

56

# NEW DODGE

## "JOB-RATED" SCHOOL BUS CHASSIS





# CHOOSE FROM **8** GREAT DODGE SCHOOL BUS CHASSIS...

# 8

## "Job-Rated" for 30- to 60-pupil capacity bodies

Dodge offers a wide range of *eight* safety-engineered school bus chassis and equipment which will equal or exceed all standards of safety recommended by the National Conference on School Transportation.

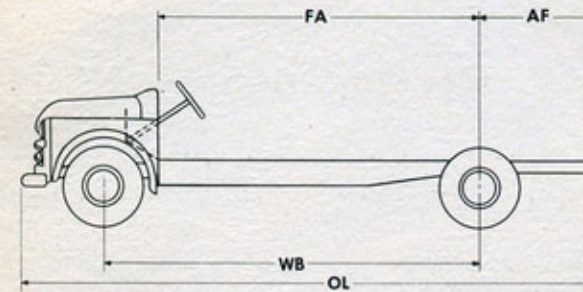
Your friendly Dodge dealer will be glad to help you select the chassis and equipment which will most efficiently and economically meet the transportation needs of your schools for many years to come.

### New Engineering Brings Added Safety, Economy, Dependability!

Whichever Dodge School Bus Chassis you buy, you can be sure of this. Your unit will be:

- "Job-Rated" throughout—engine, frame, springs, clutch, axles, brakes—for *safe*, low-cost, dependable school bus service.
- Equipped with many new safety and dependability "extras."
- Powered by either the reliable Dodge L-head six, or the outstanding new Dodge V-8 with hemispherical combustion chamber—the most *efficient* engine design on the road!

### IMPORTANT CHASSIS DIMENSIONS

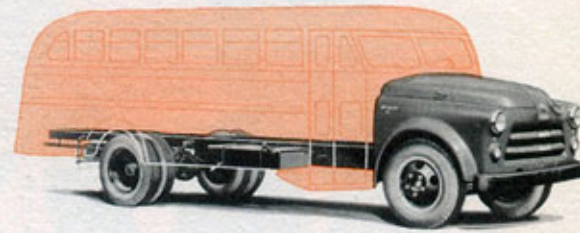


MODEL	WB Wheelbase	FA Flat-face Cowl to Rear Axle	OL Over-all Length	AF Axle to End of Frame
FS6-153	153"	128 3/4"	264 3/4"	78 3/4"
HS6-193	193"	168 3/4"	319"	93"
JS6-213	213"	188 3/4"	346"	100"
RS8-231	231"	203 3/4"	373"	112"

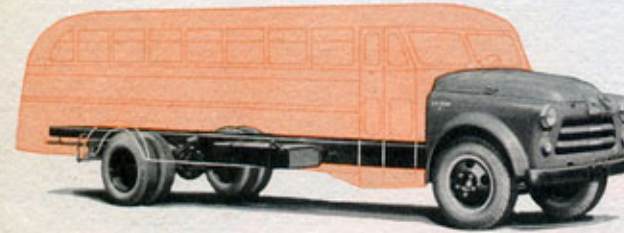
\*Includes 35 3/4" frame extension.



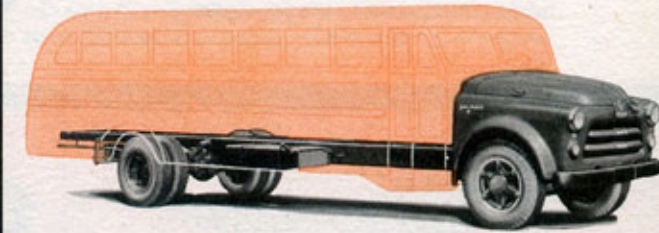
**FS6-153 MODELS**



**HS6-193 MODELS**



**JS6-213 MODELS**



**RS8-231 MODELS**

**1**

Code 105  
No. of Pupils—30  
Max. G.V.W. (lbs.)—10,500  
Body, Pupil, and Driver  
Allowance (lbs.)—6,500  
Max. Body Length—15' 1"  
Seat Spacing—27"

