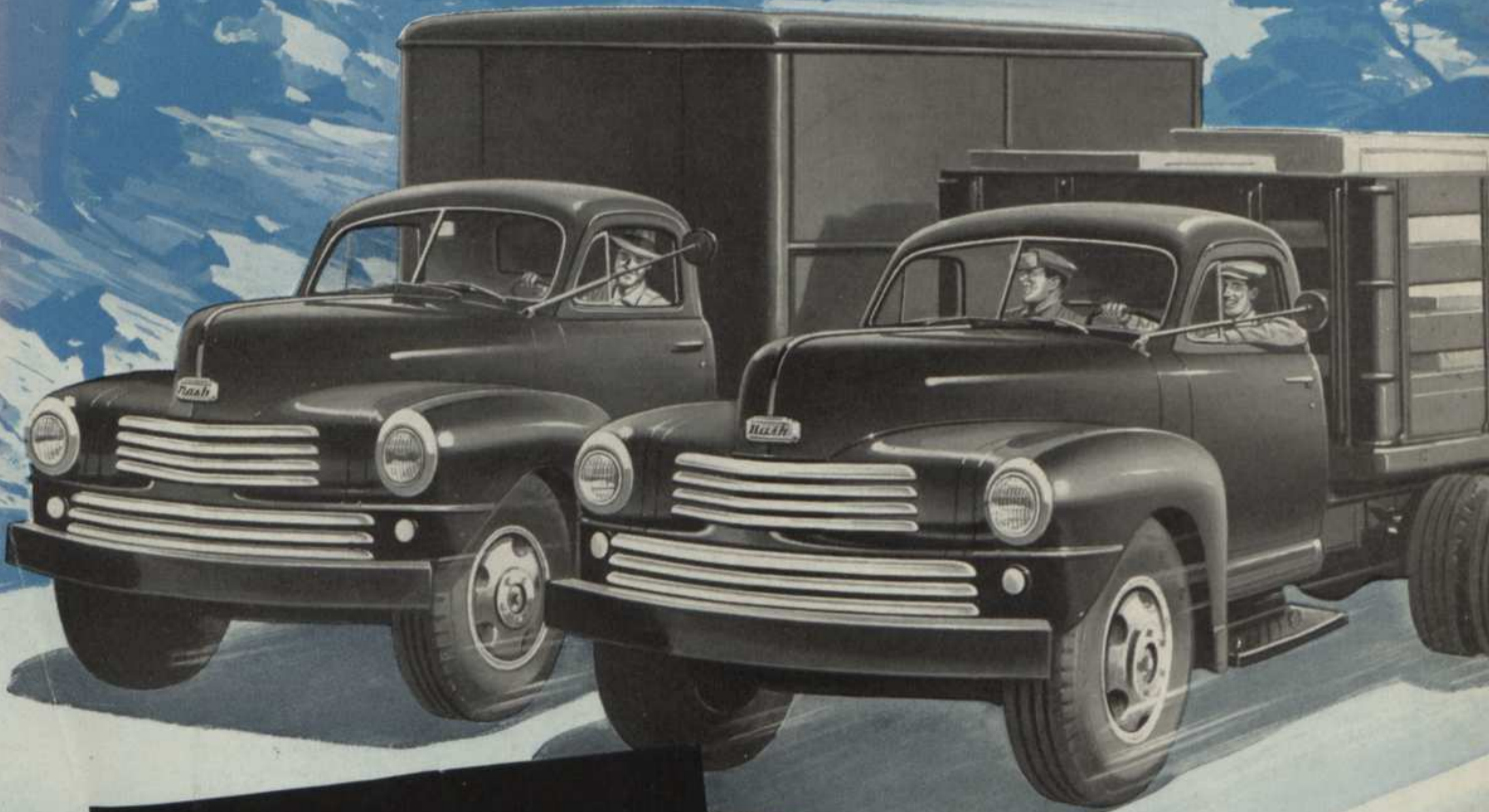


Nash

Haul Thrift

TRUCKS



**Dependable, Rugged,
Economical... Adaptable
To Your Hauling Jobs**

PERFORMANCE-PLUS ECONOMY!

NASH HAUL THRIFT TRUCKS combine the two features every operator looks for in the truck of his choice . . . Smooth,

powerful performance under every operating condition . . . Phenomenal economy in operation and upkeep. These are trucks

built to last . . . especially designed for superior service on your toughest hauling jobs . . . backed by Nash reliability.



VAN BODY—A 12-foot body of sturdy construction mounted on the 137-inch wheelbase Nash Truck Chassis. Available in both straight frame and wheelhousing type, in many combinations of side and rear door and tail gate arrangements.



