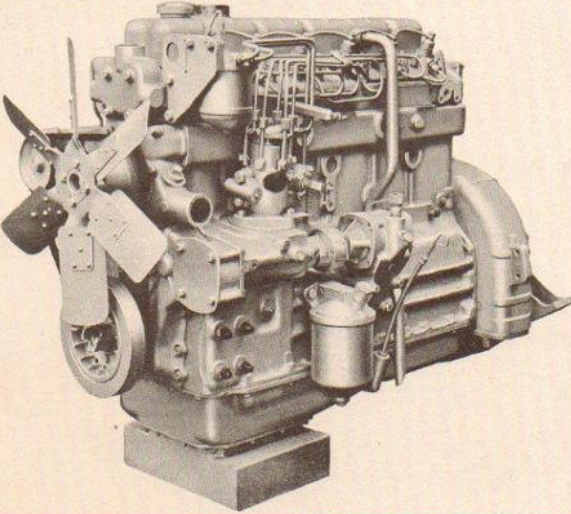


Dodge-Perkins Diesel Engine

In 1962 Dodge introduced the Dodge-Perkins Diesel engine as an option to their truck line.

!NOW!

**OUTSTANDING ECONOMY
IN CITY & SUBURBAN TRUCKING!**



DODGE-PERKINS DIESEL ENGINE

The Dodge-Perkins Diesel engine specifications:

Cylinders – 6
Bore - 3 7/8"
Stroke - 5"
Displacement – 354 cu.in.
Comp. Ratio - 16 to 1
120 HP @ 2800 rpm.
260 lbs/ft Torque @ 1200 rpm.

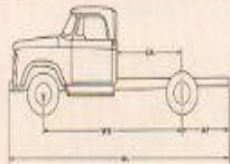
This option was marketed as an option to medium-tonnage truck line only which included:

**PD500 & PD600
PC500 & PC600**

!! GET DODGE-PERKINS DIESEL POWER IN THESE DODGE MEDIUM-TONNAGE MODELS !!

Now, four Dodge truck models—two with conventional cab, two more with low cab forward—come with the new Dodge-Perkins 120 hp. six-cylinder diesel engine. Perkins engines have proved themselves in thousands of trucks and millions of miles of tough service to be exceptionally long-lived savers and performers. This new Perkins was developed especially for suburban and

city service. With one on your job in a medium-tonnage Dodge truck, here's what you can expect: Longer engine life. Lower engine maintenance costs. And exceptionally good fuel economy, both in motion and at idle, burning low-cost fuel. In the most severe kinds of stop-and-go service this new Dodge-Perkins engine will give you substantial savings over a long period of time.



PD500 and PD600 CHASSIS DIMENSIONS

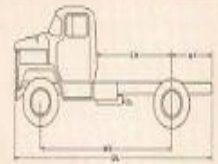
WB—Wheelbase	123"	145"	157"	172"	197"
CA—Cab to rear axle	60"	72"	84"	102"	124"
AF—Rear axle to end of frame	44"	44"	44"	61"	109"
DL—Overall length	202 1/2"	222 1/2"	246 1/2"	289 1/2"	332 1/2"
Max. GVW—PD500	19,500 lbs.	—PD600	23,000 lbs.	—	—
Max. GCW—PD500	34,000 lbs.	—PD600	34,000 lbs.	—	—

ENGINE SPECIFICATIONS

Cylinders	6
Rev.	3 1/2
Stroke	5 1/2
Displacement	354 cu. in.
Compression Rat.	16 to 1
Max. hp.	120
@ 1,800 r.p.m.	2800
Maximum torque	164 ft.-lb.
@ 1,200	1200

