

PART III

THE CCKWX

The First of the First Series:

The Army liked the ACKWX and, as with the early 1/4-tons and Dodge 1/2-ton VC's, they fiddled with them, ran the wheels off them and then ordered a bunch of a slightly revised model. October of 1940 saw the introduction of a fully developed production model, the CCKWX. These went into production at the same time as the '41 pattern, militarized Dodge T-207 series WC's were introduced. Coincidentally, this was also the very same time the first Bantam prototype Reconnaissance Car was delivered to the Army for testing. With this new GMC, the A was replaced by a C to denote the 1941 model-year and its revised design. The rest of the model code was the same as the earlier ACKWX.

The changes were not all that many. Despite what the French and British military thought, the U.S. Army ordered the largest of GMC's small block engines installed. The 270 was a new engine, only introduced in 1939, and it offered a couple of significant advantages over the smaller 256. In addition to increased power, the larger engine featured insert precision rod and main bearings instead of the old-style poured babbit ones. Also, the 270 engine began to reflect some military detail input. There were now two separate oil filters, and a steam relief tube from the rear of the cylinder head to the radiator header. This increased water circulation through the cylinder head and permitted prolonged operation on steep downgrades. The fuel cap-

acity was increased to 40 gallons. And the wheelbases were stretched slightly to the 145 and 164 inches that would remain unchanged until production ceased in late 1945. The Timken supplied drivetrain, early-style brake system and the 6-volt, 25 amp positive ground electrical system with the little 2H battery and civilian instrumentation remained unchanged.

The big change was visual - the introduction of the simplified military front end. This change increased maintenance accessibility to the engine, was easier to repair in the field and was considerably cheaper to produce. It was soon to become a very familiar face. The revised front end brought with it the early-style blue louver blackout marker lights. Since there wasn't any blackout driving lamps yet, the welded up brush-guard was the symmetrical style with both sides matching.

The CCKWX's were the first ones to be painted with the now standard lusterless olive drab finish (Du Pont #1071-050). Initially the registration numbers were white, but on the second contract they were the later blue drab. From the early 1930's through to 1948 glossy olive green was GMC's traditional engine color. As a result all the 256 and 270 engines used in the ACKWX's, CCKWX's and CCKW's were painted glossy olive green.

The model 1574 cab was carried over unchanged from the earlier ACKWX's model 985. The interior used the same bedford cord seat covering; the civilian style instrument cluster and the ash tray were retained. The cab changes were very minor - the elimination of all chrome trim. It was the introduction of the new

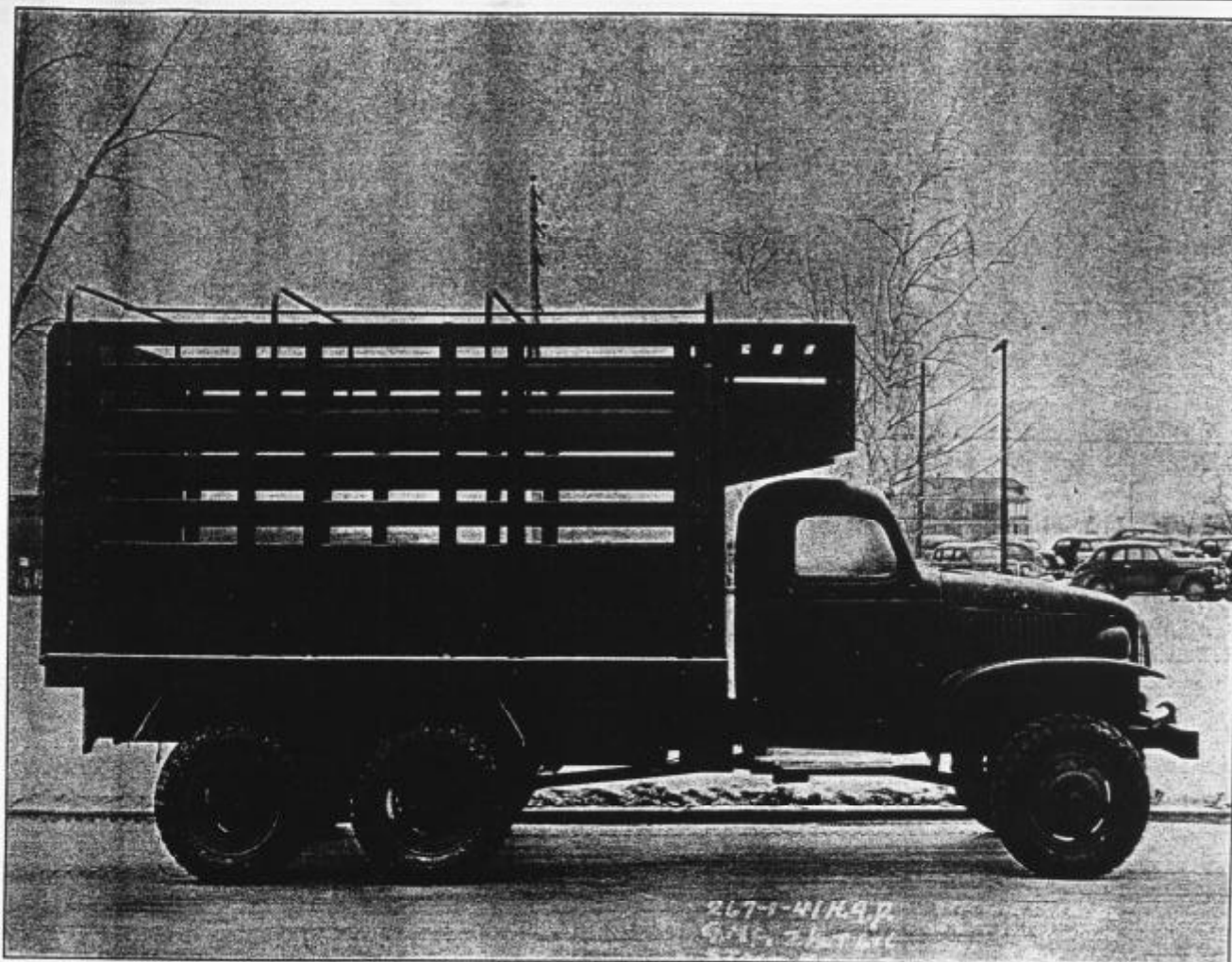
front clip that caused the revised designation. There were a limited number of model 1575 cabs produced. These had a large circular hole in the roof over the passenger seat for access to a ring mounted machine gun.

