

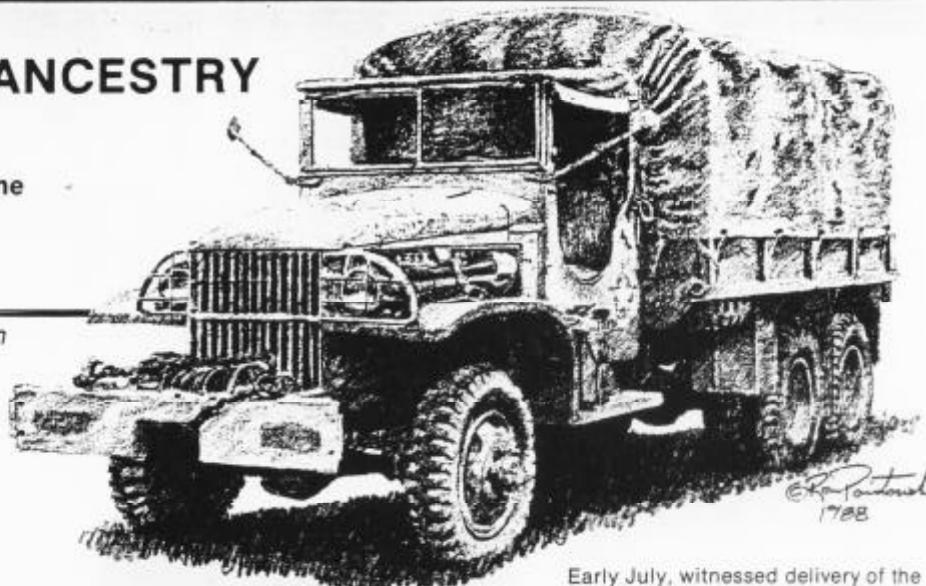
THE JIMMY'S ANCESTRY

The CCKW in Detail and
The Collector's Syndrome

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PART VI



THE LATE '42's

The Third-Series:

After the last units of the '110890 contract were completed in late May, 1942, there was a transitional period lasting about a month and a half. During this transition, the actual wartime contracted trucks entered production. This 'about' is the result of the new austere, security conscious manuals no longer having those glorious, detailed production/contract summaries in the front. Table VI, should have been in the last section, as it is the summary for most of the 2nd-series production. From serial number 87613 to 97698, the Army exercised contract options and there were many trucks built on extensions of previous contracts. While they were built on earlier contracts, these transitional trucks had enough production changes made that they were in fact new models. Their publication plates specified the latest manuals: TM 10-1562/'1563/. These were the manuals for the next contract.

For collectors, the most significant change was that the 40-amp negative ground electrical system finally made its production appearance.

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production appearance. Also, these trucks began to reflect wartime material substitutions/deletions. The key ignition switch, leaded and finished body seams and the rubber floor mats were deleted sometime during June, 1942.

During the mid 1942 'rubber purge', the rear window glass retainer was changed. Until then, the glass was held in by the pre-war, civilian-style multiple piece die cast frame, rubber gasket and fourteen 10-32 machine screws. Essentially, this was the same as the contemporary car convertible top rear window frame glass. With the wartime material conservation plan, the rubber gasket was replaced by one of those horrible felt gaskets, and the die cast frame by a couple of really crude sheet metal stampings. The fourteen screws remained. At best, these (die cast, with rubber gasket) were a real pain to remove as all the screws would break off in the blind, die cast holes. At worst, the ersatz wartime stamping and felt gasket. The felt would hold moisture and rust the 'pinch weld' out, leaving nothing to hold the glass to and the screws would rust in. This occurred even though this style used nuts, instead of tapped holes. Anyway, these original-style retainer frames (both early and late), are always found to be replaced by the universal two-piece rubber weather stripping with lock strip (ala M38 and M38A1 style). The two piece rubber retainer isn't original, no matter how old it looks.

One of these interim, serial number CCKW 353-96680-A2, achieved a bit of notoriety. It was the prototype for the tactical or open-style cab. Collectors need not worry about looking for this vehicle. It was all used up, and expended as a test vehicle at the Aberdeen Proving Ground.