**ENGINE**

Displacement—230 cu. ins.  
Max. Gross Horsepower—110  
Max. Gross Torque (lb.-ft.)—194

**2**

Code 120  
No. of Pupils—36  
Max. G.V.W. (lbs.)—12,000  
Body, Pupil, and Driver  
Allowance (lbs.)—7,975  
Max. Body Length—17' 6"  
Seat Spacing—27"

**ENGINE**

Displacement—230 cu. ins.  
Max. Gross Horsepower—110  
Max. Gross Torque (lb.-ft.)—194

**3**

Code 145  
No. of Pupils—48  
Max. G.V.W. (lbs.)—14,500  
Body, Pupil, and Driver  
Allowance (lbs.)—9,775  
Max. Body Length—22' 2"  
Seat Spacing—27"

**ENGINE**

Displacement—250.6 cu. ins.  
Max. Gross Horsepower—120  
Max. Gross Torque (lb.-ft.)—210

**4**

Code 160  
No. of Pupils—48  
Max. G.V.W. (lbs.)—16,000  
Body, Pupil, and Driver  
Allowance (lbs.)—11,225  
Max. Body Length—22' 2"  
Seat Spacing—27"

**ENGINE**

Displacement—250.6 cu. ins.  
Max. Gross Horsepower—120  
Max. Gross Torque (lb.-ft.)—210

**5**

Code 160  
No. of Pupils—54  
Max. G.V.W. (lbs.)—16,000  
Body, Pupil, and Driver  
Allowance (lbs.)—10,725  
Max. Body Length—24' 5"  
Seat Spacing—27"

**ENGINE**

Displacement—265.37 cu. ins.  
Max. Gross Horsepower—123  
Max. Gross Torque (lb.-ft.)—225

**6**

Code 175  
No. of Pupils—54  
Max. G.V.W. (lbs.)—17,500  
Body, Pupil, and Driver  
Allowance (lbs.)—12,175  
Max. Body Length—24' 5"  
Seat Spacing—27"

**ENGINE**

Displacement—265.37 cu. ins.  
Max. Gross Horsepower—123  
Max. Gross Torque (lb.-ft.)—225

**7**

Code 175  
No. of Pupils—60  
Max. G.V.W. (lbs.)—17,500  
Body, Pupil, and Driver  
Allowance (lbs.)—11,550  
Max. Body Length—26'  
Seat Spacing—26"

**ENGINE**

Displacement—331.1 cu. ins.  
Max. Gross Horsepower—153  
Max. Gross Torque (lb.-ft.)—268

**8**

Code 200  
No. of Pupils—60  
Max. G.V.W. (lbs.)—20,000  
Body, Pupil, and Driver  
Allowance (lbs.)—13,875  
Max. Body Length—26' 9"  
Seat Spacing—27"

**ENGINE**

Displacement—331.1 cu. ins.  
Max. Gross Horsepower—153  
Max. Gross Torque (lb.-ft.)—268



