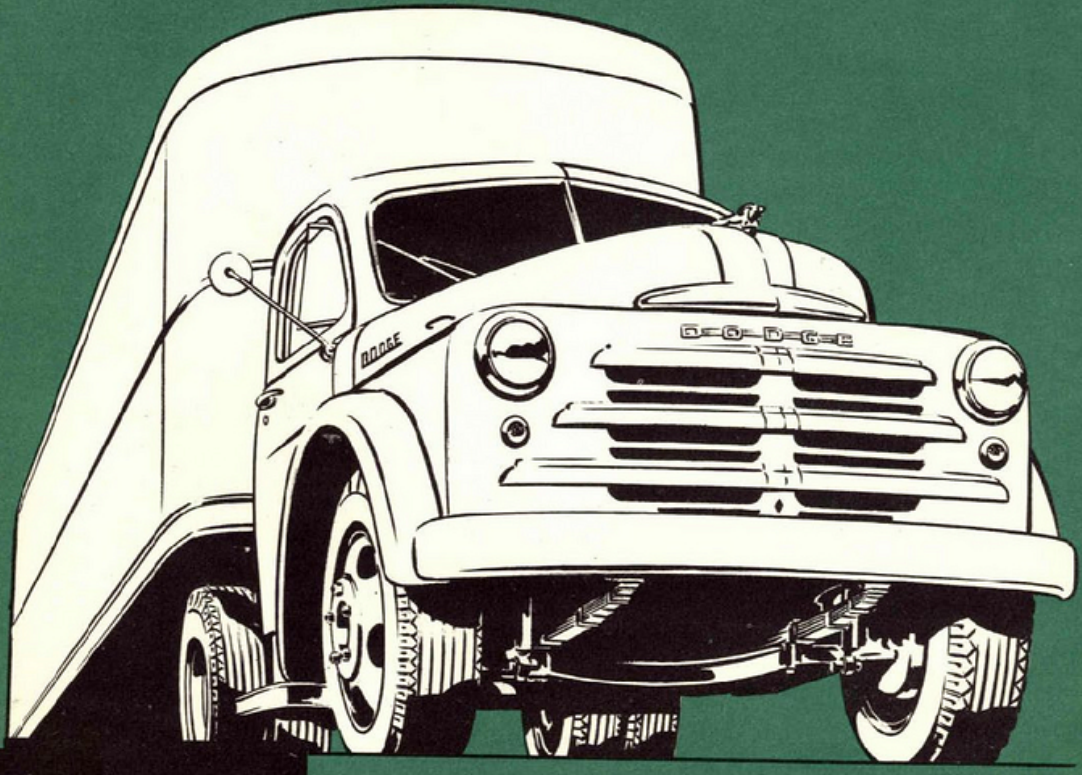
DODGE

"Job-Rated" TRANSPORTATION

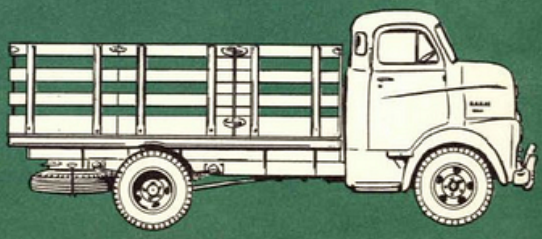


"HH" & "HHM" MODELS

16,250 LBS. MAX. G.V.W.

11,275 LBS. MAX. BODY and PAYLOAD ALLOWANCE

NOMINALLY RATED 2 TON MODELS



Only DODGE builds "Job-Rated" trucks!

• Cab-Over-Engine as well as conventional models available

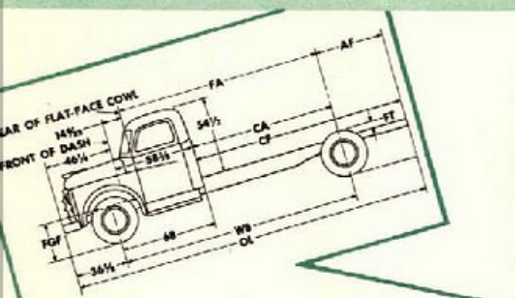
DODGE "Job-Rated" TRUCKS 15,500 Lbs. to 16,250 Lbs. G.V.W.

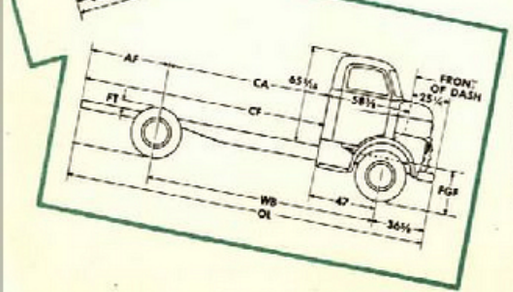
There's one to fit your job . . . save you money

"HH" MODELS

	Code 155	Code 160
Maximum Gross Vehicle Weight	15,500 lbs.	16,000 lbs.
Maximum Gross Combination Weight	—	28,000 lbs.
Tires—Front	7.50/20—10P	7.50/20—10P
Tires—Rear (Dual)	7.50/20—10P	8.25/20—10P
Axle, Front—Capacity	4,500 lbs.	4,500 lbs.
Axle, Rear—Single Speed—Capacity	13,000 lbs.	13,000 lbs.
Axle, Rear—2 Speed—Capacity	13,000 lbs.	13,000 lbs.
Springs, Front—Nominal Capacity per Spring (Max.)	1,600 lbs.	1,600 lbs.
Springs—Rear Main—Nominal Capacity per Spring (Max.)	4,500 lbs.	5,000 lbs.

