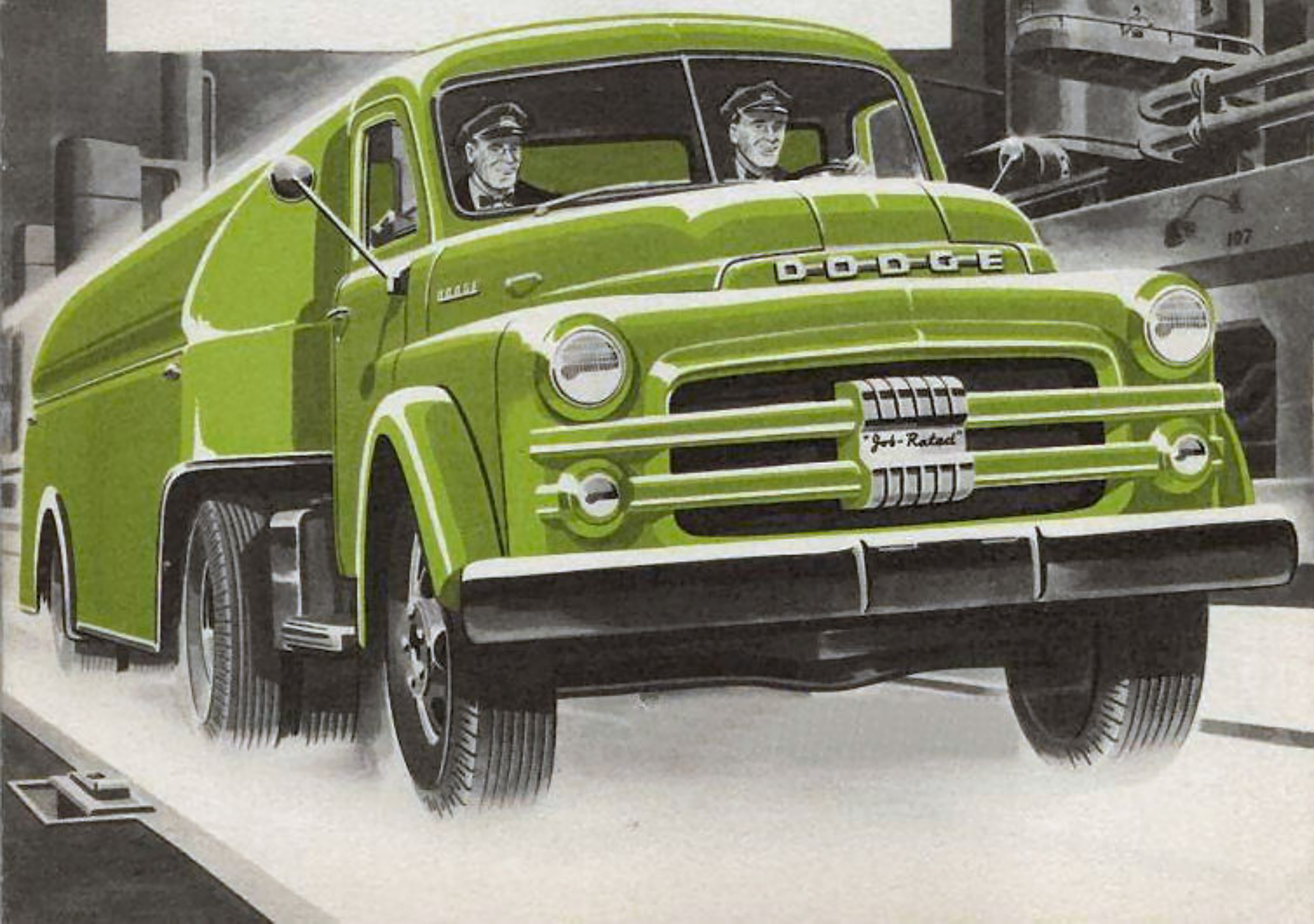


2-TON-HH models

# DODGE

*"Job-Rated"* TRUCKS





# You get the truck that fits your job when you get a DODGE "Job-Rated" TRUCK

"HH" CONVENTIONAL MODELS  
16,000 LBS. G. V. W.  
•  
"HH" TRACTOR MODELS  
28,000 LBS. G. C. W.

