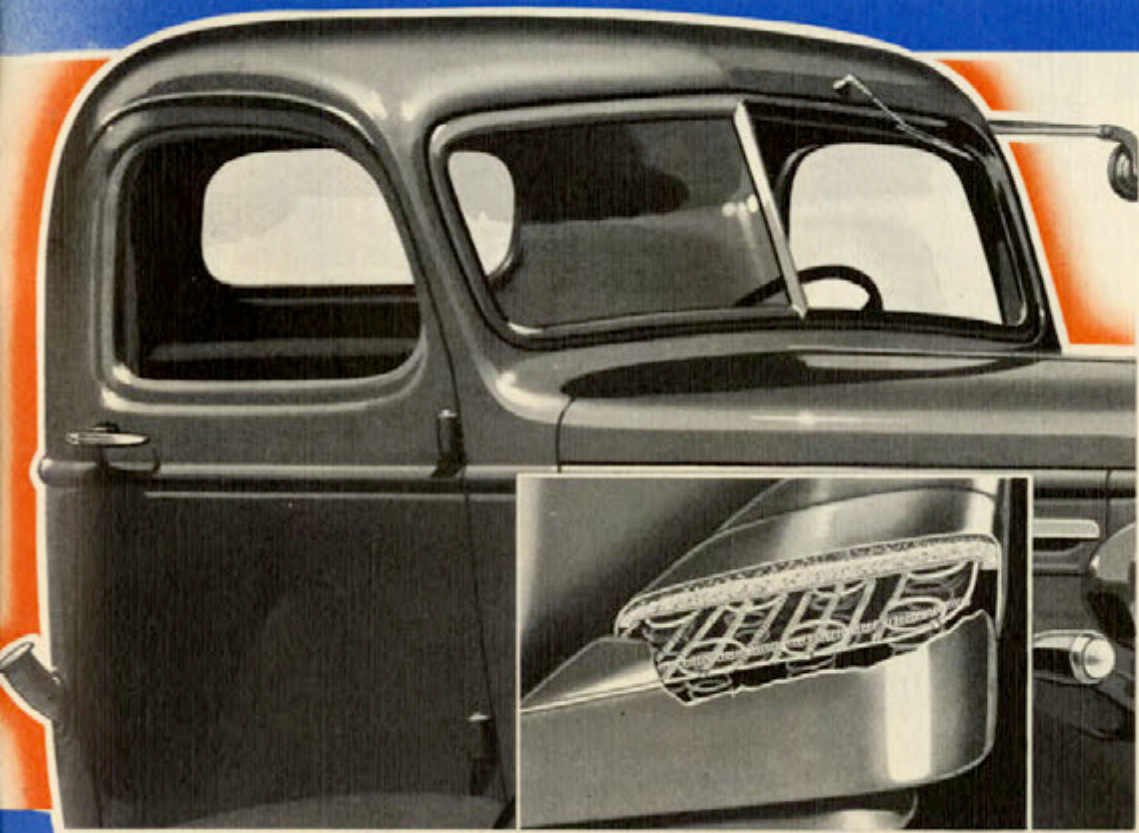
Comfort, convenience, and safety are well served by Chevrolet truck cab features. Refueling is performed from the outside, without requiring the driver to dismount or to raise the seat cushion. The spacious package compartment provides space for the driver's records and personal belongings, under lock and key. In trucks equipped with heaters, blasts of warm air may be directed through two defroster slots to keep the windshield free from clouding and frosting.