	Code 155	Code 160
Springs, Rear Auxiliary—Nominal Capacity per Spring	1,100 lbs.	1,100 lbs.
Frame Depth—Maximum	8⅜"	8⅜"
Brakes, Front—Lining Area	120 sq. in.	120 sq. in.
Brakes, Rear—Lining Area	216 sq. in.	216 sq. in.
Brake Booster—Vacuum	Yes	Yes
Transmission, Type—Standard	4-Speed Synchro-shift	4-Speed Synchro-shift
Transmission, Type—Optional	5-Speed Synchro-shift	5-Speed Synchro-shift
Maximum Tire Size Available	8.25/20—12P	8.25/20—12P
Available Wheelbases	128" W.B., 152" W.B., 170" W.B., 192" W.B.	
Standard Bodies	9' Platform, 9' Stake 12' Platform, 12' Stake 14' Platform, 14' Stake	





CONVENTIONAL

Dimension	128" W.B.	152" W.B.	170" W.B.	192" W.B.
CA	60"	84"	102"	124"
AF	42 15/32"	43 3/32"	60 29/32"	92 29/32"
CF	102 15/32"	127 3/32"	162 29/32"	216 29/32"
OL	207 3/32"	231 25/32"	267 17/32"	321 13/32"
FA	104 3/32"	128 3/32"	146 3/32"	168 3/32"
Frame Width	34"	34 1/16"	34 3/32"	34 3/16"

C.O.E.

Dimension	107" W.B.	131" W.B.	161" W.B.
CA	60"	84"	114"
AF	42 15/32"	42 15/32"	77 1/2"
CF	102 15/32"	126 15/32"	191 1/2"
OL	186 3/32"	210 1/32"	275 1/8"
Frame Width	34"	34 1/16"	34 1/8"

CHASSIS AND CAB

CHASSIS WITH FLAT-FACE COWL

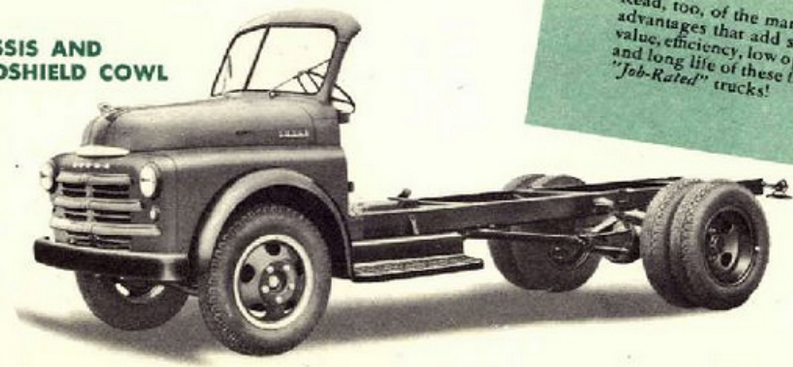
If *your* hauling requirements call for a truck with gross vehicle weight capacities ranging from 15,500 to 16,250 pounds . . . study this folder carefully!

Here you will find important reasons why and how the Dodge *"Job-Rated"* "HH" model can save you time and money . . . and give you a more efficient, longer-lasting truck.

