

Sterling Truck release lineup

Multi-Drive model DD145, used for snow plowing and road maintenance.

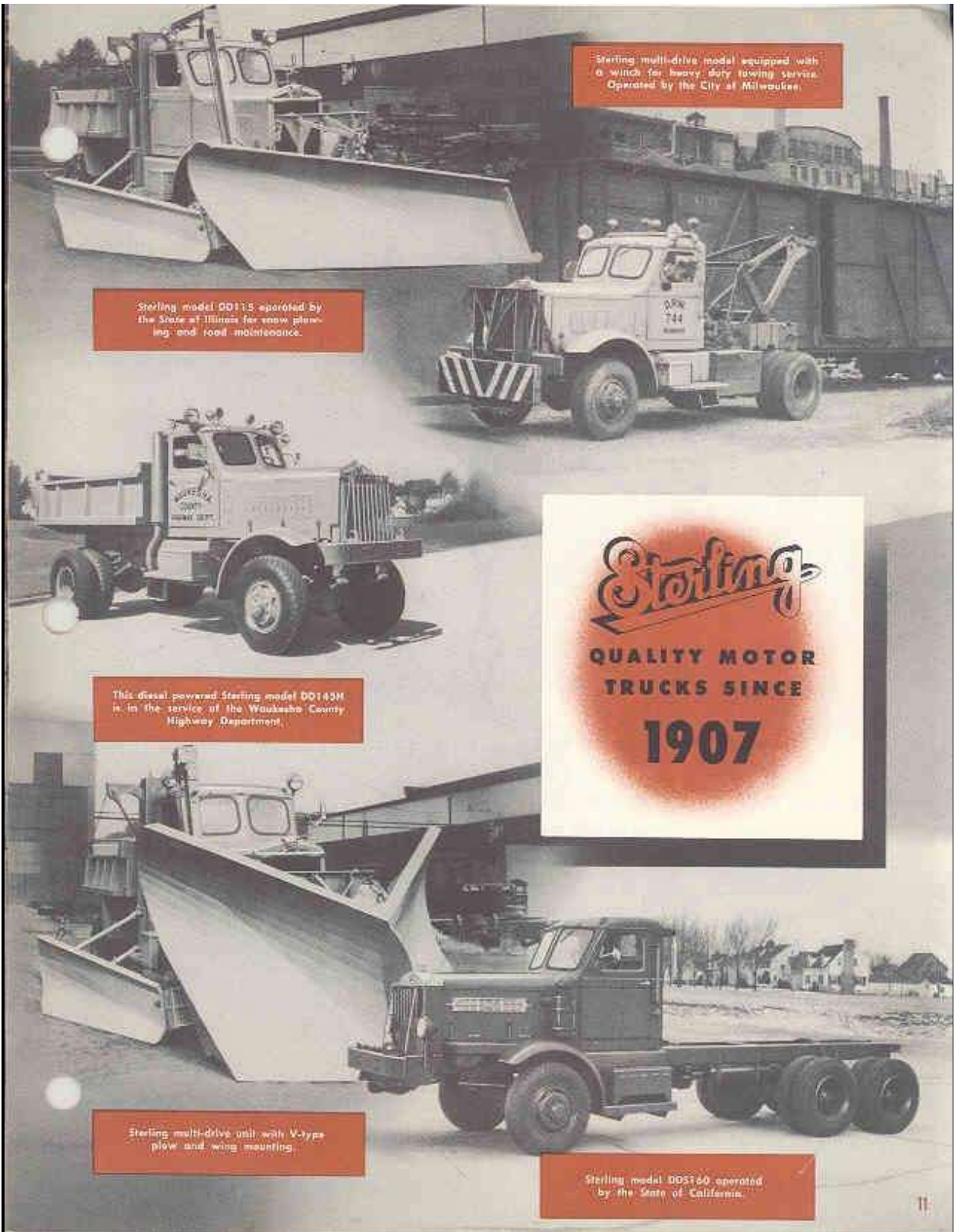
Model DD135 operated by Jefferson County, Wisconsin for road maintenance and snow plowing.

Staring multi-drive model showing wing blade and plow mounting.

Built for the United States Navy, this Sterling model DD5235 retrieved downed air craft.

This Sterling multi-drive crane pulls many huge wrecks and busses from accident scenes in Florida.

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Sterling multi-drive model equipped with a winch for heavy duty towing service. Operated by the City of Milwaukee.

Sterling model DD115 operated by the State of Illinois for snow plowing and road maintenance.



This diesel powered Sterling model DD145M is in the service of the Waukesha County Highway Department.

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1907



Sterling multi-drive unit with V-type plow and wing mounting.



Sterling model DD5160 operated by the State of California.