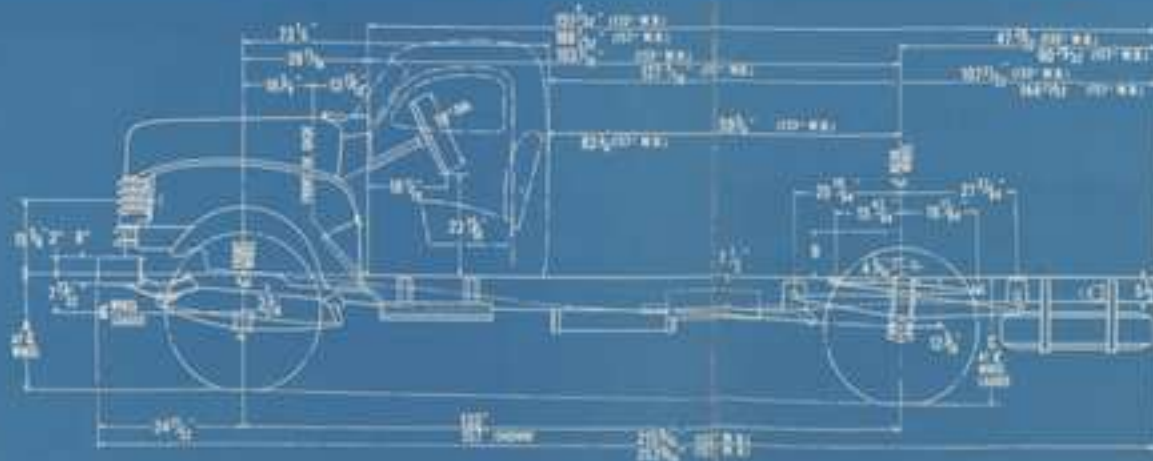
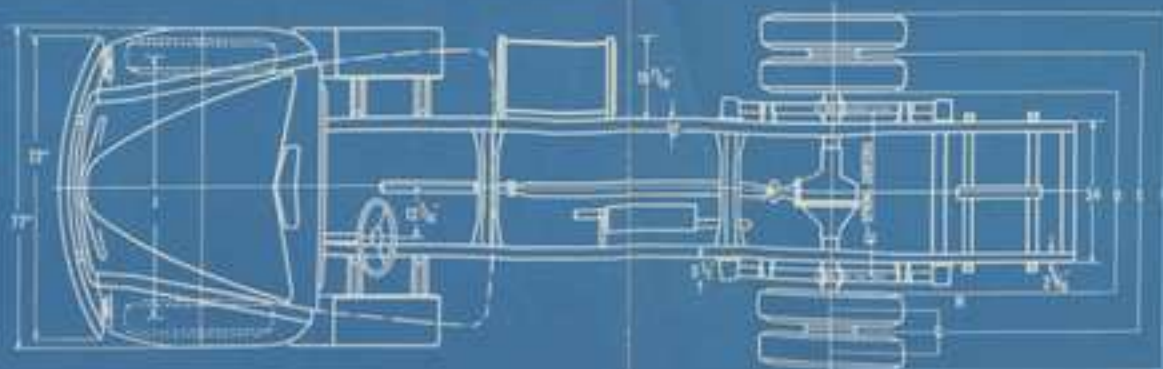
TOW TRUCK—The 133-inch wheelbase Nash Truck Chassis is ideally suited for adapting to this rugged automotive service department towing unit.



STAKE—Among the many applications possible with the new Nash Truck is the 12-foot stake platform mounted on the 137-inch chassis.



DUMP BODY—Mounted on Nash Chassis with 133-inch wheelbase. Expanded load carrying capacity and greater flexibility is gained with a two-speed rear axle available on all models as optional equipment.



TIRE SIZE

	7.00 x 30 8 Ply	7.00 x 30 10 Ply	7.50 x 30 8 Ply	7.50 x 30 10 Ply	8.25 x 30 10 Ply
A	24 ¹ / ₄	24 ¹ / ₄	25 ¹ / ₄	25 ¹ / ₄	25 ³ / ₄
B	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	11 ¹ / ₄
C	29 ¹ / ₄	28 ³ / ₄	29 ¹ / ₄	29 ¹ / ₄	30 ³ / ₄
D	49 ¹ / ₄	49 ¹ / ₄	48 ¹ / ₂	47 ¹ / ₄	47 ¹ / ₂
E	67	67	67	67	67
F	84 ¹ / ₄	84 ¹ / ₄	85 ¹ / ₂	86 ¹ / ₄	86 ¹ / ₄
G	10	10	10	11	11
H	2 ¹ / ₄	2 ¹ / ₄	2 ¹ / ₄	2 ¹ / ₄	1 ¹ / ₄
J	61 ³ / ₄	61 ³ / ₄	61 ³ / ₄	60 ³ / ₄	60 ³ / ₄



CHASSIS—Nash Truck Chassis with 133-inch wheelbase is especially adaptable to a wide variety of uses including service tow trucks, dump bodies and tractor trailer use.