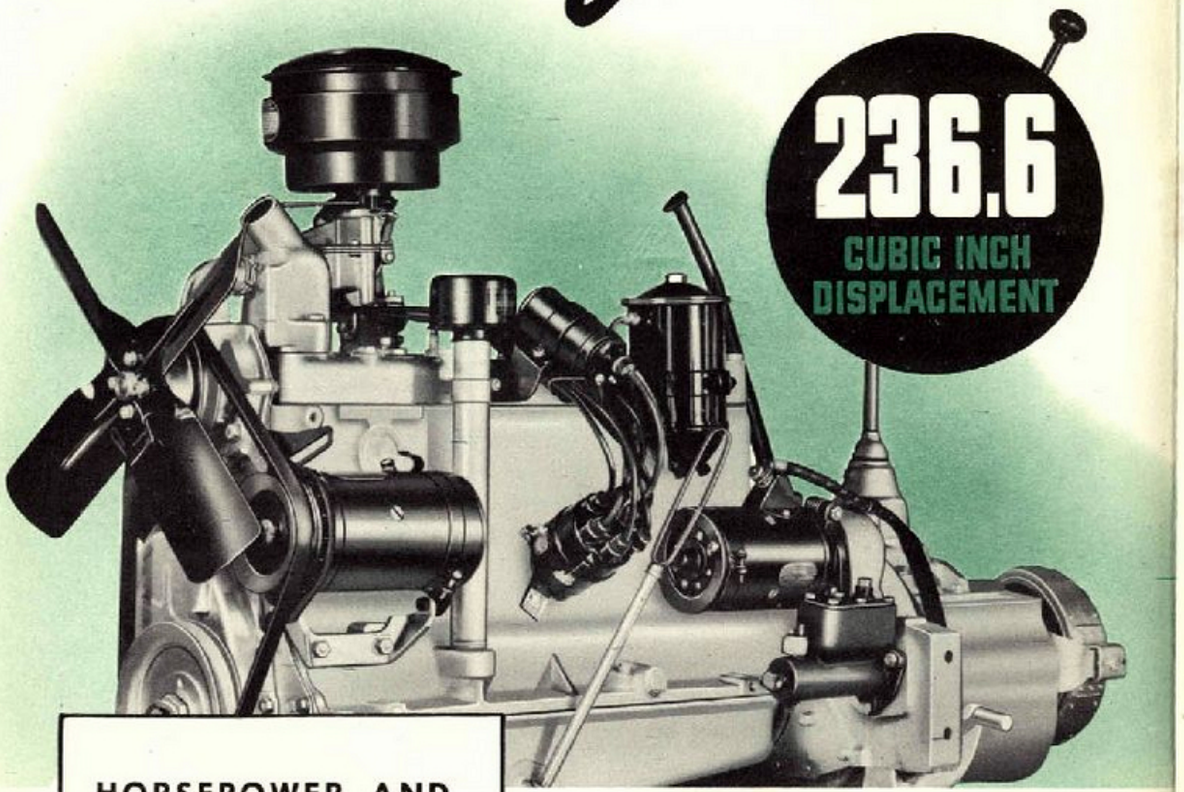
Read how these sturdy "2-Tonners" are *"Job-Rated"* to provide exactly the right combination of power and economy . . . plus exactly the *right* load-*supporting* and load-*moving* units.

Read, too, of the many features and advantages that add so much to the value, efficiency, low operating costs, and long life of these famous Dodge *"Job-Rated"* trucks!

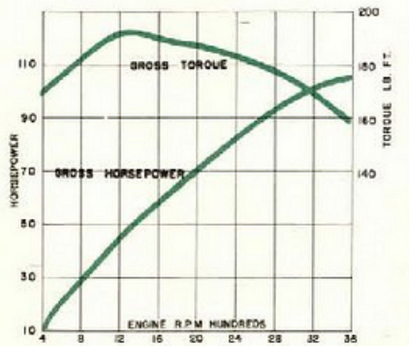
CHASSIS AND WINDSHIELD COWL



Profit from "Job-Rated"



HORSEPOWER AND TORQUE CHART



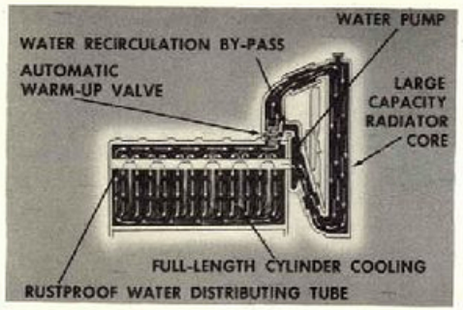
When you buy a Dodge truck, it is powered with an engine *"Job-Rated"* for *performance* with *economy!*

The engine used in these trucks is *"Job-Rated"* especially for the loads they are built to haul. It's engineered to provide *maximum* power at practical operating speeds.

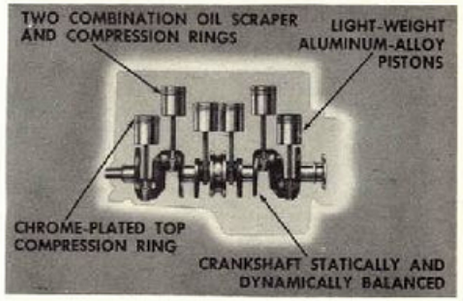
Like all Dodge truck engines, it is designed and precision built *to fit the job* . . . YOUR job. It has exactly the right power for satisfying low-cost, long-life operation.

Study the engine features, the many examples of Dodge quality engineering . . . shown on the opposite page. They offer improvements and refinements that contribute much to the operating efficiency, the day-in-and-day-out dependability, the long life, and the exceptional economy of these Dodge *"Job-Rated"* trucks.

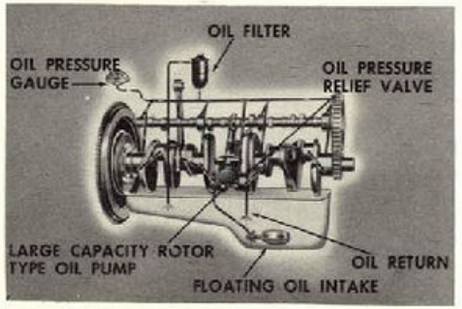
POWER and ECONOMY!



