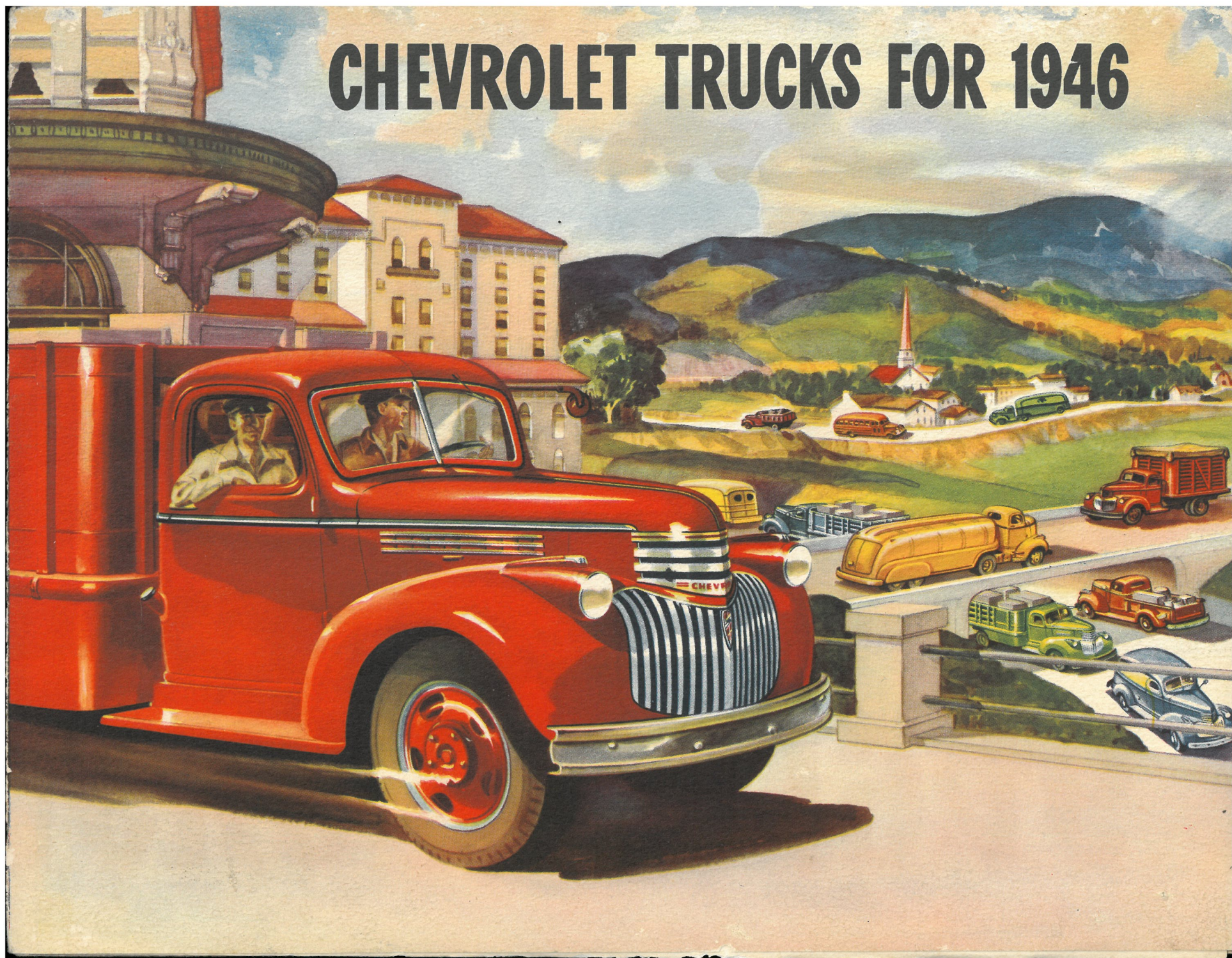
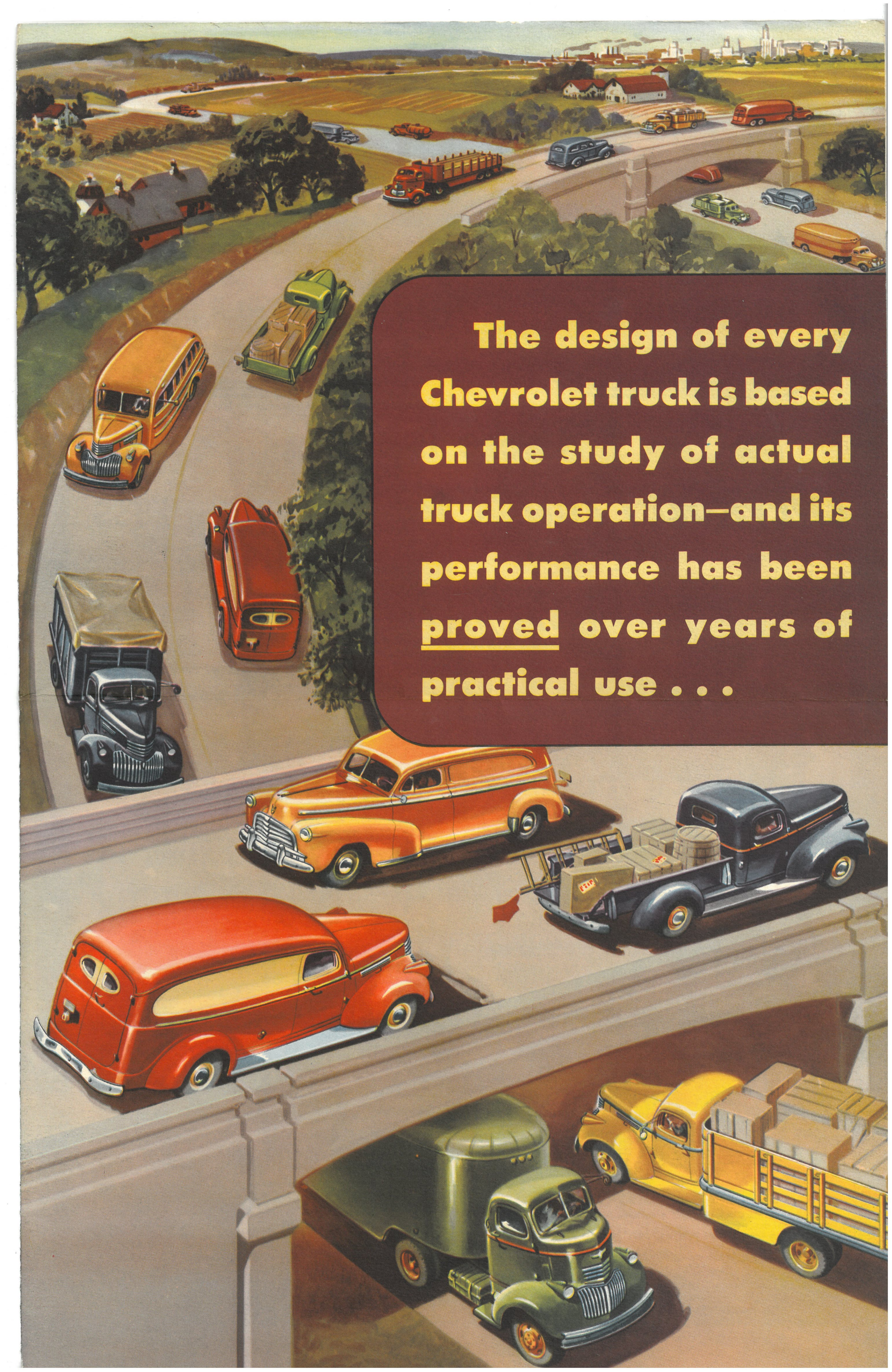