## "HH" MODELS

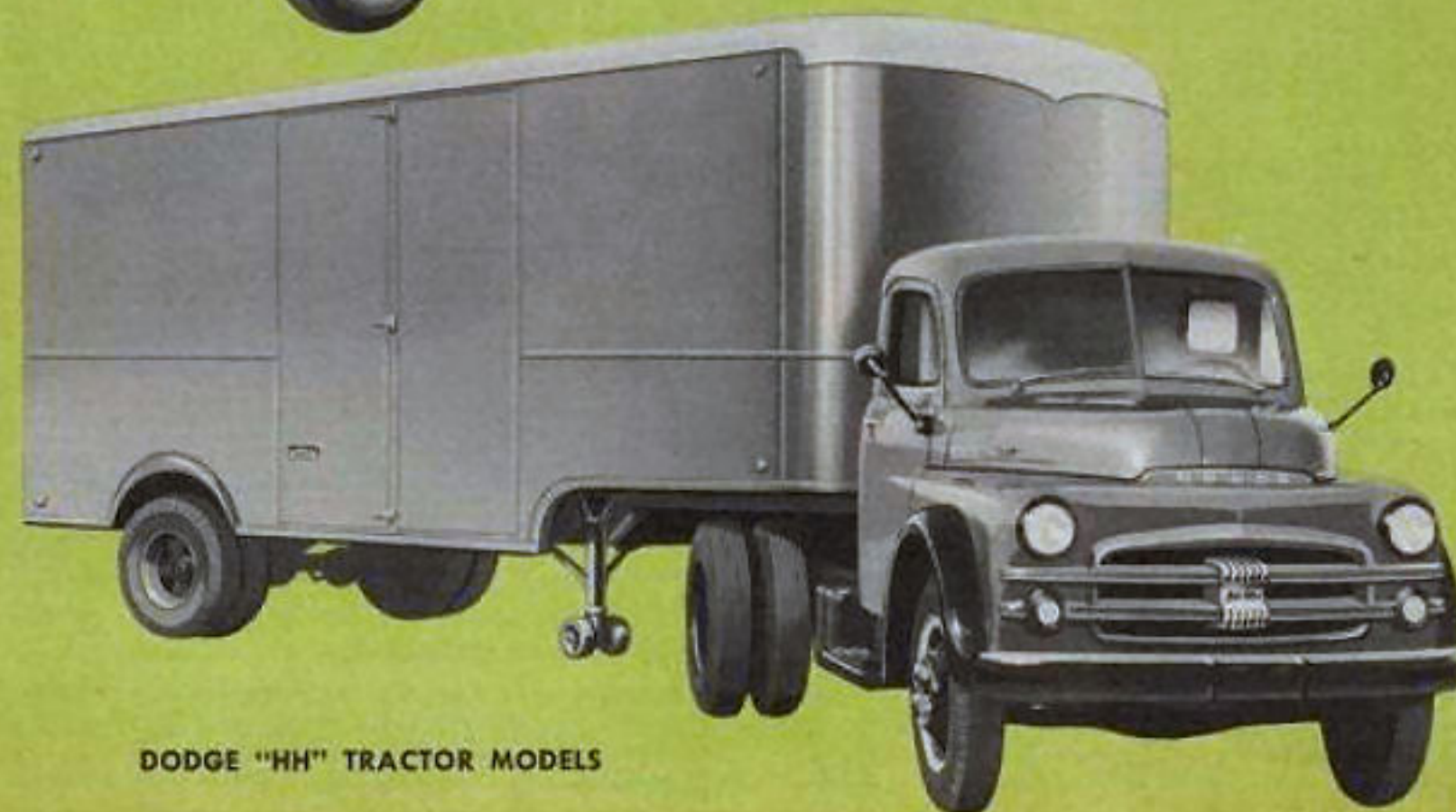
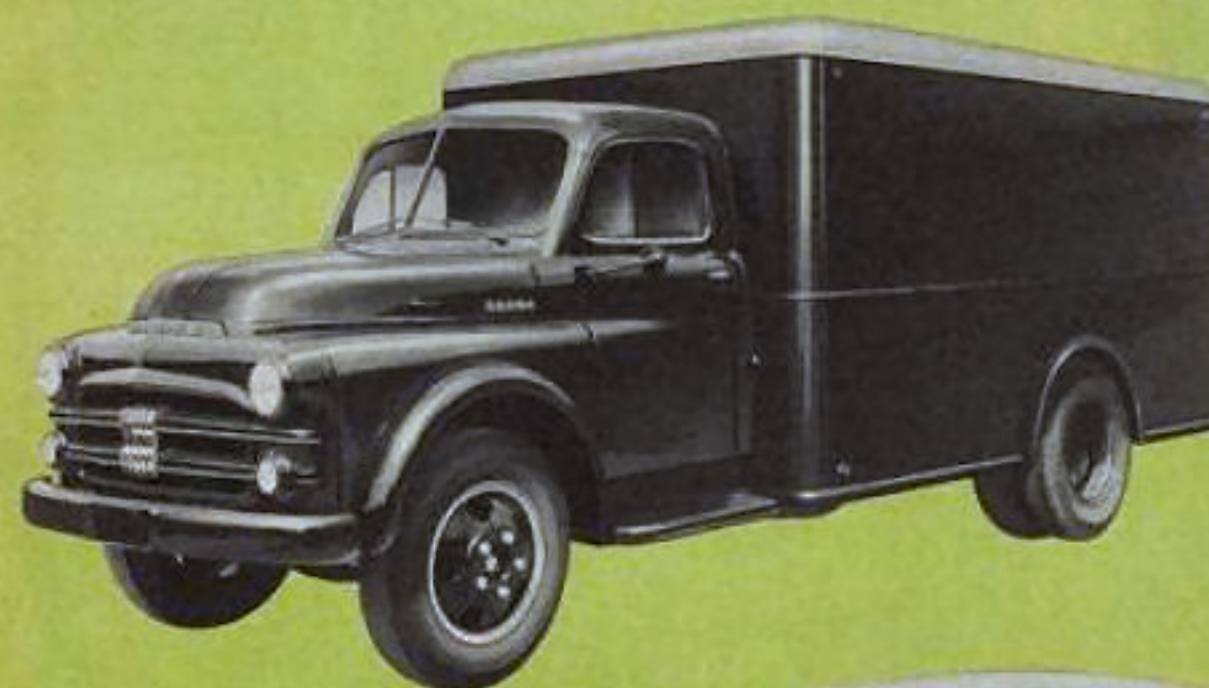
Maximum Gross Vehicle Weight	16,000 lbs.
Maximum Gross Combination Weight	28,000 lbs.
Tires—Front	7.50/20-10PR
Tires—Rear	7.50/20-10PR (Dual)
Axle, Front—Capacity	4,500 lbs.
Axle, Rear—Single-Speed—Capacity	13,000 lbs.
Axle, Rear—2-Speed—Capacity	13,000 lbs.
Springs, Front—Nominal Capacity per Spring	128" W.B.—1,300 lbs. 152", 170" & 192" W.B.—1,600 lbs.
Springs, Rear Main—Nominal Capacity per Spring	4,500 lbs.
Springs, Rear Auxiliary—Nominal Capacity per Spring	1,100 lbs.

Frame Depth—Maximum	8 $\frac{1}{2}$ "
Brakes, Front—Lining Area	120 sq. in.
Brakes, Rear—Lining Area Total	216 sq. in. 336 sq. in.
Brake Booster—Vacuum	Yes
Transmission, Type—Standard	4-Speed Synchro-shift
Transmission, Type—Optional	5-Speed Synchro-shift
Maximum Tire Size Available (Front and Dual Rear)	8.25/20-12PR
Available Wheelbases	128" W.B., 152" W.B., 170" W.B., 192" W.B.
Standard Bodies	9', 12', 14', Stake and Platform