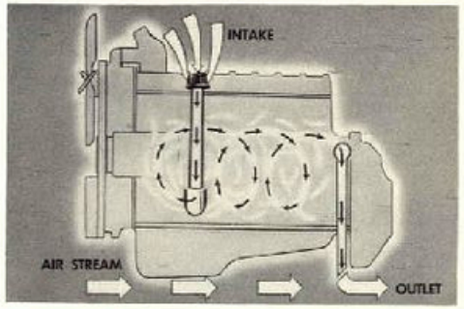
COOLING SYSTEM: Highly effective cooling system contributes greatly to efficient engine operation, and reduced wear on parts. Full-length water jackets provide uniform cooling. Water from radiator is jet-sprayed around exhaust valve seats from an efficient distributing tube. Efficient pump assures high-volume flow. Thermostatically controlled by-pass gives quicker, even warm-ups, saves fuel, eliminates hot spots.



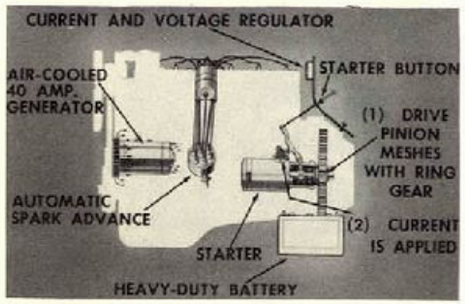
ENGINE COMPONENTS: Replaceable precision-type, multiple-layer bearings save you money. Four big multiple-layer, precision-type main bearings support the rugged, dynamically and statically balanced crankshaft. Bearing surfaces are hardened by a special electrical induction process. Specially coated aluminum alloy pistons, with four rings, are cooler operating, closer fitting, easier on bearings; save gas and oil.



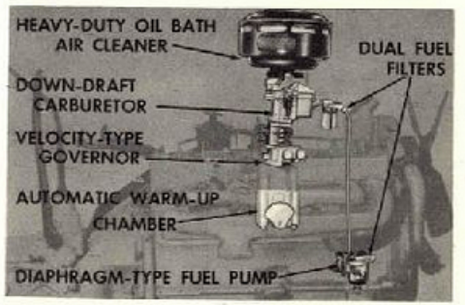
LUBRICATION SYSTEM: Your investment in these Dodge *"Job-Rated"* trucks is safeguarded by an efficient and dependable *full-pressure* lubrication system. Oil flow is clean, strained by a floating-type intake screen that avoids froth and sediment. Pressure at all speeds is assured by a high capacity rotor-type oil pump. Oil is forced to all main and connecting rod bearings through drilled passages, and splashed to the cylinder walls.



VENTILATION SYSTEM: For extra oil savings and engine protection, Dodge provides *full crankcase ventilation.* Air is drawn in through a copper mesh filter in the oil filler cap. Forward motion of vehicle causes rushing air to form a vacuum at the crankcase outlet pipe. Thus...water, vapors, and acid fumes are expelled from the engine, minimizing possibilities of sludge formation, oil dilution, and destructive etching.

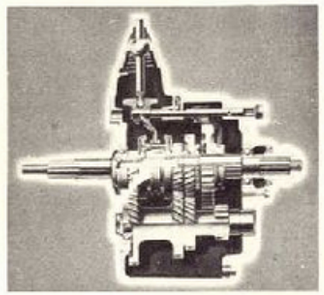


ELECTRICAL SYSTEM: This is a completely splash-proof and dust-proof electrical system, with resistor-type spark plugs. Features contributing to dependable long-life operation include a shunt-wound, air-cooled 40-amp. generator, automatic spark advance, voltage-current regulator, and heavy-duty battery. Starter pinion teeth must be safely meshed with the ring gear on the flywheel before electrical contact is made.

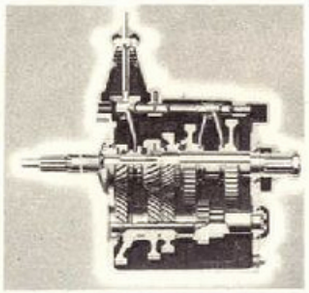


FUEL SYSTEM: High power output with remarkable economy results from the simple, yet highly efficient fuel system that is an outstanding feature of Dodge *"Job-Rated"* trucks. Modern engineering advancements include large, diaphragm-type fuel pump, dual fuel filters, advanced type carburetor, built-in accelerator pump, automatic warm-up chamber, and oil-bath air cleaner.

Profit from the QUALITY and ECONOMY of these "Job-Rated" Chassis Features!



Noteworthy among the standard equipment features of these new trucks is a new 4-speed synchro-shift transmission. It provides extreme flexibility in operating the vehicle; contributes to greater durability, and long life. Features include husky integrally forged, precision-cut, wide-faced gears, and the liberal use of anti-friction bearings.