# UNEXCELLED

# SAFETY

# IN SCHOOL TRANSPORTATION!

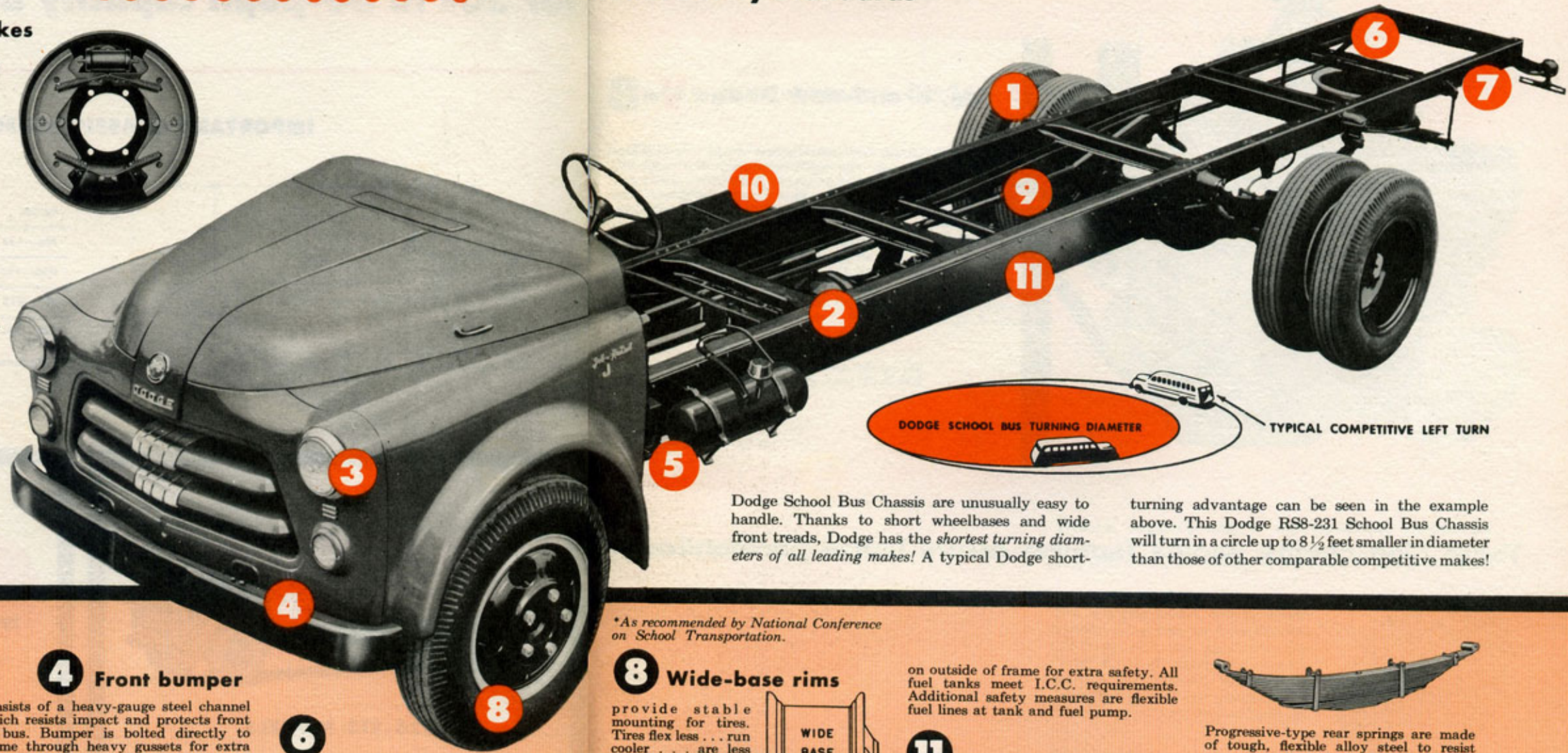
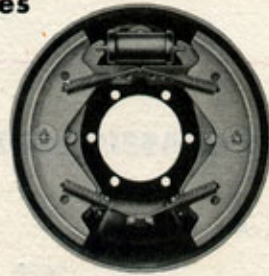
Dodge chassis and equipment meet or exceed all National Safety Standards\*

## 1 Dual-primary-type brakes

at rear wheels utilize the most advanced brake design in the industry . . . offer sure-stop braking safety year round . . . assure greater stopping ability in shorter distances with less pedal pressure . . . give more braking power for emergency stops!

One example of this extra safety can be found in the fact that these brakes work equally well when vehicle is going forward or backward. There is no tendency to drift backward on hills.

Longer lining life . . . smoother, more even braking action results from use of Cyclebond brake linings . . . which are fused, not riveted to brake shoes. Linings usable through virtually their entire thickness—not merely to rivet heads, as with conventional types. Tapered lining insures smoother brake engagement, longer wear.



