

NEW Panels



DODGE "Job-Rated" TRUCKS

FIT THE JOB . . . SAVE MONEY
. . . LAST LONGER

only Dodge builds "Job-Rated" trucks!

THE NEW DODGE PANELS . . .

HIGHER

55
inches high
—inside



Florists, dry cleaners, hardware stores, and many others will appreciate the new inside height (55-inches) of these new Dodge "Job-Rated" Panels. They're a full four inches higher than previous models!

WIDER

63³/₈
inches wide
—inside



It's much easier to load wide, bulky merchandise in these new Panels. They're 63³/₈ inches wide inside! Skid strips are welded, not bolted, to the sub-floor. This adds to the complete weather and dust-sealing that is a feature of these bodies.

LONGER

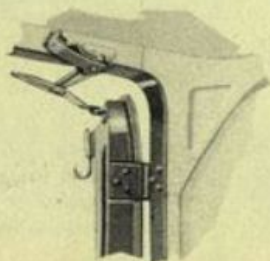
92⁷/₁₆ inches
long on floor
to back of
driver's seat.
125¹/₂ inches
long on floor
to intersection
of floor and
toe.



Linoleum, ladders, rugs, and other long merchandise are easily accommodated inside these new Panels. The distance from the rear doors to the front, alongside driver's seat, is more than 10 feet.

in all—155* cubic feet of load space!

*Up to the Rear of Driver's Seat. An additional 30 cu. ft. of load space is usable to the right of the driver.



New Rigidly Mounted Door Panels

Rear doors are especially high—45³/₄ inches. They're supported by wide, substantial pillars, and heavy hinges. Compare with other panel doors, and you'll see why Dodge doors do not "weave," and

why they open and close so easily. Additional features include all-steel roof with three steel bows; steel rub rails; dome light as standard equipment.

Panels with a Purpose...

BUILT TO FIT YOUR DELIVERY JOBS... STYLED TO REFLECT CREDIT ON YOUR BUSINESS... SAFE, DEPENDABLE, ECONOMICAL

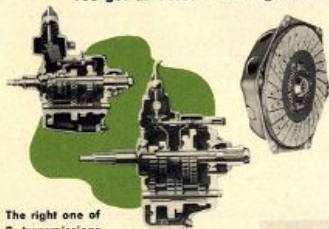
These new Dodge "Job-Rated" Panels combine the advertising value of handsome appearance with practical utility. They're easy to load—and sized for big loads, too. You'll like the way they cut your delivery costs. That's because they're "Job-Rated"—from engine to rear axle—to give maximum performance at lowest costs.

Safety and comfort are outstanding features, too. Compare them with any others and you'll realize that to save money on your delivery jobs... you should invest your money in these new and improved money-saving Panels!



ECONOMY... DEPENDABILITY... LONG LIFE

You get all these Advantages from these Dodge "Job-Rated" Chassis Features



The right one of 2 transmissions —3- or 4-speed

—is available to give (in combination with the right one of three optional rear axle gear ratios)—maximum performance, flexibility, and long life to your "Job-Rated" Panel.

This rugged 10-inch clutch, with 100.53 square inches of contact area, is engineered to stand up under the "stop-and-go" service required of most Panels. An optional 11-inch clutch is available for extremely rugged service requirements.

Powerful, "equal-pressure" hydraulic 4-wheel brakes, insure safe, sure, smooth stops. Rear brakes are of the new two-cylinder type for still greater safety.



Semi-floating rear axles combine strength with easy servicing. The differential assembly may be removed without dismantling the housing.



The springs on these new Panels are large in size. Front springs are shackled at the rear for smoother riding. All springs are extra-tough, and shock-resistant—built of famous Amoia steel.



Four-Pin Differential

Among the many improvements contributing to greater strength and dependability in these new Panels, are sturdy 4-pinion differentials—an unusual feature on trucks of this capacity.



Seats are scientifically designed for driver comfort, and adjustable to the driver's size. Front comparison is unobstructed—leaves are retracted to permit easy entrance or exit from either side.



Where tilt-back auxiliary seat is used, there is plenty of room between the two seats for a driver or helper to slip easily into the rear compartment.

Three Models... One to Fit Your Job... Save You Money!

