178 MODELS ON 19 WHEELBASES ● 8 MODELS ADDED, 32 MODELS DELETED ● SERIES 40 DISCONTINUED ● SERIES 50 DOWNGRA

ARROWER FENDERS, BUMPERS FOR MEDIUM AND HEAVY-DUTY MODELS ● SHEAR-TYPE BODY AND SHEET METAL MOUNTS FOR M

ODELS ● IMPROVED HOOD LOCK ● AMMETER AND OIL PRESSURE GAUGE FOR MEDIUM-DUTY MODELS ● NEW RADIATOR GRILLE

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EAR SPRINGS FOR CP 10 AND C 20 MODELS ● NEW SALISBURY REAR AXLE FOR CKP 10 MODELS ● SELF-ADJUSTING BRAKES

CORVAIR 95 MODELS ● OPTIONAL POWER BRAKES FOR SERIES 10–30 MODELS ● SIMPLIFIED STEERING SYSTEM FOR MEDIUM

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FOR HEAVY-DUTY MODELS ● INCREASED TIRE AVAILABILITY FOR CORVAIR 95 MODELS ● EXTENDED LUBRICATION INTERVALS

CORVAIR 95 FRONT SUSPENSION AND STEERING ● NEW TRAILER AIR BRAKE OPTION ● NEW 153 CUBIC INCH 4-CYLINDER ENGINE

P 10 MODELS ● NEW 230 AND 292 CUBIC INCH 6-CYLI

SYSTEM DURABILITY FOR ALL MODELS ● NEW TWIN-I

MODELS ● STANDARD EQUIPMENT DELCOTRON GE

NEW 8-SPEED FULLER ROADRANGER TRANSMISSION

ION ● IMPROVED CARRYOVER TRANSMISSIONS ●

8 MODELS ADDED, 32 MODELS DELETED ● SERIES

FOR MEDIUM AND HEAVY-DUTY MODELS ● SHEAR-TY

AMMETER AND OIL PRESSURE GAUGE FOR MEDIUM-DU

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LIGHT-DUTY CONVENTIONAL MODELS ● I-BEAM FRONT AXLES WITH VARIABLE-RATE FRONT SPRINGS FOR MEDIUM AND HEAVY-DU

MODELS ● VARIABLE-RATE COIL REAR SPRINGS AND OPTIONAL CANTILEVER LEAF-TYPE REAR SPRINGS FOR CP 10 AND C 20 MODE

# CHEVROLET TRUCK 1963

## engineering features

# FOREWORD.....

The 1963 truck program – a blend of outstanding new features and important improvements to existing design – furthers Chevrolet policy of providing the best possible product in any competitive category.

New standards of reliability are evidenced in the job-tailored chassis design; consolidated model line-up; new and improved power teams; and important body refinements. These and other engineering changes for the coming model year are presented in the following pages.

HARRY F. BARR/CHIEF ENGINEER

# 1963 CHEVROLET
# TRUCK
# ENGINEERING FEATURES

ENGINEERING PRODUCT
INFORMATION DEPARTMENT

SEPTEMBER, 1962

# CONTENTS

New-design stainless steel accessory wheel trim disks, with painted accents of low-gloss silver and rich black, effectively highlight the handsome Corvair 95 exterior appearance. Wheel color with the accessory disks remains the same as that with regular production hub caps.

Corvair 95 by CHEVROLET

Like conventional line models, Corvair 95's display a new series designation plate for 1963. The depressed lettering on the lower portion of the bright chrome plate is filled with black paint, while red paint is used for the depressed Chevrolet trademark field. Plate location remains unchanged.

# corvair 95 models

# interiors

The 1963 truck interiors generally are carried forward from 1962. Changes other than new seat trims, described below, include a new fawn interior color treatment for T and U models; a new white color for the dome lamp base; a new trim plate for the Corvair 95 instrument cluster; and the elimination of the dispatch box door on Corvan and Rampside models.

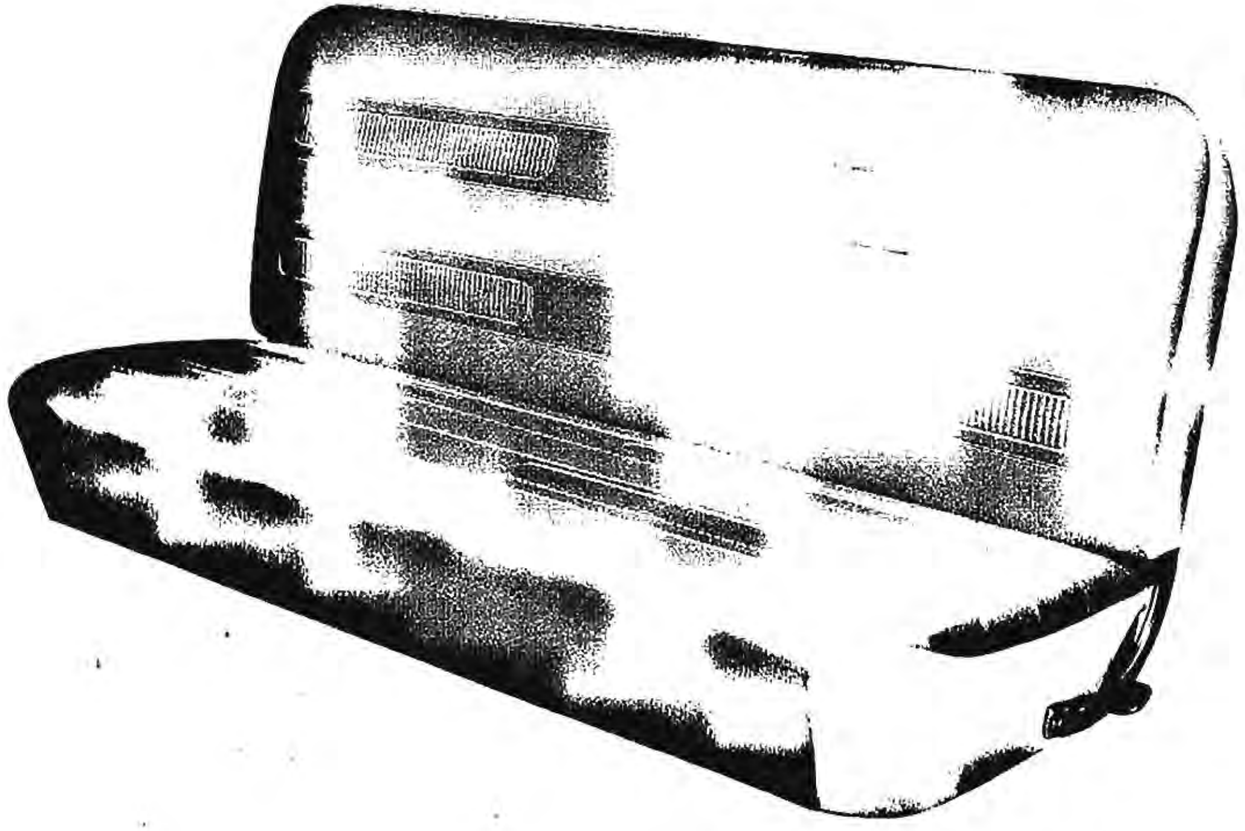
T and U model interior body panels, formerly silver and charcoal, are sprayed in 1963 with fawn paint. Fawn also is used for the steering column jacket, seat frame, and seat trim. Color treatment of all other components remains unchanged.