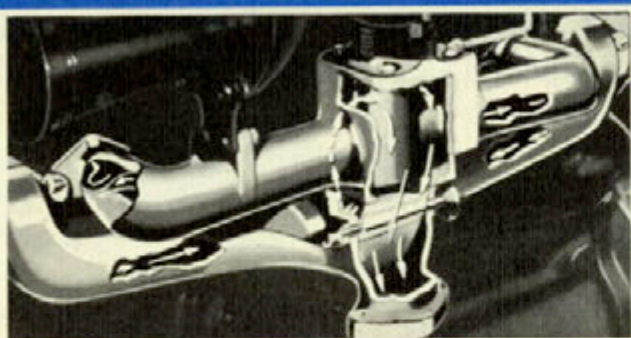
THE TRUCK CAB



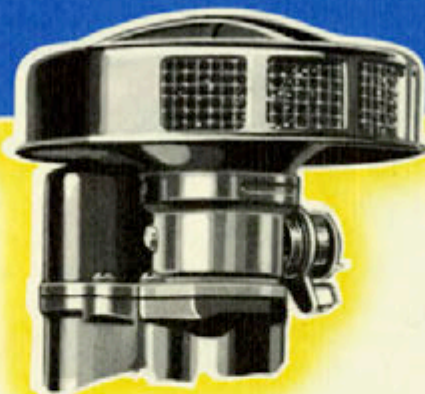
1940 CHEVROLET DE LUXE TRUCK CAB



Chevrolet's cab is especially designed to contribute materially to the ease and convenience of truck driving, and thus to improve the efficiency of truck operation. The cab is all-steel, thoroughly insulated. The all-steel doors are hung on extra heavy hinges and equipped with door checks that hold the doors in place when they are fully open. Interior finish is smooth, pleasing in appearance and easy to keep clean. The full-width seat is formed of a latex-bound hair pad on resilient coil springs, upholstered in a durable rubber-covered fabric. Genuine leather upholstery also available at slight extra cost. Adjustable windshield, windows with crank control, and a cowl ventilator provide for fully controlled ventilation. All dials are grouped directly in front of the driver in the handsomely designed new instrument panel.



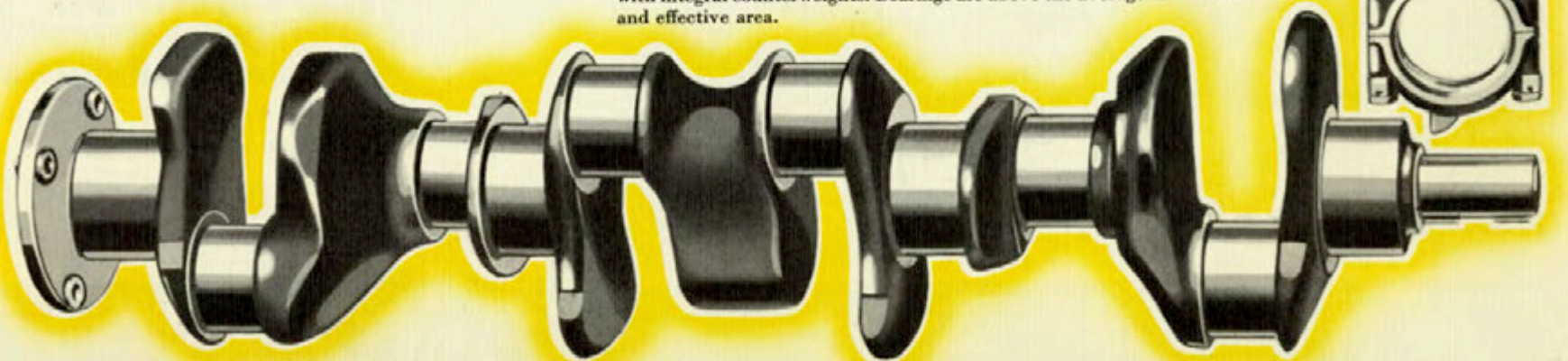
Thermostatic Heat Control—Prompt warm-up of the engine is effected, and correct operating temperatures are maintained, through the use of a thermostatically-controlled by-pass regulating the flow of exhaust gases around the heat chamber.



Dome-Head Pistons—The lightweight, cast gray iron pistons are of extraordinary strength and are noted for their long life and effectiveness in maintaining a close fit for many thousands of miles.