DODGE "HH" MODELS



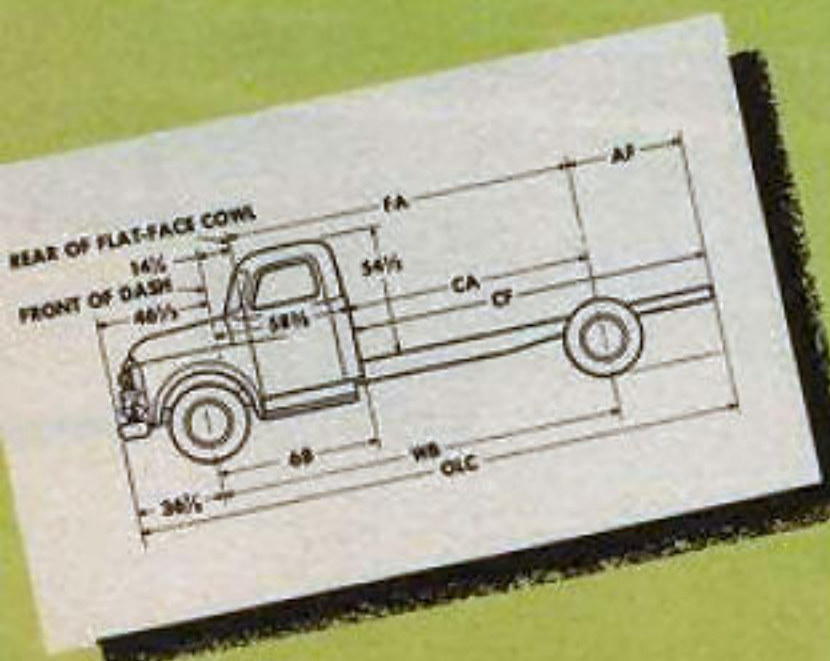
DODGE "HH" MODELS



DODGE "HH" TRACTOR MODELS

## VARIABLE DIMENSIONS AFFECTED BY WHEELBASE

DIMENSION	128" W.B.	152" W.B.	170" W.B.	192" W.B.
CA	60	84	102	124
AF	42 $\frac{1}{2}$	43 $\frac{1}{2}$	60 $\frac{1}{2}$	92 $\frac{1}{2}$
CF	102 $\frac{1}{2}$	127 $\frac{1}{2}$	162 $\frac{1}{2}$	216 $\frac{1}{2}$
FA	104 $\frac{1}{2}$	128 $\frac{1}{2}$	146 $\frac{1}{2}$	168 $\frac{1}{2}$
OLC	207 $\frac{1}{2}$	232	267 $\frac{1}{2}$	321 $\frac{1}{2}$





MORE **POWER** GREATER **ECONOMY** MORE **PROFIT**

**More Horsepower**  
EXTRA POWER PLUS  
MONEY-SAVING  
FEATURES

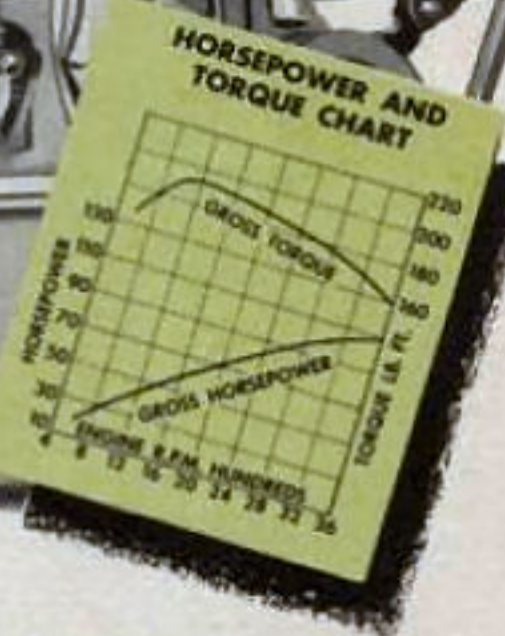
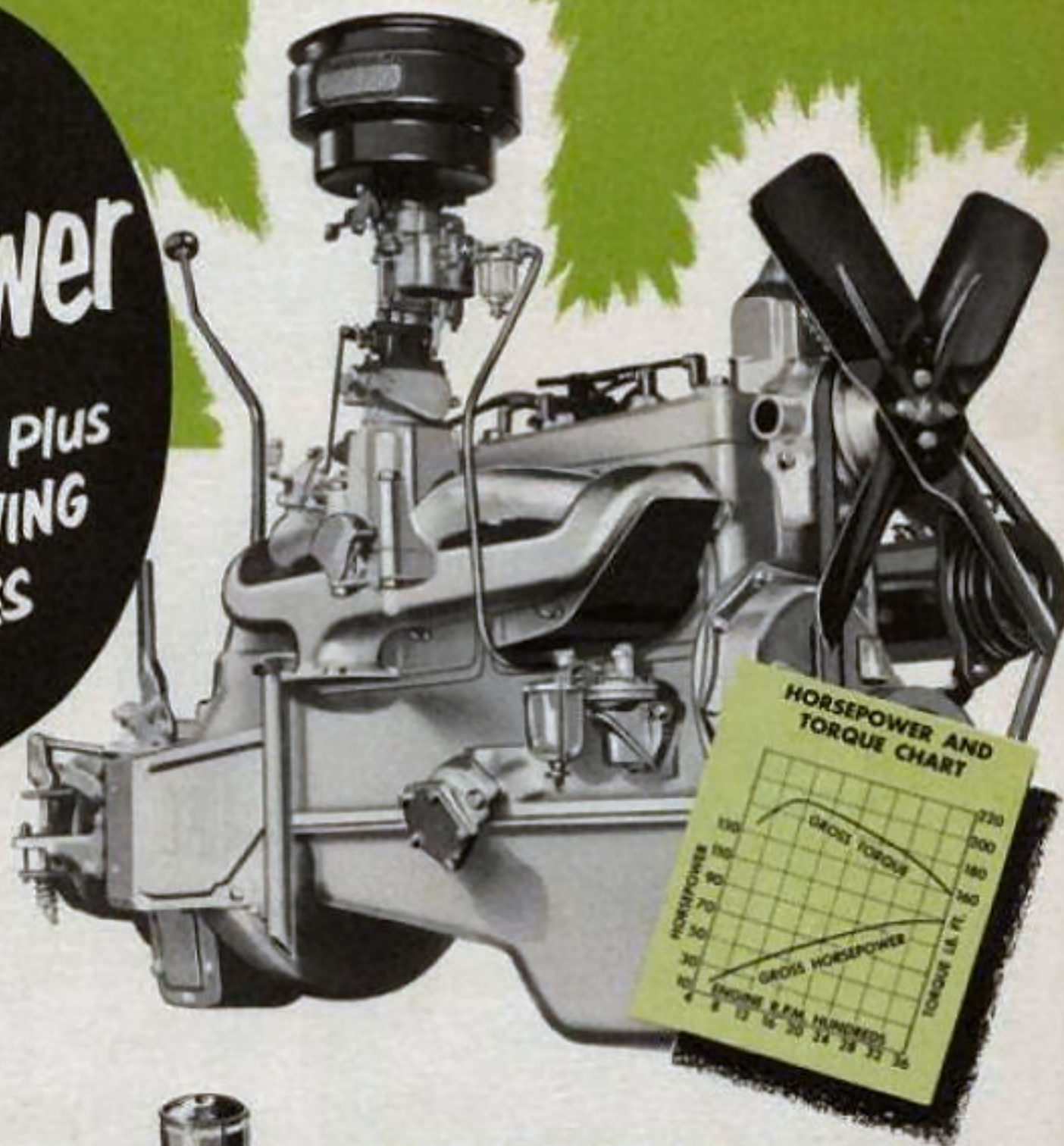
The Dodge "Job-Rated" engine used in "HH" models gives you 109 Gross horsepower . . . to pull your loads easily, economically. You'll have power to spare . . . on the highway, in passing other vehicles, or in traveling uphill.