NASH ALL-STEEL SAFETY CAB

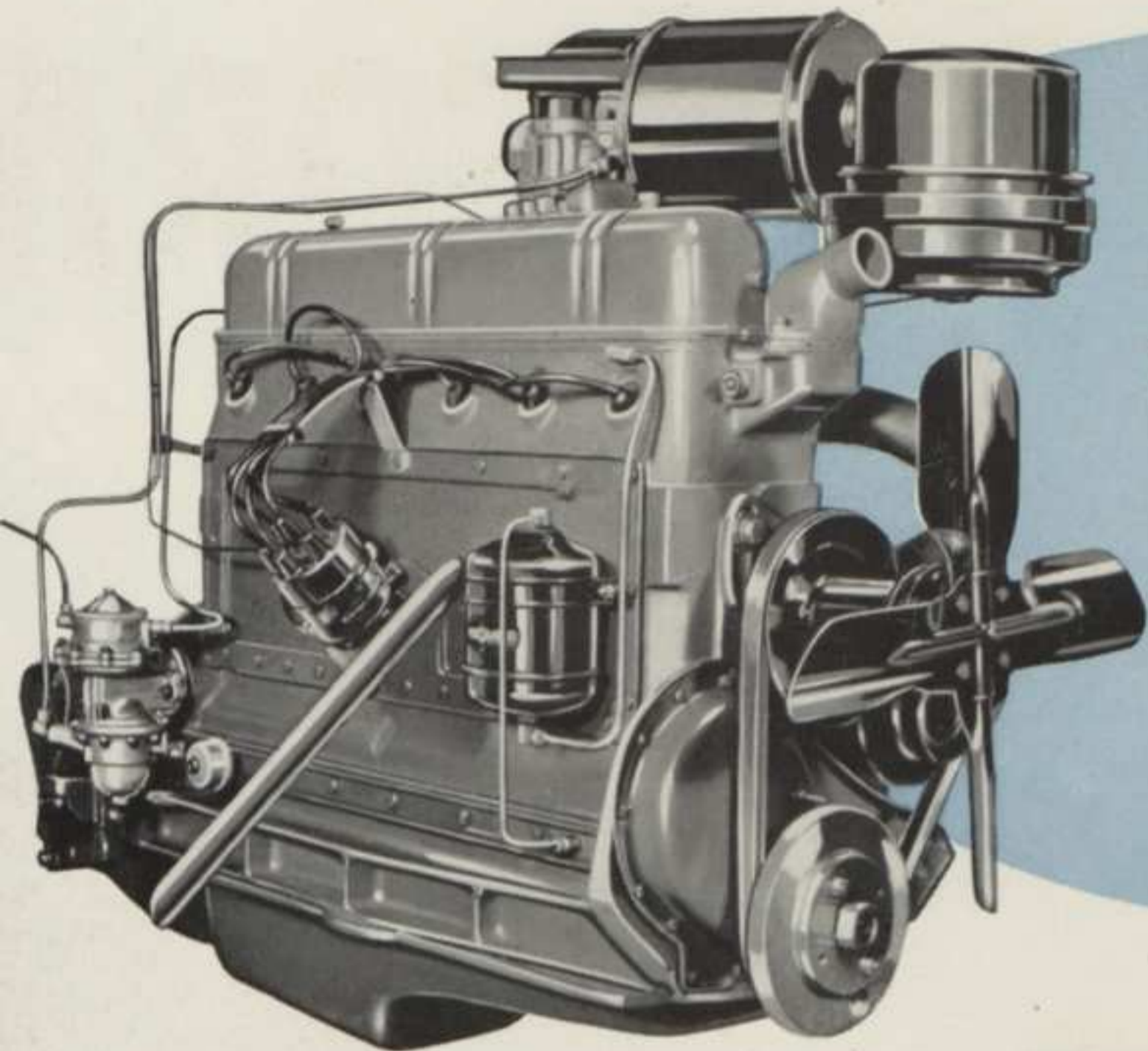
Driver comfort and driver protection are the keynotes of the roomy all-steel cabs. Driver and helper ride in a "fortress of steel", safeguarded at top, bottom and sides by welded steel panels.

Windshield and side windows have unusually large glass area for maximum visibility. Controls are conveniently placed for greatest efficiency. Deep, wide seats and seat backs are scientifically constructed to give proper body support and minimize fatigue even on all-day drives. The cab of the Nash Haul Thrift Truck is built to meet every safety and comfort need of the truck driver.