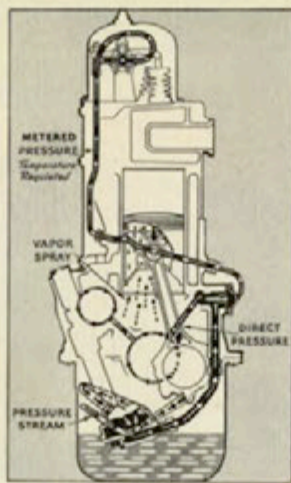
Balanced Carburetor
The downdraft carburetor, equipped with a high capacity air cleaner, is efficient over the entire range of engine speed.

Four-Bearing Crankshaft—The shaft, weighing 69 pounds, is forged with integral counterweights. Bearings are above the average in diameter and effective area.



Four-Way Specialized Lubrication

Oil is fed to the various moving parts in direct proportion to their individual needs. Combines direct pressure, splash, and pressure jet oiling.



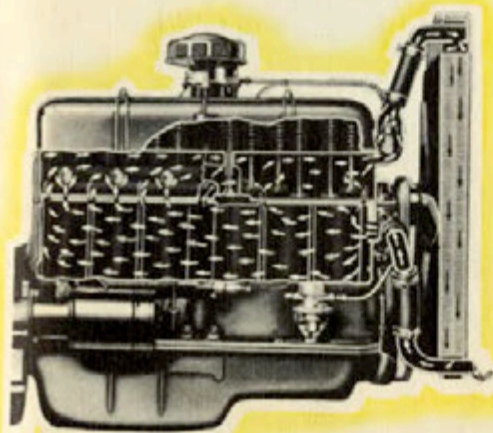
1940 CHEVROLET VALVE-IN-HEAD SIX-CYLINDER ENGINE

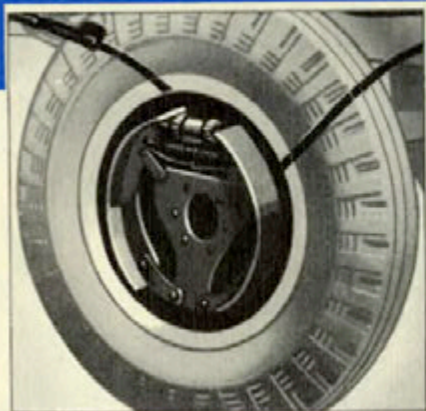
All 1940 models are equipped with an engine that is fundamentally the same as that which has created for Chevrolet its wide reputation for economy and efficiency. However, numerous refinements are incorporated in the 1940 model, notably in the valve mechanism and lubrication. Greater silence, longer operation between adjustments, and greater durability have been gained by changes in the valve mechanism. The oil pump is of increased capacity, resulting in improved lubrication of connecting rod bearings at low engine speeds.



Special Economy Engine—For fleet owners, Chevrolet makes available a special economy model engine, having all the characteristics of the standard engine but with additional economy gained by internally governing the engine speed.

Cooling—The system combines full-length water jackets, spray nozzle valve seat cooling, leakproof water pump, and thermostatic control.

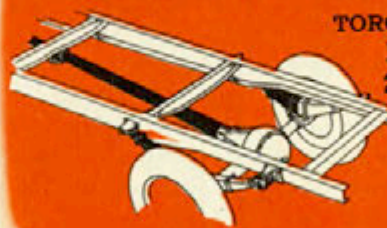




Perfected Hydraulic Truck Brakes—This brake system combines all the advantages of hydraulic brake actuation with the special advantages of Chevrolet's exclusive double-articulated brake-shoe linkage within the drums. Special provisions are made to facilitate adjusting the brakes for wear; no working part need be removed.