CHEVROLET TRUCKS FOR 1946





**The design of every
Chevrolet truck is based
on the study of actual
truck operation—and its
performance has been
proved over years of
practical use . . .**

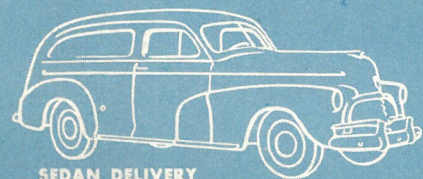
CHEVROLET TRUCKS FOR 1946

BUILT FOR THE LOAD... POWERED FOR THE PULL

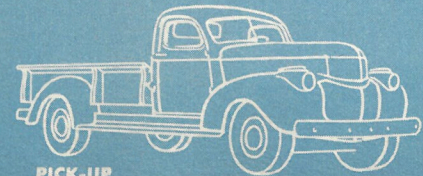
Strength Where It's Needed...

Power Where It Counts...

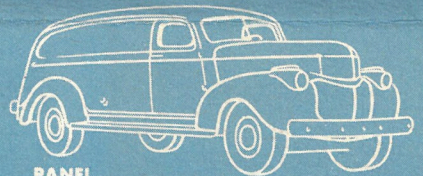
For LIGHT DUTY



SEDAN DELIVERY



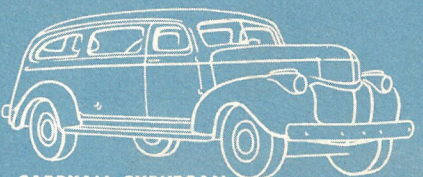
PICK-UP



PANEL

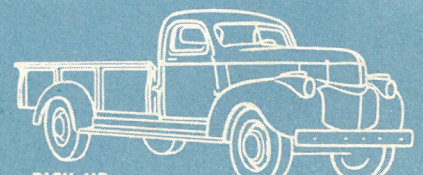


CANOPY EXPRESS

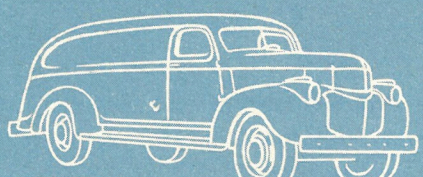


CARRYALL SUBURBAN

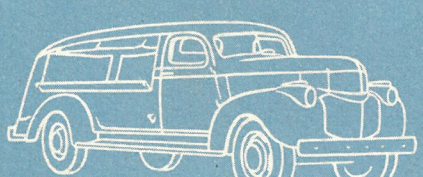
For MEDIUM DUTY



PICK-UP



PANEL



CANOPY EXPRESS

TIRES

A wide range of tire sizes—from 6.00-16, 4-ply, to 8.25-20, 12-ply—enables Chevrolet to fit each truck with tires to suit its load rating.

WHEELS

Dual rear wheels are regular equipment on all trucks of more than 8,000 pounds gross weight. All wheels, single and dual, are of sturdy steel-disc design, pierced for ample ventilation, to promote rapid cooling of the brake drums, which are provided with radiating fins.

AXLES

All models have hypoid rear axle, using a drive pinion and ring gear five times as strong as the conventional drive formerly used; thus, they possess great reserve strength and greatly increased durability. All front axles are of heavy I-beam section, drop-forged and heat-treated for maximum strength. Sedan Delivery and Coupe Pick-up have Knee-Action.

SPRINGS

Front and rear springs are accurately designed to fit the load rating of each vehicle, with ample capacity to assure a fully sprung "ride" under maximum loads. Two-stage rear springs or auxiliary rear springs are installed to meet special conditions.

FRAMES

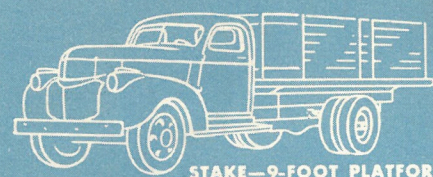
Chevrolet truck frames, all engineered to stand up under hard use and heavy loads, embody many special and exclusive features of design to increase their rigidity and strength and to maintain proper alignment. Heavy-duty trucks have rigid side-member reinforcing plates.

BODIES

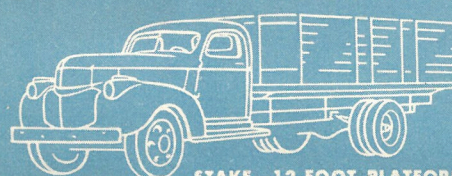
Chevrolet, in the world's largest exclusive truck body plant, builds many standard-type truck bodies designed by its own engineering staff to fit Chevrolet truck chassis and to meet the highest requirements of truck users in utility, convenience and durability.

*It's Payload—
Not Chassis Weight
THAT PAYS PROFITS*

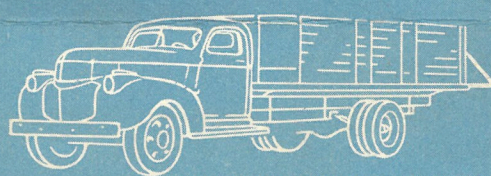
For HEAVY DUTY



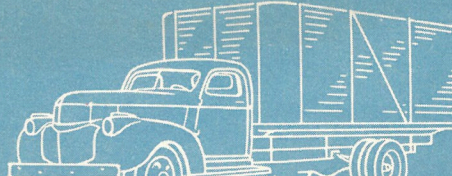
STAKE—9-FOOT PLATFORM



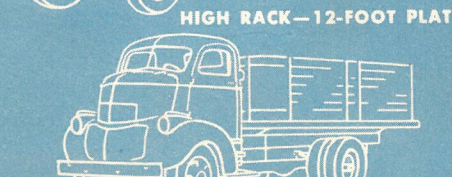
STAKE—12-FOOT PLATFORM



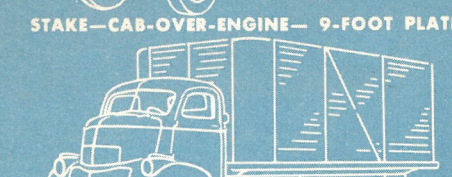
STAKE EXPRESS—12-FOOT PLATFORM



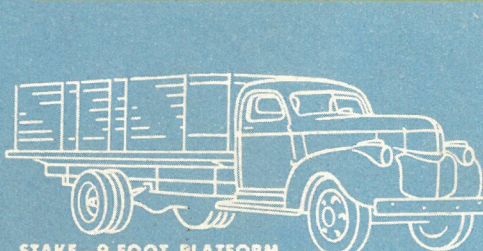
HIGH RACK—12-FOOT PLATFORM



STAKE—CAB-OVER-ENGINE—9-FOOT PLATFORM



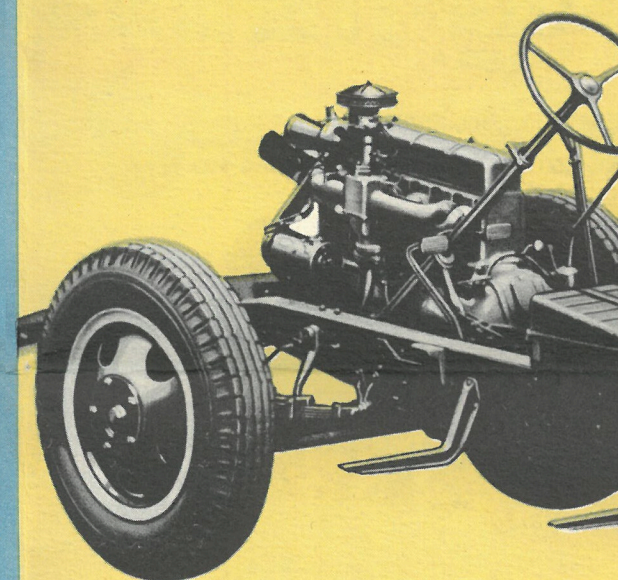
HIGH RACK—CAB-OVER-ENGINE—12-FOOT PLATFORM