Dodge School Bus Chassis are unusually easy to handle. Thanks to short wheelbases and wide front treads, Dodge has the *shortest turning diameters of all leading makes!* A typical Dodge short-

turning advantage can be seen in the example above. This Dodge RS8-231 School Bus Chassis will turn in a circle up to 8½ feet smaller in diameter than those of other comparable competitive makes!

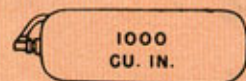


## 2 Brake booster

utilizes engine vacuum to increase pressure supplied from brake pedal—means quick, safe, effort-free stops. Diaphragm unit features steel-tube vacuum lines with positive seal fittings for dependable operation. Booster standard on all but F6-153 models, where it is offered as extra equipment.

## 4 Front bumper

consists of a heavy-gauge steel channel which resists impact and protects front of bus. Bumper is bolted directly to frame through heavy gussets for extra strength. The bumper ends are also curved to give added protection to sheet metal.

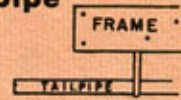


## 5 Vacuum reserve tank

for added safety . . . provides reserve vacuum supply to operate service brake booster in emergency. Standard on Model RS8-231 and recommended for all other models equipped with vacuum brake booster.

## 6 Exhaust tailpipe

extends beyond end of frame, therefore beyond end of body and windows. Exhaust gas fumes are carried safely away from school bus interior.



## 7 Full-length frame

furnishes sturdy, lasting support to the very end of the body. Recommended body lengths are shown on page 3.

## 8 Wide-base rims

provide stable mounting for tires. Tires flex less . . . run cooler . . . are less subject to blowout danger.



## 9 Propeller shaft guards

formed of steel rod are spaced along propeller shaft, protect passengers in event of shaft failure. New center bearing, set in thick rubber, promotes quiet propeller shaft operation.

## 10 Fuel tank

of 30-gallon capacity is available for FS6-153 models, standard on all others. Tank is mounted

on outside of frame for extra safety. All fuel tanks meet I.C.C. requirements. Additional safety measures are flexible fuel lines at tank and fuel pump.

## 11 Rugged frame

is "Job-Rated" to provide a strong foundation for the school bus. Sturdy cross members attach to both top and bottom flanges of side rails for increased rigidity. Side rail reinforcements are standard on 193-213- and 231-inch wheelbase units.

Front springs are shackled at the rear end. In addition to giving smoother riding, this decreases danger of spring breakage from impact at front wheel.



Progressive-type rear springs are made of tough, flexible alloy steel to resist permanent distortion and breakage.

Husky front axles are drop-forged for extra strength and trouble-free service.



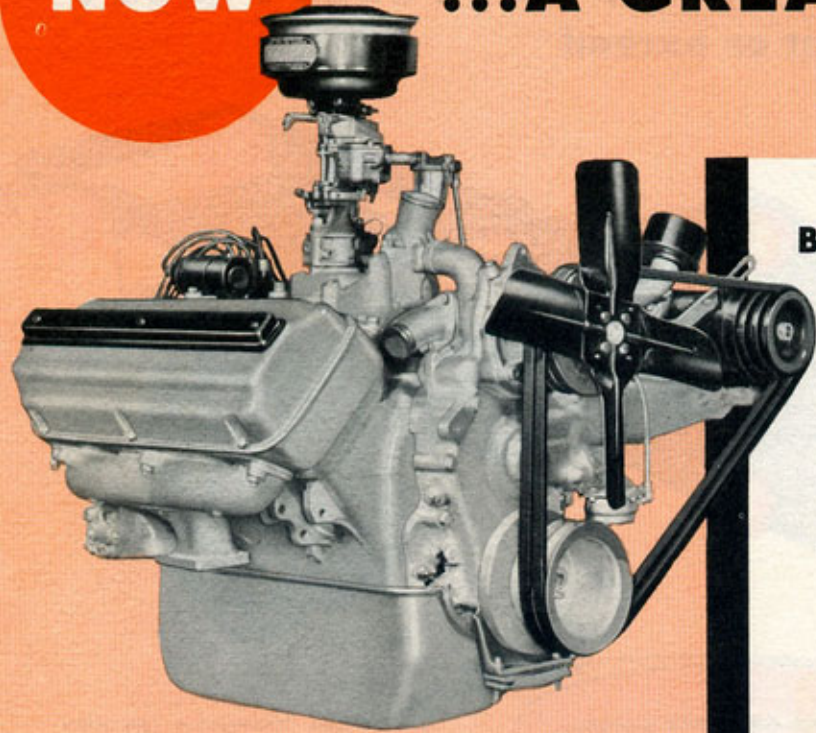
Front eyes of front springs are double wrapped for safety, and thus conform fully with National School Bus Standards.