Chevrolet's Three Point Drive

Combines the chief advantages of both Hotchkiss and Full Torque Drives



TORQUE TUBE ABSORBS:

1. Driving Torque
2. Brake Torque

SPRINGS ABSORB:
Driving Thrust

HOTCHKISS DRIVE

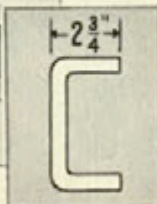
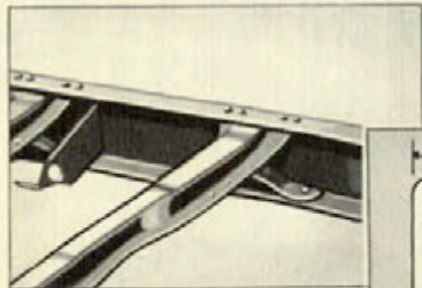
SPRINGS ABSORB:

1. Driving Torque
2. Brake Torque
3. Driving Thrust

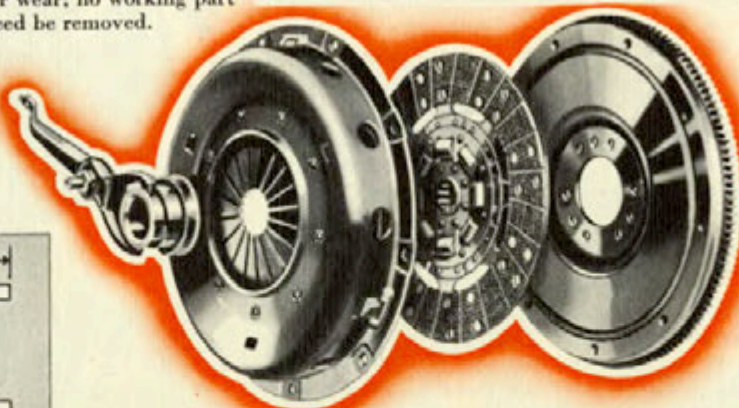
FULL TORQUE TUBE DRIVE

Torque Tube with radius rods absorb:

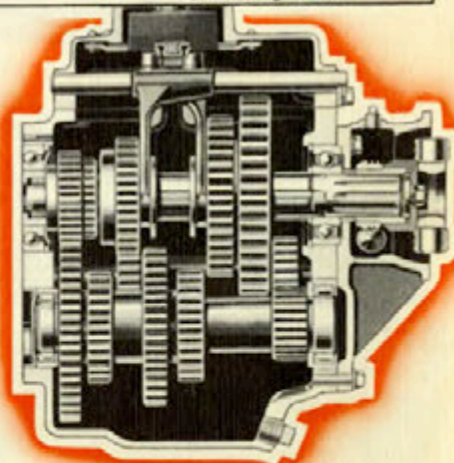
1. Driving Torque
2. Brake Torque
3. Driving Thrust



Frame—The deep channel side rails are linked by cross-members to form an extremely rigid and strong frame. Working parts are held in alignment, and a firm support is formed to receive the body.



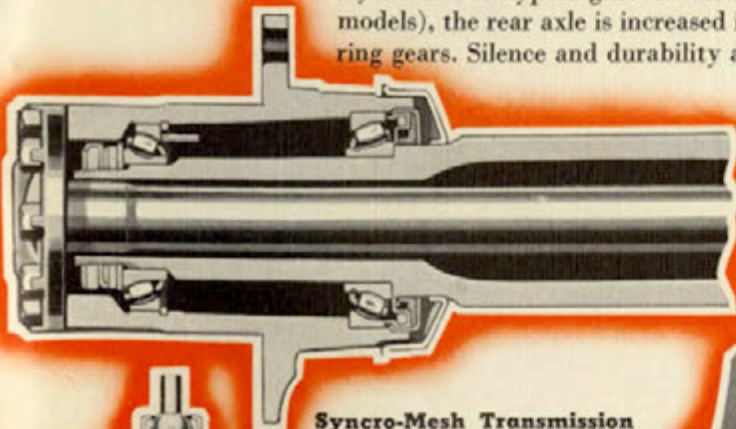
Diaphragm Spring Clutch—A single disc spring is used, instead of numerous separate coil springs. Advantages include *unusually light* pedal pressure, prolonged life of clutch lining due to even distribution of pressure, and reduced weight.