STAKE—9-FOOT PLATFORM



HIGH RACK—12-FOOT PLATFORM



VALVE-IN-HEAD SIX-CYLINDER ENGINE

Two great engines—the Thrift-Master (216.5 cu. in. displacement) and the Load-Master (235.5 cu. in. displacement)—power Chevrolet trucks. Both bring to the truck field the advantages of valve-in-head design—notably, economy of operation, more power per cubic inch of displacement, and accessibility for service.

DIAPHRAGM- SPRING CLUTCH

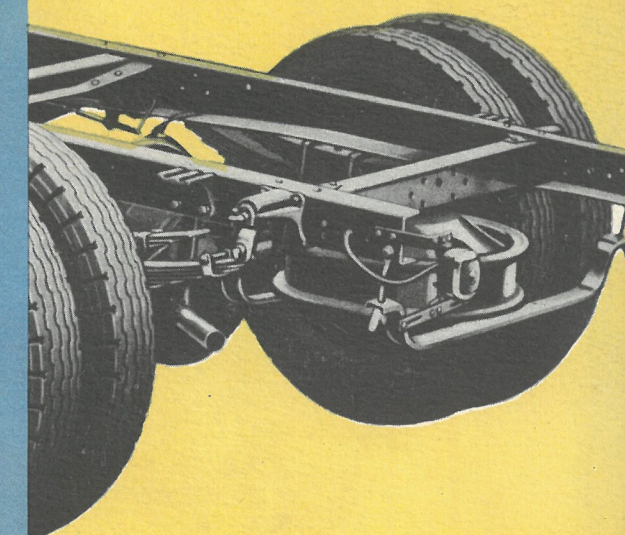
In this greatly simplified clutch, a single disc spring, or diaphragm, takes the place of the multiple springs, levers and fittings of the ordinary clutch—resulting in accurate and positive action, better balance, and easier operation through reduced pedal pressure.

3-SPEED and 4-SPEED TRANSMISSIONS

The four-speed transmission is regular equipment on all medium- and heavy-duty Chevrolet trucks, and may be had in all models except the Sedan Delivery. The three-speed Syncro-Mesh transmission is standard in the light-duty models. Gear ratios are exactly suited to the torque characteristics of the engine for maximum flexibility.

REAR AXLE GEAR RATIOS

The hypoid rear axles are furnished in a range of final-drive gear ratios varying with the load capacity of the truck to take full advantage of the power output of the valve-in-head engine. In direct drive (high gear), maximum efficiency is assured because the full power of the engine is utilized at normal road speeds.



CHEVROLET-DESIGNED CHEVROLET-BUILT....

*TO MEET YOUR
HAULING NEEDS*

CHEVROLET TRUCKS FOR 1946

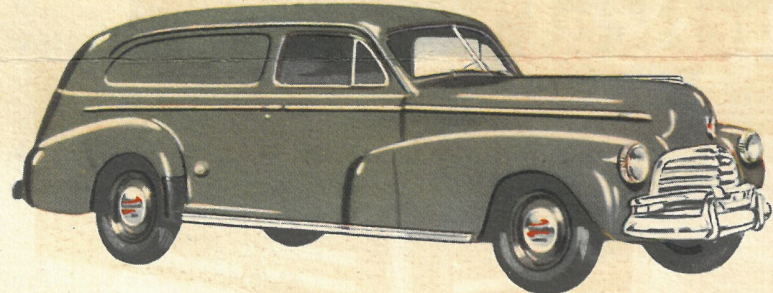
99 MODELS

CHEVROLET

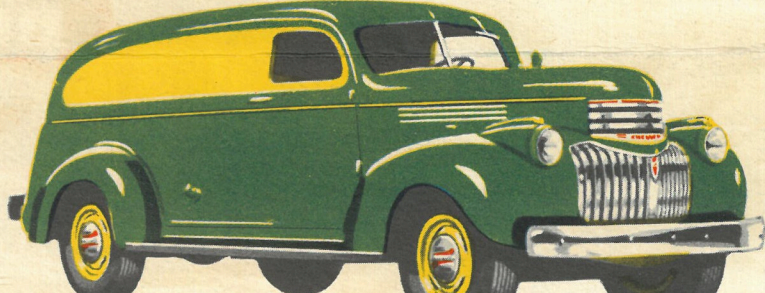
9 WHEELBASES

There is a
CHEVROLET TRUCK for Your Business

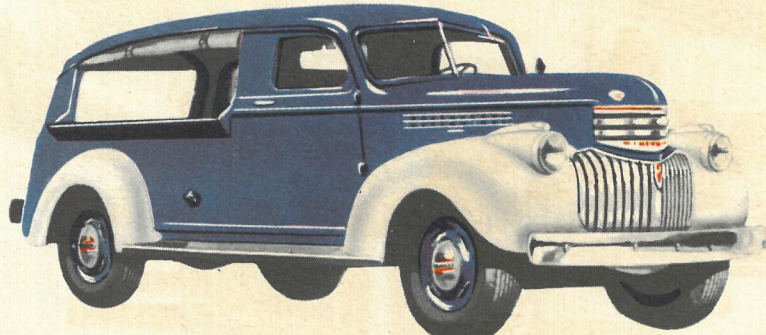
Light Duty



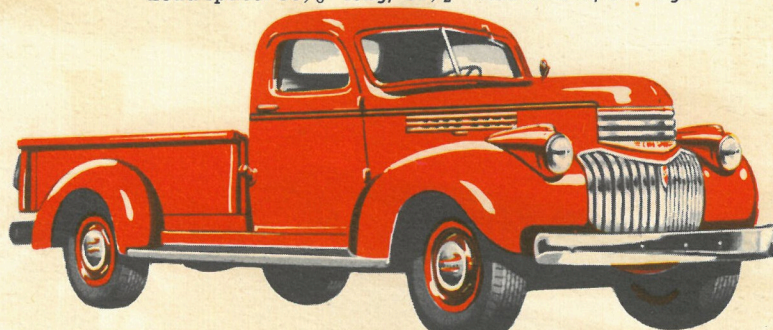
1508 SEDAN DELIVERY, 116" wheelbase, G.V.W. 4100 pounds
Load space: 66 $\frac{3}{4}$ " long, 56 $\frac{1}{2}$ " wide at belt, 41 $\frac{1}{2}$ " high