A new synchro-shift 5-speed transmission, direct in fifth, with helical gears, is available on these "HH" and "HHM" models. It is remarkably quiet and easy to operate.

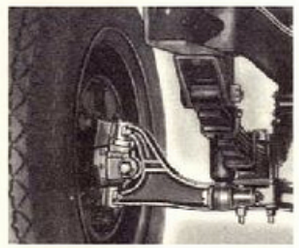
Beneath the massive appearance of these great new 2-ton Dodge *"Job-Rated"* trucks are rugged, long-lasting chassis that are outstanding in their field.

It stands to reason that a chassis that's engineered and built to fit a definite job is safer, will operate more economically, is more dependable, and will last longer.

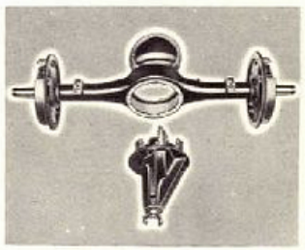
You get *all* these advantages in Dodge chassis because they're *"Job-Rated"* . . . *to fit the job!*

Every unit . . . clutch, transmission, rear axle, gear ratio, brakes, frame, springs and tires . . . is *"Job-Rated"* to haul *your* loads over *your* roads . . . with time- and money-saving efficiency.

Take time . . . NOW . . . to read about and study each of the many fine features of these Dodge *"Job-Rated"* chassis!

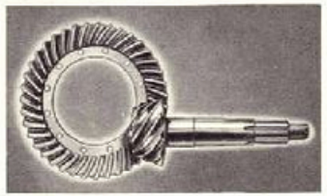


Husky front axles are of drop-forged, high-carbon steel—giving long, trouble-free service.

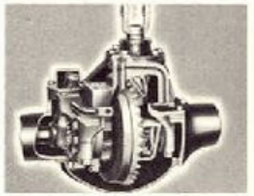


Full-floating hypoid rear axles combine strength with easy servicing. The pinion and differential assemblies are mounted in a carrier; are easily removed for servicing.

The foundation of these great 2-ton trucks is their rugged deep-channel frame—a frame engineered and built to stand tough, hard usage and whose strength makes reinforcements unnecessary, except on 192" w.b. Sturdy crossmembers provide great rigidity, and contribute to the truck's long, trouble-free life.



Hypoid rear axles have massive pinion gear, with large gear contact area for greater strength and quietness.

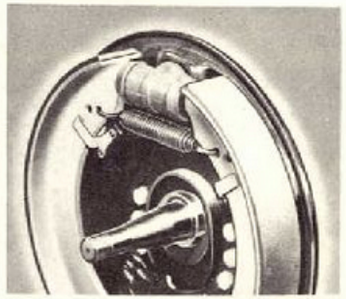


"Dual purpose," 2-speed axles are available to give you (1) extra power and lugging ability for heavy hauling, (2) economy and speed for level roads, or with light loads, and (3) greater maneuverability because of easy shifting in heavy traffic.

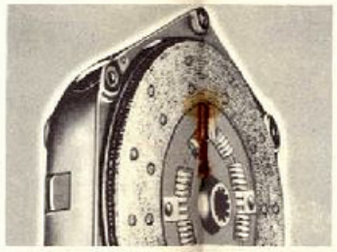
An exclusive type of 9 ½-inch *treated* vacuum brake booster substantially reduces driver fatigue and insures greater safety. Steel tubes and positive seal-type fittings, instead of rubber hoses and clamps insure dependable, longer-life operation; guard against cylinder bore wear, bearing failure, burned valves, and clogged rings. This unit is standard on all "HH" and "HHM" models.

Amola steel rear springs are extra tough and shock resistant. Their capacity is *"Job-Rated"* to provide the proper degree of flexibility for the truck's rated models. Auxiliary rear springs are available as standard or extra equipment on all models.

Extra-long front springs are made of tough Amola steel, famous for long life, and resistance to breakage. They're shackled at the rear end to absorb road shock —and always *"Job-Rated"* for the load to be carried.

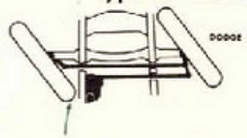


Powerful "equal-pressure" hydraulic 4-wheel brakes insure safe, sure, smooth stops . . . always under driver control. Service braking area is 336 square inches. Linings are Cyclebonded for longer, more even wear, and better holding. A separate emergency braking system provides an additional braking area of 56.4 square inches.

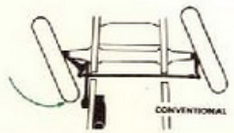


Positive engaging action; smooth, even starts, and long life are built into the 11-inch heavy-duty clutch. Features include heat-treated pressure and torsion springs, and permanently lubricated ball-type release bearings. Permanently adjusted eye-bolts automatically compensate for lining wear.