#### MOISTURE PROOF IGNITION SYSTEM!

Molded synthetic rubber spark plug covers are standard equipment on all Dodge "Job-Rated" trucks. Moisture is thus kept from the plugs and terminals . . . and quick, sure starting in wet weather is more positive.

#### LONG-LIFE INTAKE VALVES!

Intake valves in the engines of "HH" and "HHM" models are constructed of silicon-chromium steel. This alloy is extremely hard and durable, so that it successfully resists intense heat, warping and scaling. Valves last longer, engine repairs are less frequent . . . so that you save time and money.



#### LARGE-CAPACITY FUEL PUMP!

The fuel pump on Dodge "HH" and "HHM" models has greater capacity . . . and prevents excessive pressure. It is extremely dependable, long-lasting and economical.

#### HIGH-TORQUE STARTING MOTOR!

The starting motor utilizes a spiral-splined type of engagement mechanism as well as improved windings. Its starting torque is therefore greater, which means more dependable service, particularly in cold weather.

#### LARGE 45-AMP. GENERATOR!

Because the generator capacity is 45 amps., the battery is better able to maintain a full charge under all conditions. This is especially important when extra electrical equipment (such as heater, radio, etc.) is used.



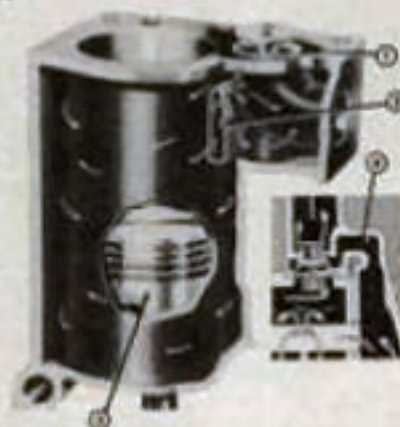
WITH A

# DODGE "Job-Rated" ENGINE

#### STURDY ENGINE COMPONENTS

Each individual part of these rugged Dodge "Job-Rated" engines is designed to take all the punishment your job will give it! For instance, replaceable, precision-type bearings save you money. Four big precision-type main bearings support the dynamically and statically balanced crankshaft. Pistons are of specially coated aluminum alloy. *Extra quality is the keynote in Dodge!*

**1. Exhaust Valve Seat Inserts.** This Dodge feature will reduce your maintenance costs . . . as well as contribute to greater engine economy and longer engine life. Dodge inserts are made of hard, heat-resistant alloy. They guard against pitting and burning of the valve seat, and assure a tight valve seal for thousands of extra miles. Thus, the need for valve grinding is greatly reduced.

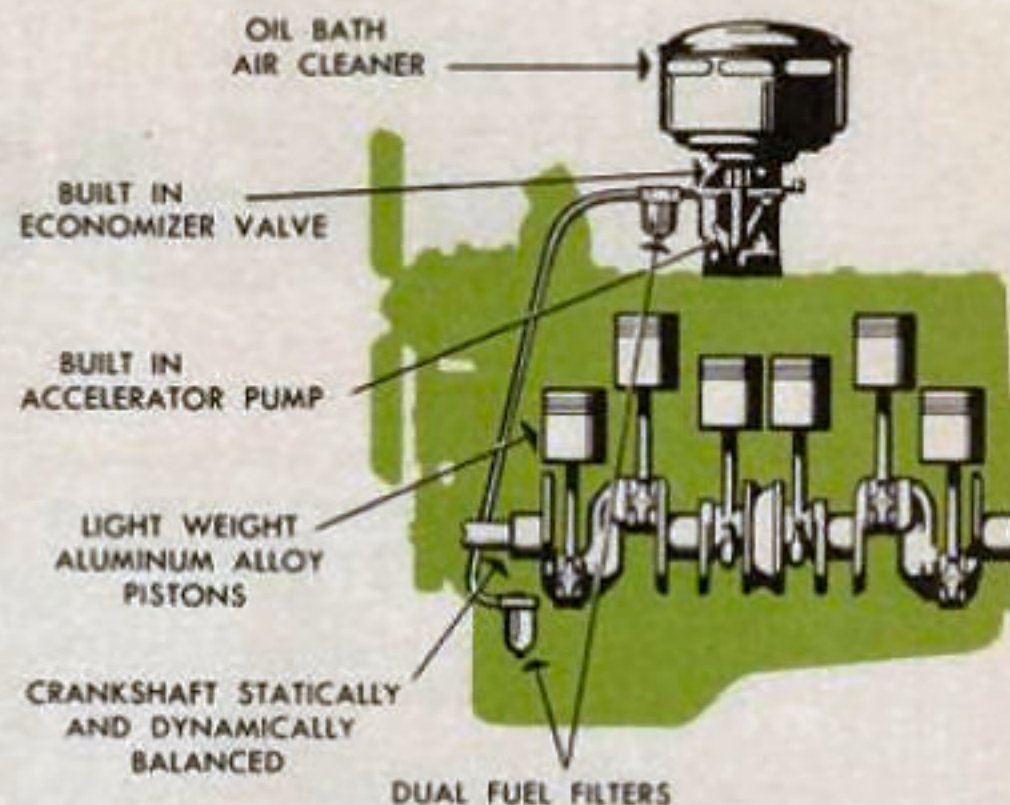


**2. Water Distributing Tube.** Better exhaust valve seat cooling—and hence longer, more trouble-free valve and seat life—is the outstanding benefit of this Dodge feature. It assures that the hottest points in the engine are cooled effectively and equally. Bubbles, which prevent thorough cooling in some truck engines, are washed away by positive water pressure.