For 1963, the Corvair 95 instrument cluster carries a new silver anodized aluminum trim plate. Formerly embossed, the new plate is finished with alternating bright and dull horizontal stripes.

## REGULAR PRODUCTION SEAT TRIM

Both the conventional and Corvair 95 line regular production seats feature new, all-vinyl trim. The embossed seat coverings are medium fawn, while light fawn is used for the fine-grain vinyl facings.

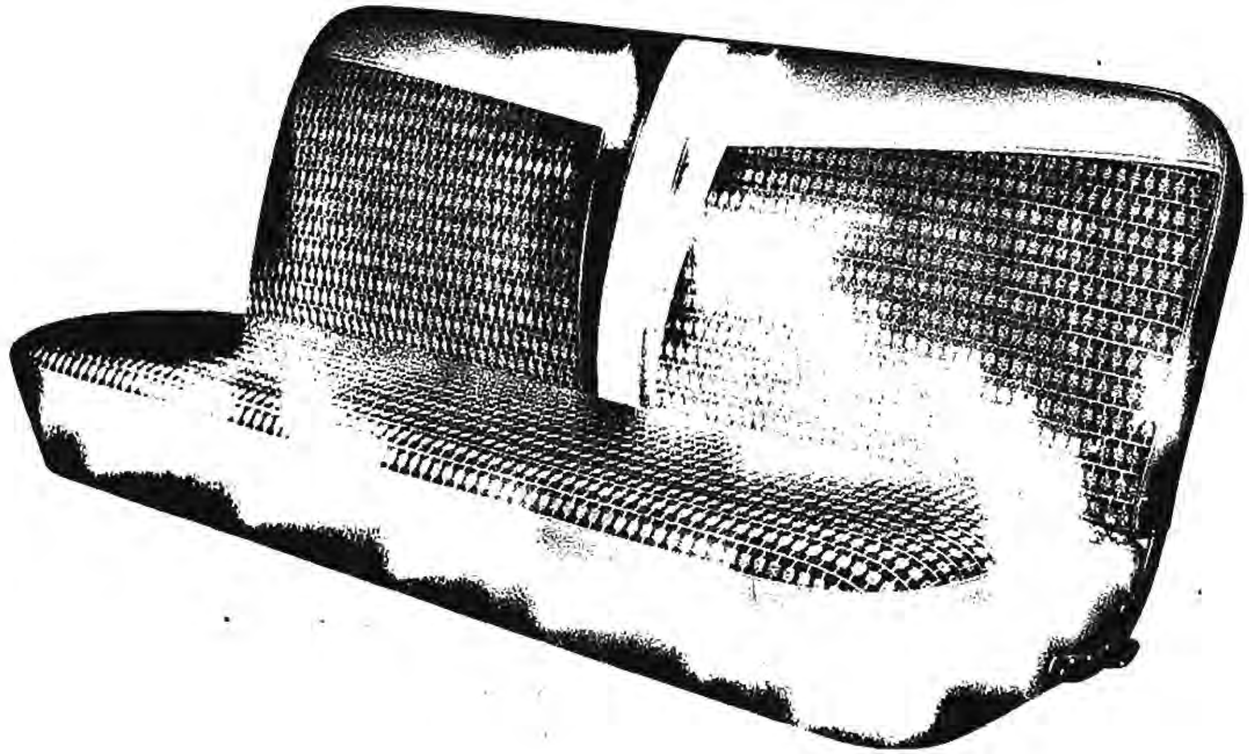
Seat trims for E-T-U models are unchanged, except for color which is dark fawn rather than char-