A point of detail - in photographs the only way the model 1574 cab can be distinguished from the later model 1608 is from the left side. The earlier cab came with a door hinge-mounted exterior mirror arm. The later 1608 cab has the cowl-mounted mirror.

The CCKWX Series saw the introduction of different body types

Compared to the earlier ACKWX's, the improved CCKW's were ordered in immense quantities. From October, 1940 until late February, 1941, 13,188 CCKWX's were delivered on two contracts: W-398-QM-8266 and W-398-QM-8275. The CCKWX series saw the introduction of different body types: 34 - water purification; 248 - tank; 87 - commercial style stock-rack trucks. Unlike the later CCKW, these different bodied trucks had no serial number suffix to denote body type. Until the revised serial numbering, all ACKWX's and CCKWX's, both long and short wheelbase, were 353's. It wasn't until the CCKW, that the short wheelbase trucks were known as 352's.

For the collector that latches on to one of these trucks, there was (as with all the early Quartermaster contracts), a specific set of Contract Manuals prepared by GMC for issue with the trucks - GM Form Numbers X-14102 and X-4026. Later these were reprinted and renumbered into the Quartermaster publication series as TM 10-1104 (parts) and TM 10-1105 (maintenance).



*The CCKWX series saw the introduction of different body types. The commercial-style stock rack was known as body type number 87 (Model TC 22913). Note the blue drab U.S.A. numbers. This vehicle was delivered on the second contract W-398-QM-8274 and was photographed in January, 1941.*

Like the manuals for the early, pre-standardization 1/4-ton, 4x4's, these books are very sparse on illustrations - many were drawn from civilian publications. But, everything you really need to know is in there. While the collector details are all but glossed over, every significant mechanical detail that pertains to that contract truck is in there. The parts listings are just that, a listing with very little description along with the part numbers. The actual detail as to what voltage regulator was used on the CCKWX is in the specification listing at the end of the electrical section of the maintenance manual (TM 10-1105). This is true with virtually all of the TM 10-series books. The actual text and illustrations of how to fix the object were carried over unchanged from one manual (edition) to the next. The illustrations in TM 10-1563, were almost the same

ones as used in TM 10-1105 - civilian retouches and all. So, if you are basing some critical detail work on a particular, retouched manual illustration - it may not work.

Being essentially identical, the trucks on the two CCKWX contracts, plus the first CCKW contract (W-398-QM-9095), are all properly called the 1941 models (our first-series trucks). This includes all vehicles from CCKWX353-001 to CCKW353-41188-B1.