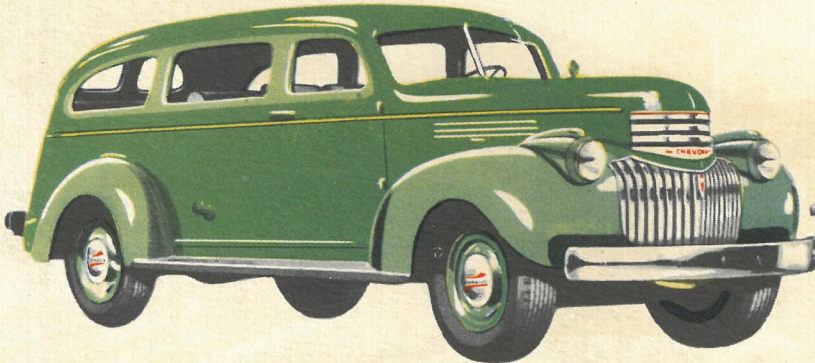
3105 PANEL truck, 115" wheelbase, G.V.W. 4600 pounds
Load space: 77 $\frac{1}{2}$ " long, 57 $\frac{1}{2}$ " wide at belt, 51" high
3603 Also available: 125 $\frac{1}{4}$ " W.B., G.V.W. 5800 pounds
Load space: 86 $\frac{1}{2}$ " long, 57 $\frac{1}{2}$ " wide at belt, 51" high



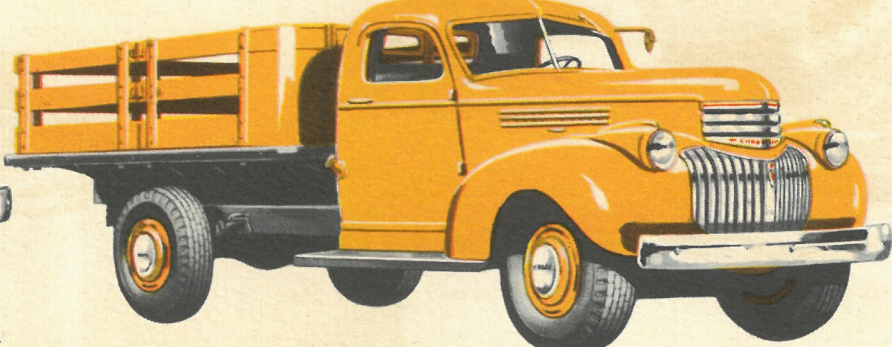
3107 CANOPY EXPRESS, 115" wheelbase, G.V.W. 4600 pounds
Load space: 79 $\frac{3}{4}$ " long, 56 $\frac{1}{2}$ " wide at belt, 51" high



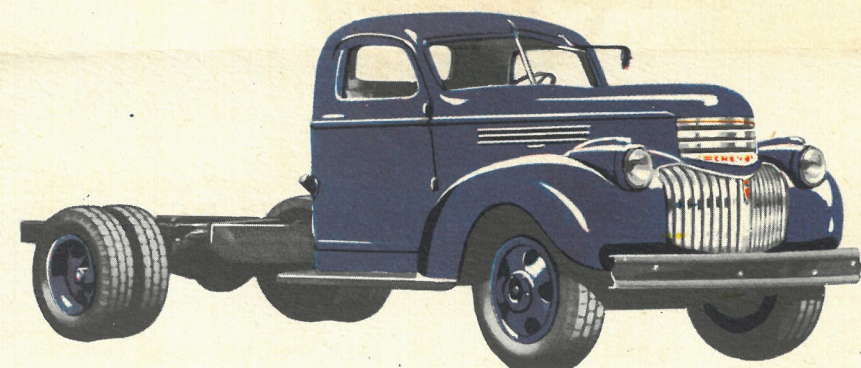
3104 PICK-UP truck, 115" wheelbase, G.V.W. 4600 pounds
Load space: 78" long, 48 $\frac{1}{2}$ " wide, 16 $\frac{1}{2}$ " high
3604 Also available: 125 $\frac{1}{4}$ " W.B., G.V.W. 5800 pounds
Load space: 87" long, 48 $\frac{1}{2}$ " wide, 16 $\frac{1}{2}$ " high



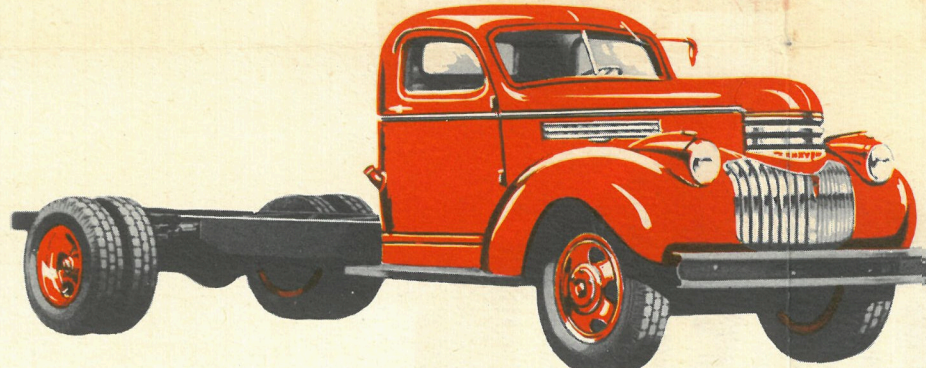
3106 CARRYALL SUBURBAN, 115" wheelbase, G.V.W. 4600 pounds, panel rear doors
Load space behind front seat: 86 $\frac{3}{4}$ " long, 57 $\frac{1}{2}$ " wide at belt, 51" high
3116 Also available with end-gate: 86 $\frac{3}{4}$ " long, 57 $\frac{1}{2}$ " wide at belt, 51" high



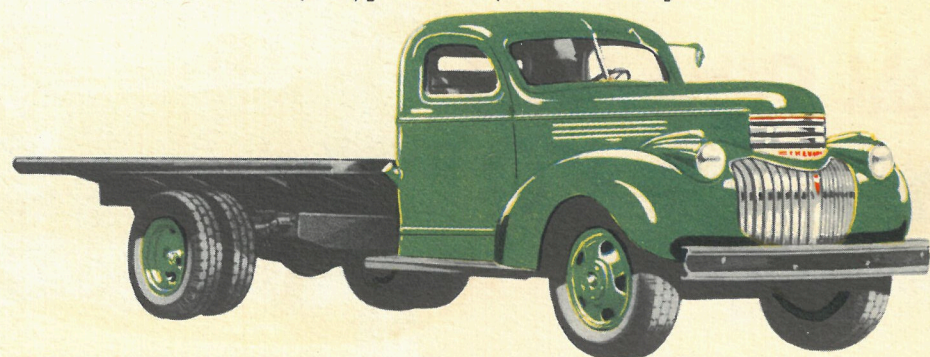
3609 STAKE truck, 125 $\frac{1}{4}$ " wheelbase, G.V.W. 5800 pounds
Load space: 87 $\frac{1}{2}$ " long, 70 $\frac{1}{2}$ " wide, 28 $\frac{1}{2}$ " high
3608 PLATFORM truck, also available without stake racks



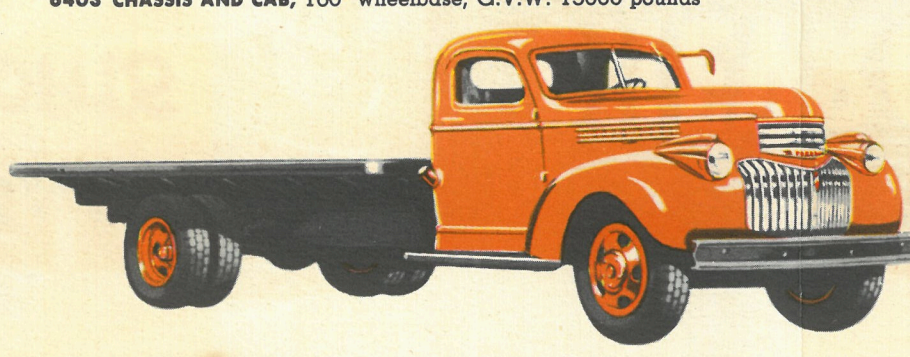
6103 CHASSIS AND CAB, 134 $\frac{1}{2}$ " wheelbase, G.V.W. 15000 pounds



