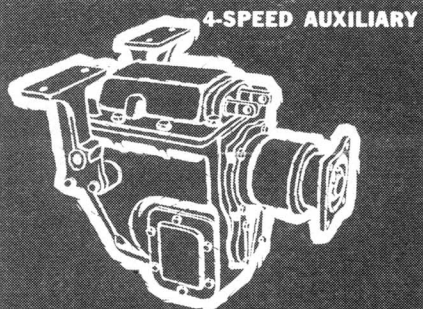
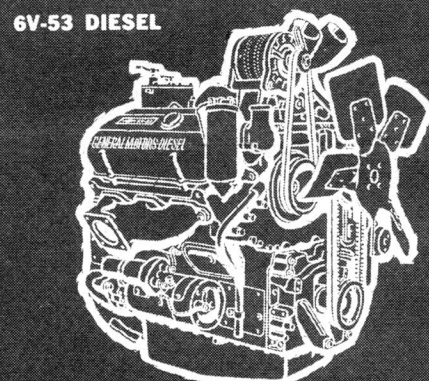


34,000 LB.

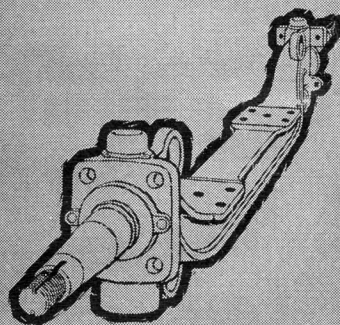
CHEVROLET



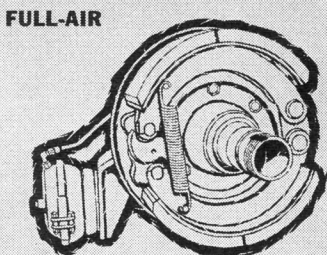
4-SPEED AUXILIARY



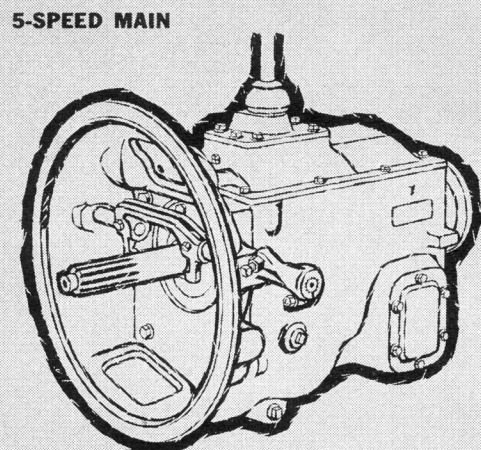
6V-53 DIESEL



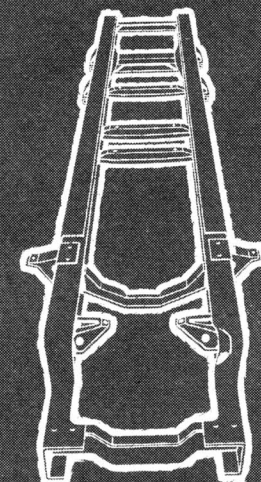
11,000 LB.



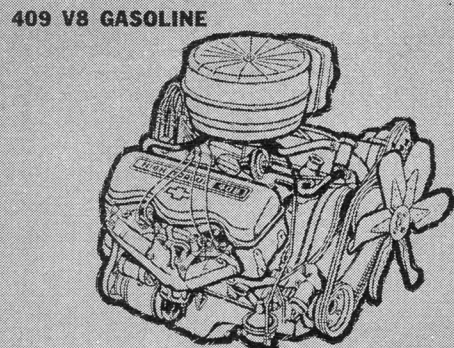
FULL-AIR



5-SPEED MAIN



DOUBLE CHANNEL



409 V8 GASOLINE

Here's the way to build a tandem truck

Take a heavy reinforced frame, mount a husky power plant and connect it through a hefty transmission to the best tandem bogie you can get. Mount a big I-beam front axle with variable-rate springs and the rest of the running gear. Add a roomy, durable cab, the front-end sheet metal and you've about got it made.

Or, if this sounds like more work than you want to tackle, let Chevrolet build it for you. It'll be

engineered, tested and built to do your roughest jobs the way you want them done.

And if you let Chevrolet build your tandems, you'll have a big choice of components that count: engines, transmissions, bogies, axles, wheels. Check the design chart below to see just how closely you can have your Chevrolet dealer tailor a tandem to your job. . . . Chevrolet Division of General Motors, Detroit, Michigan.

	M80 GASOLINE TANDEM	W80 DIESEL TANDEM
ENGINE	348 V8 —220 hp. 409 V8—252 hp.	6V-53 GM Diesel —195 hp.
TRANSMISSION	Spicer 3152 5-Spd. Spicer 5652B—5-Spd. Fuller RoadRanger 8-Spd. Powermatic Spicer 5831G 3-Spd. Auxiliary Spicer 6041 4-Spd. Auxiliary	Spicer 5652B 5-Spd. Powermatic Spicer 7041 4-Spd. Auxiliary
BOGIE CAPACITY (Eaton-Hendrickson)	30,000 lb.—Model 30D 34,000 lb.—Model 34D	30,000 lb.—Model 30D 34,000 lb.—Model 34D
FRONT AXLE CAPACITY	7,000 lb. 9,000 lb. 11,000 lb.	7,000 lb. 9,000 lb. 11,000 lb.
BRAKES	Vacuum-Hydraulic Air-Hydraulic Full-Air	Full-Air
STEERING	Power	Power

Standard equipment shown in **boldface** type; other optional at extra cost.

QUALITY TRUCKS COST LESS