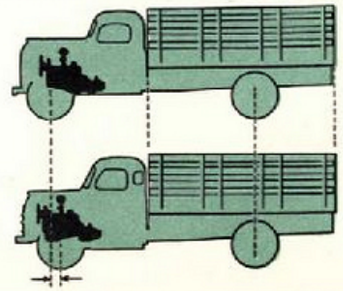
Shorter Turning Diameters . . . Easier Handling . . . result from new type of Cross-Steering and Better Weight Distribution



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



With cross-type steering, in combination with shorter wheelbases and wider tread front axles, you can turn these Dodge "HH" models completely around in much shorter circles—either right or left.



By moving the front axle back, and the engine forward, Dodge has achieved not only greatly improved maneuverability—but also better weight distribution throughout the vehicle.

Profit from the SAFETY and COMFORT of . . .
New "PILOT-HOUSE" Cabs

Note the unobstructed and undistorted *vision* of these cabs. Windshields and windows are high and wide, providing 1,802 square inches of glass area. Rear quarter windows are available and add still more to vision and to safety. With this increased glass area throughout, you get "Pilot-House" vision . . . in *all* directions.

They're the *safest* cabs ever built, too, with all-steel construction. Completely lined; insulated against heat, cold and dust. Cowl ventilators and defroster outlets are standard.

Three adults can ride comfortably on the wide, adjustable "AIR-O-RIDE" seats. Forward location of gearshift and hand brake levers permit driver to enter or leave cab readily from either side. All instruments are easily removed from the driver's side, permitting quick and economical maintenance.

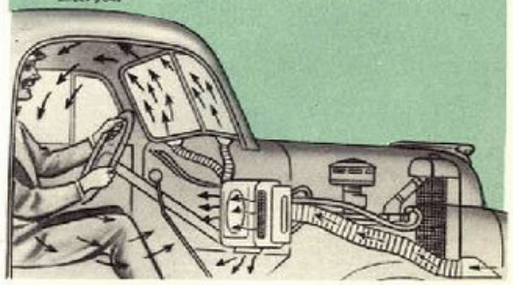
Driving in these spacious and comfortable cabs is like "sitting on top of the world" . . . with all the road yours to command!

New Comfort!

1. PLENTY OF HEADROOM
2. STEERING WHEEL . . . right where you want it.
3. NATURAL BACK SUPPORT
4. PROPER LEG SUPPORT . . . under the knees where you need it.
5. CHAIR-HEIGHT SEATS . . . just like you have at home.
6. AIR-O-RIDE SEATS . . . adjustable to weight of driver and road conditions.
7. 7-INCH SEAT ADJUSTMENT . . . with safe, convenient hand control.

New All-Weather Ventilation

For maximum driving comfort . . . vent windows and an "All-Weather" heating system are available. These provide clear vision . . . always. You drive in comfort whether the thermometer is ten below zero or a hundred above. Rain, fog and sleet need no longer affect you.

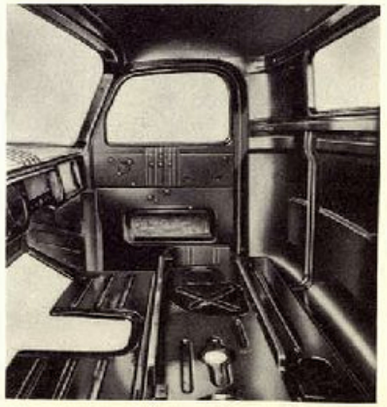


INSULATED and SOUNDPROOFED!

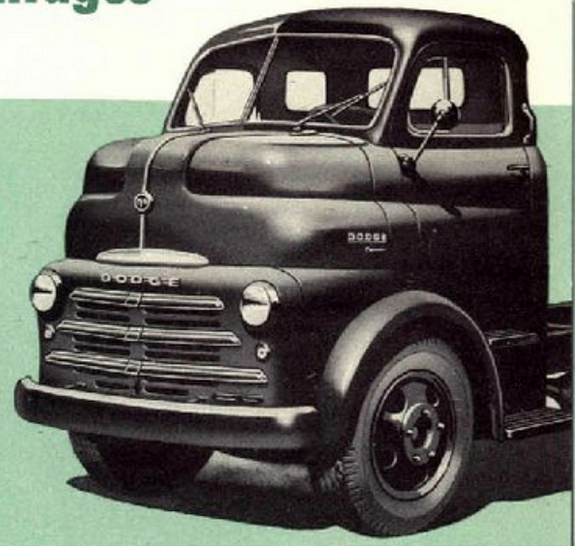
Cab windshield and rear windows are set in a heavy rubber weatherseal, which facilitates glass replacement. Thick insulation is used on dash to keep out engine heat and noise. Floor and roof are insulated, and sound-deadening material on door panels guard against drumming. Doors extend below floor to keep out drafts, and are sealed by sponge rubber on outer door edge openings and across door at floor line.

SAFETY-STEEL CONSTRUCTION!

Cabs are steel welded to steel . . . top, doors and sides . . . to provide maximum driver protection; prolong cab life. Husky steel braces reinforce steel at every point of stress. Box section construction for door posts and other structural units adds strength and rigidity. The steel floor is an integral part of the cab body.