Early July, witnessed delivery of the first unit at serial number 97699 of what ultimately was the Army's largest, single, vehicle contract (ever): W-398-QM-11595. Later this was revised by the Ordnance Department and was redesignated contract W-394-ORD-2547. This contract was for 240,250 assorted G-508's (CCKW, AFKWX and CCW). The last units of this contract were not delivered until early 1944.

Contact '11595/2547 is of interest to the collector for several reasons: most being the direct result of its sheer size. Just as the '42 Ford-built GPW is the single most common vehicle in the club, the late '42 CCKW's are the most common surviving Jimmy's. All of the late '42's, almost all the '43's, and a very few early '44's came off this one contract. Unlike the previous, and the following contract, were most changes were made at contract time, significant changes to this contract were made during the contract run. Due to its size and duration, this was the only contract to have production changes made during the contract run. This series will be the longest and most complex of the sections due to these changes. There were so many changes made during this run, that I consider the later units to be different enough to be a separate series.

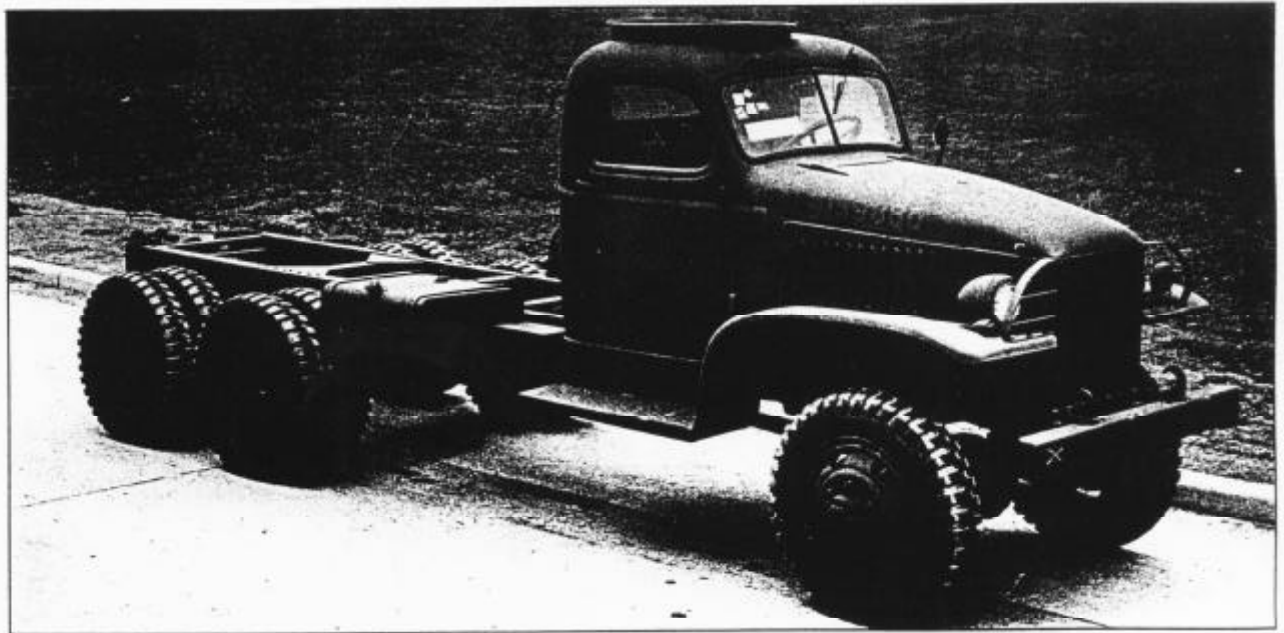
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Each one of the 'minor' production changes made during the '11595/2597 contract run added up to big production headaches. One example was the addition of the blackout drive lamp at serial number '192881. This one change meant that both the parts and maintenance manuals (wiring diagrams), the listing of parts, and showing how to aim the light all had to be changed. A number of new parts also had to be integrated into production: left fender, brushguard, instrument panel stamping, wiring harness, terminal blocks, additional light switch, assorted clips, brackets, fasteners, etc. This instantly created a pile of superceded parts to be added to the spare parts inventory.