\*As recommended by National Conference on School Transportation.



**NOW**

# ...A GREAT NEW TEAM OF "JOB-RATED" ENGINES FOR SCHOOL BUS CHASSIS!



## Big, brand-new Dodge V-8

Dodge now introduces a completely new kind of V-8—the most advanced, the most efficient engine design in American volume production today! This great new power plant is the *only* V-8 School Bus engine featuring overhead valves and the sensational hemispherical combustion chamber . . . the best answer ever found to extra power at low cost! Here's all the power, acceleration and economy you'll need in a school bus chassis! Standard on all RS8 models.

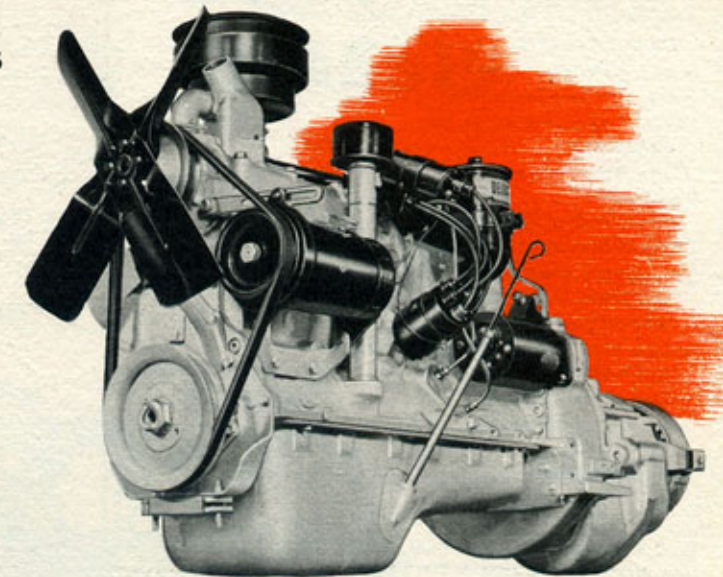
**153 H.P. in RS8 models**  
331-cu.-in. displacement  
268-lb.-ft. max. gross torque

## Three long-famous Dodge 6's

These tried-and-true L-head Sixes are known everywhere for their unfailing performance, for long-time durability, and for rock-bottom operating costs. Dodge offers three of these high-powered engines to assure the right power for your school bus needs . . . provides ample power reserve for all driving conditions. Day after day, month after month, year after year . . . you can depend on a Dodge to reach destinations on schedule, give top all-round service.

**110 H.P. in FS6 models**    **123 H.P. in JS6 models**  
230-cu.-in. displacement    265.37-cu.-in. displacement  
194-lb.-ft. max. gross torque    225-lb.-ft. max. gross torque

**120 H.P. in HS6 models**  
250.6-cu.-in. displacement  
210-lb.-ft. max. gross torque



These high-quality engine features assure better performance . . . maximum efficiency!