Cab-Over-Engine Models "HHM" and "HHMA" Offer Important Advantages



Cab-over-engine models offer definite advantages over conventional cab models for certain types of operation.

Their compact design requires a much shorter wheelbase to accommodate the right C.A. dimension for a given body length. Likewise, C.O.E. design permits mounting a much longer body than would be possible on a conventional cab model of a comparable wheelbase.

"Pilot-House" cabs, with rear quarter windows, are available on all C.O.E. models. Because he sits higher the driver gets unobstructed view of traffic ahead. He's above the glare of approaching headlights, too. He can see the road close to the truck.

Yet, steps are located at an easy-to-reach height . . . you step in or out with ease. And in this *three-man* cab you can move easily from door to door.

Front opening hoods are another new convenience feature of these C.O.E. cabs. The hood is hinged at the rear, and held closed by two clamps. There are no bolts to remove.

Short Cab-Over-Engine Wheelbases . . . Easy Handling and Parking

CHASSIS SPECIFICATIONS

	HHM MODELS	
	Code 157	Code 162
Maximum Gross Vehicle Weight	15,750 lbs.	16,250 lbs.
Maximum Gross Combination Weight	—	28,000 lbs.
Tires—Front	7.50/20—10P	7.50/20—10P
Tires—Rear	7.50/20—10P	8.25/20—10P
Axle, Front—Capacity	4,500 lbs.	4,500 lbs.
Axle, Rear—Single Speed Capacity	13,000 lbs.	13,000 lbs.
Axle, Rear—2-Speed Capacity	13,000 lbs.	13,000 lbs.
Springs, Front—Nominal Capacity per Spring (max.)	1,900 lbs.	1,900 lbs.
Springs, Rear—Nominal Capacity per Spring (max.)	4,500 lbs.	5,000 lbs.
Springs, Rear Auxiliary—Nominal Capacity per Spring	1,100 lbs.	1,100 lbs.
Frame Depth—Maximum	8½"	8½"
Maximum Tire Size Available	8.25/20—12P	8.25/20—12P

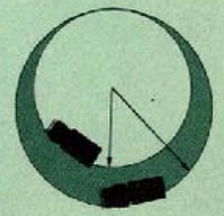
NOTE: Chassis specifications not shown are same as conventional models.

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 or Platform	12-Foot Stake or Platform	—
Over-All Lengths (Chassis Only)	186½"	210½"	275⅛"
Over-All Lengths (Incl. Std. Body)	183¾"	229⅞"	—
Turning Diameter—Right or Left (Curb Clearance)	39 ft.	45½ ft.	54 ft.

At loading docks, in narrow streets and alleys, in congested traffic, for curb parking . . . wherever movement is restricted . . . the easier handling provided by the shorter wheelbases of C.O.E. design will be much appreciated. In addition to easier handling and parking, cab-over-engine models require appreciably less garage space.

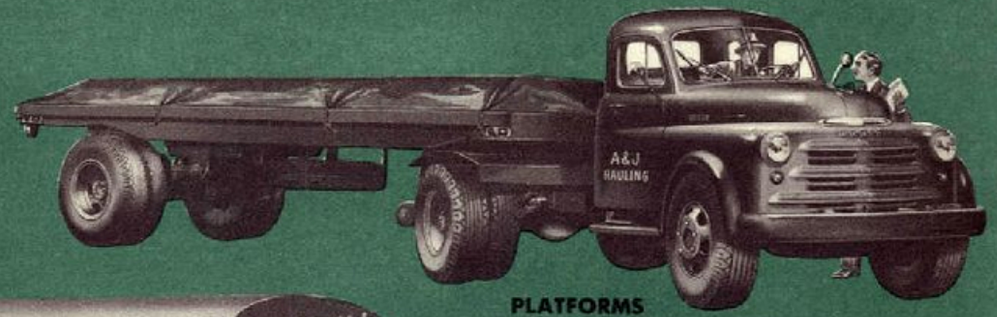
SHORTER TURNING DIAMETER



Consider these facts: The 107" wheelbase cab-over-engine model has a turning circle diameter of only 39 feet, while the 128" wheelbase, conventional cab model . . . *which mounts the same length body* . . . has a turning circle diameter of 44 feet.

When it is remembered that Dodge conventional cab models have substantially smaller turning circle diameters than most competitive trucks, the advantage of the Dodge C.O.E. design becomes even more pronounced.