Due to this contract's duration, the exact quantities of specific truck types ordered went through numerous revisions. For example: if you check out the chassis/body code listing in front of the GMC Master Parts Book, you'll come across 'F1 (Signal Corps Van, Timken driveline). This model shows up only on this one contract. If you then check the contract summaries in the front of the November 1943 edition of SNL, G-655 (GMC Master Parts List), you'll find that 1,801 of these Signal Corps vans were ordered. Checking another source, the QMC/Ordnance Department 'Summaries of Material Acceptance', states that only 1 was delivered. For whatever reason, it was decided that Signal Corps van-bodied trucks would remain a spe-



The late production third series CCKW in its most basic form. The early third series trucks looked just like the second series trucks. For this late model, the prominent identifying characteristics are: the wood-rimmed steering wheel, the semi-circular un-lead body seams at the lower corner of the windshield, the asymmetrical brush guard (without logo) and the factory installed blackout drive lamp. Not readily apparent, but it's there; the hood side panels show the screwhead that holds the bonding straps just above the fast louvre. Mar. 1943



A late production closed cab cargo truck (registration number and ring mount roof hatch says 'cargo truck'). The third series trucks show that the definitive CCKW has arrived. Most surviving closed cab trucks tend to look like this late model, through repair or rebuild. In this view, the finished body seam, and bond strap hardware are the identifying features shown. March 1943

TABLE VI
VEHICLE IDENTIFICATION

THIS CHART GIVES COMPLETE IDENTIFICATION OF GMC TRUCKS ORDERED ON GOVERNMENT CONTRACT NUMBERS SHOWN BELOW
These vehicles covered in GMC Maintenance Manual Form X-4118 (TM 10-1147)

GMC TC Number	Number of Vehicles	Government Contract Number	U.S.A. Registration Number	GMC Model and Chassis Serial Number	Chassis Wheel Base	Type of Equipment		
						Axle	Body	Winch
200119	2910	W-398-QM-10250-Item 1A	W-463546 to W-466465	CKKW-353 Serial No. 41224-A2 CKKW-353 Serial No. 41225-A1 to 41133-A1	164"	Banjo Type Spill Type	Cargo Cargo	None None
200134	5990	W-398-QM-10250-Item 1A	W-475308 to W-481295	CKKW-353 Serial No. 54224-A2 to 61213-A2	164"	Banjo Type	Cargo	None
200136	222	W-398-QM-10250-Item 1A	W-481298 to W-481517	CKKW-353 Serial No. 80214-A1 to 69435-A1	164"	Spill Type	Cargo	None
200141	1	W-398-QM-10250-Item 1A	W-482640	CKKW-353 Serial No. 50436-A1	164"	Spill Type	Cargo	None
200142	148	W-398-QM-10250-Item 1A	W-481806 to W-482043	CKKW-353 Serial No. 50437-A1 to 61584-A1	164"	Spill Type	None	None
200169	1027	W-398-QM-10250-Item 1A	W-484713 to W-485739	CKKW-353 Serial No. 32773-A2 to 62864-A2 CKKW-353 Serial No. 328905-A1 to 43799-A1	164"	Banjo Type Spill Type	Cargo Cargo	None None
200120	4250	W-398-QM-10250-Item 1B	W-466466 to W-470705	CKKW-353 Serial No. 44134-B2 to 46787-B2 CKKW-353 Serial No. 46798-B1 to 48303-B1	164"	Banjo Type Spill Type	Cargo Cargo	Yes Yes
200170	600	W-398-QM-10250-Item 1B	W-485740 to W-486339	CKKW-353 Serial No. 53800-B2 to 64399-B2	164"	Banjo Type	Cargo	Yes
200121	3100	W-398-QM-10250-Item 1C	W-470706 to W-473805	CKKW-352 Serial No. 48384-A1 to 51483-A1	145"	Spill Type	Cargo	None
200137	378	W-398-QM-10250-Item 1C	W-481516 to W-481895	CKKW-352 Serial No. 60585-A1 to 60962-A1	145"	Spill Type	Cargo	None
200122	1500	W-398-QM-10250-Item 1D	W-473906 to W-475305	CKKW-352 Serial No. 51484-B2 to 51628-B2 CKKW-352 Serial No. 51629-B1 to 52883-B1	145"	Banjo Type Spill Type	Cargo Cargo	Yes Yes
200123	40	W-398-QM-10250-Item 1E	W-80922 to W-80961 W-80977 to W-80999 W-801000 to W-801041	CKKW-353 Serial No. 52884-D1 to 53023-D1	164"	Spill Type	Fuel Tank	None
200171	65	W-398-QM-10250-Item 1E	W-80977 to W-80999 W-801000 to W-801041	CKKW-353 Serial No. 64400-D1 to 64464-D1	164"	Spill Type	Fuel Tank	None
200136	10	W-398-QM-10876-Item 1A	W-483982 to W-483981	CKKW-353 Serial No. 61263-A1 to 61272-A1	164"	Spill Type	None	None
200163	600	W-398-QM-10876-Item 1C	W-483982 to W-483981	CKKW-352 Serial No. 53024-A2 to 54023-A2	145"	Banjo Type	Cargo	None
200135	600	W-398-QM-10876-Item 1D	W-482702 to W-483301	CKKW-352 Serial No. 53024-B2 to 53523-B2	145"	Banjo Type	Cargo	Yes
200143	120	DA-W-398-QM-33-Item 1A	None	CKKW-353 Serial No. 60963-A2 to 61382-A2	164"	Banjo Type	Cargo	None
200161	1500	DA-W-398-QM-33-Item 1A	None	CKKW-353 Serial No. 61273-A1 to 61572-A1 CKKW-353 Serial No. 61573-A2 to 62772-A2	164"	Spill Type Banjo Type	Cargo Cargo	None None
200144	180	DA-W-398-QM-33-Item 1B	None	CKKW-353 Serial No. 61083-B2 to 61262-B2	164"	Banjo Type	Cargo	Yes

