

GMC AFKWX-353

[What Am I for Sunday 2/26/12 \(athis.org\)](http://www.athis.org)

GMC truck and Coach division

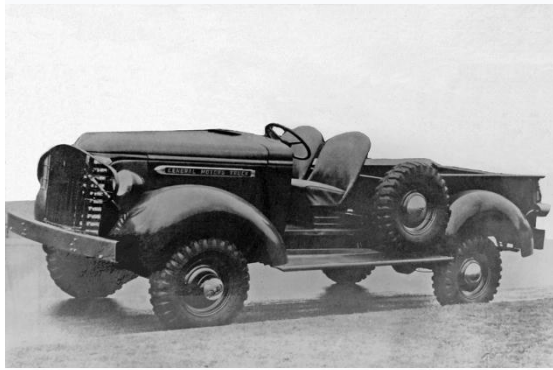
I'm not sure how many folks saw this or even know we are back online ! But most everyone had it, this truck is a WW2 GMC AFKWX-353 2-1/2 ton 6x6. The chassis and drivetrain on this truck was nearly identical to the famous CCKW, the main difference being the COE cab. The first models built used the GMC civilian hardcab, but in 1943 these were replaced with the open style cab. These trucks were built with both a 15 foot and 17 foot cargo body, but the 164" wheelbase did not change. Brain Kelly had this 1st; the 1948 photos are from the Life Magazine Collection except for the last one.

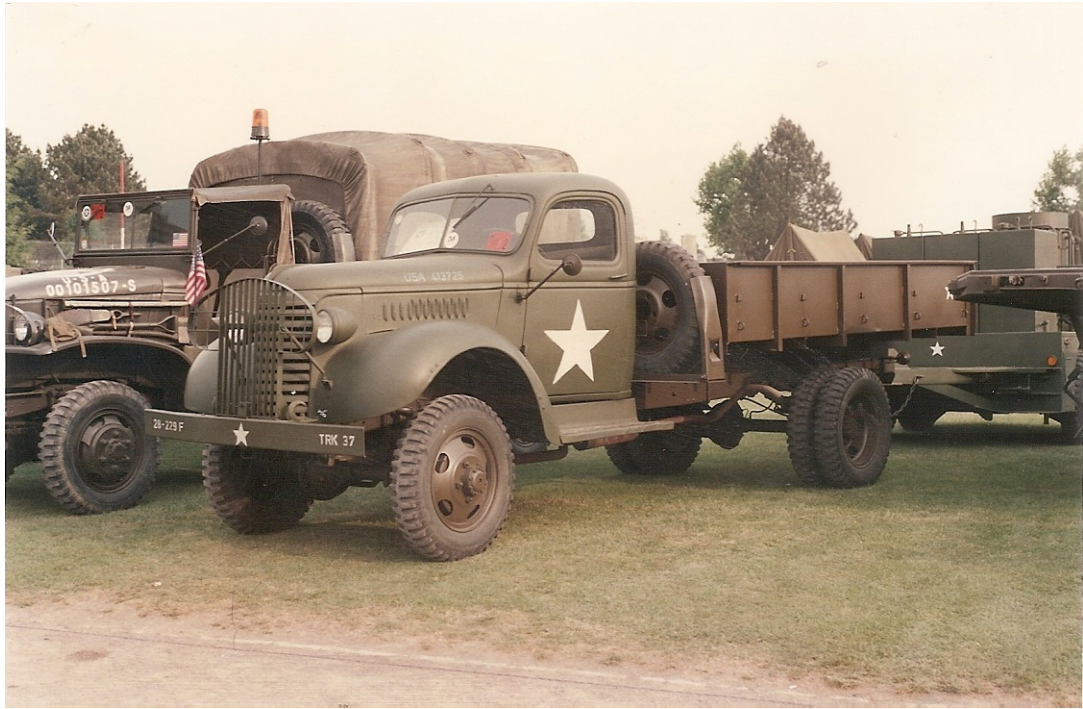
Я не уверен, сколько людей видели это или даже знают, что мы снова в Сети ! Но почти у всех он был, этот грузовик-WW2 GMC AFKWX-353 2-1/2 тонна 6x6. Шасси и трансмиссия этого грузовика были почти идентичны знаменитому CCKW, главным отличием была кабина COE. Первые построенные модели использовали гражданский хардкаб GMC, но в 1943 году они были заменены открытой кабиной. Эти грузовики были построены как с 15-футовым, так и с 17-футовым грузовым кузовом, но колесная база 164" не изменилась. У Брэйна Келли был этот 1-й; фотографии 1948 года взяты из коллекции журнала "Лайф", за исключением последней.