# CUSTOM SEAT TRIM

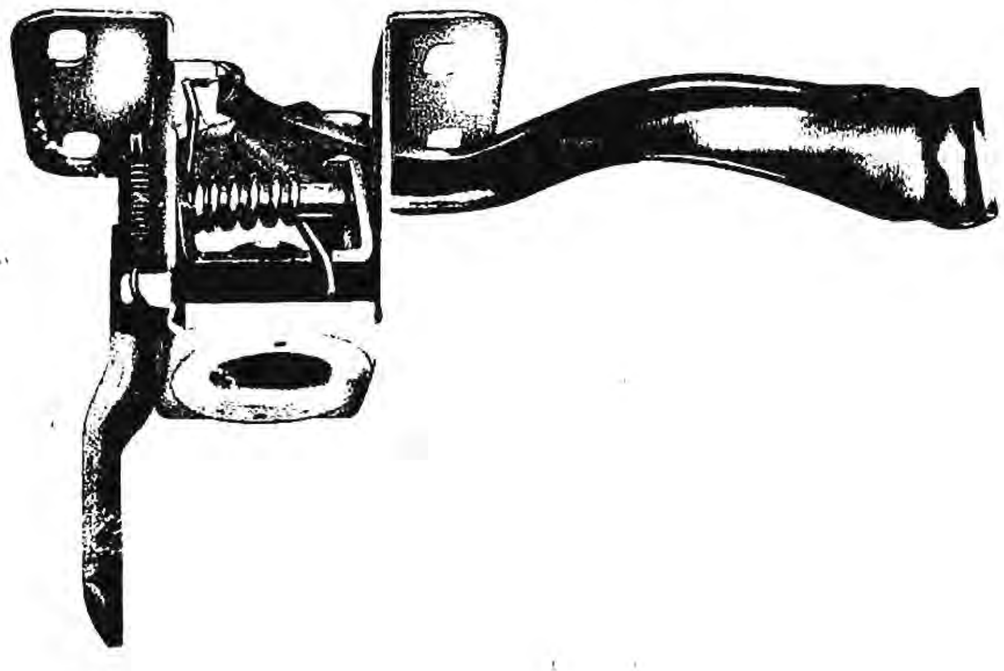
Nylon-faced pattern cloth and fine-grain vinyl comprise the new Custom seat trim for conventional and Corvair 95 models. The cloth coverings are executed in a combination of medium and dark fawn tones, with either medium fawn or red, depending upon exterior body color, being used for the vinyl facings, bolsters, and inserts. Red is used with red, gray, and white exteriors, while medium fawn is used with all other exterior colors. The central backrest insert, however, always remains white.

Custom seat construction is unchanged, and the Custom construction again is available optionally with regular production all-vinyl trim.



# OTHER NEW BODY FEATURES

## REDESIGNED HOOD LOCK



NEW HOOD LOCK. A new design hood release for C-D-K-L-M-S models facilitates opening the hood panel by simply pulling outward on the release lever rather than lifting the lever upwards as was necessary in the previous design. Other hood lock assembly components remain basically unchanged.

IMPROVED HEADLAMP AIMING. For 1963, Series CDMS50 through 80 headlamp bezels are attached directly to the radiator grille rather than to the headlamp assemblies, eliminating the change in headlamp aiming which previously could occur through overtightening of the bezel attaching screws.

CORVAIR 95 DISPATCH COMPARTMENT. A new dispatch compartment is released for the Corvan (Model R1205) and the Rampside (Model R1254). The new dispatch compartment is basically similar to the superseded design, but does not incorporate a door. No door is available optionally. For appearance, the former provisions for door stops and door hinging are eliminated.

CORVAN REAR DOOR WINDOWS. For 1963, the regular production rear load doors of the Corvair 95 panel do not incorporate windows. As a result, an outside rear view mirror for the left hand front compartment door is offered as regular production equipment, replacing the former inside rear view mirror. Windows for the rear load doors, however, are available as a regular production option; in this instance, the outside rear view mirror remains as regular production equipment.

CORVAIR 95 ENGINE GRILLE. The engine air outlet grille below the rear bumper of the Corvan (Model R1205) and the Rampside (Model R1254) is eliminated as regular production equipment and released as an additional part of the 1963 Custom Equipment option for these Corvair 95 models.

NEW MIRROR OPTION. Formerly available only as dealer-installed accessories, both the large and small West-coast type outside rear view mirrors now are released also as regular production options. Paint treatment for the West-coast mirrors remains Cameo White for both the mirror case and arms.

NEW DIRECTION SIGNAL LIGHT LENSES. To improve direction signal light visibility, amber lenses are released for the combina-

tion parking and direction signal light units on Series 10-30 models. Since separate direction signal lights with amber front lenses are used on Series 50-80 vehicles, clear lenses are retained for the parking lights of these models.

NEW INSTRUMENTATION, SERIES 50, 60. An ammeter and oil pressure gauge are released as regular production equipment for all Series 50 and 60 vehicles except flat-face cowls and tilt-cabs, replacing the tell tale lights formerly used. This release is effected with the use of the Series 80 instrument cluster.

NEW TACHOMETER. A new tachometer with an internal electronic transmitter is released for both regular production and optional applications. Because of the electronic transmitter, the new unit affords greater durability, accuracy, and compactness.

The new design eliminates the former vibrators and mercury cells, transforming by electronic means engine electrical impulses into needle movement. Thus, no inter-connecting parts are used as previously. With fewer parts, overall accuracy is improved and durability is increased.

IMPROVED RADIO. A fully-transistorized accessory radio replaces the combination tube and transistor design used in 1962. Transistors offer several advantages such as longer life, which is approximately three times that of a vacuum tube under average operating conditions, and increased resistance to shock. In addition, warm up time with a transistorized radio is practically negligible when compared to the 30 to 40 second warm-up time of a vacuum tube radio. This feature is mainly attributable to the absence of tube heaters, which not only require time to heat up, but also draw more power to operate the radio. Power consumption with the new fully-transistorized unit is approximately 30 percent less. Coupled with the printed circuit previously used, the all-transistor radio affords increased durability and reliability.

NEW ANTENNA. A new, more durable antenna featuring a hermetically-sealed base is used on all radio-equipped trucks in 1963. Sealed base construction protects the electrical connections from possible structural damage and short circuiting caused by exposure to corrosive elements. The telescoping antenna is of 4-section design, replacing the 3-section design previously used.