### Extra Power

- **MOST POWERFUL V-8** of any leading school bus chassis manufacturer assures adequate power for heavy loads, steep grades, sluggish snow or mud!
- **HIGH TORQUE DESIGN** of both V-8's and Sixes gives you plenty of pulling ability . . . even with full-capacity loads of pupils!
- **EFFICIENT EXHAUST SYSTEM** helps keep exhaust back pressure at a minimum, power output at a maximum!
- **ADVANCED-TYPE CARBURETOR** mixes exactly the *right* volume of gas and air to maintain top power and economy!
- **CHROME-PLATED TOP PISTON RINGS**

### Extra Long Life

- last longer than ordinary rings, resist pitting for better compression seal and longer cylinder-wall life!
- **WATER DISTRIBUTING TUBE** on 6-cylinder engines directs water *around* valve seats, provides better cooling for hottest engine points!
- **POSITIVE-PRESSURE LUBRICATION** forces oil under pressure to all bearings through drilled passages, and lubricates cylinder walls by splash. Protects engine from wear!
- **FLOATING OIL INTAKE** safeguards the engine by drawing in only the *cleanest* oil in the crankcase, and avoiding both froth at top and sediment at bottom!

### Extra Economy

- **HIGH COMPRESSION RATIOS** assure high fuel economy and low maintenance expense for thousands of extra miles!
- **LIGHTWEIGHT ALUMINUM-ALLOY PISTONS** lighten the load on engine bearings, lighten the load on your maintenance budget!
- **EXHAUST VALVE SEAT INSERTS** stand up better under high temperatures, promote sustained performance, help lengthen valve life!
- **TWO FUEL FILTERS** clean fuel twice as it passes from tank to engine . . . filter out impurities! (6-cyl. models).

### Extra Dependability

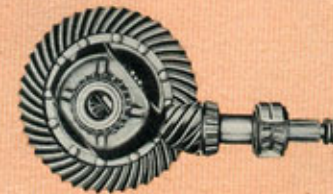
- **HEAVY-DUTY COOLING SYSTEM** insures proper cooling for all kinds of load, road, and weather conditions. Features include large-capacity radiator core and full-length cylinder water jackets!
- **45-AMP. GENERATOR** provides capacity to handle light and heavy electrical loads with equal ease!
- **WEATHERPROOF IGNITION SYSTEM** offers protection from moisture . . . means more positive starts in all kinds of bad weather!
- **OIL-BATH AIR CLEANER** is another protective measure that prevents harmful abrasives from entering engine and causing added wear!

These heavy-duty drive-line features mean longer life, trouble-free service!

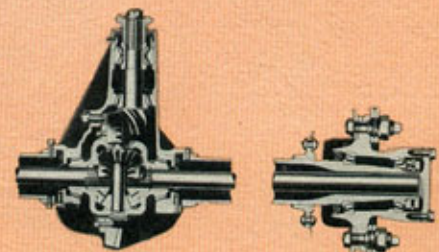
**HUSKY CLUTCHES** designed for positive engaging action, smooth starts. Friction areas ranging from 100.5 to 138.93 square inches insure the right clutch for your chassis. All clutches feature heat-treated torsion and pressure springs and permanently lubricated ball-type release bearings.



**STURDY HYPOID GEARS** in rear axle have large gear contact for greater strength, quiet operation.



**RUGGED REAR AXLES** are of full-floating type. Axle housing bears entire weight of load; axle shafts merely drive wheels. This design assures longer, more dependable axle life—decreases shaft breakage. Axle shafts are shot-peened for extra toughness.