cial, non-production body. For vans, the Signal Corps would have to contract their own bodies, to be installed on, -1 or -2 chassis-cabs, supplied through Ordnance channels.

Another glitch: in 1943 there were 800 short wheelbase (CCKW352's), chassis-cabs, without winch, delivered in both open and closed-cab versions. After looking through several editions of TM 9-2800, nowhere did I find any mention of a special bodied truck on the short chassis. The only short-chassis trucks mentioned were the cargo trucks (prime movers), with or without winchs, that were ordered specifically for the Field Artillery. Where the 800 CCKW-353's went, or for what use, I don't know - but they were delivered. There are more of these little mysteries in the contracts.

The reader should be reminded that nothing in here is written in stone. Even the most basic 'known facts' have exceptions. Things like all WWII jeep's have '20' prefixed registration numbers, and all Ordnance Maintenance trucks/trailers have '00'- prefixed registration numbers. Well, not always. The four wheel steer prototype jeeps had '2' prefixed registration numbers (no '0' for the second digit). And not all Ordnance Maintenance vehicles had the correct registrations. For instance, the first 450 of the 'ST5' Ordnance Shop Vans were installed on closed cab '353's with '48' prefixed cargo truck registration numbers. Now, were these 'cargo trucks' that had their correct bodies removed, or were they drawn from the vehicle storage lot before the 'correct bodies' were installed. I don't know, it's another of those inconsistencies that makes number counting a real pain and shakes ones blind faith in printed lists.

These late '42 or third-series trucks, consist of all those trucks built between late May, 1942, and late April, 1943. The latter date is a point valid only to collectors. That was when the model 1608/09 closed-cab and the early all-steel cargo body ended production. The contract ran for a long time after.