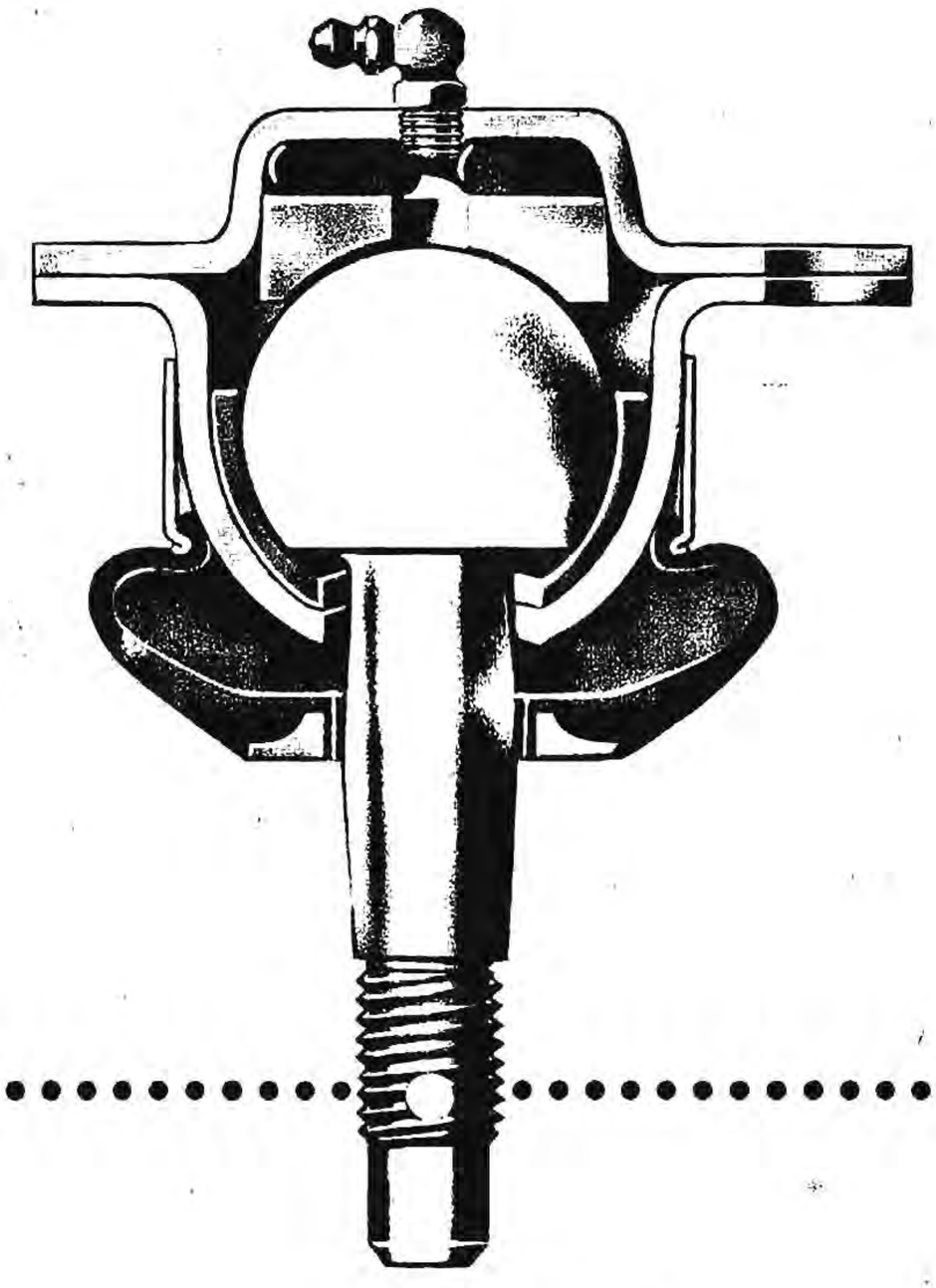
SERIES E80 STONE SHIELD. For 1963, a stone shield is added to the front bumper of Series E80 models. Aside from its practical value, the stone shield improves front end appearance by covering the vertical gap which existed previously between the top of the front bumper and the bottom of the radiator grille and side access doors. The stone shield is painted the same color as the bumper, which is either Cameo White or Pure White - depending upon the main body color.

IMPROVED SERIES E80 CAB. Durability of the Series E80 cab structure is immensely increased with additional reinforcements, extended welding, and improved component attachment. A total of five new reinforcements are added to the underbody, including a new side sill-to-front cross sill reinforcement, a new center cross sill reinforcement, and a new floor panel top reinforcement. Fifteen new reinforcements are added to other areas of the body structure such as the cab rear panel, roof header panel, and hinge pillar. Additional body strength is gained through the welding of instrument panel and roof header panel joints and the use of bolts to supplement the cowl-to-dash panel attachment.

