

AA TRUCK TALK THE 229-A SERVICE BODY

By Neil Wilson of Boulder, Colorado — April 1999

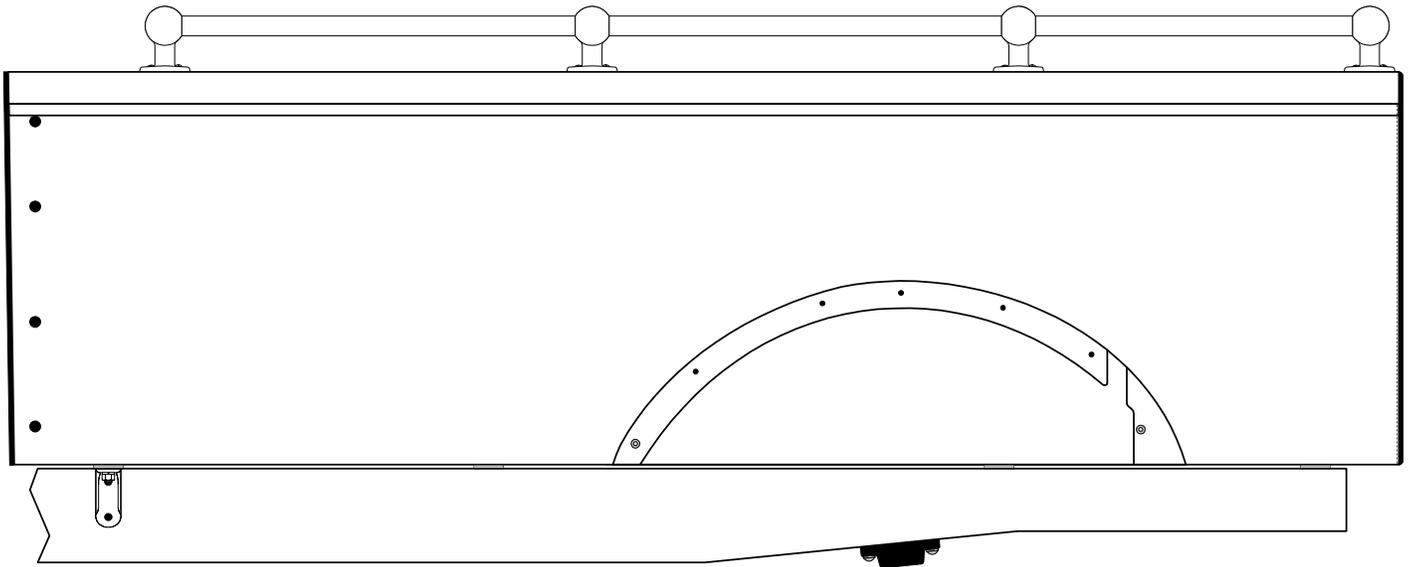


Illustration #1: 229-A Service Body (“B” Style)

This article covers the Service body sold by Ford in 1931. Several club members provided information to aid in this documentation – Bud Valerius and Danny Miller provided spare wheel carrier information; Cliff Moebuis provided copies of sales brochures; Bruce Palmer provided pictures and measurements of his Service Car; the late Joe Butterfield provided many sketches of body wood; and Bill Cilker provided pictures and measurements, spending more time under his dual wheeled Service Car gathering information than he wants to remember.

I am searching for information about the early Service body (body #1-250) referenced in this article. Please contact me if you have any information regarding this early body.

Taken April 30, 1931, the Service Car photograph on the last page was reproduced from an original provided courtesy of the “Henry Ford Museum and Greenfield Village.” This truck’s components include the 82-B closed cab with the 229-A Service body and the special equipment AA-229400 Crane

assembly, all on a 131-1/2” AA chassis. Some detail is lost in reproducing the original photograph; however, several specific observations may be seen:

- ◆ The cab, hood, and body are white.
- ◆ The commercial front bumper, head light bodies, radiator shell, and tail light body are black.
- ◆ The spare wheel carrier is located at the left front fender. The flange nut cover and studs are black. The wheel (lug) nuts are cadmium.
- ◆ The left door has an indentation for spare tire clearance.
- ◆ The tail light is body-mounted with the AA-13472-B two bolt rear lamp and license bracket support.
- ◆ The four body-to-cab carriage bolts are painted body color.
- ◆ The body-to-cab welting is black (and would be unpainted).
- ◆ The rear view mirror is mounted at the upper door hinge.
- ◆ The removable wheel flanges, wheel nuts, and hub caps are cadmium plated.