These handsome new Dodge "Job-Rated" Panels are available in three models. Gross vehicle weights range from 4,250 to 4,850 lbs. Payload capacities range from 775 to 1,350 lbs., with tires available in sizes from 6.00/16-4 ply to 6.50/16-6 ply.

Further, on the 4,850 lbs. G.V.W. model, 18-inch wheels are available with 6.00-6 ply tires to provide additional ground clearance.

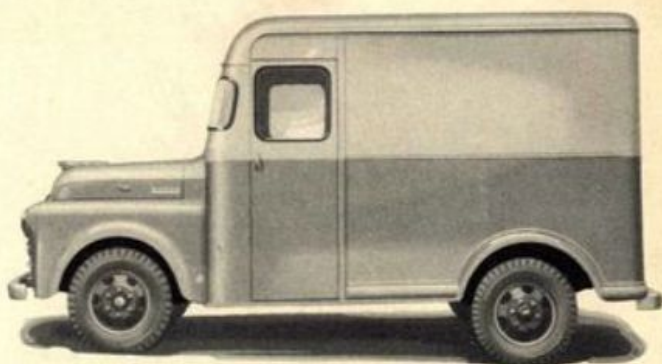
In addition to these standard models, many special Panel bodies are available for installation on a wide variety of Dodge "Job-Rated" chassis, with gross vehicle weight capacities ranging from 4,250 to 15,500 lbs., with single or dual rear wheels. A number of these special Panel bodies are illustrated on the next two pages.