P

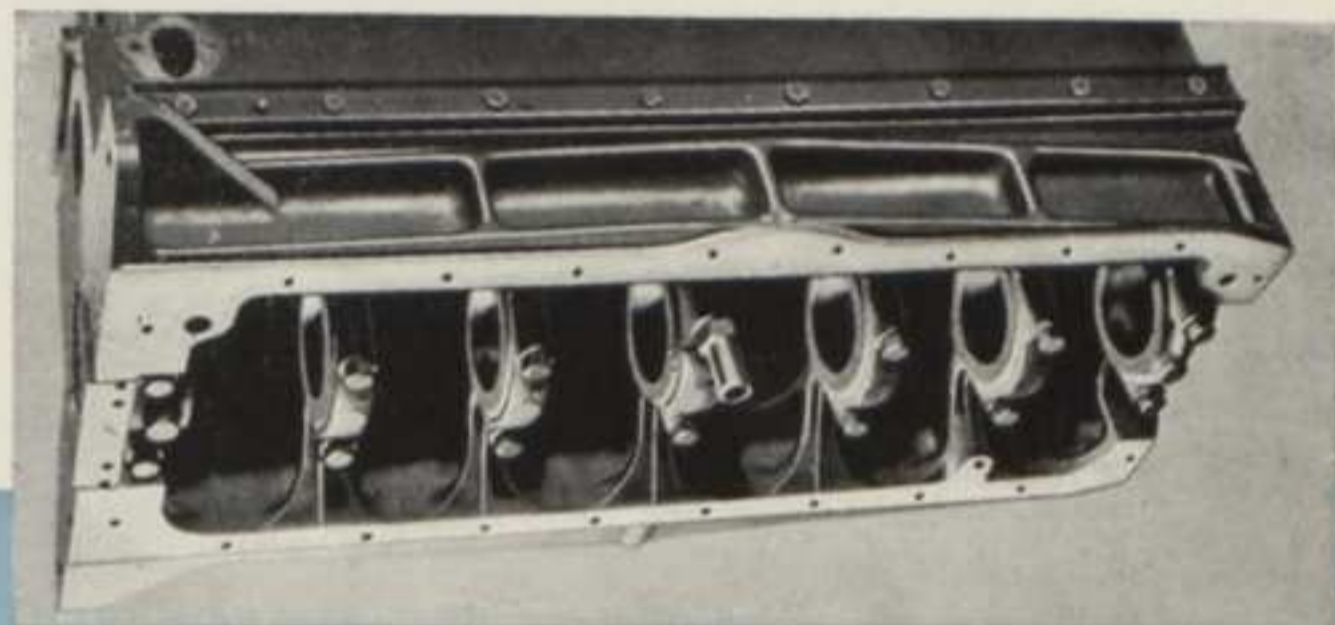




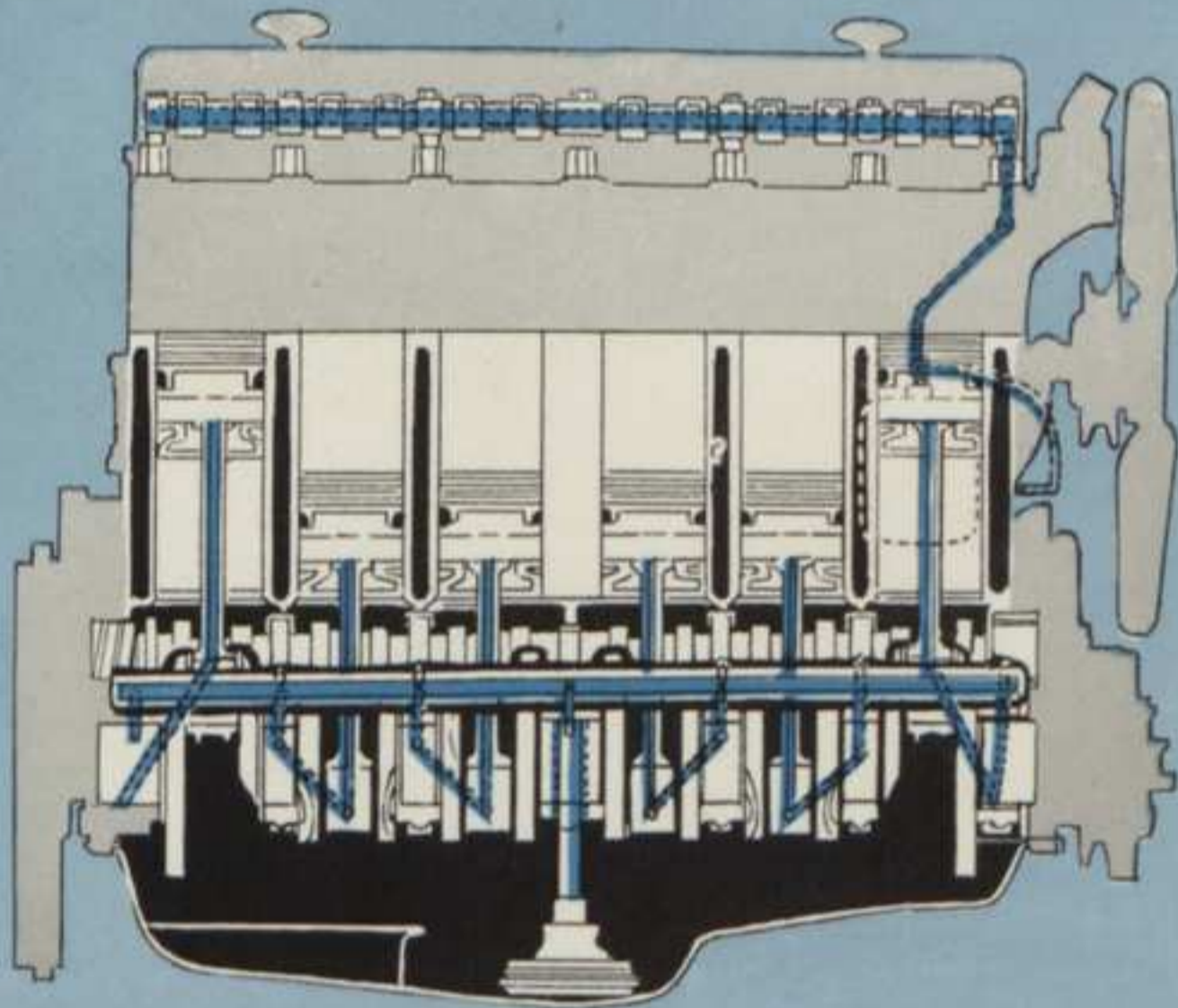
Nash

**VALVE-IN-HEAD
HIGH-TORQUE
ECONOMY
ENGINE**

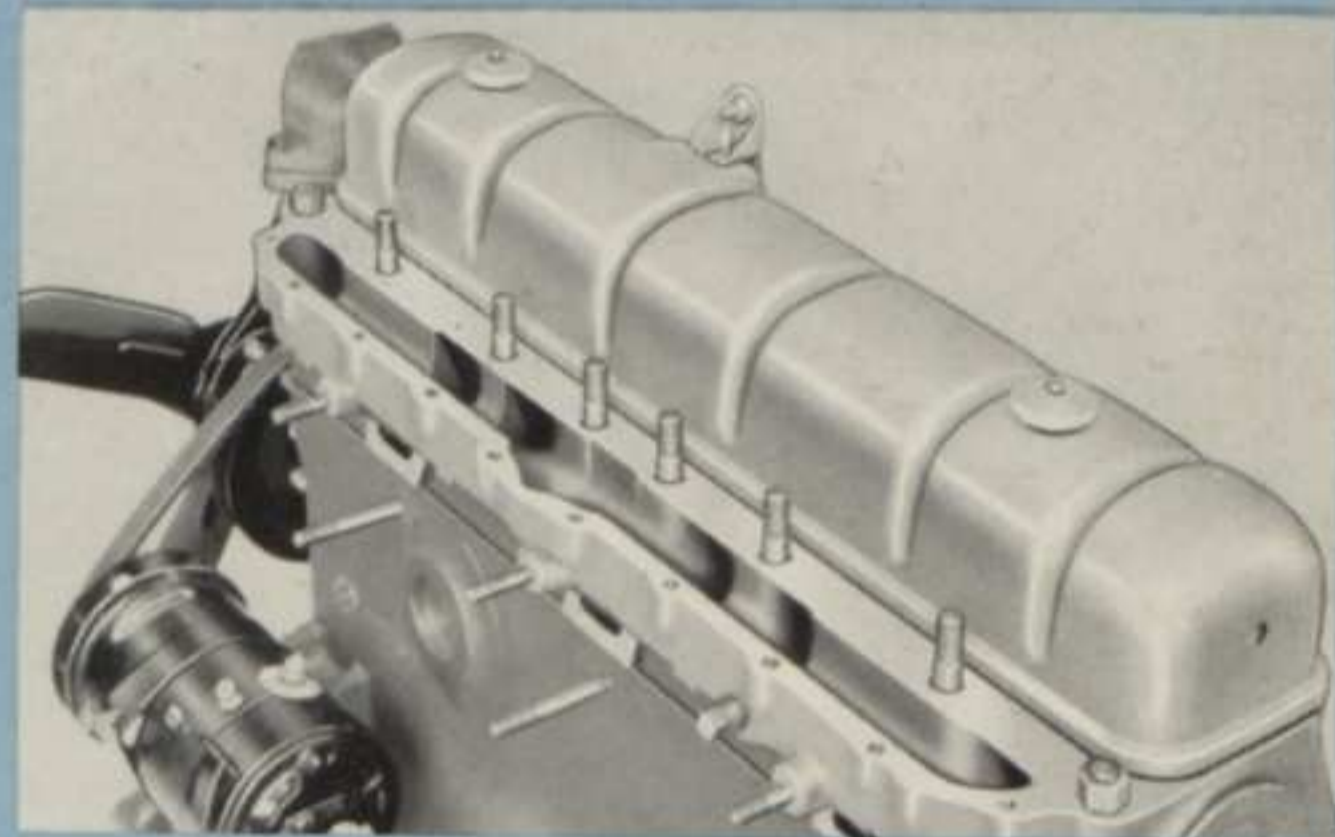
With intake manifold sealed inside the cylinder head and block for greater performance and economy, Nash gives you the world's most efficient truck power plant. The famous