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OVERVIEW

Ford offered the Service Car for \$715 from January 1931 through February 1932. Out of an inventory of 1000 bodies only 521 sold. As a result of this poor sales volume, the Service Car was discontinued for the 1932 Model BB's and was removed from advertising literature. The remaining bodies, however, were sold through 1934 by adapting them to other chassis.

This unique vehicle came with an 82-B Closed Cab and 229-A Service body mounted on a 131-1/2" AA chassis. The body was produced in primer by the "Briggs Manufacturing Company" for shipment to the various assembly plants for final painting. According to the book "The Ford Model A - As Henry Built It," Service Car production began in December 1930 with shipments starting in January of 1931. On May 1, 1931 the model 66-A Deluxe Pickup body was announced. This body was a smaller version of the 229-A Service body for the 103-1/2" standard A chassis.

Three advertising brochures have been found for the Service Car which promoted this unit for tire dealers, garages, service stations, and repair shops doing open road mechanical work. These brochures are dated 1/1/31, 2/16/31, and 4/20/31. The first brochure shows the initial style of Service body which included belt and sill mouldings on both the side and rear panels. The 2/16/31 brochure incorrectly shows a Service Car with flat side panels. The third brochure shows a Service Car like the one in the photograph at the end of this article.

A Ford drawing of a production Service body has not been found. Illustration #2 was found in a 1931 Ford sales catalog and is a drawing of a prototype Service Car in which the body is somewhat longer than the production version. This drawing does include the initial production feature of belt and sill mouldings.

A "Briggs Manufacturing Company" body number tag was located inside of the tool box on the upper right corner of the back wall.

Starting with body number 251, a major redesign of the Service body occurred. Almost all of the body parts were new

and were assigned "B" suffixed part numbers. The old part numbers were given "A" suffixes. The obvious changes included new 1/10" thick, flat rear panels and side panels without sill mouldings.

The Service body sides extended to the door openings of the closed cab and were bolted to the cab with four carriage bolts on each side. A chrome-plated hand rail was mounted on top of each body side. The sides and rear of the body were constructed of wood pillars, rails, and sills covered with sheet metal on the outside and paneled with boards on the inside.

The rear of the body had an opening which was 3" above the cargo floor to prevent small tools from rolling out. The opening was approximately three feet wide. A built in tool box was located at the front of the body just behind the cab. The tool box lid for the "A" style body was wood. The "B" style body had a stamped steel tool box lid.

In early 1931 the location and style of the wheel carrier was changed from a side mount on the right running board to a front wheel well mounting on the left. As a result of this new style wheel carrier, the left door was modified to include an indentation providing clearance for the spare tire and allowing the door to be opened wider.

The Body Parts List for April 1, 1932 is the only listing found containing Service body parts. The interior finish boards, tool box wood, floor boards, and various small parts are not listed. Therefore, these parts were not available as service items by that date.