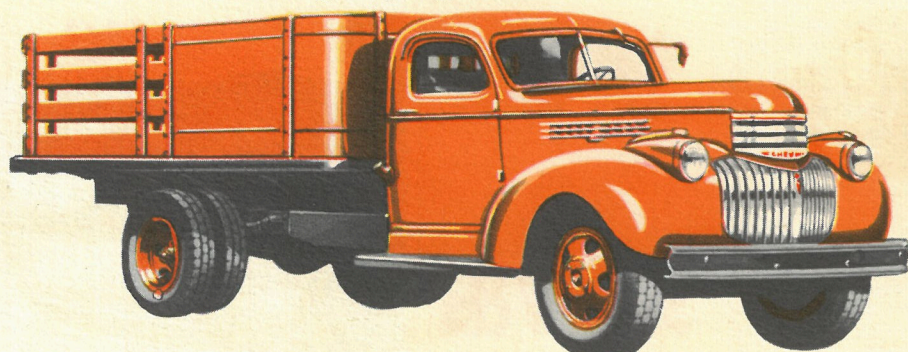
6403 CHASSIS AND CAB, 160" wheelbase, G.V.W. 15000 pounds



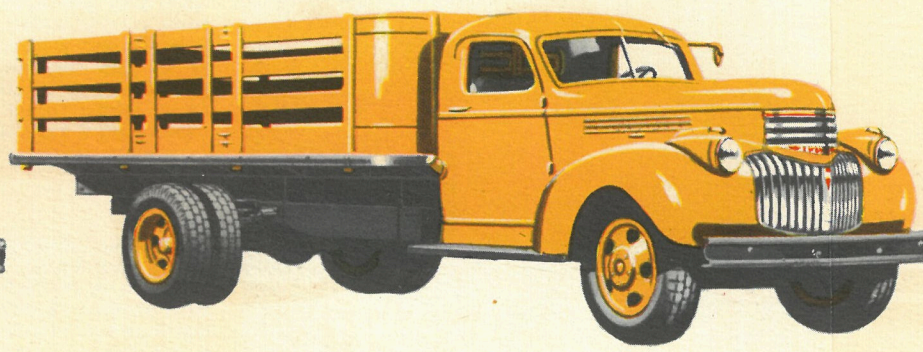
6108 PLATFORM truck, 134 $\frac{1}{2}$ " wheelbase, G.V.W. 15000 pounds
Load space: 112 $\frac{1}{2}$ " long, 87 $\frac{1}{2}$ " wide



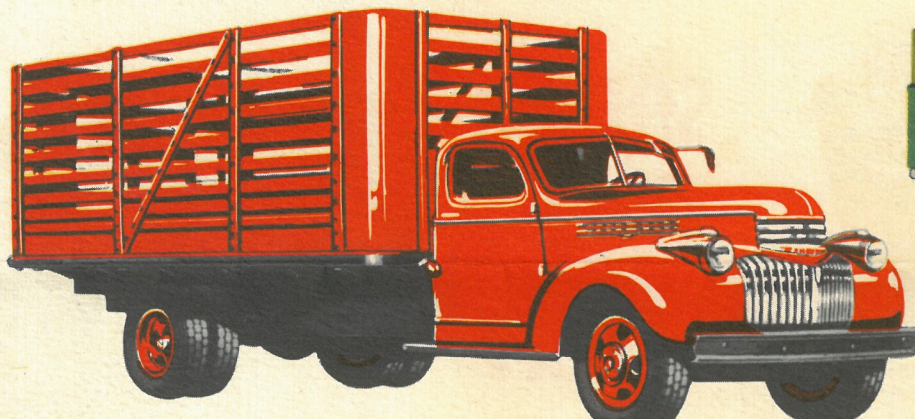
6408 PLATFORM truck, 160" wheelbase, G.V.W. 15000 pounds
Load space: 148 $\frac{1}{2}$ " long, 87 $\frac{1}{2}$ " wide



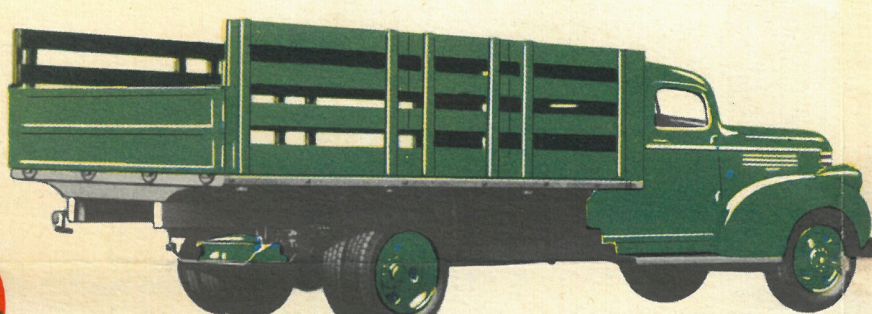
6109 STAKE truck, 134 $\frac{1}{2}$ " wheelbase, G.V.W. 15000 pounds
Load space: 105 $\frac{3}{4}$ " long, 80 $\frac{3}{4}$ " wide, 38 $\frac{1}{2}$ " high



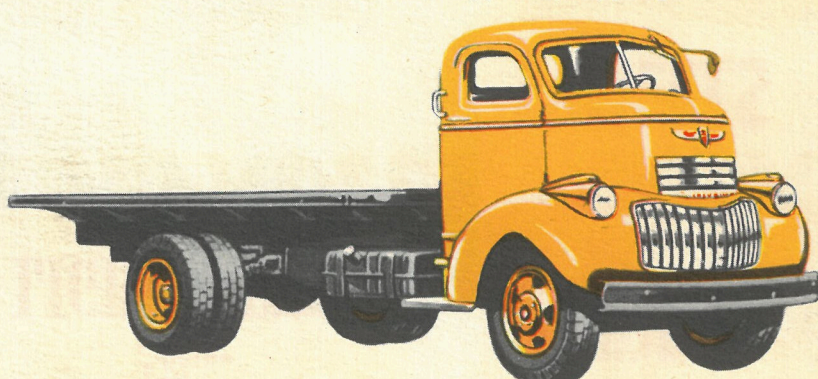
6409 STAKE truck, 160" wheelbase, G.V.W. 15000 pounds
Load space: 141 $\frac{1}{2}$ " long, 80 $\frac{3}{4}$ " wide, 38 $\frac{1}{2}$ " high



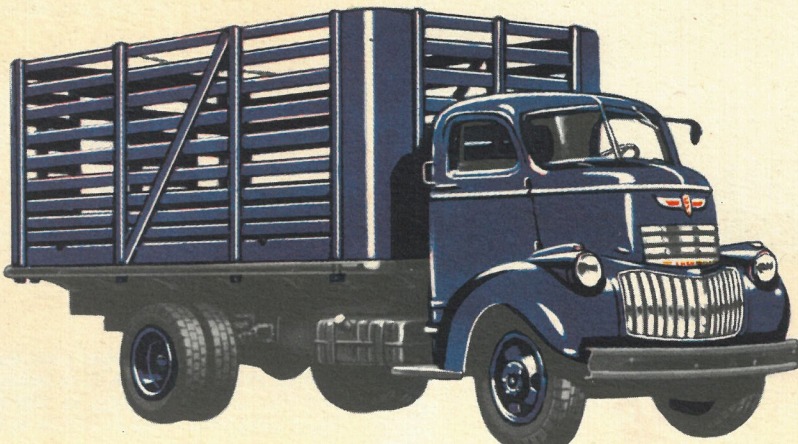
6419 HIGH RACK truck, 160" wheelbase, G.V.W. 15000 pounds
Load space: 141 $\frac{1}{2}$ " long, 80 $\frac{3}{4}$ " wide, 66 $\frac{1}{2}$ " high