One of the more peculiar 1 Vi-ton 4x4 trucks to be used during the mid 1930s was this hybrid based on Chevrolet and GMC components. Known as a GMC Model 4272, it carried the General Motors Truck nameplate on the hood sides, but totally used Chevrolet sheetmetal. Only the horizontal hood louvers varied from the standard Chevrolet appearance. The engine of the 4272 was Chevrolet's 207 cubic inch overhead valve six, which produced 72 horsepower at 3,200 rpm. However the transmission, transfer case, and axles were developed by GMC. Sitting very high due to the all wheel drive mechanisms, the brushguards and sturdy tow hooks give it an even more purposeful look. Six 6.50x20 tires were fitted and although the tread pattern is more aggressive than most trucks of the period, the true cross-country tire had still not been developed. (GMC)

Одним из наиболее необычных 1 Ви-тонных грузовиков 4x4, использовавшихся в середине 1930-х годов, был этот гибрид, основанный на компонентах Chevrolet и GMC. Известный как GMC Model 4272, он носил шильдик грузовика General Motors по бокам капота, но полностью использовал листовой металл Chevrolet. Только горизонтальные жалюзи капота отличались от стандартного внешнего вида Chevrolet. Двигатель 4272 был Шевроле с верхним клапаном объемом 207 кубических дюймов, который производил 72 лошадиные силы при 3200 оборотах в минуту. Однако трансмиссия, раздаточная коробка и оси были разработаны компанией GMC. Сидя очень высоко благодаря полноприводным механизмам, щеточные щитки и прочные буксирные крюки придают ему еще более целеустремленный вид. Были установлены шесть шин 6.50x20, и хотя рисунок протектора более агрессивен, чем у большинства грузовиков того периода, настоящая шина для беговой дорожки все еще не была разработана. (GMC)

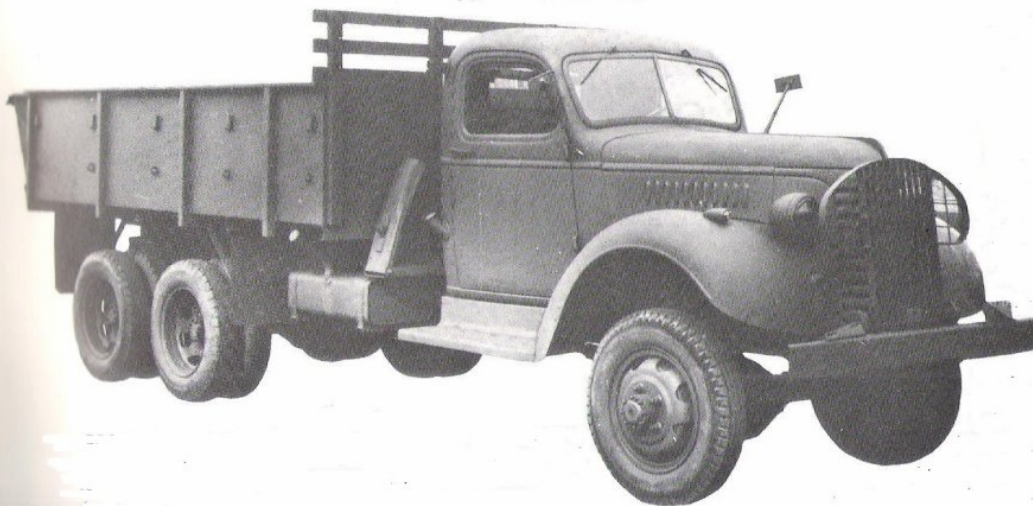






**Truck, 3-ton, 6×6, Cargo (GMC ACKWX-353) 6-cyl., 77 bhp (net), 4F1R×2, wb 175 $\frac{3}{4}$  (BC 44) in, 264×94 $\frac{1}{2}$ ×118(90) in, 9856 lb. Another 'ex-French' type, diverted to Britain in 1940. US Army had similar trucks with 162-in wb and US standard type cargo body. IWM photo H24419.**

camion gmc ackwx 353 6 x 6 de 2t5  
longueur 7,29 m largeur 2,41 m hauteur bache 3,43 m empattement 4,24 m pods mort 4960 kg  
moteur 6 cylindres essence de 4070 cm<sup>3</sup> de 77 ch