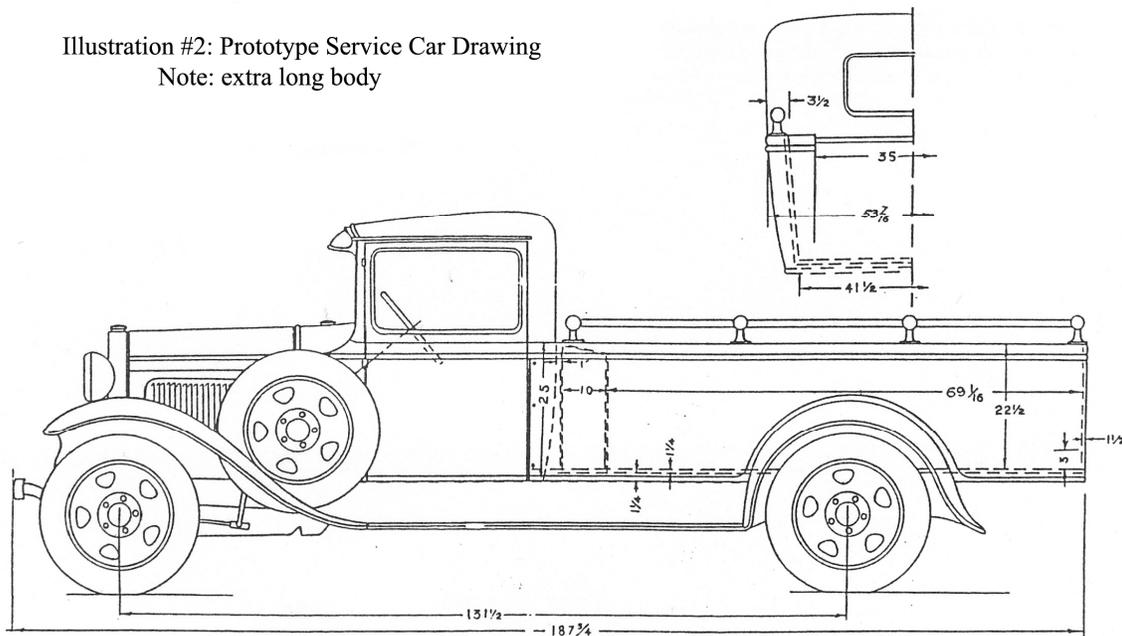
A towing clevis was optional equipment for the Service Car. It was probably available starting in early 1931.

In April of 1931, both a crane and towing bar were released as optional equipment. The crane was \$74 when ordered with the Service Car. The body parts list includes a rear step, although the availability date is not indicated.

Also in April, a new style frame was placed into production for use with dump bodies and the Service body. The new frame was 1-1/2" shorter than the prior version.

Illustration #2: Prototype Service Car Drawing

Note: extra long body



Dual wheels became an option for the Service body sometime after mid May 1931. This option included wider rear fenders and running boards.

The exterior of the Service body was painted the same color as the cab and hood. There were nine standard A/AA commercial colors available starting late September 1930 as follows:

Rock Moss Green	Rubellite Red
Blue Rock Green	Pegex Orange
Black	Copra Drab
Phoenix Brown	Thorne Brown
Menelas Orange	

Pictures of original Service cars show the body interior was painted a lighter color. The Judging Standards indicates commercial gray. This color is not listed in the "Model A Ford Paint and Finish Guide".

Prior to June 1, 1931, commercial businesses could make "special color requests" which could include ANY color (either

a Ford vehicle color or any other color).

In the June 5, 1931 Service Letter, it defines how these "special color requests" were to be charged effective June 1st. An extensive list of fifty Model "A" colors was shown as "no charge" colors. ANY other color carried a charge of \$14.50 for orders of less than ten units and \$4.50 for orders of ten or more units. In addition, satin finished colors could be ordered with a polished finish. For the Service Car, the polished finish cost was \$27.00: \$15.00 for the closed cab/hood and \$12.00 for the body.

The Judging Standards lists thirty nine available commercial colors for the year 1931. For judging purposes, these standards should be followed.

Little information can be found about the first 250 Service bodies produced (referred to as the "A" style body). The following details cover the "B" style body with reference to the "A" style body where information has been found.

DETAIL

Floor Sill Assembly

1	AA-229034-B	Sill (floor side) RH
1	AA-229035-B	Sill (floor side) LH
1	AA-229040	Sill (floor cross) #1
1	AA-229041	Sill (floor cross) #2
1	AA-229042-B	Sill (floor cross) #3
1	AA-229043	Sill (floor cross) #4
1	AA-229044-B	Sill (floor cross) #5 - lower
1	AA-229059-B	Sill (floor cross) #5 - upper
1	AA-229xxx	Brace (#5 lower floor cross sill to RH floor side sill)
1	AA-229xxx	Brace (#5 lower floor cross sill to LH floor side sill)