Nash valve-in-head engine gives quicker starting—uniformly brilliant performance under all conditions—with important savings on gas, oil and maintenance.



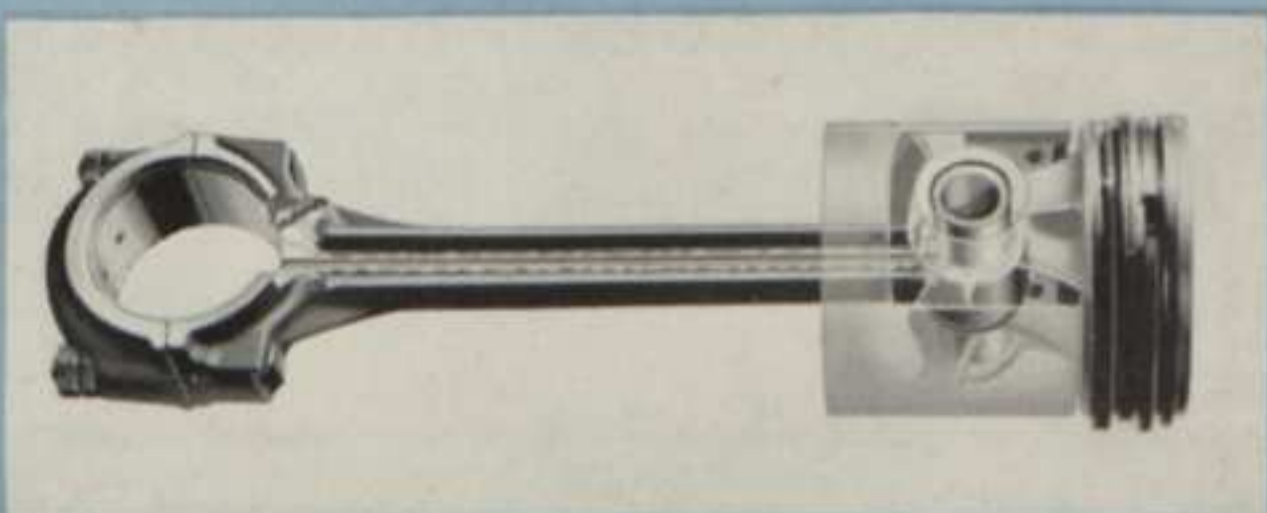
Nash valve-in-head engine design, with only two main castings—the head and the cylinder block—represents the utmost in simplicity, cuts maintenance costs.



