

## THE JIMMY'S ANCESTRY

### The CCKW in Detail and The Collector's Syndrome

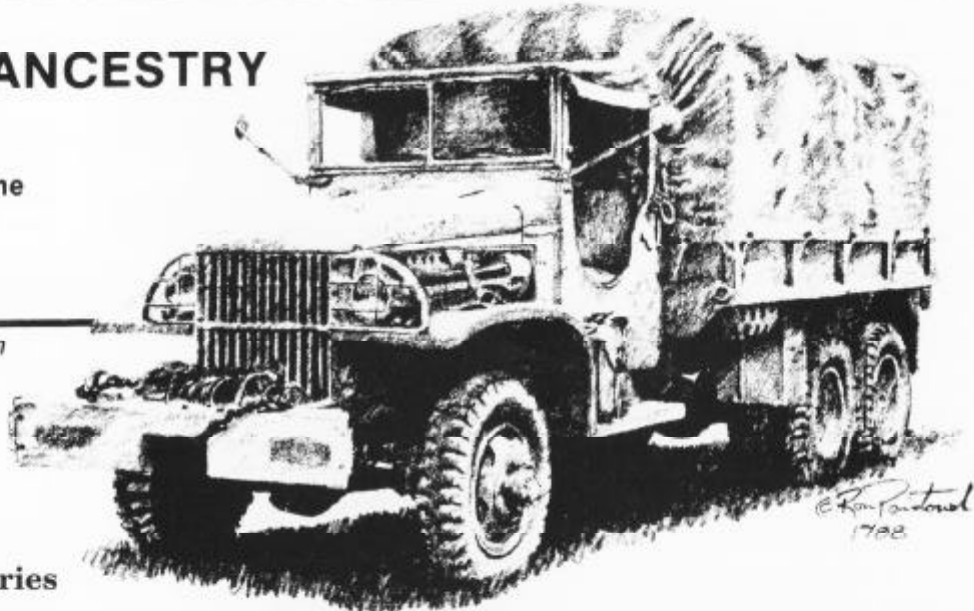
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## PART IX

### The 1945's

### The Sixth and Final Series



In early November 1944, at serial number 394,577, the last changes were made. Unlike the big February, 1944, revision, these were pretty minor, not much more than a new engine model. The CCKW remained almost untouched by the later wartime 'material shortage' inspired changes -unlike the Dodge 3/4 ton with all its 1945-era fabricated/welded forging substitutes, or the '45 MB's with their sheet metal pintle hooks and no canvas tops. The only substitution on the Jimmy was the November, 1944, shortening of the winch cable from 300 feet to 150 feet.

Since the DUKW became a high production item in late 1943, both the DUKW and the CCKW introduced common engineering changes together. Both vehicles, being built on parallel production lines, drew from a common engine/axle source. The CCKW's contribution was largely engine modifications, while the DUKW was invariably the source of driveline changes.

The ultimate, 1945 model (sixth series), CCKW was the result of an extensive engine accessory and electrical system change. This was to increase standardization with the rest of the revised, late wartime vehicles.

The engine package was the model 3731. With this, the model AF fuel pump was replaced by the SAE-

developed 6-valve, or anti-vapor lock model BF. This is the large, pancake-style, fuel pump that doesn't have the removable sediment bowl. The distributor was upgraded to use the new mil-spec dust-proof design. This is the one that had the circular metal shield under the rotor. Both Auto-Lite and Delco-Remy supplied this style unit to almost all of the late, war-time vehicles; Dodge, Jeep, GMC, Studebaker, White, Mack, etc.

Not very noticeable, the 'tin covers' of the suppression system were revised. Now, the AFKW, DUKW and CCKW all used the same one. That meant there were only four or five different sets that all looked the same.

As with the 'simplified 2nd-series suppression system' used on the late Jeeps, the new parts were to replace some old parts. On the Jeep, the big expensive filterette under the dash was replaced by more bonding straps and a few, much cheaper condensers. On the CCKW there was no big filter unit. Instead, there were five individual units used on different circuits. These five filterettes should have been deleted, as they were on the DUKW, but they were not. For some reason, the five filterettes remained in production well into, if not to the end of production. However, some bonding straps, the hood and the hood side panels were changed.