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MODEL DD145H

SPECIFICATIONS

GROSS VEHICLE RATING 38,000 Pounds
Note: This rating is subject to variation depending upon specific operating conditions.

CHASSIS WEIGHT (Approximate) 13,900 Pounds
Note: The chassis weight includes standard equipment only (with axles) and is based on the 183" wheelbase chassis.

ENGINE: Six cylinder Diesel, valve in head, 4 $\frac{1}{2}$ " bore x 5" stroke. Piston displacement 672 cubic inches. Maximum brake horsepower 150 at 1800 R.P.M. Maximum torque 500 pounds feet at 600 R.P.M. A.M.A. horsepower rating 37.04. Compression ratio 17.5 to 1. Governed speed 1800 R.P.M. Built-in governor.

COOLING SYSTEM: Flat tube and fan radiator with exceptionally large frontal area of 814 square inches. Six blade 34" diameter fan. Centrifugal water pump. 87-deg thermostat.

ELECTRICAL EQUIPMENT: 12-24 volt system. Voltage regulated heavy duty, high output generator. Two 12 volt, 21 plate batteries with 170 ampere-hour capacity.

CLUTCH: Single plate, 15" diameter. Fully adjustable for wear. Ball type clutch throwout bearing.

TRANSMISSION UNIT: Four speeds forward and one reverse, with direct drive on fourth speed. All gears and shafts made hardened alloy steel. Helical gears for quiet operation in second and third speeds. Two speed transmission with direct drive on fourth speed optional.

TRANSFER CASE: Two speed positive drive, mounted amidship. Provides eight forward and two reverse speeds when used with four speed unit transmission. Extremely wide gear ratio range and proper intermediate ratios result in greater fuel economy, higher average road speeds and reduced operating time. Equipped with front axle declutch providing proper power distribution and reduced gear wear.

UNIVERSAL JOINTS: Fully enclosed needle bearing type.

FRONT AXLE: Double reduction gear drive, 10 spline, full floating axle shafts and gears are of special alloy steel. Heavy malleable iron housing with sleeves of seamless alloy steel tubing. Roller bearings and wide track provide easy steering and maximum maneuverability.

REAR AXLE: Double reduction gear drive, 10 spline full floating axle shafts and gears are of special alloy steel. Heavy malleable iron housing with sleeves of seamless alloy steel tubing.

BRAKES-SERVICE: Four wheel air. Front 17 $\frac{1}{4}$ " x 4". Rear 17 $\frac{1}{4}$ " x 5". Total lining area 644 square inches. Alloy iron brake drums.

BRAKES-PARKING: External contracting type located at rear of transfer case. 18" diameter x 4" width. Brake lining area 147 square inches.

SPRINGS: Semi-elliptic type. Front 48" x 4", twelve leaves, front auxiliary 32" x 4", six leaves. Rear 54" x 4", fifteen leaves, rear auxiliary 23 $\frac{1}{2}$ " x 4", eight leaves. Front and rear springs are of special alloy spring steel. Large diameter shackle pins of hardened alloy steel. Flange lugged spring eyes. Three inch width rear springs optional.

STEERING GEAR: Worm and roller type. Shock-proof mounting. Needle bearing mounted roller, 32" diameter wheel. Hydraulic power steering available at extra cost.

FRAME: Pressed steel channel section of heat-treated alloy steel. 9 $\frac{1}{2}$ " deep x $\frac{1}{2}$ " thick. Flange width upper 3 $\frac{1}{2}$ ", lower 2". Entire length lined with the exclusive shock absorbing, white oak insert.

TIRES AND WHEELS: Standard tire equipment 11.00-20 single front, dual rear. Ventilated steel disc wheels, 10 hole.

CAB: (Optional Equipment at extra cost). Starting built with two piece V-type windshield. Rear view mirror, dual automatic windshield wipers, dome light, door locks and adjustable sun visor furnished with cab.

FINISH: Sterling red or green. Other colors optional at extra cost.

CHASSIS LUBRICATION: Chassis equipped with hydraulic fittings for pressure lubrication.

FUEL TANK: 45 gallon, mounted under seat with outside filler. Inmate, immersed fuel tank capacity available at extra cost.

STANDARD CHASSIS EQUIPMENT: Instrument panel with indirect lighting, oil gauge, fuel gauge, speedometer, tachometer, hour indicator and counter. Headlights, combination stop and tail light, floor dimmer switch, high beam indicator, horn, tow hooks, generator, starting motor, fuel filter, oil filter, fuel pump, oil bath air cleaner, bumper, tools, hydraulic jack and spare wheel.

Improvements and refinements are made in Sterling trucks as soon as proven in actual service. We therefore reserve the right to change specifications without notice.

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