*moteur 6 cylindres de*

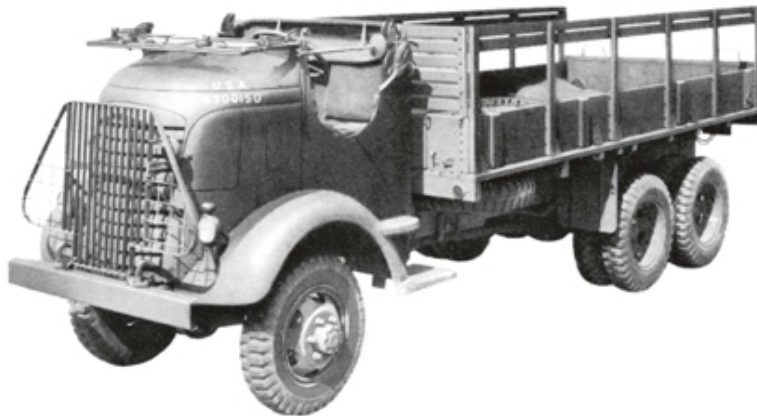


A 2 1/2 ton truck is used as an emergency ambulance, carrying 18 stretchers in Hawaii, 1942.  
SC168018      Courtesy Jack Kludt collection



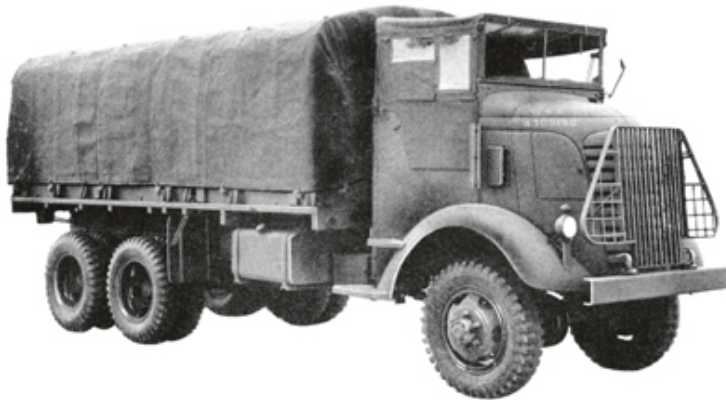


GMC truck and Coach deviation



GMC AFKW-353 COE truck (U.S. Army registration number 4300150), one of the first vehicles with open model 1620 cab and wood 15-ft. cargo body, manufactured approximately in mid 1943. The troop seats are removed and top bows and tarpaulins are stowed on the floor of the cargo body. This vehicle is already equipped with the factory-installed universal rifle brackets in the rear corners of the cab.

GMC AFKW-353 COE truck (U.S. Army registration number 4300150), right front view with cab top and side curtains, top bows and tarpaulin installed. Both the steel and wood 15-ft. cargo bodies are similar in construction to the 12-ft. cargo bodies of the GMC CCKW-353. Six top bows are used on the cargo body of the AFKW-353 instead of five with the CCKW-353 due to the additional 36 in. in length. The cowl ventilators in the cowl side panels were retained on the open cab. The mounting bracket at the rear of the partially opened right-hand cowl ventilator is for one of the posts of the M36 Truck Mount.



Factory photo of a GMC AFKW-353 COE truck with 17-ft. platform body (M427), taken in 1944. The U.S. Army registration number 4289577 is of special interest as it does not fit into the range of serial numbers assigned to the 4,000 vehicle contract of the late model AFKW-353 but was instead assigned to a CCKW-352 cargo truck w/ winch. The platform body is a metal-reinforced wood structure with removable front and side racks. Folding troop seats, incorporated in the side racks, permit the transport of both personnel and general cargo. Seven top bows are used on the 17-ft. platform body. (GMC Truck and Coach Division)