A Complete Line of Special Panel Bodies is Available



PACKAGE DELIVERY BODY

Mounted on Dodge "Job-Rated" Chassis—Model D-116



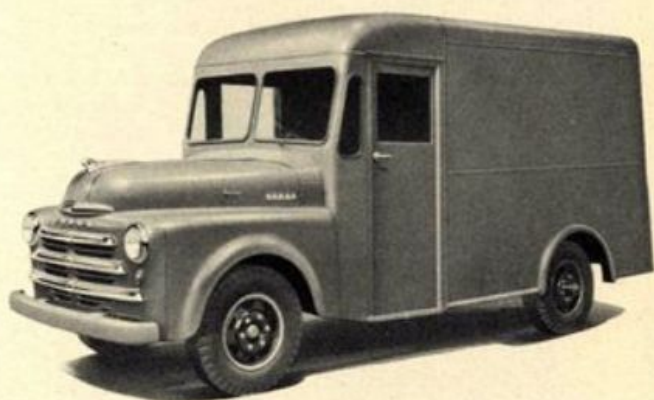
INTEGRAL CAB PANEL BODY

Mounted on Dodge "Job-Rated" Chassis—Model D-116



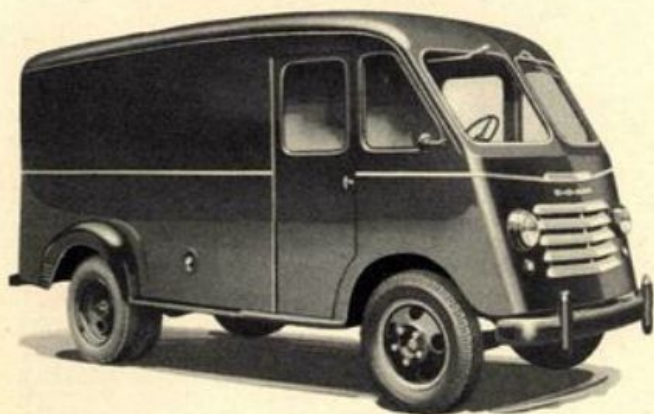
STATION WAGON BODY

Mounted on Dodge "Job-Rated" Chassis—Model B-108



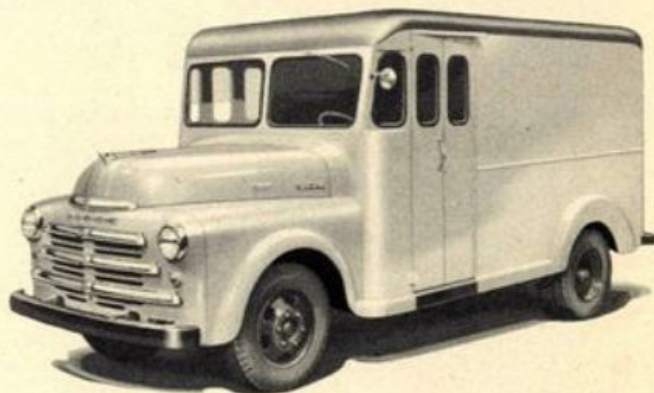
SIDE AISLE DELIVERY BODY

Mounted on Dodge "Job-Rated" Chassis—Model D-116



9-FOOT URBAN PANEL BODY

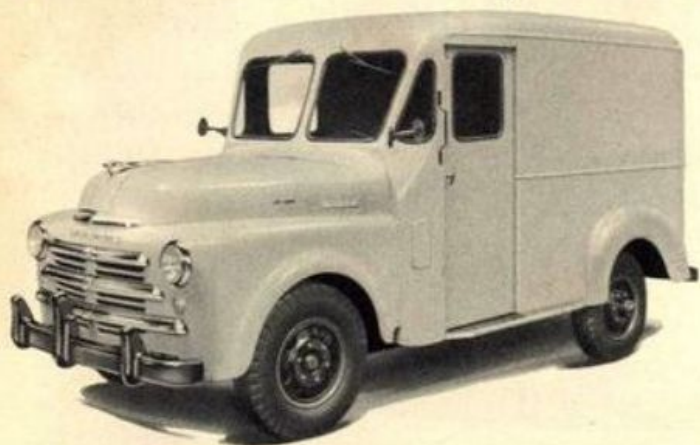
Mounted on Dodge "Job-Rated" Chassis—Model F-128