Cargo Floor

1	AA-229xxx	Board (floor) #1
1	AA-229xxx	Board (floor) #2-3, 5-9, 11-12
1	AA-229xxx	Board (floor) #4
1	AA-229xxx	Board (floor) #10
1	AA-229xxx	Board (floor) #13
Body-to-chassis attachment:		
8		7/16-20 x 3-5/8 carriage bolt
8		7/16-20 (3/8 x 11/16) hex nut
8		7/16 (49/64 x 1/8) lock washer
8		Body-to-chassis frame pad

Body Sides

1	AA-229510	Panel (side and wheelhouse) assembly - RH
1	AA-229511	Panel (side and wheelhouse) assembly - LH
1	AA-229590	Panel (side top rail rear corner) RH
1	AA-229591	Panel (side top rail rear corner) LH
1	AA-229xxx	Pillar (side to cab reinforcement) RH
2	AA-229xxx	Body welt (side to cab)
2	AA-229560-B	Pillar (side) #1
4	AA-229562-B	Pillar (side) #2 and #4
2	AA-229564	Pillar (side) #3
1	AA-229568-B	Pillar (side) #5 - RH
1	AA-229569-B	Pillar (side) #5 - LH
4	AA-229xxx	Bracket (side pillar #2 & #4 to floor)
2	AA-229xxx	Bracket (side pillar #3 to wheelhouse)
2	AA-229xxx	Brace (side pillar #5 corner) - RH
2	AA-229xxx	Brace (side pillar #5 corner) - LH
2	AA-229594	Brace (side top rail to rear top rail)
2	AA-229xxx	Support (side finish boards) on side pillar #5

2	AA-229xxx	Support (rear finish board) on side pillar #5
1	AA-229xxx	Board (side finish) lower - RH
1	AA-229xxx	Board (side finish) lower - LH
1	AA-229xxx	Board (side finish) center - RH
1	AA-229xxx	Board (side finish) center - LH
1	AA-229xxx	Board (side finish) upper - RH
1	AA-229xxx	Board (side finish) upper - LH
2	AA-229634	Moulding (side panel inside finish)
2	AA-229xxx	Brace (side pillar #2 - #4 cross)
8	AA-229xxx	Wading (side pillar to side panel)
1	AA-229600	Rail (side hand) 77" x 1-1/4" ID x 1-1/6" ID
1	AA-229580	Rail (side top) RH
1	AA-229581	Rail (side top) LH
4	A-66602	Bracket (side hand rail end)
4	A-66604	Bracket (side hand rail center)

Body Rear

1	AA-229810-B	Panel (back side) - RH
1	AA-229811-B	Panel (back side) - LH
1	AA-229805-B	Panel (back center)
1	AA-229710-B	Pillar (rear body) RH
1	AA-229711-B	Pillar (rear body) LH
2	AA-229xxx	Bracket (rear body pillar to floor)
2	AA-229714	Bracket (rear body pillar to #5 floor cross sill)
2	AA-229xxx	Bracket (rear top rail to side top rail)
1	AA-229581	Rail (rear top) RH
1	AA-229582	Rail (rear top) LH
2	AA-229xxx	Support (rear finish board) on side pillar #5
1	AA-229xxx	Board (rear finish) - RH
1	AA-229xxx	Board (rear finish) - LH
1	AA-229xxx	Moulding (side & back side panel outside finish) RH
1	AA-229xxx	Moulding (side & back side panel outside finish) LH
2	AA-229xxx	Moulding (back side panel inside finish)

Floor Tool Box

1	AA-229060-B	Hasp (floor tool box lock) upper
1	AA-229062	Hasp (floor tool box lock) lower
1	AA-229064-B	Hinge (floor tool box) assembly
1	AA-229070	Lid (floor tool box) assembly
1	AA-229066	Support (floor tool box lid) assembly
1	AA-229xxx	Wall (floor tool box back) assembly
1	AA-229xxx	Wall (floor tool box front) assembly
2	AA-229xxx	Strip (floor tool box side finish)

Illustration #4: Cargo Floor ("B" Style)
(scale 1-1/4"=1')