**3. Four Rings per Piston** mean better oil economy. Dodge pistons—on the 2-ton models—utilize two oil-control rings instead of one. Thus, there is a larger "drain back" and less likelihood of clogged rings—a major cause of heavy oil consumption.

*Chrome-Plated Top Ring* lasts 3 to 5 times longer than an ordinary top ring. And it reduces cylinder wall scuffing, too. Engine economy becomes greater. Engine overhauls become less frequent.

**4. By-Pass for Water Recirculation** assures uniform engine warm-up. By-pass design safeguards exhaust valve seats and other fast-warming engine parts against destructive hot spots.

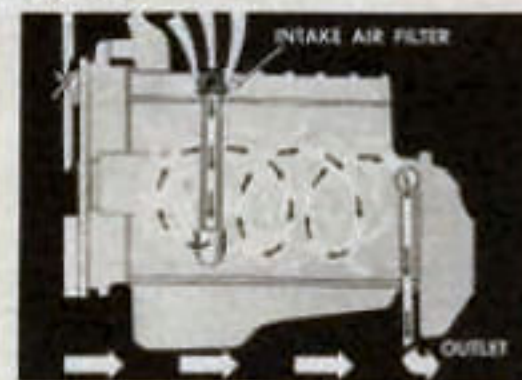


#### A FUEL SYSTEM THAT'S "TOPS"

When you can depend on continuous, high power output with exceptional fuel economy . . . you're sure to be truly satisfied with the truck you've purchased. And high power output with low fuel consumption is exactly what Dodge gives you! The fuel system on Dodge "Job-Rated" trucks includes such advanced features as two fuel filters, large diaphragm-type fuel pump, downdraft carburetor, built-in accelerator pump, automatic warm-up chamber, and oil-bath air cleaner. All are features you'll want in the truck you buy!

#### FILTERED CRANKCASE VENTILATION

The Dodge engine ventilating system provides full crankcase ventilation. What's more, air entering the Dodge engine's crankcase is *filtered* to prolong engine life still further. Incoming air is first cleaned by an oil-wetted filter. This effectively screens out most particles of abrasive foreign matter. With these wear-producing elements kept out of the engine, maintenance costs are reduced, and the life of the engine is lengthened.



#### PLUS Pressure Lubrication System

Oil flow is clean, since it passes through both a floating-type intake screen and either a sealed type or a replaceable element type oil filter. Oil is forced to all main and connecting rod bearings through drilled passages, and splashed to the cylinder walls. Pressure at all speeds is assured by a rotary-type oil pump.



Whatever your needs in the 2-ton field...

# there's a **DODGE "Job-Rated"** 2-ton model that's **RIGHT** for you!

If your work calls for a 2-ton truck, you'll find one that fits your needs in the models shown on these two pages.

Here is a line that enables you to get the *right* truck... the one that *fits your job!*

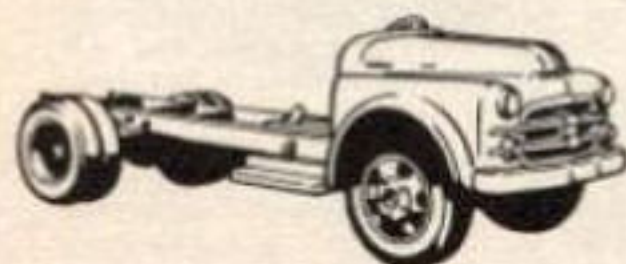
You'll notice that each Dodge model is neat and trim appearing. Each provides the kind of "eye appeal" that is good advertising for you.

It's a fact, too, that Dodge 2-ton models have load-carrying capacities that are unexcelled in their field. And they move these bigger, more profitable payloads at

lower cost... because the "Job-Rated" engine is *right* for the load. This, of course, results in more economical operation and less time out for repairs.

Add exceptional handling-ease and deep-seated cab comfort and you have some idea of exactly what these Dodge models can mean to you in your business.

Dodge "Job-Rated" 2-ton trucks are available with either stake or platform bodies. Chassis are offered with flat-face cowl, windshield cowl or cab, as illustrated.