Through the late summer of 1942, the chassis number sequence seems to follow a normal, ever ascending numerical order: s/n 94748 in July, s/n 119452 in September. However, by September something was wrong. With this contract, it was large enough, and there was enough idle production capacity (no cars being built), that a second production line was opened. The Chevrolet Assembly Plant in St. Louis, Missouri, was designated a second production source. With this, the serial numbers got muddled - like Ford's GPW production. For the period from September, 1942

through early 1943, there is a lot of out of sequence delivery dates. Trucks have 'Dates of Delivery' that by serial sequence should have been built six months earlier. This is most noticeable with the short wheelbase CCKW-352's. For this period, one of the few documented production dates is s/n 201680. It was built on 20 March, 1943. But, here are two CCKW 352 delivery dates for September, 1942 - s/n 209820 and s/n 211983. By sequence, they should have been built/delivered in April, 1943. Somehow, this had to be the result of the way serial number blocks were allocated between the two plants. After the Spring of 1943, this must have been rearranged, as after this time, I've found real late out of sequence numbers, but no early out of sequence numbers. So far, the aberrations have only shown up in short wheelbase trucks. Either I don't have a large enough cross section, or there is another reason. But, so far, the long wheelbase models show a pretty orderly numerical progression.

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Peak production was in July, August and September, 1942, when about 15,000 trucks per month were built. After that production averaged 11 to 12,000 trucks per month through July, 1945.

Most of the detail changes for the third-series trucks can be followed by checking Table IV. There is no point belaboring you with steel accelerator pedals and composition shock absorber bushings. Only the most visible changes will be discussed.

The gradual closed to open-cab transition took place from August, 1942 until late in April (possibly early May) 1943. That is all I'm going to say about the single most visible change ever made to the CCKW. The model 1608 closed-cab was discussed in the second-series section, and the model 1619 open-cab will be covered in the 1943 fourth-series section.

To the collector, one of the 'major' changes of note is the steering wheel. The familiar, three-spoke, hard rubber wheel passed out of production sometime during September/October 1942, at approximately serial number 125,000. I have no documentation to support this. It is based purely on noticing that most trucks built September and earlier have the three-spoke rubber wheel, and those from late-September and most of October, have the later four-spoke,

wood-rimmed ones. Late '42 Jimmies are very common, so there is a large selection available for checking.

The reason for no documentation is the nature of the change itself. The early and late-parts were 100% interchangeable. Read the instructions to any ORD 9-parts book as to how the parts are listed. Fully interchangeable parts (steering wheels and brushguards) when changed were usually listed: 'Superseded By _____' or 'When Stock is Exhausted, Use _____'. If, for some reason, the new part was not 100% interchangeable with the old one (a bracket, or some attaching hardware, or a hole had to be changed), then it was a serial numbered change. That was how it was normally supposed to be done. There are a couple of rather major revisions to the CCKW that should have been serial numbered, but were not. It's surprising, the more inconsequential the parts change - the bigger deal we collectors make about it. The exact point that the jeep went from the early black, hard rubber steering wheel, to the green plastic, bare-spoked one is just as indefinite - no serial number.

There were several steering wheels used during production. The original black, hard rubber one, with its thin 20" rim and 120 degree symmetrical spoke spacing was part number 2105524. This was used from the original 1940 ACKWX until September, 1942. It is also the same wheel used by the G-085/504, 1 1/2 ton, 4x4 Chevrolet. The later, 20", 4-spoke, wood rimmed wheel came in at least two distinct styles - both under the same part number 2178393. For the first four months, the 'nice' one was used. This first version had a thicker wood rim and the one-piece cast hub/spoke assembly. In early 1943, these thick rimmed wheels were replaced by a decidedly cheaper version. This later design has a thinner rim and the spokes were steel stampings riveted to the hub. In both versions the hardwood rim was always painted the same olive drab as everything else on the truck. From October, 1942, to the end of production, the wood-rim, 4-spoke steering wheel was the CCKW/DUKW standard. The DUKW wheel differed only in the fact that it had a little eye screw for attaching the rudder indicator cable. In the postwar era there were a number of replacement wheels used to replace the splintery wood ones. Other than in late model closed cabs, it is really rare to find a nice, surviving wood rim steering wheel.