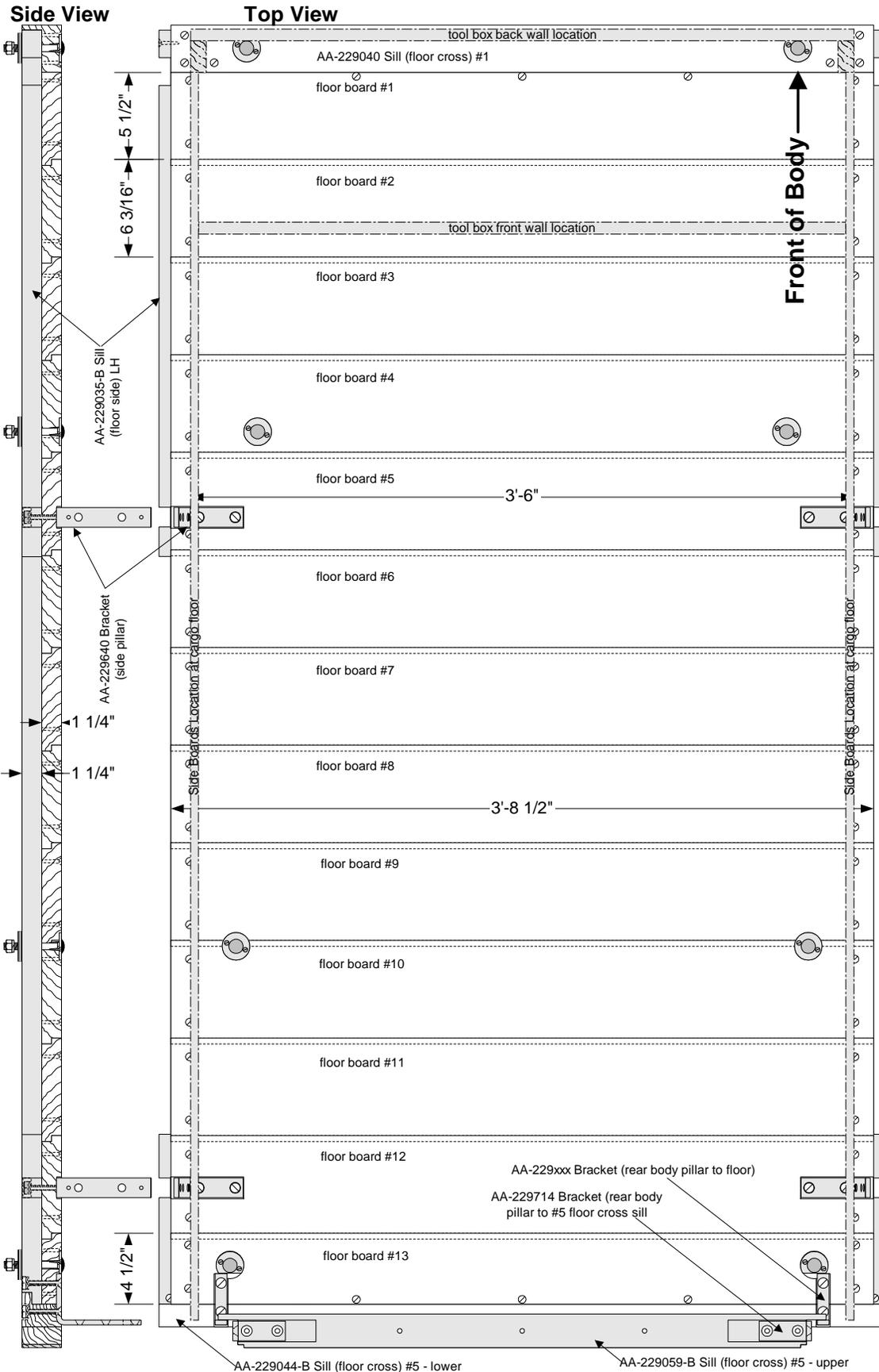
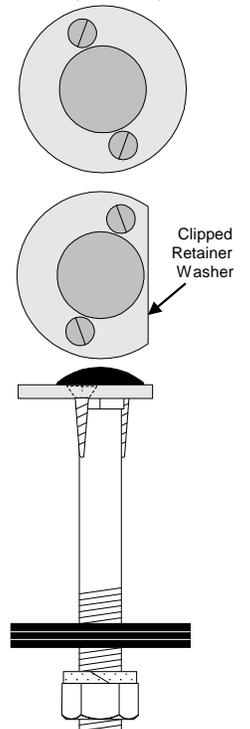
Body Mounting Hardware

Ill. #5 shows body mounting hardware. The body was bolted to the chassis with eight 7/16-20 x 3-5/8" carriage bolts, lock washers and hex nuts.