CHASSIS WITH  
FLAT-FACE  
COWL



DUMP  
TRUCKS



CHASSIS WITH  
WINDSHIELD  
COWL



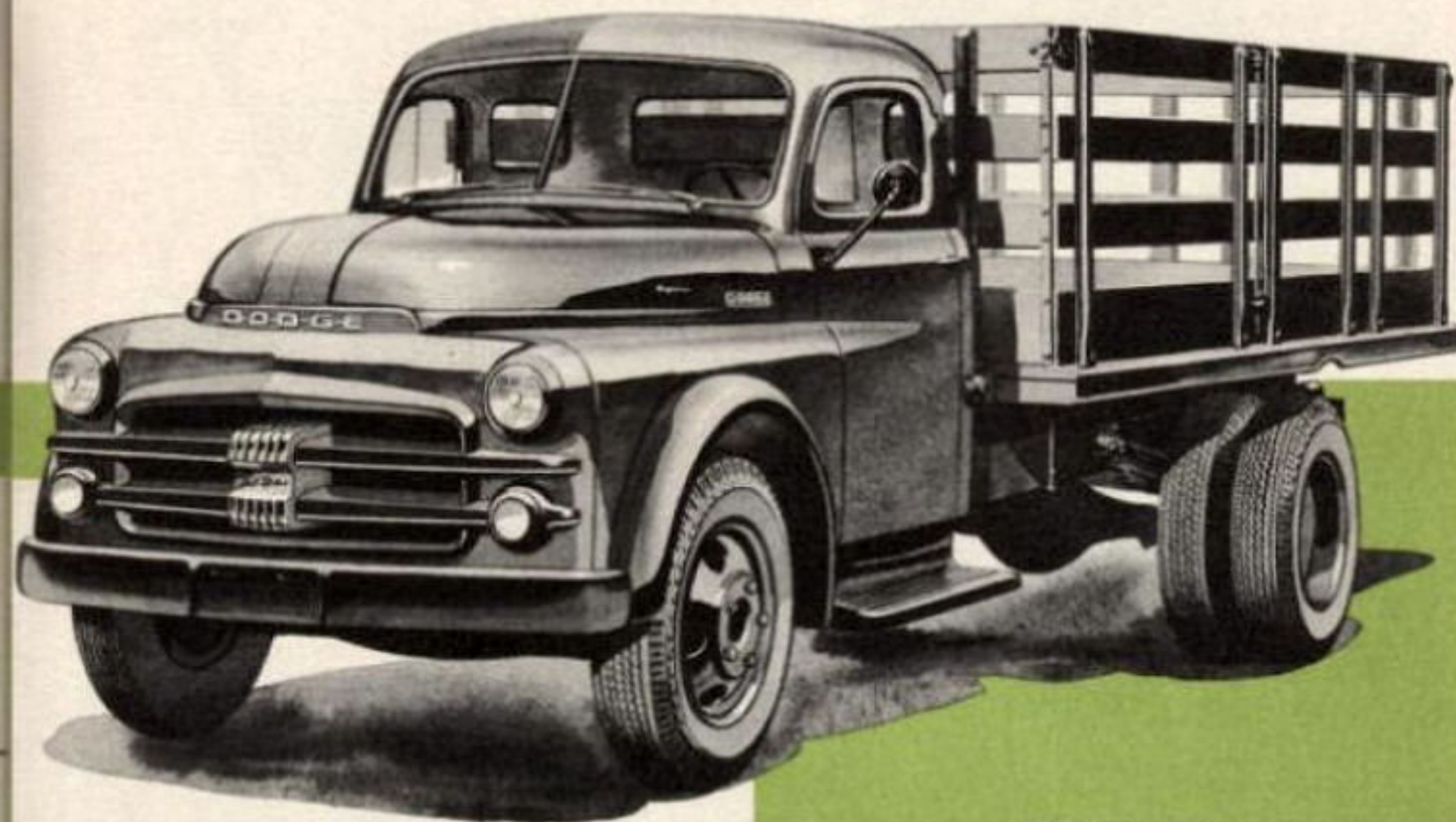
VAN TYPE  
BODIES



CHASSIS  
AND  
CAB



HIGH  
RACK  
BODIES



## STAKE AND PLATFORM

REFRIGERATED  
TRUCKS



Payload and Equipment Allowance—9,725 to 10,675 lbs.

Body Size.....	9 ft.	12 ft.	14 ft.
Platform Area*....	60.6 sq. ft.	81.1 sq. ft.	94.8 sq. ft.
Platform Length*...	106½"	142½"	166½"
Platform Width*...	82"	82"	82"
Height of Stakes...	40"	40"	40"

\*Inside stake body dimensions.



# Chassis features are "Job-Rated" for ➡

Most every operator wants a truck he can *really* depend on . . . under any operating conditions.

Further, he wants a truck that will last for years and give him plenty of driving safety and comfort.

Some of the main reasons why Dodge "Job-Rated" trucks meet these requirements . . . and exceed them . . . are shown on these pages.

You get a chassis that's "Job-Rated" . . . built to fit your job. Frame, clutch, transmission, in fact, every unit in the Dodge chassis is designed to save time and money on your job.

These features are some of the big reasons why Dodge "Job-Rated" trucks can serve you best.

# Top Performance Longer Life Extra Dependability!

1 Extra-long front springs are made of tough special alloy spring steel, for long life and resistance to breakage. The springs are "Job-Rated" for the load to be carried.

2 The brakes of Dodge "Job-Rated" 2-ton models have molded, tapered *Cyclone* linings . . . a feature that assures you of the very finest kind of brake performance! These linings are molded and compressed so as to be thicker at the center than at the ends. Thus, the center makes contact first. Brake operation is quieter than ever before . . . braking operation is smoother, more even . . . the tendency for brakes to grab is reduced . . . and the linings last longer because of more even wear.



3 Notice that the Dodge engine is located in a forward position . . . while the front axle is located farther back. This not only greatly improves maneuverability, but also provides better weight distribution throughout the truck.



4 Smooth, even starts and long life are built into the 11-inch heavy-duty clutch. Features include heat-treated pressure and torsion springs and permanently lubricated ball-type release bearing.

5 This heavy-duty, 4-speed, synchro-shift transmission provides easy, quiet gearshifting. And it's "Job-Rated" for dependability and long life! Gears are wide-faced and precision-cut. This transmission provides extreme flexibility in operating the vehicle.

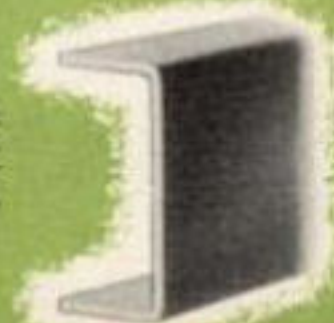


7 A 5-speed synchro-shift, helical gear transmission is available on both "HH" and "HHM" models. It is remarkably quiet and easy to operate.

8 Wheel brake pistons are "anodized"—a process that minimizes corrosion and pitting.



6 This husky "Job-Rated" frame is built to withstand roughest, longest use. Sturdy crossmembers provide greater rigidity and contribute to the truck's long, trouble-free life.



10 Rear springs are "Job-Rated" for the loads they must carry. Built of special alloy spring steel, they're extra tough and shock-resistant.

11 Husky front axles are of drop-forged, carbon steel—giving long, trouble-free service.



12 A 9½-inch sealed vacuum brake booster reduces driver fatigue, insures greater safety. Steel tubes and seal-type fittings, instead of rubber hoses and clamps, insure longer life; guard against cylinder wear, bearing failure, burned valves, clogged rings. Air cleaner inside cab supplies clean air to booster. Standard on all "HH" and "HHM" models.

## Cross-Steering Gives SHORTER TURNING DIAMETERS . . . EASIER HANDLING

Cross-steering, in combination with short wheelbases and wide tread front axles, permits Dodge trucks to turn in a much smaller circle than most competitive trucks!

Note how drag link interferes with left turns in ordinary design—but not in the Dodge design with cross-steering.





You get extra advantages in

# DODGE

## DUAL-PURPOSE MODELS

with 2-speed rear axle

You'll save time . . . cut costs with Dodge dual-purpose models! They're especially well-suited for operation in which trucks "go out" full and return empty . . . for trucking on routes that are both level and hilly, or for off-the-highway work.

Dual-purpose models provide two axle ratios in one axle—an economy ratio and a power ratio.

The economy ratio is used when operating with a light load on level roads or when the truck has reached "rolling" speed with a heavy load.

The power ratio offers an additional gear reduction for climbing grades, pulling through mud, accelerating with a load, or whenever extra pulling ability is needed.