Late August (possibly early September) saw the introduction of the all-wood cargo body into production. Again, there are no clear cut serial numbers for this. But the September, 1942 issue of

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the original Army Motors had a feature article about them. They mentioned a mid-summer introduction, and that after 1 September, 1942, they would be the 'production standard'. As with the open-cab change-over period, and just to muddy the issue, there were a couple of later, small batches of steel bodied cargo trucks built. Section 1810 of the late ORD 9, G-508 gives a complete (?) serial number breakdown of those trucks (see table V). The 'All-Welded', steel body was completely phased out by late spring, 1943. CCKW353-211806-A1 was the very last one built.

The most significant un-serial numbered change ever made to the CCKW was the initial 'Fully Screened' Ignition Suppression System. That's when all the suppression hardware was installed: star

washers, bond straps, filters, and the altered parts that accepted them - hood, screened body side panels, etc. Due to all the 'stuff' involved with this one production change, and all the altered parts, this was the one change that certainly should have had a serial number notation, but didn't.

However, there is a yardstick that can be used to get an accurate idea of just when this happened - the limited production CCW353, 6x4. All 14,700 of the Army's CCW's were built and delivered on this one contract. It is easy to follow the history through the official papers as it was a very limited production model. (That's why the CCW and the DUKW production figures are in Tables I and II). All of the U.S. Army CCW's were built between July and December, 1942. (The

earlier ones, serials 2003 to 6103, were Lend Lease vehicles for Britain). The 255 January, 1943 figures were deliveries, not production. According to the CCW contract summer in the front of the GMC Master Parts book, we find that there were three distinct groups that made up this run - 7,583 were built with steel cargo bodies and no suppression, 1,985 had steel bodies with suppression and finally there were 5,200 that were fully suppressed and equipped with the new all-wood cargo body. As mentioned earlier, we know when the wood cargo bodies entered production - late August/early September. Since a bunch of the steel-bodied 6x4's were suppressed, August seems to be the month the ignition suppression system was implemented. A good guess for the CCKW would be around serial number 100,000/110,000. At least it will have to do until something more definite shows up.

All the manuals, both parts and maintenance, just gloss over this change by saying 'With or Without Suppression'. It was pointed out that there were many changes involved to install this system. Most of the front end sheet metal had extra holes punched for attaching the various bond straps, etc. The hood was changed; it now had those infernal sheet metal angles spotwelded to the lower edge. The louvered hood side panels were changed in that they now had holes for attaching the bond strap, and the added screen soldered behind the louvers. Even the cab shell was changed. Now it had several extra tinned attaching points for bonding straps/connections.

Sometime around October/November, the nomenclature plate was revised to reflect the Ordnance takeover of Vehicle Procurement. At that time, the Responsible/Procuring Agency was changed from Quartermaster Corps to Ordnance Department. That was all for that.

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The next change of note is the one that most people seem to be concerned about. I get more mail about this than anything else - the blackout drive lamp and the brushguard. At serial number 192881, the blackout driving lamp finally entered into CCKW production. The serial number puts this around February, 1943. A parts book notation about this change mentions that no CCW's were built with the B.O. Drive lamp, or the asymmetrical brushguard. This



Somewhere in the Mediterranean theater, a wad of long wheelbase cargo trucks are being assembled and fitted for M-32 ring mounts. Both steel and wood bodied trucks are in this view.

US Army Photo SC-322462

stands to reason as the model was out of production and this is a further clue that this was so.

The blackout drive lamp had been developed almost a year before. Since July, 1942, it had been available as a Quartermaster supplied Kit 3 for field installation. The use of this lamp on the earlier vehicles, like the changeover to the late style marker/taillights, was almost universal. If you find an early truck with the symmetrical brushguard that doesn't have the lamp or its bracket, the holes are probably there to indicate that it had it.

The B.O. Drive lamp was the only reason for the new asymmetrical brushguard to be introduced - the extended lamp guard on the left side. At this time the new brushguard (part 2176351) still had the charismatic GMC logo affixed, but not for long. Archives photos show both the early open cab and the late production closed cab trucks with the new style brushguard and the familiar metal emblem. However, this passed from production very quickly. Only about 10,000 trucks were built with this unique combination. By late March, 1943, when a batch of factory file portraits were taken, the emblem was gone. The new brushguard, asymmetrical, without logo, was now part number 2175156. (I know, it's lower than the old number.) With General Motors, a later improved part doesn't always have a higher number than the old part it replaces. This is another uniquely GM trait. The late style brushguard with the GMC logo was only in production for a month and a half (at most): February/March, 1941. More about this in a bit.