# GENERAL SPECIFICATIONS

## Chassis

Model	F56-153	HS6-193	JS6-213	R58-231
Axle, Front—Tread, ins.....	65	63 $\frac{3}{4}$		69 $\frac{1}{2}$
Nominal Capacity, lbs.....	3750	4500	5000	5500
Axle, Rear—Single-Speed Gear Ratios Available.....	5.625, 6.833 or 6.285 to 1	6.285 or 6.833 to 1		6.8 or 7.2 to 1
Nominal Capacity, lbs.....	11,500	13,000	13,500	15,500
Axle, Rear—Two-Speed* Gear Ratios Available.....	—	5.83/8.11 or 6.33/8.81 to 1		6.16/8.19 to 1
Nominal Capacity.....	—	13,000	13,500	15,500
Brakes, Parking—Lining Area.....	56.4 sq. ins.		67.5 sq. ins.	73.75 sq. ins.
Brakes, Service—Lining Area.....	336 sq. ins.		432 sq. ins.	397 sq. ins.
Clutch—Frictional Area, sq. ins.				
Standard.....	100.53	123.7		138.93
Extra Equipment.....	123.7	—		—
Frame—				
Maximum Side-rail Dimensions, ins.....	8 $\frac{1}{2}$ x 2 $\frac{1}{2}$ x .21	8 $\frac{1}{2}$ x 2 $\frac{3}{4}$ x $\frac{5}{16}$		9 $\frac{1}{4}$ x 2 $\frac{1}{2}$ x $\frac{7}{16}$
Frame Reinforcements—Outside L-Type.....	No	No†	9 $\frac{1}{2}$ x 1 $\frac{3}{4}$ x .21	11 $\frac{1}{2}$ x 1 $\frac{3}{4}$ x $\frac{3}{16}$
Springs, Front (Double-wrapped Eye-Type)				
Length and Width, ins.....	45 x 2			48 x 2
Nominal Capacity, lbs.....	1600	1900	2200	2500
Springs, Rear (2-stage Progressive Type)				
Length and Width, ins.....	52 $\frac{1}{2}$ x 2 $\frac{1}{4}$		52 $\frac{1}{2}$ x 2 $\frac{1}{2}$	
Nominal Capacity, lbs.....	3800	5300		6500
Transmission—Standard.....				
Extra Equipment.....	—	4-Speed Direct-in-Fourth	4-Speed Synchro-Shift	5-Speed Direct-in-Fifth
Tires, Minimum—Front and Dual Rear.....	6.50/20—6PR	7.50/20—8PR	7.50/20—10PR	8.25/20—10PR
Tires, Maximum—Front and Dual Rear.....	7.00/20—8PR	8.25/20—10PR	9.00/20—10PR	9.00/20—10PR

\*Available as extra equipment where permissible.  
†Inside frame reinforcements standard on HS6-193.

## Engine

Model	F56-153	HS6-193	JS6-213	R58-231
Type and Number of Cylinders.....	L-head, 6			Valve-in-head, V-8
Bore and Stroke.....	3 $\frac{1}{4}$ " x 4 $\frac{3}{8}$ "	3 $\frac{7}{16}$ " x 4 $\frac{1}{2}$ "	3 $\frac{7}{16}$ " x 4.766"	3 $\frac{1}{16}$ " x 3 $\frac{3}{8}$ "
Piston Displacement, cu. ins.....	230.2	250.6	265.37	331.1
Maximum Horsepower.....	110 @ 3600 RPM	120 @ 3600 RPM	123 @ 3600 RPM	153 @ 3600 RPM
Maximum Torque, lb.-ft.....	194 @ 1600 RPM	210 @ 1200 RPM	225 @ 1200 RPM	268 @ 1600 RPM
Compression Ratio.....	7.25 to 1	7.0 to 1	7.0 to 1	7.0 to 1
Top Piston Ring Surface Coating.....	Chrome-plated			
Lubrication—Type.....	Pressure Floating			
Oil Pump Intake—Type.....	Silchrome No. 1			
Valve Material—Intake.....	Silchrome No. XCR			Silchrome No. XB
Exhaust.....	Silchrome No. XB—Stellite-faced			—
Valve Stems—Type—Intake.....	Solid			
Exhaust.....	Solid			Sodium-filled
Valve Seat Inserts—Intake.....	—			Silchrome No. XB
Exhaust.....	Special Alloy			Silchrome No. XB Stellite-faced
Cooling System—Capacity.....	15 $\frac{1}{2}$ qts.	18 qts.	20 qts.	29 qts.
Recirculating By-Pass.....	Yes			
Water-distributing Tube.....	Yes			
Spark Plugs—Type.....	Resistor			
Generator, Standard.....	45-Ampere			
Battery, Standard.....	120 Amp.-Hr.			135 Amp.-Hr.

Specifications subject to change without notice.