PC500 and PC600 CHASSIS DIMENSIONS

WB—Wheelbase	123"	133"	145"	165"	181"
CA—Cab to rear axle	60"	72"	84"	102"	120"
AF—Rear axle to end of frame	44"	44"	44"	62"	61"
DL—Overall length	193 1/2"	205 1/2"	217 1/2"	237 1/2"	270 1/2"
*On 145" w.b. C600, AF is 61", DL is 234 1/2"					
Max. GVW—PC500	19,500 lbs.	—PC600	23,000 lbs.	—	—
Max. GCW—PC500	34,000 lbs.	—PC600	34,000 lbs.	—	—



PD500



PC600

GET THESE BIG ADVANTAGES IN DODGE PERKINS DIESEL POWER

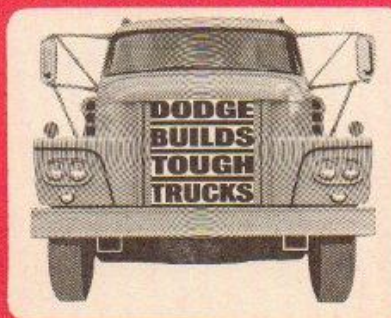
INCREASED FUEL MILEAGE Even in the most severe kinds of city stop-and-go service, the Dodge-Perkins diesel will give you better fuel mileage than comparable gasoline engines doing the same kind of work. Under some operating conditions you may even double your fuel mileage. And do it on low-cost fuel.

LOW IDLE COST One of the great inherent advantages of a diesel engine is its low fuel consumption at idling speeds. In the kind of service the Dodge-Perkins engine was designed for, idling takes a large part of each working day. This engine, at idle speeds, can give you up to *three times* the fuel economy of a gasoline engine on the same job, adding up to noticeable savings.

LOW MAINTENANCE COST The Dodge-Perkins engine is of modern design and construction throughout. From rocker arm cover to oil drain plug it is built for quick, easy and inexpensive upkeep. Dry-type cylinder liners eliminate the need for reboring. Injectors are readily accessible for quick and easy servicing or replacement. All engine accessory components are out in the open and easy to get at. This includes the entire fuel injection system.

LONG ENGINE LIFE Another inherent advantage of a diesel engine is long life, a result of its more sturdily-built component parts such as cylinder block, crankshaft and bearings. You'll get longer battery life and quicker, easier all-weather starts with this engine, too. Like gasoline-powered Dodge trucks and tractors, the Dodge-Perkins engine is equipped with a 35-amp alternator that charges even at idle, keeps the battery more fully charged.

!!PARTS FOR THE DODGE-PERKINS DIESEL ENGINE ARE READILY AVAILABLE FROM CHRYSLER CORPORATION PARTS CENTERS THE COUNTRY OVER!!



Although, the Perkins was only marketed for Medium-Tonnage line it was available for Light-Tonnage and Heavy-Tonnage trucks.

The Heavy-Tonnage line included other Perkins Diesel engine as well.

For this article I'm going to stick to the 6-cyl. 354 engine.

If you asked your dealer, I'd really like to purchase a W300 with a diesel engine? His response would have been "No problem, we can order it for you for an additional cost of \$908.90 and it will only add 5 extra days for delivery". So, even though it wasn't marketed, it was available in other truck lines.

The Perkins Diesel option was available for the following:

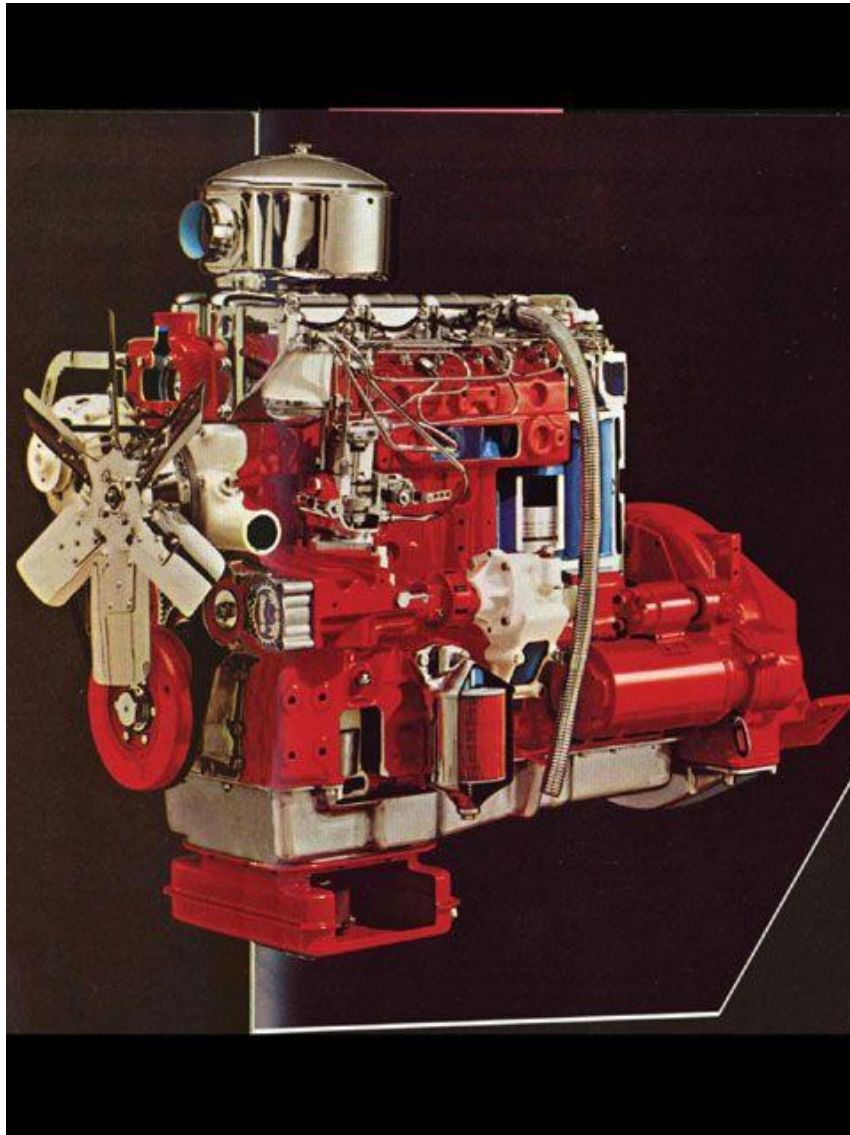
Item No. 28-01A - W300, D400

Item No. 28-01B - S500, W500

Item No. 28-01C - S500, S600 – 240" WB

Item No. 28-01D - S600 – 258" WB

The Perkins Diesel option included, a 13" clutch & (2) 70 amp. hour batteries.



As of now, we have one W300 in existence owned by Aaron Arnold from Kendall, Texas that has a 1964 W300 Crew Cab with the 28-01A option.