It's amazing that the logo lasted as long as it did. During the previous summer, the Army's Judge Advocate General had ruled that the manufacturers had to delete external trademarks/emblems from Army contract vehicles as soon as possible. The Dodge 3/4 ton series dropped their badges from the radiator cover almost immediately, the MB/GPW lost their script rear panels around October 1942. GMC was one of the last companies to comply and drop the emblem. More than likely this had something to do with the parts stockpile or this huge contract. For similarly vague reasons, GMC was also the last manufacturer to quit using the large 4" registration numbers on the hood and tailgate. In late May/early June, 1943, GMC finally changed to the smaller 2" lettering. This change was also mandated the previous summer.

An obscure note: those chassis cab trucks that languished in the supply system a long time waiting for special bodies and exotic equipment loads were

the trucks in the 150000 to 190000 serial number range, with late 1943 delivery dates. Very often (not always), they had the GMC logos removed before they were finally accepted and delivered. If you are not interested in saving the emblem, it isn't all that hard to knock them off with a couple of blows from a cold chisel and hammer.

There are probably more trucks now, with the late style brushguard and the GMC logo than were ever built with them. As it is a very easily damaged part (it is a guard) there were a lot of rebuilt/reworked brushguards around. Many of the early symmetrical ones were reworked to the later asymmetrical style, without the logo being removed. Of my four trucks, three of them have rebuilt brushguards. I take this to indicate that

there are a lot of rebuilt, non-original ones out there. You don't have to send me a long letter telling me how this is all wrong, because you have a '45 with a logo brushguard and the former owner said it had never been altered... I can vouch for the fact that everybody wants to have the neat GMC emblem on their truck.

Just a week or so after the B.O. Drive lamp was installed at serial number 193513, there was a major engine change and a minor trim change. The steam relief tube, with its troublesome hose connection to the radiator, was eliminated. It was replaced by the all-metal, plumbed water by-pass system. This was the model 3168 engine. Now the water was circulated from the back of the cylinder head to the water pump



A pair of well worn, two-year old, third series CCKW's sit parked at the Coliseum in Rome. The closed cab 352 shows the most commonly used brush guard - the symmetrical one with logo, and field applied B.O. drive lamp. The early open cab 353 has the rare asymmetrical brush guard with the factory mounted B.O. drive lamp, and the GMC logo that was used on only about 10,000 trucks built early in 1943. They look like they have already been owned by a construction company. November 6, 1944 US Army Photo SC-313005

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housing. This made all the plumbing integral with the engine. A bit more about this later. The trim change? The individual leather boots for the two transfer case levers were replaced by a combined, one-piece leather boot for both levers. This was a big version of the leather boot used with the jeep. As a note: I have never seen a CCKW with either the early style steam relief tube/radiator system intact, or a surviving leather shift lever boot, I've seen a lot of postwar canvas replacement boots.

At serial number 201680, built on March 22, 1943, the steering gear was replaced by the heavy-duty D-7 steering gear box, using the larger 1 3/8" diameter Pitman shaft. The early and late steering gears are fully interchangeable as complete units. This is only mentioned because it is one of the few serial number/production dates available.

Finally, at serial number 213651, the quaint model 1608 closed-cab passed out of production. Every indication is that this was in late April or early May, 1943. I consider the passing of the closed-cab to be the end of Third-Series trucks. The following Fourth-Series trucks were almost all produced on this same contract.

To the collector, one of the "major" changes of note is the steering wheel. The familiar three-spoke, hard rubber passed out of production sometime during September/October 1942, at approximately serial number 125,000.

The most significant un-serial numbered change ever made to the CCKW was the initial "Fully Screened" Ignition Suppression System.



As rare as the early 1943 combined/asymmetrical brushguard was in production (about 10,000 units), it is very common in Italian campaign photos. It is about the only characteristic that you can see in a photo that will tell you the month/year of the truck's production - January/February, 1943!

US Army Photo SC-182610