Gone were those infernal metal angles spotwelded to the bottom edge of the hood (the ones you gashed your head on), along with the screen that was soldered on the inside of the hood side panel louvers. That made the early 1940-42 un-suppressed hood and hood side panels the same as the latest 1945 ones. The mid 1942 to late 1944's used the suppressed parts. While going through the ambivalent parts books - everything that was connected with this new 'simplified ignition suppression system' (wiring harness, clips, fasteners, bond straps, the tin covers, new (old) hood, etc.) is all serial number noted. The original, August 1942, system, as you will recall, was a big secret, while the new system wasn't. I don't know the reason for this lack of consistency.

After dissecting the engine changes, what else was new? Not much. Like the rest of the late trucks, the new CCKW adopted the rotary light switch. That entailed a new dash wiring harness, instrument board stamping, and wiring diagram. Also, there was a new voltage regulator. The new one, was that big Delco-Remy unit with the plastic cover held on with four bolts. It looked like it came off a tank. The old unit (in different electrical values) was the one used since 1940. It had the die-cast, six-sided cover held on with two thumb nuts. The new plastic-cased

unit had improved shock and water resistance. However, the electrical system remained 6-volt, 40-amp, negative ground, as it had been since May, 1942.

And, that's about it, the last engineering revision of the venerable CCKW. The only other change that would be made was the March 1945, deletion of the lube chart holder from behind the cab. February/March 1945, was when the simpler, folded card lube orders replaced the big, expensive metal edged ones. This was at the same time that the lube chart holder was deleted from underneath the MB/GPW hood. In this, its ultimate form, the CCKW was produced until August 20, 1945. Actual deliveries however, would trickle on well into September, 1945.

The sixth-series section is kind of skimpy, due to the lack of any really juicy production changes. So, this is a very good place to mention two areas that didn't fit anyplace else.

The vehicle nomenclature (data/VIN) plates were covered as they were changed. But, due to their unchanging nature, the vehicle Instruction or Caution plates have been ignored. Most CCKW's came with at least five instruction plates. Some had more, but never less. These plates are:

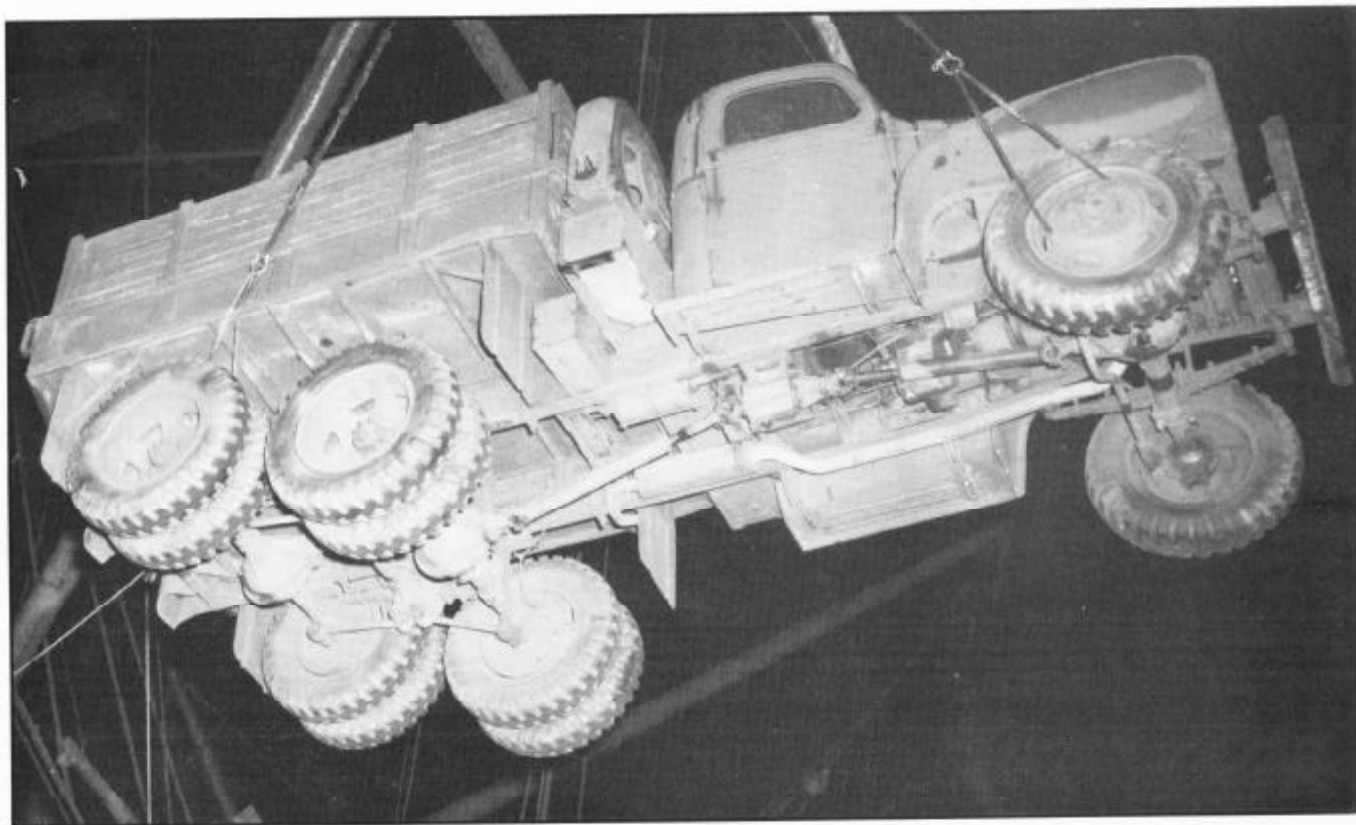
1. Publication Plate: 7-styles (6-Quartermaster, 1-Ordnance)
2. Cooling System Drain: 2-styles
3. Brake Line Valve: 2-styles
4. Speed Chart: 2-styles
5. Shift/PTO plate: 7-styles