INSULATED MILK BODY

Mounted on Dodge "Job-Rated" Chassis—Model D-126

le for a Wide Variety of Dodge "Job-Rated" Chassis



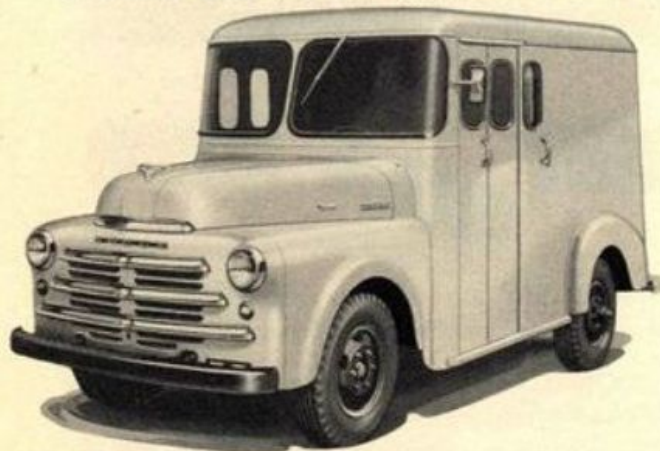
PACKAGE DELIVERY BODY

Mounted on Dodge "Job-Rated" Chassis—Model D-126



DODGE "Job-Rated" PANEL

Model B-108



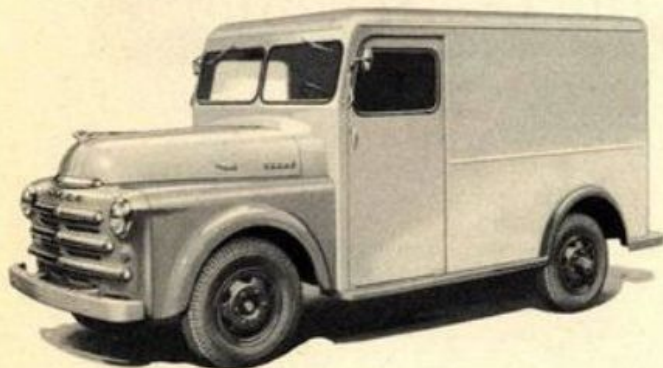
MILK DELIVERY UNIT

Mounted on Dodge "Job-Rated" Chassis—Model D-116



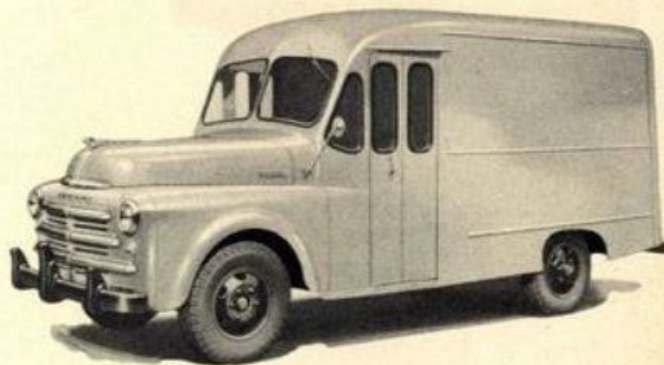
9-FOOT MERCHANDISER BODY

Mounted on Dodge "Job-Rated" Chassis—Model D-126



RETAIL MILK DELIVERY BODY

Mounted on Dodge "Job-Rated" Chassis—Model D-116

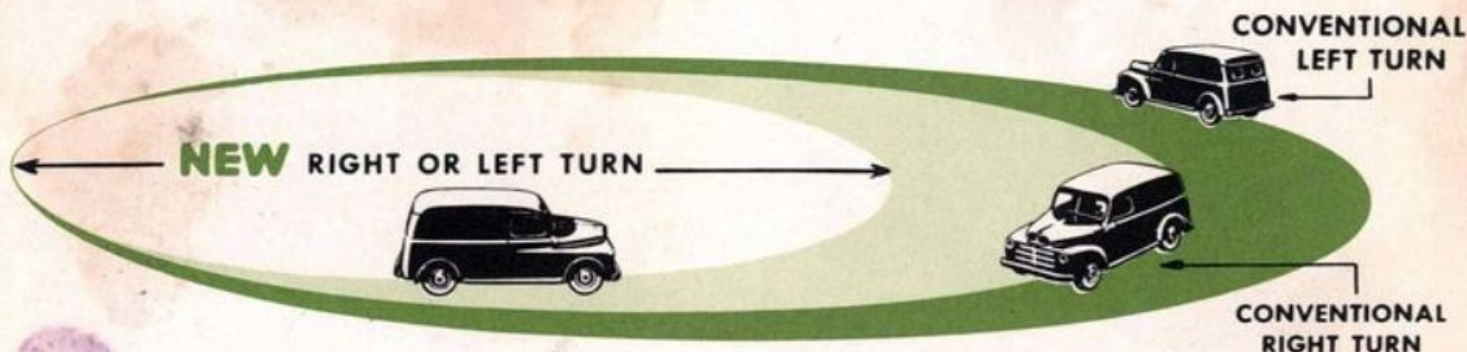


PACKETTE BODY

Mounted on Dodge "Job-Rated" Chassis—Model D-126

Greatly Improved Maneuverability and Ease of Handling

... Much Easier to Park ... Wonderful New Ride



Through a completely redesigned front end, Dodge has achieved greatly improved maneuverability, easier handling, and a wonderful new "ride."

By moving the front axle back, and the engine forward, Dodge Panels have shorter wheelbases. More of the load is carried by the front axle, permitting heavier loads without additional weight on the rear axle.

Dodge has also widened the tread of the front axle, and introduced a new type of cross steering. This permits you to turn completely around in a 38-foot street—either right or left!

And comfort? Well—riding is believing. New and better weight distribution, wider tread axles, longer springs and shock absorbers, give a marvelous new

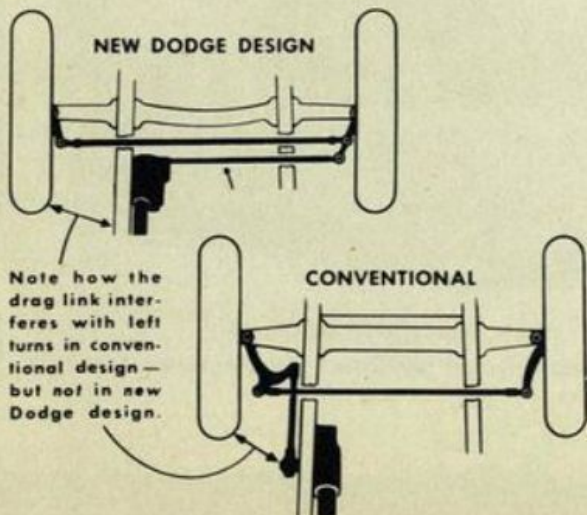
EASIER TO PARK



"cushioned ride" that can't be described. So take a ride—soon—for *riding is believing!*