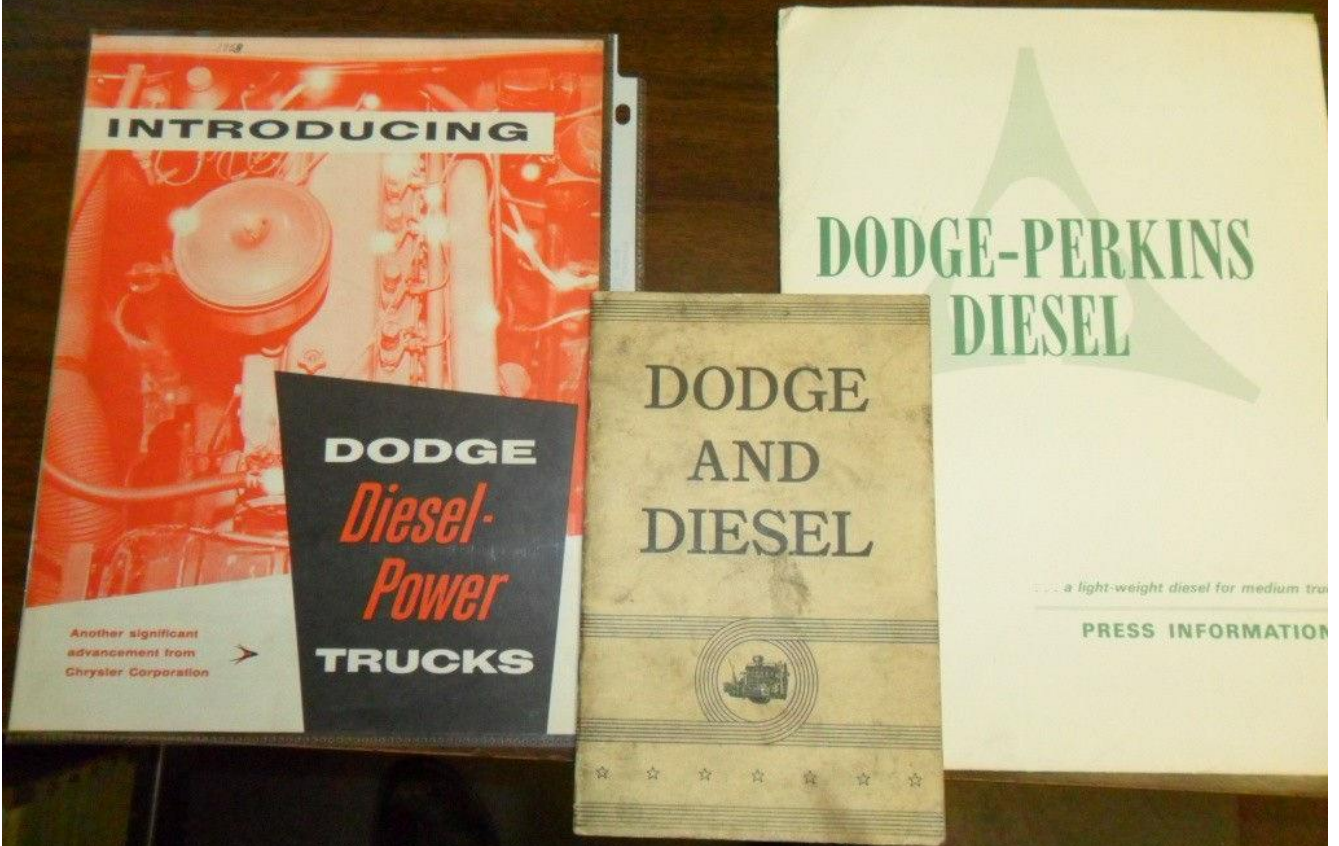
The truck was purchased new by a ranch owner in Montana. Aaron purchased the truck in 1997, with the knowledge that it would need major work to the drive train because of the flood damage. He got the truck home, drained all the fluids, put a battery in it and started it right up. The truck only needed minor service to get it on the road again. Water had come into the cab, but no damage really occurred. He has added a 6.5 utiline bed, and converted to SRW. He used the truck frequently for several years, and made a few 3-4 hour trips to PW events at Fort Hood. It averaged 17 mpg with its factory Perkins 6.354. It has turned out to be quite a rare Sweptline, the only known vintage Diesel Power Wagon, and only a hand full of special built W300 Crew Cabs. It is the grand dad to today's popular Diesel Crew Cab 4x4s.

Aaron's truck also has, stretched chassis (146"), Bostrom Viking T-bar seats, MU-2A Winch, 20" steering wheel, Heavy-Duty instrument cluster, NP 420 4-speed and 4.88 gears. Aarons truck was the 44,002 truck to roll off the assembly line in 1964, it is unknown as to how many of these 28-01A trucks were built. One thing is for sure there is one that survived and thanks to Aaron it's still around. Thanks Aaron for all your help and preserving a rare piece of Dodge history.









www.dodgesweptline.org

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