Four-Speed Transmission—All forward speeds are carried on anti-friction bearings. (Standard on Heavy-Duty models; may be had at extra cost on other models.)

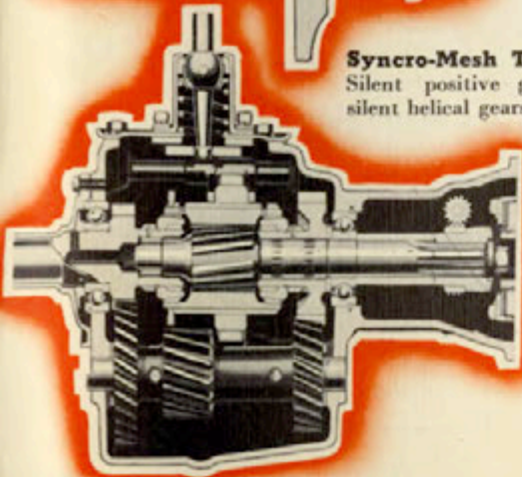
FULL-FLOATING HYPOID REAR AXLE

By the use of hypoid gears in the final drive (a 1940 improvement in all models), the rear axle is increased in strength, with stronger pinions and ring gears. Silence and durability are increased.

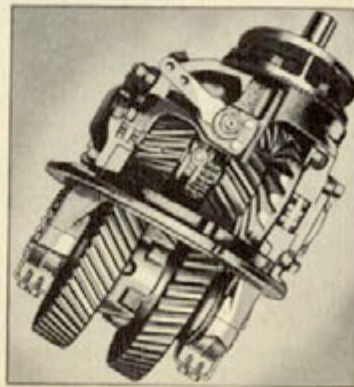
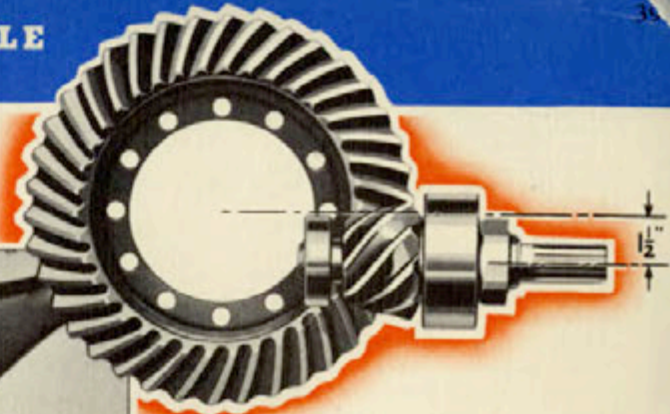
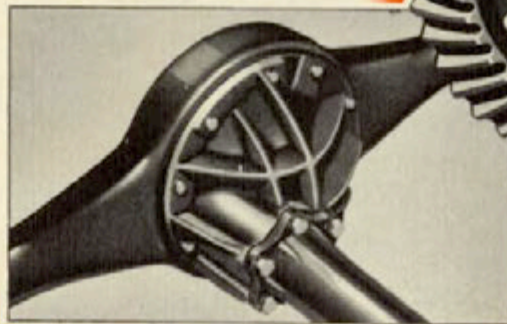


Syncro-Mesh Transmission

Silent positive gearshift, plus silent helical gears in all speeds.

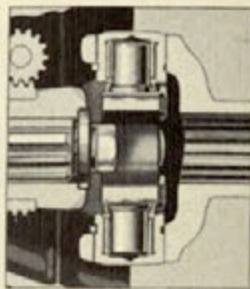


Easy Change-Over—Special provision has been made to permit the installation of the four-speed transmission in any truck model.



Two-Speed Rear Axle

By making available two final drive ratios, one high, one low, the two-speed rear axle greatly increases the efficiency of truck operation in work requiring unusual pulling power. (Obtainable at extra cost in Heavy-Duty models.)