Yes, I know, that's twenty different plates (that we know of). But, don't worry, it isn't as complicated as it seems. That's unless you want to reproduce all of them. First of all, unlike the various Jeep plates, the CCKWX/CCKW artwork, or plate format, never changed. The material changed, that's why there is a minimum of two-styles for any plate. So, there isn't anything like the confusion with MB/GPW data plates, as

to material, style, with border, without border, Ford or Willys. None of that.

Three of the plates only came in two-styles, and that was because of a material, process change. The change was: from October 1940, until September 1942, (and the introduction of the open cab), all the instruction plates were printed on tinfoil. Now, the nomenclature plates, were always etched zinc. But, all the early (closed cab) instruction plates were printed.

Why? In the closed cab trucks, all the instruction plates were mounted above the windshield, on the header panel. This was a pretty protected location, out of direct sunlight; you couldn't pile anything on them, so they didn't have to be indestructible. I'm not sure if these were silk-screened or lithographed. But the black background was printed on bright tinfoil sheet and then they were given a clear coating for



*Definitely not a 6th-series truck, but a nice, clear underside view of an unwrecked Closed Cab CCKW 352-A1. Date and location unknown. U.S. Army SC 148895 photo courtesy Bryce Sunderlin*



*The definitive '6th-series CCKW - sort of. Actually it is a 5th-series truck photographed January, 1944. No photographs were taken of the CCKW after this date. No record can be found, even of the last one off the assembly line in August, 1945. Externally both the 5th and 6th-series trucks are identical. Only 6000 of the charismatic 352-B1's were ordered on the last contract. At this time it is not known if they had the all wood, or late bolted steel / wood body. 24 January, 1944*

*GMC 23800-113 photo courtesy Bryce Sunderlin*

protection. After forty-years or so, the clear coating and the tin of the bright areas (lines and characters), goes away, and the resulting rust formation feels like they were a normal raised line, etched plate. Also, if the clear coat is still intact, with age, it yellows, and the plates begin to look like a brass plate. Almost all the closed cab trucks used the printed plates. As supplies ran out in late 1942, some of the very-late, closed cab trucks used the improved etched zinc plates intended for the open-cab models.

It was the introduction of the open-cab truck (model 1619 cab), that required the more durable plates. All GMC did, was use the original artwork, and the zinc etching process that was used for the nomenclature plates. The material/process difference is the reason for the two-styles of: Cooling System Drain, Brake Line Valve, and Speed Chart plates. All open cab's used the zinc-etched plates, almost all closed cab

trucks used the printed ones.

Now, what about those seven different publication plates with the first three-series of Quartermaster-Contracted trucks? The publication plates were printed (one was etched) with the applicable manual numbers, so, each time the manuals change, there's a new plate. The CCKWX used a publication plate with Form 14102 and 4026 listed, the first-series CCKW's publication plate listed TM 10-1500 and TM 10-1501. The second-series trucks used two different publications plates, depending on the exact contract, as there were two distinct manuals for them: TM 10-1146/1147, or TM 10-1268/1269.

As with everything else, the third-series trucks are a mess, and require a bit of explanation.