Special 9/64" thick retainer washers were counter sunk into the cargo floor. These retainer washers had a square hole to prevent carriage bolt rotation. Rear retainer washers were clipped to clear rear pillar brackets. The clipped side was installed as shown in illustration #4.

For each bolt, a 1/4" thick pad was placed between the body sill and the chassis frame. The pads were 1-7/8" x 2-7/8" and were constructed of three layers of rubber with fabric between each layer.

Illustration # 5
Mounting Hardware
(1/2" = 1")

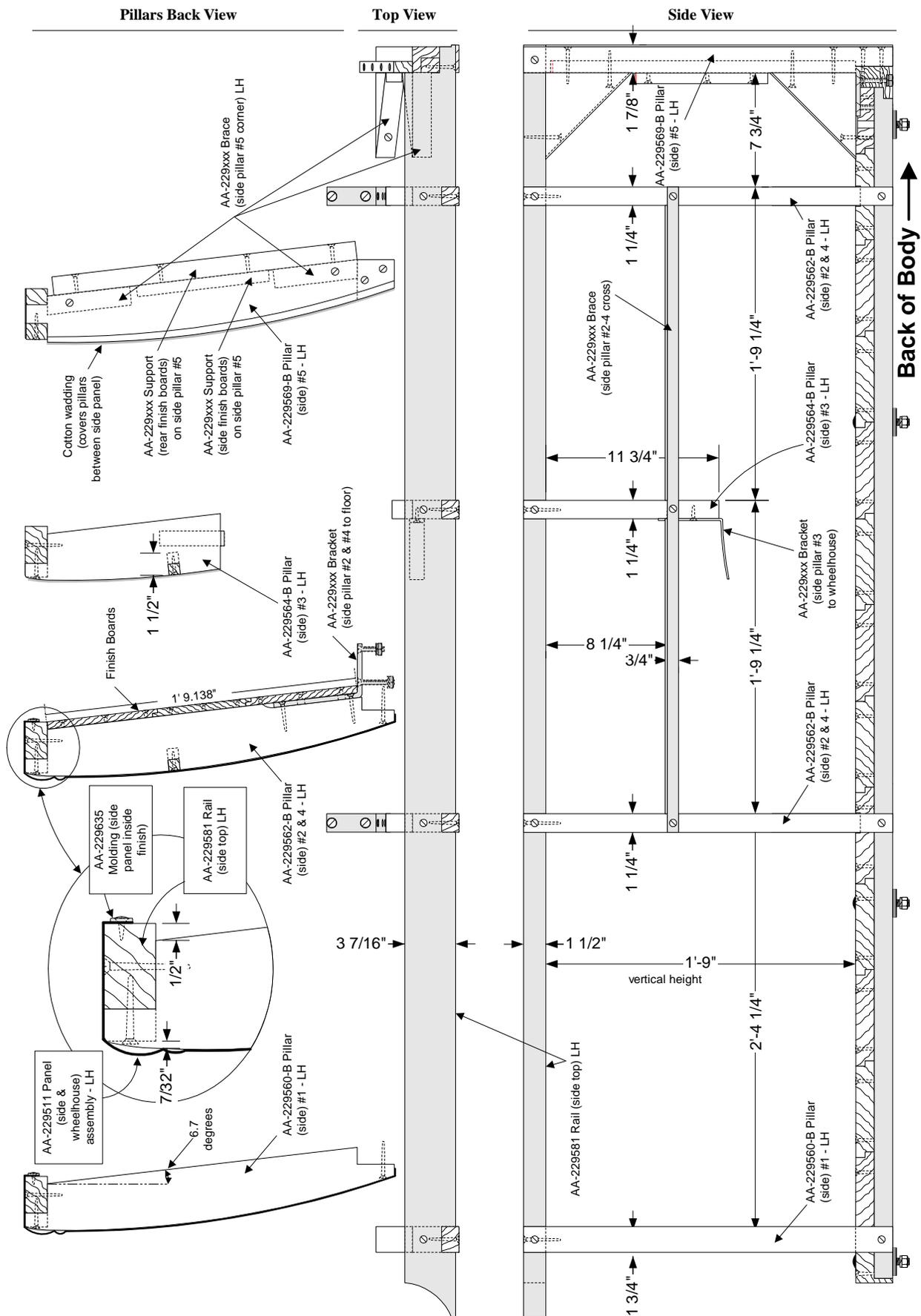


allowed the hand rail to pass through to the end brackets. Illustration #7 shows a center bracket. These brackets had a 1/4-20 headless slotted set screw located on the lower inside of

the ball which prevented the hand rail from moving.

Illustration #8 shows the wooden support structure of the sides. It consisted of five pillars attached to a top rail and

Illustration #8: Body Sides - Pillar & Top Rail Assembly ("B" Style) (scale 1-1/4"=1')



secured at the bottom to the side sills and floor boards. Pillar #2 and #4 each had a 5/16" thick angled bracket which secured the pillar to the floor and side sill. Pillar #3 had a thinner bracket used to attach it to the wheelhouse. This bracket was attached to the pillar with flat head wood screws and spot welded to the wheelhouse. The #5 pillar had two wooden corner braces connecting the pillar to the top rail and floor. There was a 3/4" by 1-1/2" wooden cross brace connecting the #2 through #4 pillars.

The pillars and cross brace were faced with cotton wadding which was nailed in place to prevent squeaking.

Three 1/2" thick finish boards lined the inside of the sides. These boards ran from the center of the #1 pillar to the front edge of the #5 pillar. The edges had a 1/4" notch to allow for an overlapping flush finish. The "A" style body had four finish boards per side.

Body Rear

The rear of the Service body is shown in illustrations #9-#11. There was a large 35-3/4" width opening which was 3" above the cargo floor. The walls on each side of the opening were constructed with pillars and top rails which were covered with metal panels on the outside and finished with 1/2" thick boards on the inside.