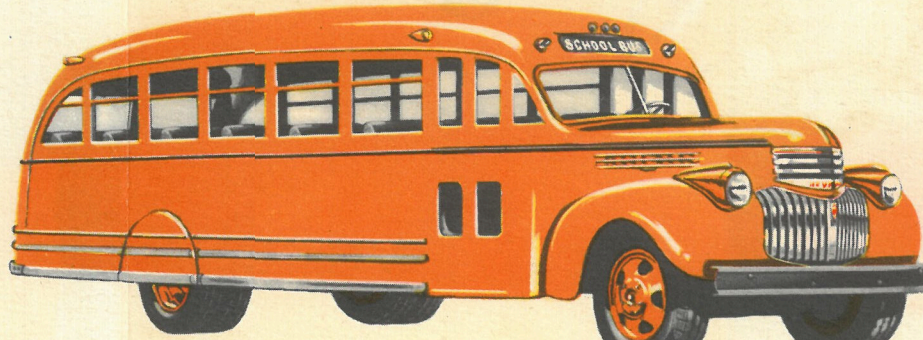
6429 STAKE EXPRESS, 160" wheelbase, G.V.W. 15000 pounds
Load space: 144 $\frac{3}{4}$ " long, 80 $\frac{3}{4}$ " wide, 38 $\frac{1}{2}$ " high
6418 EXPRESS PLATFORM truck also available without stake racks



5408 CAB-OVER-ENGINE PLATFORM truck, 132 $\frac{1}{2}$ " wheelbase, G.V.W. 16000 pounds
Load space: 148 $\frac{1}{2}$ " long, 87 $\frac{1}{2}$ " wide



5419 CAB-OVER-ENGINE HIGH RACK truck, 132 $\frac{1}{2}$ " wheelbase, G.V.W. 16000 pounds
Load space: 141 $\frac{1}{2}$ " long, 80 $\frac{3}{4}$ " wide, 66 $\frac{1}{2}$ " high

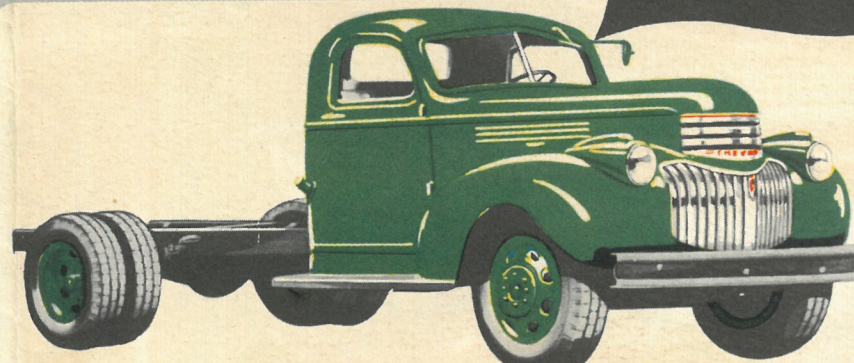


4502 CHASSIS FOR SCHOOL BUS, 160" wheelbase, G.V.W. 12000 pounds

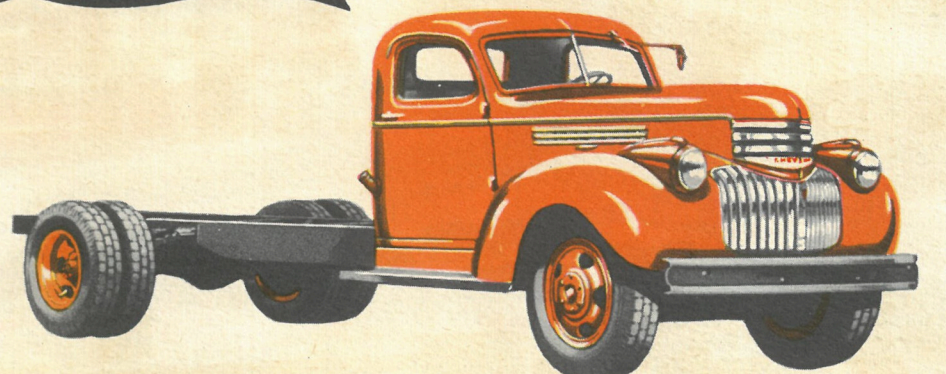


6702 CHASSIS FOR SCHOOL BUS, 195" wheelbase, G.V.W. 15000 pounds

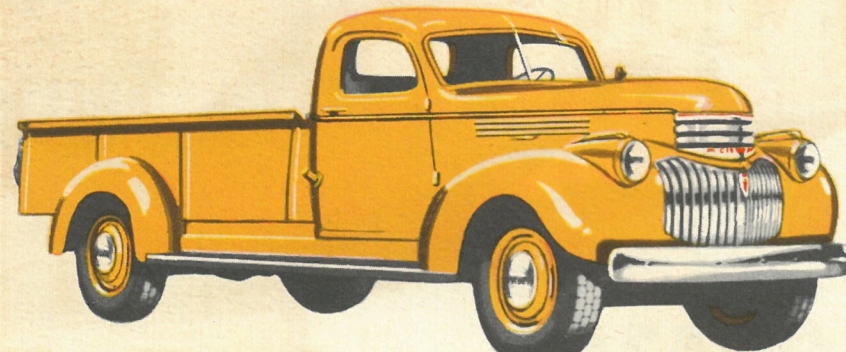
Medium Duty



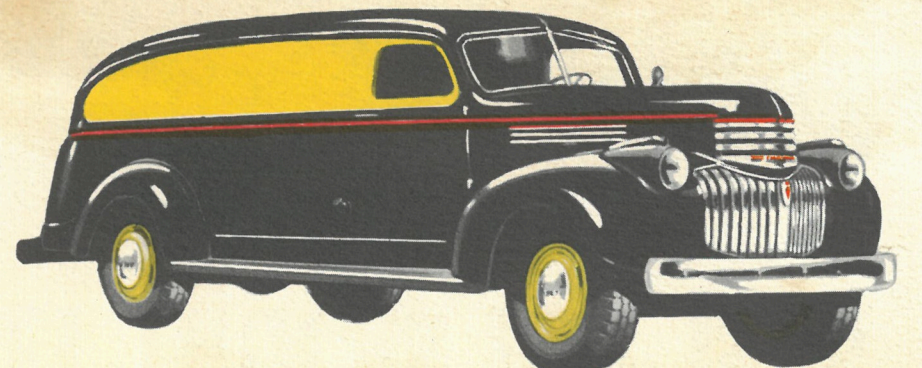
3803 CHASSIS AND CAB, 134 $\frac{1}{2}$ " wheelbase, G.V.W. 8800 pounds
4103 Also available: 134 $\frac{1}{2}$ " wheelbase, G.V.W. 13000 pounds