Most of the closed cabs, used a printed plate with TM10-1562 and 1563 listed. The very late closed cabs used the etched plate, with TM 10-1562 and

1563 etched in it. Now, with the Ordnance takeover of the Quartermaster contracts, the publication (and remember, the nomenclature) plates were changed. With the new system, there was only one ordnance publication plate. It was an etched one, and the publication spots were blank pads with the applicable publication numbers stamped in. This late-style publication plate was used from mid-1943 (or there about) until the end of production. With these blank ordnance plates, there are a lot of strange combinations of applicable publication numbers stamped into them. On '43 trucks, you'll very often find ordnance plates stamped with applicable Quartermaster publication numbers - always TM 10-1562 and 1563. That's because those were the applicable publications when the truck was contracted/built/delivered. These are very common on those 1942 built, '43 delivered chassis cabs. On '43 open cab trucks, you'll often find

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the parts book stamped as TM 10-1562, and the maintenance manual is TM 9-801. These are the most common of late 43's and some early 44's. That's the seventh-style of publication plates.

The seven different shift/pto plates are much simpler. Only two came in both the printed and etched-style (making four plates right there), and three plates, were only etched. The most common trucks being the Cargo/Chassis Cab, without winch, and the Cargo/Chassis Cab with winch. These two plates came in both the early printed and the later etched-zinc style. Three truck models were late, coming only as open-cab models, and having unique pto arrangements. They were the Cargo Dump without Winch, Cargo Dump with Winch and the M27 bomb Service Truck. All had their own individual etched zinc shift/pto plates. That explains the seven shift plates.

The only ringer, is the CCW-353 6 x 4. It has its own publication, speed chart, and shift pattern plate, and these three unique plates were always printed (closed cab).

Considering that the model 1619 open style cab was in production for three-years, it was quite without change. When talking about the MB/GPW, we make a very big deal out of the most obscure differences in the components of the welded-up body shell. Some folks can pick up the most rusted out, forlorn piece of a Jeep body and tell you if it's Ford, Willys, what month and what contract it was made for.

With the open cab CCKW, that really isn't possible yet. Maybe it's just that we are still in the infancy of "Jimmy-

ology", and we haven't yet discerned the subtle changes. From the few I've fiddled with, picked parts from, and from the parts book, other than the punched mounting holes for the stowage items, there just doesn't seem to be any difference from a '42 or a '45 cab shell. One thing, I hope you Jeep fanciers are jealous of the fact that in an hour or so, you can reduce the 1619 cabshell to a pile of flat panels and a bucket of AA headed 5/16" bolts.

At this stage, the only difference between early and late ones, is the presence of the #10, 12 or 1/4" -holes for mounting the lube chart holder or spare parts box. The nearest thing to a rip roaring major change was the introduction of the rotary light switch on the sixth-series models. That entailed a different dashboard stamping as two holes were moved around. Since the dash is bolted into the cab structure, like an M38A1, changing early for late is no big deal.

The 1619 cab just doesn't have the variation that we've come to accept in the Jeep or 3/4-ton Dodge open cab tub. Even the bolt on parts show little change: there are no early or late windshield wiper motors, or windshield frame (like the Jeep or Dodge), no early or late seat spring assemblies, etc. The only significant change was the previously mentioned canvas revision. Sometime during the production run of the 1619 cab, the width of the driver's seat riser was changed. That is about it.

During the whole 1619 cab run, the only different part that we've found listed was a special top bow. This special part was only found in a late, ORD 8, G-508, not the supposedly all-encompassing ORD 9. This odd top bow

was used with the 1619 cabs on those trucks with the ST6, Ordnance Van Body. The canvas top deck assembly is the same, only the bow differs. That's it! Now you can go out and buy all the rusty CCKW cabs you can find and look for the differences.

For the restorer who has a '45 GMC, you are much better served by the official paper than the owner of the strange '45 MB. Most of the late changes that made the '45 Jimmy are illustrated in the 2nd edition (April, 1944) of TM 9-801 and the heavy maintenance book TM 9-1801. These are the very best of the wartime manuals, only the late ignition shielding is omitted. Interestingly, the very late changes (like the rotary light switch) were anticipated well in advance production introduction. The wonders of an airbrush. It's just like those late G-179, M29C Weasel books with the sections devoted to the non-existent parking brake. The late GMC books are very, very good and are much more accurate as to details than either the Jeep or Dodge manuals.

There you have it! The CCKW as it was built according to the official paper and whatever else we could find.

#### EDITOR'S NOTE:

In ARMY MOTORS #59, January, 1992, we will publish an article by Bryce entitled "Corrections, Omissions, Confessions, Adendia, etc." on the 9-part series on the Jimmy just concluded. If you have any comments or observations please write him immediately:  
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