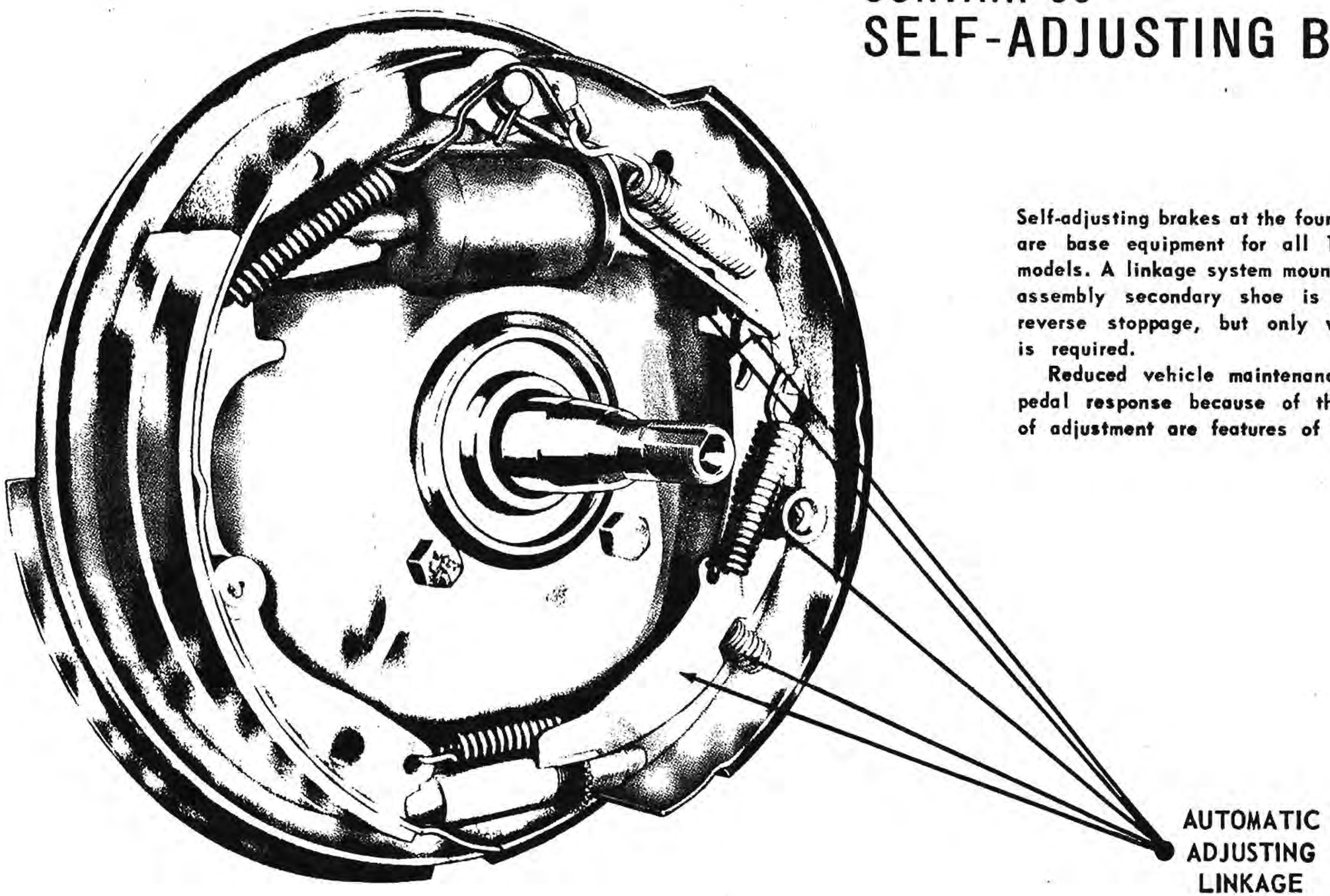
# CORVAIR 95 SPHERICAL JOINTS

Improved bearing seat surfaces, more positive sealing, and a special lubricant extend the life of Corvair 95 front suspension spherical joints and reduce their lubrication intervals from 1000 to 6000 miles.

Bearing seat surfaces are improved with a teflon coating having high impact strength, excellent stability, and a low coefficient of friction. With the teflon coating on the bearing seat surfaces, the spherical joints actually could function without lubrication, but to positively assure that contaminants do not reach the bearing surfaces, the joints are packed with a special, high-quality lubricant. Positive sealing is further assured with a rubber boot tightly secured to the spherical joint.



# CORVAIR 95
# SELF-ADJUSTING BRAKES




**Self-adjusting brakes at the four wheel locations are base equipment for all 1963 Corvair 95 models. A linkage system mounted on the brake assembly secondary shoe is actuated during reverse stoppage, but only when adjustment is required.**

**Reduced vehicle maintenance and improved pedal response because of the constant rate of adjustment are features of the new design.**

# OTHER CHASSIS FEATURES

WHEELS AND TIRES. Excellent tire selectivity is continued in 1963 for all weight classifications. Tires of varying sizes and corresponding capacities as well as choices of rayon, nylon, highway, on-off, or off-road construction enable the owner to custom tailor his truck tires to suit his particular needs.

Tire option availability for all Corvair 95 models is extended to include 7.00-14-6PR and 7.00-14-8PR truck-type tires. Their sturdy construction and larger capacities make them well-suited for the more severe types of service. The 14 x 5J short spoke disk wheel, utilized in combination with the passenger-type tires, is also used with the new tire options.

Narrow-band whitewall tires replace the wide-band type for all 1963 conventional line light-duty applications. Narrow-band whitewall tires were previously released in mid-season 1962 for Corvair 95 models. Tire size, capacity and availability are not affected by this change.

The light-duty tire line-up is complemented by the availability of 16-inch dual rear wheels for Series C20 models. Previously, dual rear wheels were available only on Series 30-80 models. Only 6.50-16-6PR tires in combination with 16 x 5.50 wheels are used for this new Series C20 option. Availability of tire sizes with 16 x 5.50 wheels for Series 30 models, however, consists of either 6.50-16-6PR, 7.00-16-6PR, or 7.50-16-8PR rayon highway-type tires.

Base equipment for Series 50 models are 7-22.5-6PR rayon highway-type tires because of the revised base GVW ratings for these models. Other medium and heavy-duty tire options remain basically unchanged.

Disk wheels used for Series 10-30 single rear wheel models continue to be of the stamped disk design. The ventilated disk type wheels are used on Series 20-80 models with dual rear wheels.

Ventilated disk wheels for Series 20-30 models contain four hand holes. All Series 50-80 disk wheels contain five hand holes, except the 6-stud, Budd-type attachment wheel having six hand holes.

SERIES K10 FRONT DRIVING AXLE. Commensurate with the new rear axle ratio, Series K10 front axle ratio is changed to 3.73-to-1, replacing the former 3.92 ratio. The lower numerical ratio results in longer axle life and improved fuel economy.