Needle Bearings in Universal Joints

By the use of anti-friction bearings in the primary universals, power losses are minimized and smoothness and durability are increased.

1940 CHEVROLET TRUCK SPECIFICATIONS

ENGINE—Six-cylinder valve-in-head, 31 $\frac{1}{2}$ " bore, 3 $\frac{3}{4}$ " stroke. S.A.E. rated horsepower, 29.4. Piston displacement 216.5 cubic inches. Compression ratio 6.25 to 1. (School Bus Chassis engine is equipped with governor, at extra cost, set not to exceed a speed of 35 m.p.h.)

CRANKCASE and CYLINDER BLOCK—Cylinder block cast in bloc (including upper half of crankcase), head detachable.

CRANKSHAFT—Drop-forged steel; 4 main bearings.

CAMSHAFT—Drop-forged steel; 4 main bearings.

CONNECTING RODS—Drop-forged steel, heat-treated.

LUBRICATION—Specialized 4-way system.

COOLING—Water capacity, 14 quarts; 16 $\frac{1}{2}$ quarts, C.O.E.

CARBURETION—1 $\frac{1}{4}$ " Carter downdraft; C.O.E., updraft.

IGNITION—Delco-Remy, Octane selector.

GENERATOR and STARTING MOTOR—Delco-Remy.

PISTON—Slipper type, tin-plated cast gray iron.

GROSS ALLOWABLE WEIGHTS

(Including chassis, cab, body, driver and payload.)

Light Delivery—6.00-16, 4 ply tires	4400 lb.
Light Delivery—6.00-16, 6 ply tires	4600 lb.
$\frac{3}{4}$ -Ton—15", 6 ply tires	5200 lb.
$\frac{3}{4}$ -Ton Special—7.00-17, 6 ply tires	5800 lb.
One-Ton—6.20-20, 6 ply tires	6700 lb.

Heavy Duty Conventional and Heavy Duty C.O.E. Trucks

Rear Wheels	Rear Tires	Gross Weight Pounds	With Helper Springs & 6.17 Axle	With 2-Speed Rear Axle	With 2-Speed Rear Axle & Helper Springs
Single	32x6, 8 ply	7700			
Single	7.00-20, 8 ply	7700			
Single	6.00-20, 6 ply	9500			
Dual	32x6, 10 ply				11,500*
Dual	7.50-20, 8 ply				11,500*
Dual	32x6, 8 ply		11,500*	9500	
Dual	7.00-20, 8 ply		11,500*	9500	
Dual	34x7, 10 ply				12,000*
Dual	8.25-20, 10 ply				12,000*

*13,500 lb. Equipped with governor limiting speed to 45 m.p.h. and with front tires 6.50-20, 6 ply or larger.
 *13,500 lb. Equipped with governor limiting speed to 45 m.p.h. \$14,000 lb. (and with front tires 32x6, 8 ply or larger.
 *13,500 lb. Equipped with governor limiting speed to 45 m.p.h. \$14,000 lb. (and with front tires 7.00-20, 8 ply or larger.
 School Bus Chassis to meet legal requirements.
 ▲Dual wheel equipment optional at extra cost.