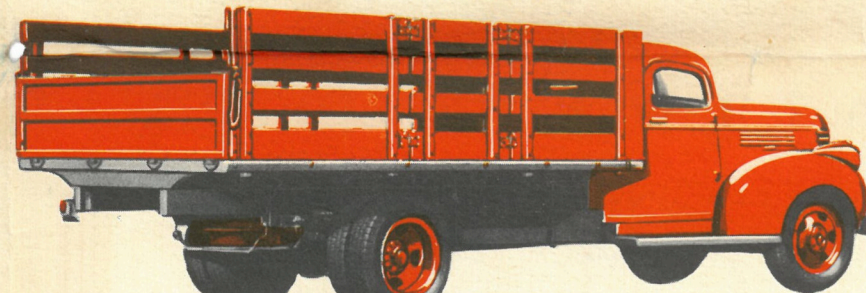
4403 CHASSIS AND CAB, 160" wheelbase, G.V.W. 13000 pounds



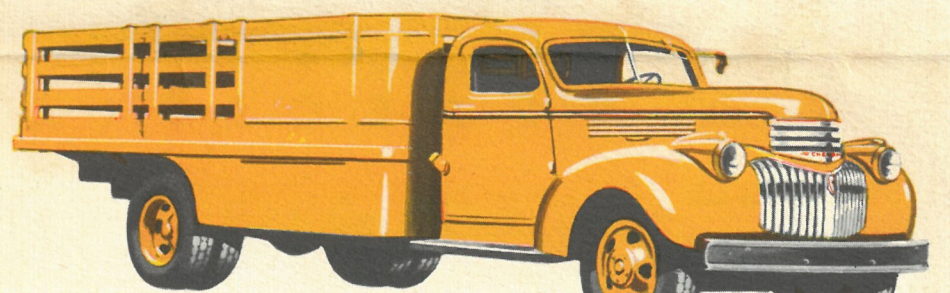
3804 PICK-UP truck, 134 $\frac{1}{2}$ " wheelbase, G.V.W. 6700 pounds
Load space: 108 $\frac{1}{2}$ " long, 52 $\frac{1}{2}$ " wide, 19 $\frac{1}{2}$ " high
4104 Also available with G.V.W. 9500 pounds



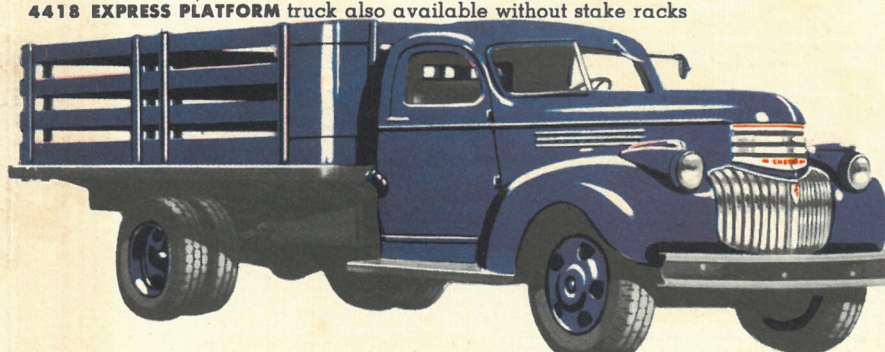
3805 PANEL truck, 134 $\frac{1}{2}$ " wheelbase, G.V.W. 6700 pounds
Load space: 106" long, 57 $\frac{1}{2}$ " wide at belt, 52 $\frac{1}{2}$ " high



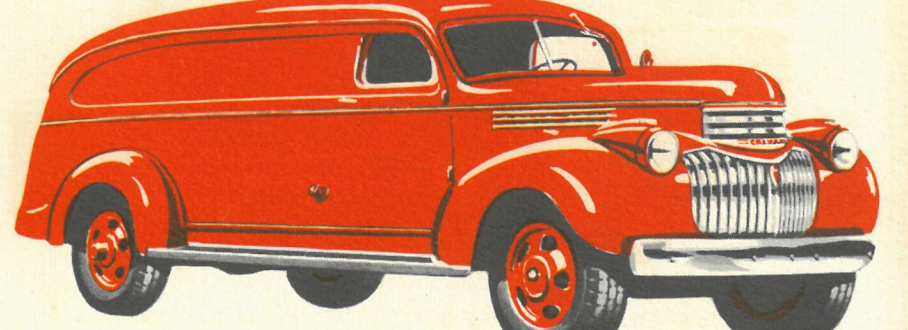
4429 STAKE EXPRESS, 160" wheelbase, G.V.W. 13000 pounds
Load space: 144 $\frac{3}{4}$ " long, 80 $\frac{3}{4}$ " wide, 38 $\frac{1}{2}$ " high



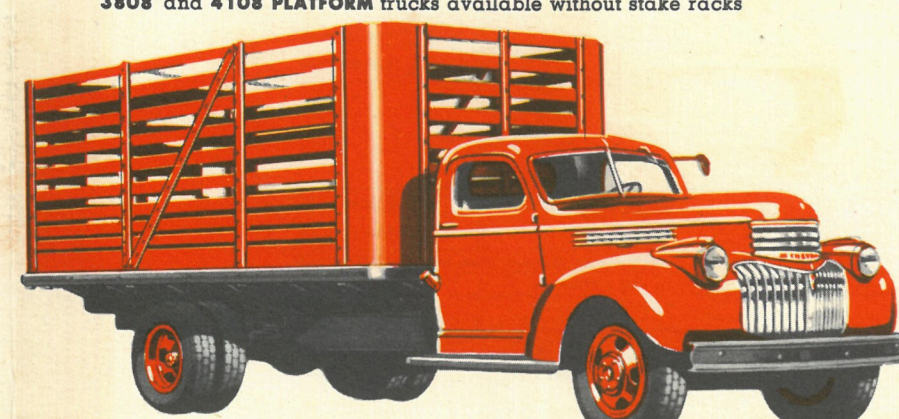
4409 STAKE truck, 160" wheelbase, G.V.W. 13000 pounds
Load space: 141 $\frac{1}{2}$ " long, 80 $\frac{3}{4}$ " wide, 38 $\frac{1}{2}$ " high
4408 PLATFORM truck also available without stake racks



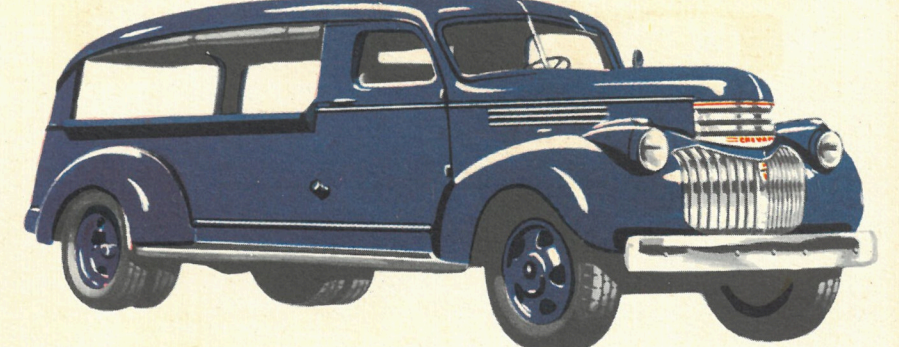
4109 STAKE truck, 134 $\frac{1}{2}$ " wheelbase, G.V.W. 13000 pounds
Load space: 105 $\frac{3}{4}$ " long, 80 $\frac{3}{4}$ " wide, 38 $\frac{1}{2}$ " high
3809 Also available with G.V.W. 8800 pounds
3808 and 4108 PLATFORM trucks available without stake racks



4105 PANEL truck, 134 $\frac{1}{2}$ " wheelbase, G.V.W. 9500 pounds
Load space: 106" long, 57 $\frac{1}{2}$ " wide at belt, 52 $\frac{1}{2}$ " high



4419 HIGH RACK truck, 160" wheelbase, G.V.W. 13000 pounds
Load space: 141 $\frac{1}{2}$ " long, 80 $\frac{3}{4}$ " wide, 66 $\frac{1}{2}$ " high



4107 CANOPY EXPRESS, 134 $\frac{1}{2}$ " wheelbase, G.V.W. 9500 pounds
Load space: 108 $\frac{3}{4}$ " long, 57 $\frac{1}{2}$ " wide at belt, 52 $\frac{1}{2}$ " high
3807 Also available with G.V.W. 6700 pounds

Heavy Duty

G.V.W. means "gross vehicle weight"—the chassis filled with lubricants, gasoline and water—the body with full payload—and the driver.