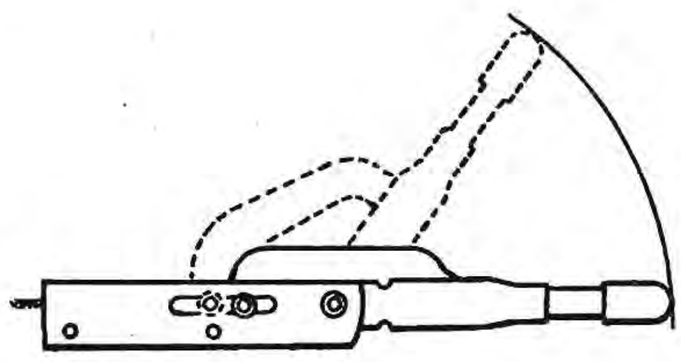
CHASSIS ELECTRICAL SYSTEM. New, improved chassis electrical wiring is used in 1963 as standard equipment on Series D60 and Series 80 trucks, and as a mandatory option on Series 60H trucks. The wiring components affected are the instrument cluster harness, the main wiring harness, the front extension harness, and the engine wiring harness. Wires in these assemblies not protected by fuses are so insulated that if a short circuit or overload occurs, the heat generated will not affect the surrounding wires. Thus, only the overloaded circuit will have to be repaired.

The individual lead consists of a stranded copper wire covered with special synthetic rubber insulation, which replaces the vinyl insulation used previously. The special synthetic rubber insulation will not melt, and, thus, is effective in keeping the heat of an overloaded wire localized.

In addition to the change in the insulation of the individual wires, an improvement is made in the material binding together the wires in the harness assemblies. Previously, the wires were bound with plain vinyl tape. This is replaced in 1963 with vinyl-coated cotton friction tape, which cannot be destroyed by overheating.

PARKING BRAKES. Orscheln-type parking brake lever equipment is now standard for all Series P20-30 models. Previously available as an extra-cost option, the Orscheln equipment offers the advantages of versatility, ease of operation, and positive parking brake application. The lever may be mounted anywhere in the cab, and its linkage design and dynamic characteristics assure full brake cable travel with no slippage.

In addition, the advantages of the Orscheln parking brake design are extended to Series CLMT80 vehicles with the 409 engine option.



# mid-season 1962 changes

TILT-CAB INSIDE DOOR HANDLES are repositioned further downward to prevent interference with driver or passenger clothing. The new position is 45 degrees below the horizontal centerline with the end of the handle pointing forward; previously, the handle was positioned 45 degrees forward of the vertical centerline.

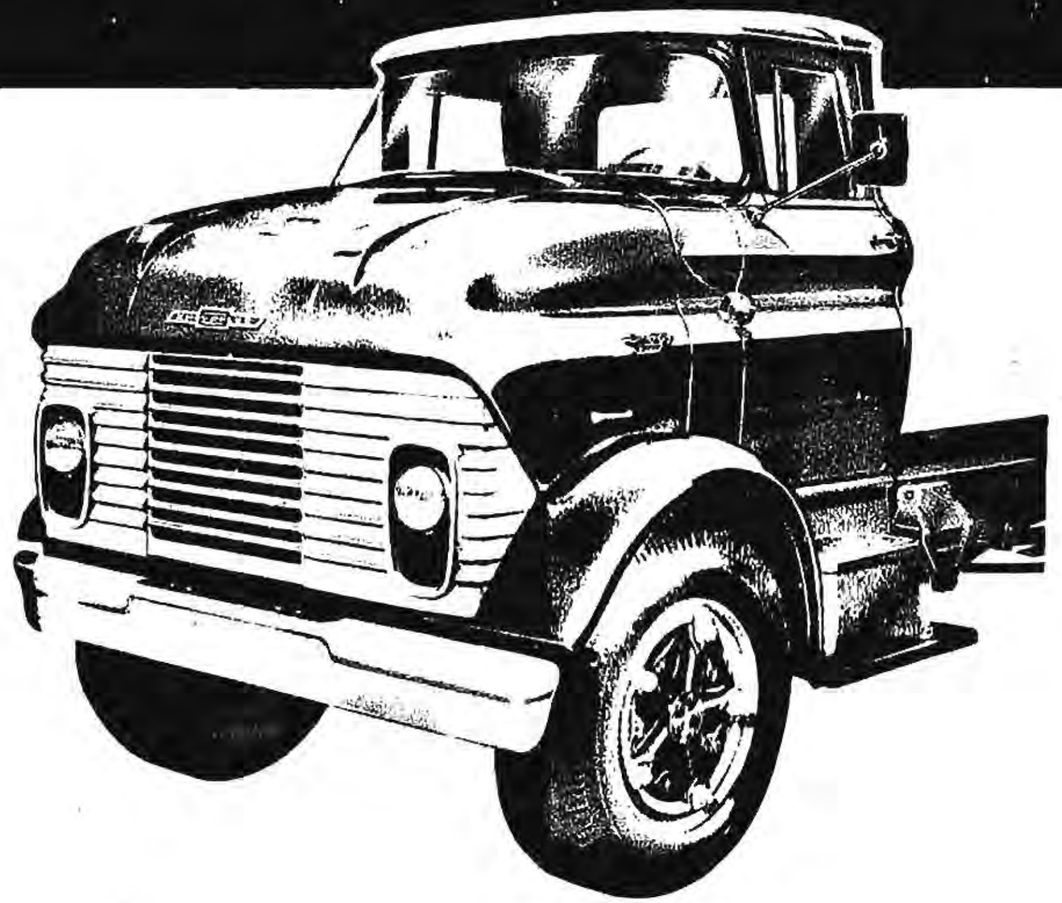
SERIES E80 APPEARANCE CHANGES. The direction signal lights, formerly located on the hood side panels, are relocated to the cowl side panels. Series designation plates are relocated, too - from the cowl side panels to the hood side panels.