The 2-speed rear axle provides *eight* closely spaced forward speeds with the 4-speed transmission . . . *ten* with the 5-speed transmission. Thus, the driver can select the proper gear reduction to meet most load and road conditions.

### You Profit 4 Ways!

- 1 You get extra pulling ability . . . ability to climb steeper grades with heavy loads in low axle range.
- 2 Gas and oil consumption are reduced . . . engine life is lengthened because of fewer revolutions per mile in high range.
- 3 Hauling schedules are faster with the right gear ratio for all load and road conditions.
- 4 Ability to start smoothly with heavy loads saves wear and tear . . . cuts maintenance costs.



**POWER RATIO**  
(The Low-Speed Range) for Extra Pulling Ability

**ECONOMY RATIO**  
(The High-Speed Range) for Faster Schedules and Greater Economy

It's extra easy to operate!



This convenient button on the gearshift lever operates the vacuum-actuated power shift. The driver can shift the axle alone or he can "split-shift" so that both the axle and transmission ratios are changed at the same time.

## DRIVING IS MORE ENJOYABLE ...SAFER...IN A DODGE "PILOT-HOUSE" CAB

When it comes to spending long hours behind the wheel, you'll agree that a *more comfortable driver is a more efficient driver*. In designing Dodge "Pilot-House" cabs, Dodge engineers kept this fact in mind as a *prime consideration*.

As a result, you'll find plenty of *headroom and legroom*, in a Dodge "Pilot-House" cab. What's more, you'll have better all-round *visibility* in De Luxe and Custom cabs through 1874 square inches of glass area.

In Dodge cabs you ride in a *more restful, more comfortable atmosphere*. That's because these cabs are effectively insulated and soundproofed at the windows, windshield, dash panel, floor, roof, and door panels. Doors extend below the cab floor and a weather strip at the floor line helps prevent drafts.

### Four Additional Features

- 1 **Safety instrument panel**—Instruments are more directly in front of the driver where they're easier to see.
- 2 **Door trim** is of imitation leather. It is brightly colored, washable; provides added insulation against heat and cold.
- 3 **Seat cushion** is thicker, more comfortable. It is soft, yet gives the proper support.
- 4 **Door handles** and window regulators are large and easy to operate!

**The Safety You Want!** You'll be *safer* in a Dodge "Pilot-House" cab. The *Safety-Steel* construction of Dodge cabs provides maximum driver protection as well as longer cab life. Steel is welded to steel throughout. Husky steel braces provide reinforcement at every point of stress. Box-section construction for door posts and other structural units gives additional strength and rigidity. The steel floor is an integral part of the cab body. You benefit from the manufacturing experience gained by Dodge as the "pioneer" of the all-steel cab!

### Adjustable Seats!

Dodge cab seats offer maximum comfort, regardless of the driver's size or weight. A convenient hand lever provides a 4-inch seat adjustment. One and one-half inches of additional fore-and-aft adjustment are available by moving the seat cushion. Seats are "chair-height," too, for utmost comfort.

### Your Choice of Three Cabs

Standard Dodge cab features include sun visor on left side, dual vacuum windshield wipers, cow ventilator. De Luxe cab features include door vent wings, rear quarter windows, sun visor on left side, cow ventilator, dual vacuum windshield wipers. Custom Cab features include door vent wings, rear quarter windows, dome light, armrest on left side, dual sun visors, foam rubber seat padding, de luxe seat back, cow ventilator, dual electric windshield wipers.



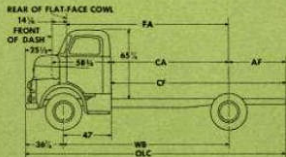
# "Job-Rated" Cab-over-engine models

offer outstanding features!



Dodge "HHM" and "HHMA" cab-over-engine models are more compact than conventional cabs; thus, the driver gets a better view of traffic ahead. Also, the driver is above the glare of approaching headlights . . . and he can see more of the road close to the truck. Steps are at the right height for easy entering or leaving. You'll find, too, that cabs seat three big men with maximum comfort.

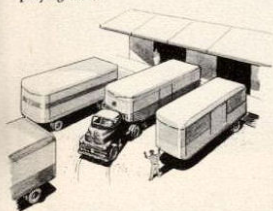
The "Pilot-House" cab used on C.O.E. models is mounted higher than conventional cabs; thus, the driver gets a better view of traffic ahead. Also, the driver is above the glare of approaching headlights . . . and he can see more of the road close to the truck. Steps are at the right height for easy entering or leaving. You'll find, too, that cabs seat three big men with maximum comfort.



DIMENSION	107" W.B.	131" W.B.	161" W.B.
CA	60	84	114
AF	42 1/2	42 1/2	77 1/2
CF	102 1/2	126 1/2	191 1/2
FA	104 1/2	128 1/2	158 1/2
OLC	186 1/2	210 1/2	275 1/2

## Updraft Carburetor Used in C.O.E. Engines

The engine used in the 2-ton C.O.E. models differs slightly from the engine used in the 2-ton conventional models. The C.O.E. engine utilizes an updraft carburetor, rather than a downdraft carburetor. Horsepower and torque range of the 2-ton C.O.E. engine are indicated by the accompanying chart.



## Easier Handling . . . Parking

The compact design and increased driver-visibility of the C.O.E. cabs make close maneuvering in heavy traffic much more effortless.

Also, because of their shorter wheelbase, C.O.E. models are easy to park in small spaces . . . easy to back into narrow places.

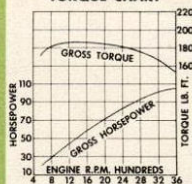


## Shorter Turning Diameter

The 107" wheelbase cab-over-engine model has a turning diameter of only 37 1/2 feet, while the 128" wheelbase conventional cab model (which mounts the same length body) has a turning diameter of 43 feet.

The advantage of the Dodge C.O.E. design becomes even more pronounced when you consider that Dodge conventional cab models have substantially smaller turning diameters than most competitive trucks.

## HORSEPOWER AND TORQUE CHART



## Chassis Specifications

MODELS	HHM and HHMA
Maximum Gross Vehicle Weight	16,250 lbs.
Maximum Gross Combination Weight	28,000 lbs.
Tires—Front	7.50/20-10PR
Tires—Rear	7.50/20-10PR (Dual)
Axle, Front—Capacity	4,500 lbs.
Axle, Rear—Single-Speed Capacity	13,000 lbs.
Axle, Rear—2-Speed Capacity	13,000 lbs.
Springs, Front—Nominal Capacity per Spring	1,600 lbs.
Springs, Rear—Nominal Capacity per Spring	4,500 lbs.
Springs, Rear Auxiliary—Nominal Capacity per Spring	1,100 lbs.
Frame Depth—Maximum	8 1/2"
Maximum Tire Size Available	8.25/20-12PR (Dual)

Note—Chassis specifications not shown are same as conventional models.