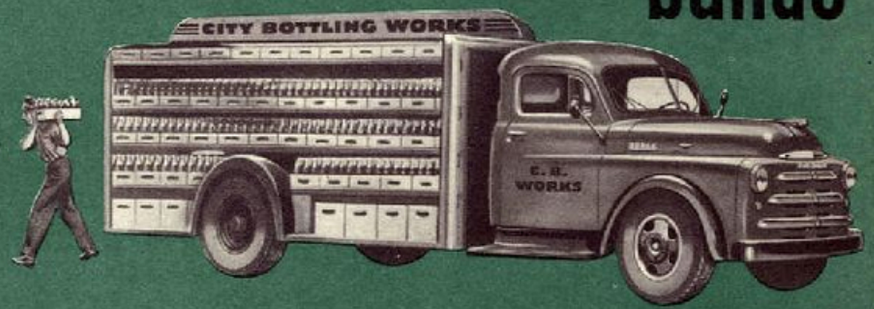
Chassis Designed to Accommodate a Wide Variety of Body Types



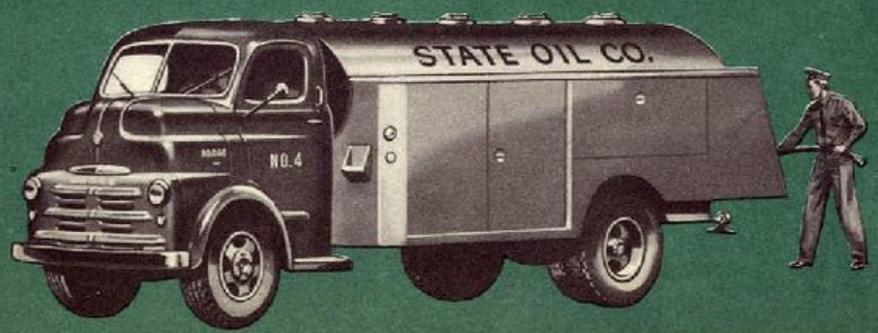
PLATFORMS

BEVERAGE TRUCKS

Only DODGE builds "Job-Rated" trucks

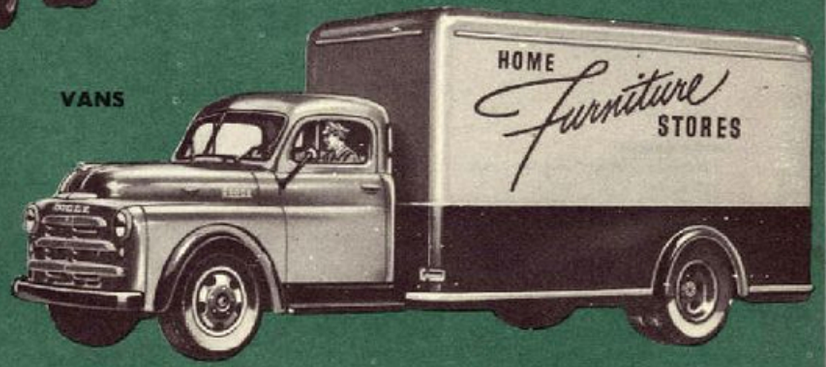


BOTTLERS' TRUCKS



TANK TRUCKS

TRACTORS AND VAN TRAILERS



VANS

INTEGRAL VANS

DUMP TRUCKS

GENERAL SPECIFICATIONS

ENGINE

Type and Number of Cylinders	L-Head, 6
Bore and Stroke	3 7/16" x 4 1/4"
Piston Displacement	236.6 cu. in.
Maximum Horsepower	109 @ 3600 RPM
Maximum Torque	192 ft.-lbs. @ 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	Rotor
Oil Pump Intake, Type	Floating Screen
Crankcase refill—capacity	5 qts.
Valve Tappets	Adjustable
Exhaust Valves	Silchrome
Seat Inserts	Special Alloy
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	40 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	
"Stepped Design" wheel brake cylinders.	336 sq. in. Lining Area
Cyclebonded brake lining.	Yes
Parking Brake	
Drive shaft type. Entirely separated from, and independent of the service brakes.	56.4 sq. in. Lining Area
Springs	
Long front and rear "Amola" steel springs. Rear—Shackled front springs.	Front 45" x 2" Rear 52 x 2 1/4"
Clutch	
Large heavy-duty clutch provides greater area for longer lining life.	123.7 sq. in. Frictional Area
Two-Speed Axle	
Choice of many ratios to insure a more efficiently *"Job-Rated"* truck. Control located on gear-shift lever. Easier to "split gears"—to shift axle and transmission at same time.	5.83/8.11 or 6.33/8.81
Single-Speed Axle	
Dodge provides two single-speed ratios so each truck may better fit its hauling job.	6.285 or 6.833 to 1
Steering Gear	
Worm and sector type with 23.2 to 1 ratio, 18" diameter steering wheel.	Standard
Frame and Bumper	
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 cross-member.	Side Rails 8 9/32" max. depth x 2 5/8" flange width x 5/16" thick Frame Reinforcements inside (192" W.B. only) 5 3/4" x 2 5/8" x .21" Section modulus (with reinforcement) 13.01.
Front Axle	
"I" Beam. High carbon drop-forged steel.	4,500 lbs. capacity
Transmission	
Choice of transmissions to insure a better *"Job-Rated"* truck under various conditions.	Standard 4-Speed Synchro-shift. 5-speed Direct-in-Fifth Synchro-shift
Wheels	
20-inch diameter. 5-Stud—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

LITHO IN U. S. A.

Specifications Subject to Change Without Notice

DMA-6968—9-49