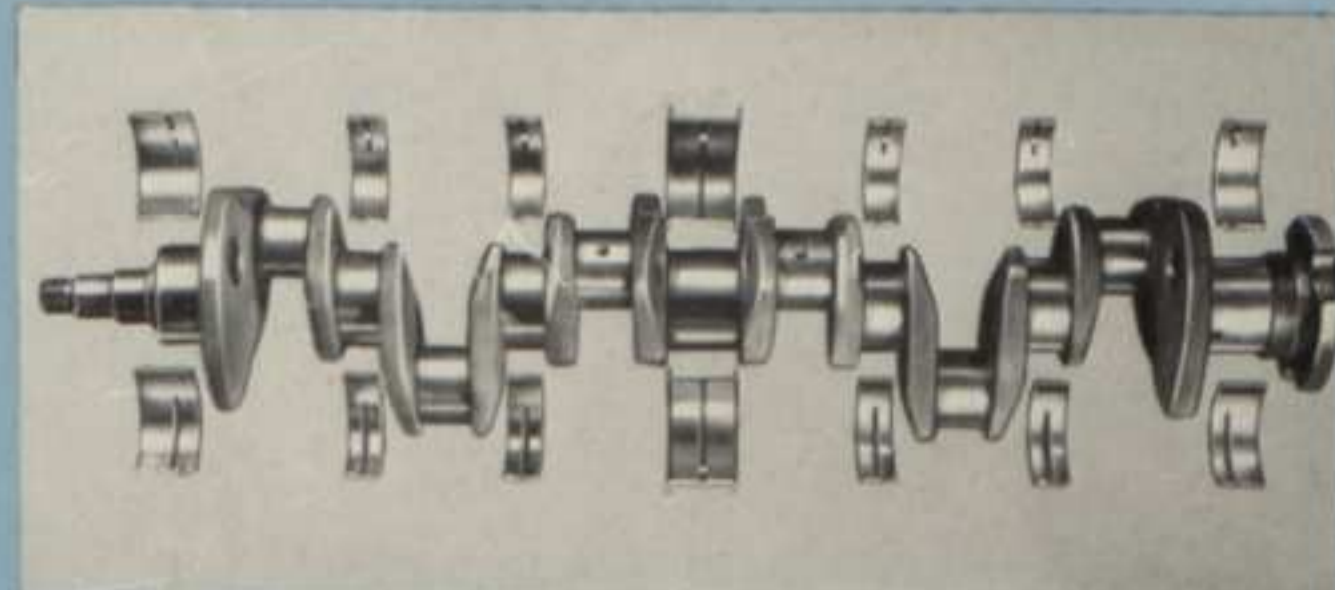
The Nash truck engine has full-pressure lubrication with an oiling system which insures that all vital engine parts are lubricated under pressure by a positive gear-type pump.



A paramount feature of the Nash truck engine is the intake manifold, integrally cast in the cylinder head. Individual ports lead direct to each combustion chamber.



Steel-strut aluminum alloy pistons—the finest type known to the industry—are used in the Nash truck engine, to assure longer life, and increase oil economy.