## C.O.E. Advantages for Better Maneuverability

	107" W.B.	131" W.B.	161" W.B.
Cab-to-Axle	60"	84"	114"
Body Models	9-Foot Stake	12-Foot Stake	-----
Over-All Lengths (Chassis Only)	186 1/2"	210 1/2"	275 1/2"
Over-All Lengths (Including Std. Body)	194 1/2"	230 1/2"	-----
Turning Diameter—Right or Left (Curb Clearance) minimum	37 1/2 ft.	44 ft.	50 1/2 ft.



# WHAT "Job-Rated" MEANS TO YOU

A truck can be considered "Job-Rated" only when every unit fits the work for which the owner has purchased the truck.

If a truck is to perform with maximum economy and dependability, each unit must be designed not only to fit its own individual job . . . but also to function smoothly with all other units. The engine must furnish the right amount of power. The clutch must be of the right size to transmit that power without undue strain. The frame must be strong enough to carry a full load easily. The transmission, rear axle, brakes, body, tires, *all* must be right for the truck's job.

These are the factors that have been considered *first* in the designing and building of the many models that comprise the complete line of Dodge "Job-Rated" trucks.

Every part of a complete truck must fit its job perfectly . . . to give dependable, economical performance.

## "Job-Rated" means first in quality, too!

Through the years, Dodge has consistently been a pioneer in providing operators with a truck that incorporates the very latest and finest in advanced engineering. This year's B-3 Series, we believe, are the final result of years of careful development . . . of engineering that has "dared to be first."

Following are just a few of the features that were introduced, developed or pioneered by Dodge to give the Dodge buyer a truck of unexcelled quality:

- Hydraulic brakes
- Independent hand brake for complete line
- High-speed truck engines
- Downdraft carburetor
- Rustproofed sheet metal
- Floating power type engine mountings
- Water distributing tube in engine
- Oilite bearings in water pump
- By-pass type thermostat
- One-piece axle housings
- Super-finish for precision parts
- Floating type oil intake
- Direct-acting shock absorbers
- Rotary-type oil pump
- Fluid coupling
- Cyclebond brake linings

only DODGE  
builds  
"Job-Rated" TRUCKS

## SPECIFICATIONS

### ENGINE

Type and Number of Cylinders	..... L-Head, 6
Bore and Stroke	..... 3 1/2" x 4 1/4"
Piston Displacement	..... 236.6 cu. in.
Maximum Horsepower—	
Conv.	..... 109 @ 3600 RPM
C.O.E.	..... 105 @ 3600 RPM
Maximum Torque—	
Conv.	..... 193 lb.-ft. @ 1200 RPM
C.O.E.	..... 186 lb.-ft. @ 1200 RPM
Compression Ratio	..... 6.6 to 1
Piston Material	..... Aluminum Alloy
Piston Rings, Number per Piston	..... 4
Top Piston Ring Surface Coating	..... Chrome-plated
Lubrication	
Type	..... Pressure
Oil Pump, Type	..... Rotary
Oil Pump Intake, Type	..... Floating Screen
Crankcase refill—capacity	..... 6 qts. with Filter
	..... 5 qts. without Filter

Valve Tappets	..... Adjustable
Exhaust Valves	..... Silicon-Chromium Steel
Seat Inserts	..... Special Alloy
Intake Valves	..... Silicon-Chromium Steel
Cooling System	
Capacity	..... 19 1/4 qts.
By-pass for water recirculation	..... Yes
Water distributing tube	..... Yes
Main and Connecting	
Rod Bearings	..... Replaceable, Prefitted Type
Spark Plugs, Type	..... Resistor
Generator, Standard	..... 45 Amp.
Fuel System	
Number of Filters	..... 2
Air Cleaner	..... Oil-bath type
Carburetor—	
Conventional	..... Plain Tube Downdraft
C.O.E.	..... Plain Tube Updraft

### CHASSIS

Service Brakes	..... 536 sq. in. Lining Area
"Stepped Design" wheel brake cylinders.	
Cyclebond brake lining	
Parking Brake	..... 67.5 sq. in. Lining Area
Drive shaft type. Entirely separated from, and independent of, the service brakes.	
Springs	..... Front 45" x 2"
Long front and rear special alloy steel springs.	
Rear 52" x 2 1/4"	
Clutch	..... 123.7 sq. in. Frictional Area
Large, heavy-duty clutch provides greater area for increased capacity and longer lining life.	
Single-Speed Axle	..... 6.285 or 6.833 to 1
Dodge provides two single-speed ratios in each truck may better fit its hauling job.	
Two-Speed Axle	..... 5.83/8.11 or 6.33/8.81 to 1
Choice of many ratios to insure a more efficiently "Job-Rated" truck.	
Control located on gearshift lever. Easier to "split gears"—to shift axle and transmission at same time.	
Steering Gear	..... 22.3 to 1 Ratio. 18" diameter
Worm and roller type.	
Frame and Bumper	..... Side Rails max. 8 3/4" depth x 2 1/2" flange width x 3/4" thick.
Dodge "Job-Rated" frames are designed to give minimum deflection under load, and reduce body strain, thereby increasing body life.	
Channel-type front bumper is riveted and gusseted to frame, and also acts as a front crossmember.	
Front Axle	..... 4,300 lbs. capacity
"J" Beam. Medium-carbon drop-forged steel on conventional models.	
High-carbon drop-forged steel on C.O.E. models.	
Transmission	..... 4-Speed Synchro-shift—standard.
Choice of transmission to insure a better "Job-Rated" truck under various conditions.	
5-Speed Direct-in-Fifth Synchro-shift—extra equipment.	
Wheels	
20-inch diameter, 5-Stub—Disc (wide base) type.	..... Standard
Drive Line	
Friction and backlash reduced by use of 4 needle bearings for each joint. Large-diameter, lightweight, tubular propeller shafts provide great strength and resistance to whipping at high speeds.	..... Standard

Specifications Subject to Change Without Notice



*With all their extra value*

# DODGE TRUCKS

*are priced with the lowest*