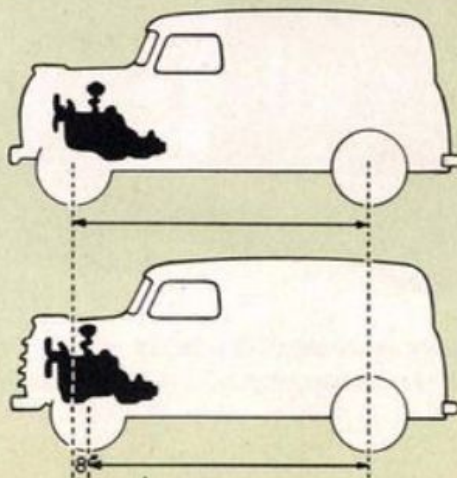
You can park in shorter spaces—and park more quickly and easily, too—because of the new shorter turning diameters engineered into these Panels. Few passenger cars require less parking space!

CROSS-STEERING



Note how the drag link interferes with left turns in conventional design—but not in new Dodge design.

WEIGHT DISTRIBUTION



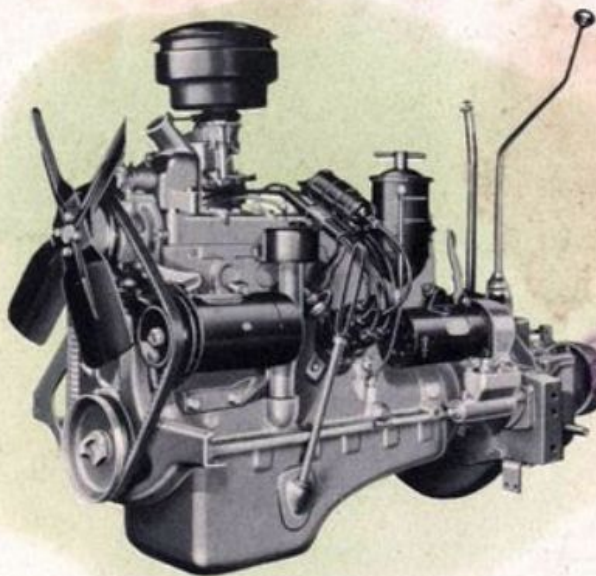
Front axle moved back . . . engine moved forward. Shorter wheelbases—increased cowl to rear axle dimension.

You Get **ECONOMY**

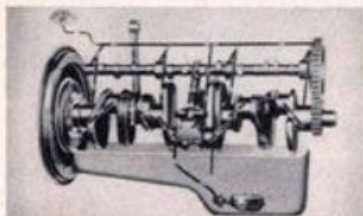
**PLUS TIME - PROVED
DODGE DEPENDABILITY WITH THIS**

**Powerful
95 H.P.
TRUCK
ENGINE**

You'll find many improvements—many examples of Dodge quality engineering—in this powerful Dodge truck engine. These improvements and refinements contribute very definitely to maximum efficiency . . . with *maximum economy!* This engine is designed, precision built, and "Job-Rated" to fit the delivery job . . . *your job . . .* and to save *you* money "on the job"!



Truck Operating Costs are Lower with These Money-Saving Features



Full pressure lubrication gives long bearing life to the "Job-Rated" engines that power these trucks. Positive pressure supplies oil to main, lower connecting rod, and camshaft bearings.



Bearings of precision-type are used exclusively. The bearing surfaces are highly polished, and steel-backed for long, trouble-free performance. These bearings are replaceable without expensive disassembly and fitting—a time-saver and money-saver.



This new-type, high-capacity, rotor-type oil pump insures adequate oil pressure, particularly at low engine speeds.



This floating oil intake floats just below oil surface, avoiding crankcase sediment at the bottom and froth which rises to the surface, and selects the best oil for the bearings—gives longer bearing life.

Six Gas- and Oil-Saving Features

Dodge gives you these six special gas- and oil-saving features, typical of the extra quality, extra value you get in Dodge trucks. All to save you money.



Exhaust Valve Seat Inserts reduce frequency of valve grinding.

Cooling water to each exhaust valve seat prolongs valve life.

4-Ring Pistons. Save gas and oil, prolong efficiency.

Oil-cooling. Saves oil, improves lubrication, prolongs engine life. Helps save you money.

Full-length water jackets guard against cylinder distortion, piston seizing and excessive wear.

Tin-plated, Light-Weight Alloy Pistons reduce bearing load, prevent excessive scuffing.

Specifications Subject to Change, Without Notice.