PURE WHITE PAINT TREATMENT. On models painted Pure White, the radiator grille, headlamp bezels, bumpers, and hub caps (where applicable) also are painted Pure White instead of Cameo White. Cameo White is retained for the above items when used with all other exterior body colors.

IMPROVED HEATER CONTROLS. Single-wound steel wire heater control cable conduits replace the double-wound conduits previously used, resulting in increased control cable flexibility. As before, the conduits are cadmium-plated for corrosion resistance.

Control cables are improved further by cadmium-plating the steel stress wires which actuate the heater components. The cadmium plating serves two purposes: It provides a smooth, low-friction surface on the stress wires, easing movement through the coil conduit, and it provides additional corrosion resistance to the stress wires.

LONGER HEATER LIFE results from a hermetically-sealed blower electrical system for the conventional line Deluxe heater and Corvair 95 line Direct Air heater. Hermetic sealing is accomplished by encasing the motor housing and lead-in wire terminal with a rubber material to form a water-tight seal.



SERIES E80 APPEARANCE CHANGES

MODEL P1345 REAR DOOR EQUIPMENT. The 66-inch wide rear door option for Step-Van 7 models is discontinued and replaced with 69-inch wide rear doors, which are more compatible with the Step-Van 7 body construction. The 54-inch wide rear door option is continued unchanged.

DIRECTION SIGNAL SWITCHES are released as regular production equipment for all Step-Van models. Direction signal lamps, however, remain as optional equipment.

ENGINE ACCESS DOOR SUPPORTS. A rubber-coated chain replaces each of the folding links which support the Corvair 95 engine access door in the open position. This change improves

door operation by eliminating the binding which previously could occur.

NEW SERIES P30 REAR AXLE RATIO. A new rear axle ratio of 5.83-to-1 is released for Series P30 models, resulting in improved vehicle performance. The new rear axle, similar in design to the base rear axle, is available only with the heavy-duty 3-speed transmission and single rear wheels.

NEW SERIES K10 UNIVERSAL JOINT. The rear axle universal joint for Series K10 models is changed from a Spicer series 1310 (1500 pound capacity) to a Spicer series 1350 (2080 pound capacity).

NEW SERIES S62-64 BASE REAR AXLE. The 15,000 pound capacity Chevrolet-built single-speed rear axle with a 7.20-to-1 gear ratio is released as regular production equipment for Series S62-64 models. This rear axle, which formerly was available as an option for Series S62-64 models, replaces the 13,500 pound capacity 6.60-to-1 ratio rear axle formerly released as regular production equipment. The increased capacity of the rear axle is achieved through a larger and heavier gearset and greater diameter axle shafts. In addition, the greater numerical gear ratio results in improved vehicle acceleration.

LARGER FRONT AND REAR DRIVE PINION BEARINGS for increased durability are released on the 13,000 pound capacity rear axles for Series 50 models. The hypoid drive pinion gear is revised to accommodate the larger bearings.

SERIES 60 REAR AXLES. Rear axle availability is increased for C-L-T60 models. The Chevrolet 17,000 pound single-speed axle with a ratio of 7.20-to-1 and the Eaton 17,000 pound 2-speed axle with ratios of 7.17/9.97-to-1 now may be obtained for use with the cast wheel 5000 pound front suspension. These 17,000 pound axles were formerly available for Series 60H models only.

IMPROVED 2-SPEED AXLE CONTROL. A new anti-rattle spring replaces the rubber grommet formerly used under the driver's knob of the 15,000 and 17,000 pound capacity Chevrolet 2-speed rear axle control cable assemblies. The substitution of the spring for the grommet results in quieter axle shift operation over a longer period of time.

IMPROVED TILT-CAB TRANSMISSION CONTROLS. New rod-type transmission controls replace the cable-type for all transmission applications in the tilt-cab line-up. The rod-type shifter and selector controls not only increase durability, but also improve shifting characteristics. Since this linkage is more rigid, it is possible to exert greater force on the shift levers at the transmission. Heavier components, such as the shift lever, pivot bolt, and bracket, also are employed to simplify rod adjustments and make them more positive.

CORVAIR 95 TRANSAXLE FILLER PLUG. The filler plug hole is relocated higher on the transaxle to raise the operating level of the lubricant by 5/8-inch. This change increases transaxle lubricant capacity, prolonging pinion bearing life.

UPPER AND LOWER KING PIN BUSHING MATERIAL for the optional 9000 and 11,000 pound capacity I-beam front suspension options is changed from steel-backed bronze to Delrin, a highly durable plastic.

IMPROVED OIL FEED LINES. For D60 models only, steel tubing replaces flexible hose for the vacuum pump oil feed line on base models and for the air brake compressor oil feed line on models with optional air-hydraulic brakes.

CORVAIR 95 WHITEWALL TIRES. Narrow-band (1-inch) optional whitewall tires replace the wide-band type for all Series R10 models. Corvair 95 tire availability, size, or capacity is not affected.