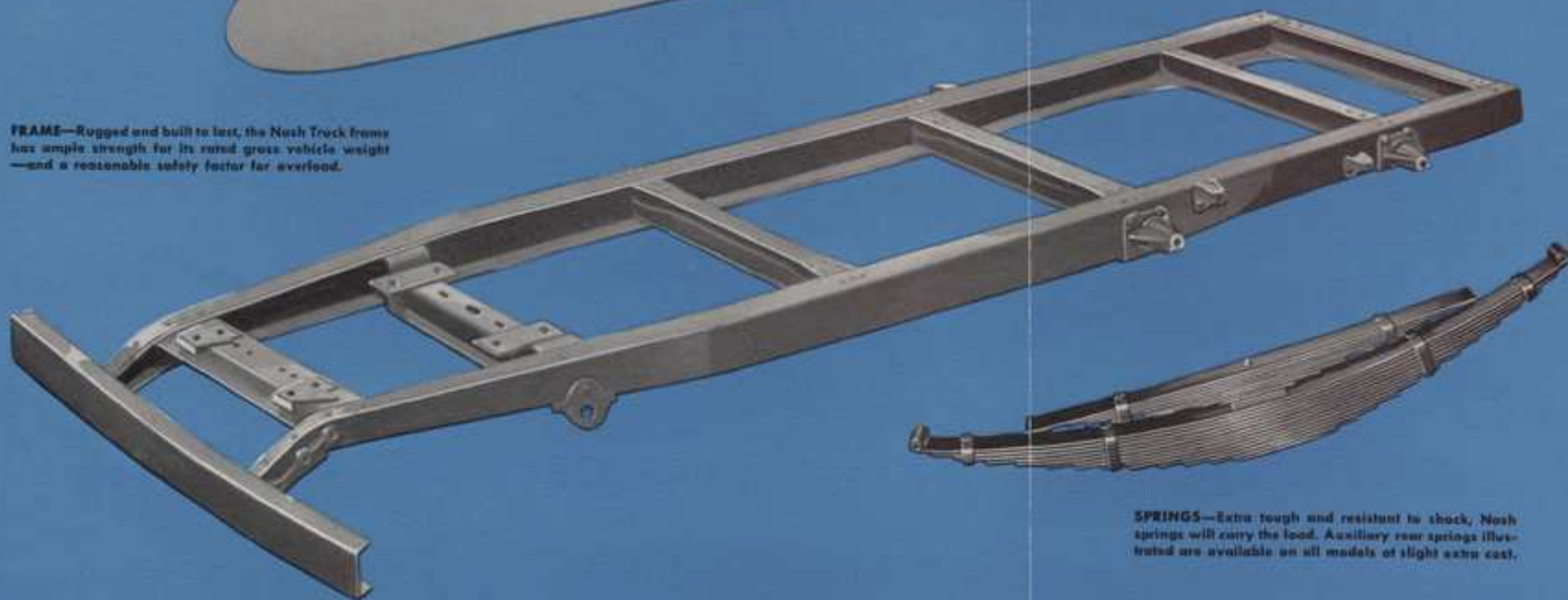


The seven main bearing crankshaft is statically and dynamically balanced to provide long-life, and smooth power. Shell type bearing liners are easily replaceable.

CHASSIS FEATURES THAT MEAN...

*Longer Life—
Finer Service*

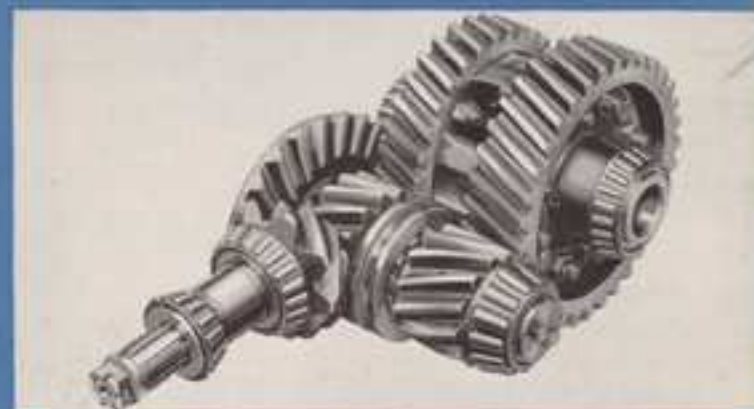
FRAME—Rugged and built to last, the Nash Truck frame has ample strength for its rated gross vehicle weight—and a reasonable safety factor for overload.



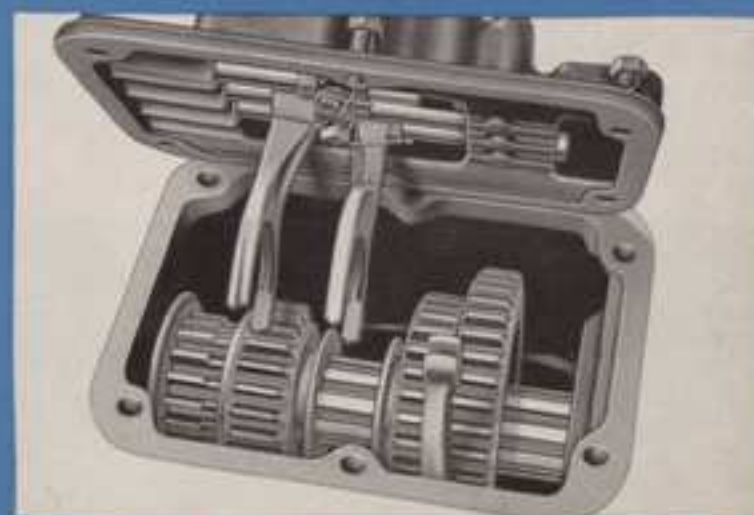
SPRINGS—Extra tough and resistant to shock, Nash springs will carry the load. Auxiliary rear springs illustrated are available on all models at slight extra cost.



AXLE—The well-known Timken Axle used in Nash trucks is famous in the trucking industry for its ruggedness and dependability.



TWO-SPEED AXLE—For the heavier hauling jobs, Nash trucks can be equipped at extra cost with the Timken Two-Speed Double Reduction Hypoid Rear Axle.



TRANSMISSION—An outstanding mechanical feature is the heavy four-speed transmission that provides flexibility, long life and dependable operation under all conditions.



BRAKES—Internal Expanding Hydraulic Dual Primary type brakes represent a noteworthy advancement in braking. Hydrovac booster is optional.