	Sedan Delivery, Coupe Pick-up and Station Wagon on Passenger Car Chassis	Light Delivery	$\frac{3}{4}$ -Ton	$\frac{3}{4}$ -Ton Special	Heavy Duty Conventional	Heavy Duty Cab-Over-Engine (C.O.E.)			Chassis for School Bus	
Wheelbase	113"	113 $\frac{1}{2}$ "	123 $\frac{1}{4}$ "		1133"	150 $\frac{1}{4}$ "	107 $\frac{1}{2}$ "	131 $\frac{1}{4}$ "	156 $\frac{1}{4}$ "	
Clutch	(Disc Type)	9 $\frac{1}{2}$ "	Dry single-plate, ventilated.			Diaphragm-type spring				
Transmission	3-speed, Synchro-Mesh, all helical gear type				4-speed, sliding gear type with provision for power take-off					
	Vacuum gearshift		4-speed transmission available at extra cost							
Propeller Shaft	Tubular steel with solid ends		Coupling shaft connects transmission and propeller shaft with heavy-duty truck universal joints. Also allows for power take-off			Tubular shaft Hotchkiss type	Coupling shaft connects transmission and propeller shaft with heavy-duty truck universal joints. Also allows for power take-off		2 coupling shafts connect transmission and propeller shaft with 3 heavy-duty universal joints	
Universal Joint	Needle bearing		Front: All-metal type, drop-forged steel yokes. Rear: Needle bearing type			Needle bearing front and rear	Front or center: All-metal type drop-forged steel yokes. Rear: Needle bearing type			
Frame	Side Rail Section	Flanged box	Channel							
		4 $\frac{1}{2}$ " deep 2 $\frac{1}{2}$ " wide $\frac{1}{4}$ " wall	5 $\frac{1}{2}$ " deep 2 $\frac{1}{2}$ " flanges $\frac{1}{4}$ " thick	5 $\frac{1}{2}$ " deep 2 $\frac{1}{2}$ " flanges $\frac{1}{4}$ " thick	7" deep 2 $\frac{1}{2}$ " flanges $\frac{1}{4}$ " thick		7 $\frac{1}{2}$ " deep 2 $\frac{1}{2}$ " flanges $\frac{1}{4}$ " thick			
		3 $\frac{1}{2}$ " flange width	3	5	6	5	6	8		
	Cross-member									
Front Spring	Semi-elliptic									
	36" long, 1 $\frac{1}{2}$ " wide		40" long, 2" wide			36" long, 1 $\frac{1}{2}$ " wide				
	8 leaves ⊕ Ride stabilizer	7 leaves ⊕	8 leaves		9 leaves	8 leaves		10 leaves		
Rear Spring	Semi-elliptic									
	49" long 1 $\frac{1}{4}$ " wide	54 $\frac{1}{2}$ " long 1 $\frac{1}{4}$ " wide	45" long 2" wide	45" long, 2 $\frac{1}{2}$ " wide 10 leaves Special soft riding spring (8 leaves) is standard on 133" W.B. Panel and One-Ton Chassis	45" long 2 $\frac{1}{2}$ " wide 10 leaves		45" long 2 $\frac{1}{2}$ " wide Two-stage type 11 leaves			
	8 leaves		9 leaves							
Front Axle	Type	Large drop-forged heat-treated "I" beam							Barrel roller type	
		Ball type							Roller type	
Rear Axle	Type	Hypoid gear, semi-floating				Hypoid gear, full-floating				
		Ratio		3.73 to 1		4.11 to 1		4.55 to 1		5.43 to 1 (6.17 to 1 ratio optional)
Brakes	Type	Hydraulic service brakes, front and rear. Self-aligning, full contact shoes. Mechanical service brakes cut in on rear wheels.								
		Drum dia.			11" front and rear		11" front 14" rear		14" front, 16" rear	
		Lining width			1 $\frac{1}{4}$ " front and rear		1 $\frac{3}{4}$ " front 2" rear		2" front, 3" rear	
Fuel Tank	18 gallons		16 gallons		18 gallons (20-gallon side-mounted tank optional on School Bus Chassis)					
	Station Wagon, 16 gals.		18 gallons in cab							

**Ride stabilizer on Light Delivery Chassis, Light Delivery Panel Truck and Carryall Suburban. *One-Ton chassis also available. *Knee-Action available on Master De Luxe and Special De Luxe. The right is reserved to change specifications, colors or prices without incurring any responsibility with regard to trucks or chassis previously sold. Chevrolet trucks can be purchased on the General Motors Installment Plan—convenient, economical monthly payments. Accessories on all trucks, and spare tires on One-Ton, Heavy Duty Conventional, Heavy Duty C.O.E. and School Bus models, are at extra cost.