## ENGINE/CLUTCH LINE-UP

| ENGINE | SERIES APPLICATION | COMP RATIO | GROSS HORSE-POWER | GROSS TORQUE | NET HORSE-POWER | NET TORQUE | CLUTCH SIZE (In.) & TYPE |
|---|---|---|---|---|---|---|---|
| 145 HO-6 | Std: R10<br>Opt: None | 8.0 | 80 @ 4400 | 128 @ 2300 | 65 @ 3600 | 118 @ 2200 | 9-1/8 D |
| 153 L-4 | Std: P10<br>Opt: None | 8.5 | 90 @ 4000 | 152 @ 2400 | 75 @ 4000 | 144 @ 2000 | 10 D |
| 230 L-6 | Std: CK10,20,C30, CLS50,P20,30<br>Opt: P10 | 8.5 | 140 @ 4400 | 220 @ 1600 | 120 @ 3600 | 205 @ 1600 | 10 D (CK10,20)<br>11 D (Others) |
| 230 L-6 (Econo Carb - Opt) | Std: None<br>Opt: C10 | 8.5 | 125 @ 3400 | 210 @ 1600 | 100 @ 3200 | 200 @ 1200 | 10 D<br>11 D Opt. |
| 292 L-6 | Std: CLT60,60H, S62,64,67,67H<br>Opt: CK10,20,C30, CLS50 | 8.0 | 165 @ 3800 | 280 @ 1600 | 147 @ 3600 | 262 @ 2000 | 12 C (Std. models)<br>11 D (Opt. models) |
| 283 V-8 | Std: None<br>Opt: CK10,20,C30, CL50 | 9.0 (*) | 175 @ 4400 | 275 @ 2400 | 145 @ 4200 | 245 @ 2000 | 11 D |
| 327 V-8 | Std: S69,69H<br>Opt: CLT60,60H, S62,64,67,67H | 8.0 | 185 @ 4400 | 305 @ 2000 | 158 @ 4000 | 280 @ 2000 | 13 C |
| 348 V-8 | Std: CLMT80<br>Opt: None | 7.75 | 220 @ 4400 | 325 @ 2600 | 180 @ 4000 | 300 @ 2400 | 13 C |
| 409 V-8 | Std: None<br>Opt: CLMT80 | 7.75 | 252 @ 4000 | 390 @ 2400 | 215 @ 4000 | 352 @ 2400 | 12 C (2 plate) |
| 4-53 L-4 (Diesel) | Std: D60,60H<br>Opt: None | 17.0 | 130 @ 2800 | 271 @ 1500 | 118 @ 2800 | 263 @ 1500 | 13 C |
| 6V-53 V-6 (Diesel) | Std: EU80<br>Opt: None | 17.0 | 195 @ 2800 | 423 @ 1500 | 183 @ 2800 | 415 @ 1500 | 14 C |

D - Diaphragm spring. C - Coil spring. * - 8.5 for Series 50 applications.

# TRANSMISSION LINE-UP

| TRANSMISSION | STANDARD APPLICABILITY | OPTIONAL APPLICABILITY |
|---|---|---|
| 3-Speed | CKPR10; CKP20 | None |
| 3-Speed Heavy-Duty | None | CP10, 20, 30 |
| 4-Speed | CP30; CLS50; CLST60, 60H | CKPR10; CKP20 |
| 5-Speed New Process 540C | None | CLT60, 60H*; S60*; S67H* |
| 5-Speed Clark 265V | None | CLST60, 60H$ |
| 5-Speed Clark 267V | D60H | CLST60, 60H$ |
| 5-Speed Clark 264VO | D60 | None |
| 5-Speed Spicer 3152 | CLMT80% | None |
| 5-Speed Spicer 3152A | None | D60H; CLT80% |
| 5-Speed Spicer 3153 | None | D60 |
| 5-Speed Spicer 5652B | None | CLMT80& |
| 5-Speed Spicer 5756B | EU80 | CLT80& |
| 8-Speed Fuller R46 | None | CLMT80&; EU80# |
| 2-Speed Powerglide | None | CPR10; CP20 |
| 6-Speed Powermatic MT30 | None | CS60, 60H; CMT80% |
| 6-Speed Powermatic MT40 | None | CMT80&; EU80 |
| 2-Speed Transfer Case T221 | K10, 20 | None |
| 3-Speed Aux. Spicer 5831G | None | M80% |
| 4-Speed Aux. Spicer 6041 | None | M80 |

* - With 292 engine only.
$ - With 327 engine only.
& - With 409 engine only.
# - With 5.57 rear axle only.
% - With 348 engine only.

## REAR AXLE LINE-UP

| CAPACITY (Lbs.) | RATIO | TYPE | STD. USAGE | OPT. USAGE |
|---|---|---|---|---|
| 3300 | 3.73 | Hypoid | K10 | None |
| 3500 | 3.73 | Hypoid | C10 | P10 |
| 3500 | 4.11 | Hypoid | P10 | C10 |
| 3500 | 3.07 | Hypoid | None | C10 |
| 5200 | 4.57 | Hypoid | CK20 | None |
| 5200 | 5.14 | Hypoid | P20 | None |
| 7200 | 5.14 | Hypoid | CP30 | None |
| 7200 | 5.83 | Hypoid | None | P30 |
| 11,000 | 6.17 | Hypoid | CLS50 | None |
| 15,000 | 7.20 | Hypoid | CLST60 | CLS50 |
| 15,000 | 6.17 | Hypoid | D60 | None |
| 15,000 | 5.83/7.95 | Hypoid | None | D60 |
| 15,000 | 6.40/8.72 | Hypoid | None | CLST50, 60 |
| 17,000 | 7.20 | Hypoid | CLT60H | CLT60; S67, 69 |
| 17,000 | 6.40/8.72 | Hypoid | None | CLT60, 60H; S67, 69 |
| 17,000 | 7.17/9.97 | Spiral Bevel | None | CLT60, 60H |
| 17,000 | 4.87/6.77 | Spiral Bevel | D60H | None |
| 18,500 | 7.17 | Spiral Bevel | CLT80 | None |
| 18,500 | 6.50/8.87 | Spiral Bevel | None | CLT80 |
| 18,500 | 7.17/9.77 | Spiral Bevel | None | CLT80 |
| 18,500 | 5.57 | Spiral Bevel | None | EU80 |
| 18,500 | 5.57/7.60 | Spiral Bevel | EU80 | None |
| 30,000 bogie | 7.17 | Spiral Bevel | M80 | None |