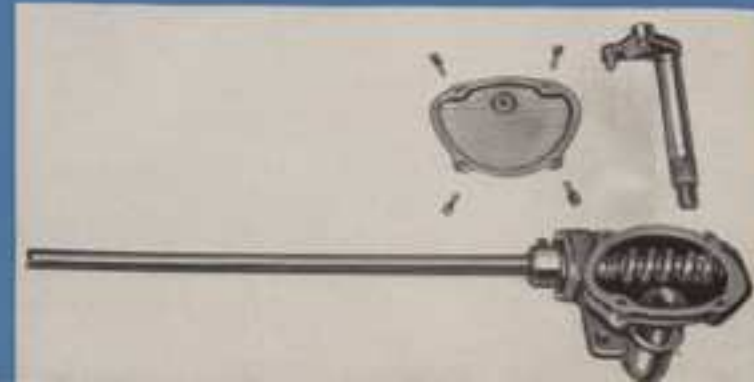


CLUTCH—The long-life clutch is a single plate 11-inch diameter unit having a reserve of torque capacity to meet all operating conditions in heavy trucking.



FRONT AXLE—Built to last under the toughest operating conditions, the drop forged Nash truck front axle possesses load-carrying capacity to spare.

STEERING—Thanks to the heavy duty Ross Cam and Lever type steering mechanism, you can wheel the big Nash Truck over the roughest roads with ease.



SPECIFICATIONS

Nash Haul Thrift TRUCK

MODELS 3148 and 3248

Maximum Gross Vehicle Weight Rating		Brakes.....Internal Hydraulic— Dual Primary on Rear
Model 3148—		Brake Size—Front.....14" x 2" x 1/4" 35.56x5.08x.635 Cm.
133" W.B.....	14500 lbs.	Brake Lining Area—
337.82 Cm.....	6577 Kg.	Sq. In. Front.....120
Model 3148-A—		774.00 Cm. Sq.
133" W.B., 2 Speed.....	16000 lbs.	Brake Size—Rear.....16 1/4" x 3" x 3/8" 41.25x7.62x.9525 Cm.
337.82 Cm.....	7258 Kg.	Brake Lining Area—
Model 3248—		Sq. In. Rear.....183
157" W.B.....	14500 lbs.	1180 Cm. Sq.
398.78 Cm.....	6577 Kg.	Total Lining Area—
Model 3248-A—		Square Inches.....303
157" W.B., 2 Speed.....	16000 lbs.	1954 Cm. Sq.
398.78 Cm.....	6577 Kg.	Booster.....Optional
Engine Model.....	Nash T-5060	Steering Gear.....Ross TA 21
Displacement—		Fuel Tank—on Right Side
Cubic Inches.....234.8		Capacity.....20 Gal. 75.70 liters
3847 Cm. Cub.		Wheels.....Std. Budd 20 x 5.50 50.80 x 13.97 Cm. Opt. Budd 20 x 6.00 50.80 x 15.24 Cm.
Maximum Torque—		Electric Generator.....6 Volt—35 AMP.
Ft. Lbs.....200 @ 1500 R.P.M. 27.65 Kg. M.		Battery—
Maximum B.H.P.....109 @ 3700 R.P.M.		Standard.....15 Plate 105 AMP. HR
Compression Ratio.....7.25:1		Optional.....17 Plate 120 AMP. HR
Clutch...Borg & Beck.....11" Diameter 27.94 Cm.		Chassis Weight—
Transmission.....Warner T 97		Without cab—
Ratios.....1st—6.398-1 2nd—3.092-1 3rd—1.686-1 4th—Direct Rev.—7.320-1 Power take-off— Right Side		133" Wheelbase.....4335 lbs. 1966 Kg.
Propeller Shaft.....Seamless Tubing		With Cab.....4810 lbs. 2182 Kg.
Universal Joints.....Needle Bearing		Chassis Weight—
Frame: Tapered Rails.....7 1/2" x 3" x 1/4" 19.05x7.62x.635 Cm.		Without Cab—
Sectional Modulus.....7.164		157" Wheelbase.....4412 lbs. 2001 Kg.
Front Axle.....Timken 30012-H		With Cab.....4887 lbs. 2217 Kg.
Single Speed Rear Axle.....Timken 53547		Tire Size.....Std.: 7.00x20 17.78 x 50.80 Cm. Optional: 7.50 x 20 19.05 x 50.80 Cm. Optional: 8.25 x 20 20.95 x 50.80 Cm.
2 Speed Rear Axle, Optional.....Timken E-300		Turning Radius
Single Speed Rear Axle Ratios.....Std. 6.67-1 Opt. 5.67-1		to center line of tire.....133" Wheelbase: 24' 7.32 m 157" Wheelbase: 27' 8.23 m
2 Speed Rear Axle Ratios.....6.13-8.10:1		Turning Radius
Front Springs.....42 1/2" x 2" 107.95x5.08 Cm.		to outside of bumper.....133" Wheelbase: 25' 6" 7.77 m 157" Wheelbase: 28' 6" 8.68 m
No. of Leaves.....9		
Rear Springs, Standard.....54" x 2 1/2" 137.16 x 6.35 Cm.		
No. of Heavy Duty Leaves.....13		
Auxiliary Springs, Optional.....37 1/2" x 2 1/2" 95.25 x 6.35 Cm.		
No. of Leaves.....7		

AUTOMOBILES MIESSE

Société Anonyme

28/44, rue des Goujons, 28/44

BRUXELLES

Nash Motors

DIVISION OF NASH-KELVINATOR CORPORATION, DETROIT, MICHIGAN

Nash Motors reserves the right to change all specifications, including design, without notice and without any responsibility on trucks previously manufactured or sold.

Prices in effect at time of shipment will be applicable to all orders.