One out of Every 3 Trucks in use is a **CHEVROLET!**

S P E C I F I C A T I O N S

MODEL SERIES	1500	3100	3600	3800	4100	4400	4502 SCHOOL BUS	5100	5400	5700	6100-S 6100	6400-S 6400	6702 SCHOOL BUS	
WHEELBASE	116"	115"	125¼"	134½"	134½"	160"	160"	109"	132½"	158"	134½"	160"	195"	
GROSS VEHICLE WEIGHT (Maximum) (Maximum truck gross rating can be obtained only by adding Regular Production Options)	4100 lb.	4600 lb.	5800 lb.	3804-5-7 6700 lb. others 8800 lb.	4104-5-7 9500 lb. others 13,000 lb.	13,000 lb.	12,000 lb.	16,000 Pounds			6100S and 6400S—14,000 lb. 6100 and 6400 —15,000 lb.	15,000 lb.		
FRAME	Type	Box-Girder												
	Side Rail—Size	4¾" x 2¼ x ½"		5¾ x 2¼ x ¾"	5¾ x 2¼ x ¾"	Channel								7¼ x 2½ x ¼"
	Reinforcement Plates	None			Optional at Extra Cost		Yes—10" x ¾"							
AXLE, REAR (Hypoid Gear)	Type	Semi-Floating			Full-Floating									
	Capacity	3000 lb.	3300 lb.	5000 lb.	7200 lb.	10,500 Pounds			12,500 Pounds					
	Ratio	4.11 to 1 (Optional, 2.73 to 1)	4.11 to 1	4.57 to 1	5.14 to 1	5.43 to 1 (Optional; 6.17 to 1)			6.17 to 1 (Optional, at Extra Cost), 2-Speed—6.03 to 1 and 7.99 to 1)				6.17 to 1	
AXLE, FRONT (I-Beam)	Rating	2000 lb. KNEE-ACTION	2200 lb.	2500 lb.	3500 Pounds			4500 Pounds						
SPRINGS, REAR	Size	49" x 1¾"	54" x 1¾"	46" x 2"		46" x 2½"								
	Number of Leaves	8	8	7 Two-stage 12 (3803-8 & 9) 8 (others), 2-stage		10	11 Two-stage		10				11 Two-stage	
	Rate of Deflection per Inch	145 lb.	190 lb.	250 and 370 lb. 684 lb. (3803-8 and 9) 315 and 435 lb. (others)		770 Pounds		550 and 1000 lb.		770 Pounds				550 and 1000 lb.
	Auxiliary Springs	None				Optional at Extra Cost		None		Yes, 6 Leaves, 31" x 2½". Raising—1530 Pounds				None
	Combined Deflection Rate per Inch								2300 Pounds					
SPRINGS, FRONT	Size	36" x 1¾"			40" x 2"									
	Number of Leaves	Unified Knee-Action	7	8	7			9		8		9		
	Average Deflection Rate per Inch	300 lb.	260 lb.	275 and 365 lb.	475 Pounds			640 lb.		575 Pounds		640 Pounds		
TIRES, REAR, Regular	Single	6.00-16, 4-ply	6.00-16, 6-ply	15", 6-ply	3802-4-5-7-12-22 and 32 7.00-17, 6-ply	4102-12-22 and 32 7.00-20, 8-ply	4402-12-22 and 32							
	Dual				3803-8 and 9 7.00-18, 8-ply	4103-4-5-7-8 and 9	4403-8-9-18-19 and 29 6.50-20, 6-ply	7.50-20, 8-ply						
	Maximum Available—Single	6.00-16, 6-ply	15", 8-ply	7.00-17, 8-ply	3804-5 and 7 7.50-17, 8-ply	4102-12-22 & 32 7.00-20, 10-ply	4402-12-22 & 32 10-ply							
	Dual				3802-3-8-9-12-22 and 32 7.00-18, 8-ply	4104-5 and 7 6.50-20, 8-ply All others 7.00-20, 10-ply	7.00-20, 10-ply		8.25-20, 12-ply		6100S 6400S 6100 6400	7.50-20, 10-ply 8.25-20, 12-ply	8.25-20, 12-ply	
TIRES, FRONT, Regular	Single	6.00-16, 4-ply	6.00-16, 6-ply	15", 6-ply	3802-4-5-7-12-22 and 32 7.00-17, 6-ply	4102-12-22 and 32 7.00-20, 8-ply	4402-12-22 and 32	7.50-20, 8-ply						
					3803-8 and 9 7.00-18, 8-ply	4103-4-5-7-8 and 9 6.50-20, 6-ply	4403-8-9-18-19 and 29							
	Maximum Size Available	6.00-16, 6-ply	15", 8-ply	7.00-17, 8-ply	3804-5 and 7 7.50-17, 8-ply All others 7.00-18, 8-ply	4104-5 and 7 6.50-20, 8-ply All others 7.00-20, 10-ply	7.00-20, 10-ply		8.25-20, 12-ply		6100S 6400S 6100 6400	7.50-20, 10-ply 8.25-20, 12-ply	8.25-20, 12-ply	
ENGINE	Thrift-Master; 216.5 Cubic Inches, 6 Cylinders, Valve-in-Head													
	Gross Torque, Maximum	174 Foot-Pounds, 1200 to 2000 R.P.M.												
	Gross Horsepower, Maximum	90 at 3300 R.P.M.												
COOLING SYSTEM	Harrison Ribbed Cellular Core, 14-Quart; Self-Adjusting Centrifugal Pump													
GOVERNOR	Optional at Extra Cost													
OIL BATH AIR CLEANER	Optional at Extra Cost													
CLUTCH, Single Disc, Diaphragm Spring	9½" Diameter, 200 Ft.-Lb. Torque	10¼" Diameter, 200 Foot-Pounds Torque												
TRANSMISSION	3-Speed Synchro-Mesh 4-Speed Optional on 3100 and 3600													
BRAKES, SERVICE	Front	11" x 1¾"			12" x 2"		14" x 2"							
(Hydraulic)	Rear	11" x 1¾"			12" x 2"		16" x 3"							
	Total Lining Area, Sq. In.	161	164	183	248		330							
	Booster, Single Piston	None				Optional at Extra Cost			Yes					
	Parking	Cut in on Rear Wheels—All Models												
STEERING GEAR	Ratio	17.5 to 1	19.8 to 1					23.6 to 1			19.8 to 1			
FUEL TANK	Capacity, Gal.	16	3103 and 4 18 All Others 16	18			20		18			20		

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