The early "A" style body had back panels which were probably the same gage metal as the side panels and had belt and sill mouldings. The back panels of the "B" style Service body were 1/10" thick and had no belt or sill mouldings. Illustrations #9 & #10 show details of the three back panels and illustration #11 shows the interior rear body pillar structure.

The back-center-panel was flush with the two back-side-panels. It covered the top and back sides of the two rear cross sills and extended under the back-side-panels with recessed flanges on the outer ends of the panel. The panel wrapped under the bottom of the #5 lower cross sill 13/16" and was fastened

with flat head slotted wood screws. Seven 5/16-18 flat head slotted machine screws were used to fasten the top of the panel through the cross sills. These screws used flat washers, lock washers, and square nuts which were countersunk into the bottom of the cross sill. The two outside screws on each side also secured the AA-229714 rear pillar brackets to the top of the #5 upper cross sill.

The rear pillars and rails are shown in illustration # 11. Each rear pillar was secured to the #5 cross sills and floor with two brackets. One bracket faced the front of the body. The second bracket faced the rear opening. These brackets were hidden by the panels and finish boards covering the rear of the body. Each rear-top-rail was connected to the corresponding side top rail with 5/16" thick right angle brace AA-229594.

Each back-side-panel followed the contour of the #5 side pillar. They wrapped around three sides of the rear pillars and under the rear cross sill. Flat head slotted wood screws were used to attach the panels to the bottom of the rear cross sill, to the inside of the rear pillars and to the #5 side pillars. Mouldings were used along the radius of the #5 side pillars to hide the exposed edges of the side and back-side-panels. The mouldings were a two piece type. The inside piece was nailed to the pillar and the outside piece snapped on for a finished look.

The rear-top-rails were capped with panels of the same thickness as the side panels (see AA-229591 side-top-rail-corner-panel in ill. #9). These top panels extended down the three sides of the wall about 1". On the inside of the body the top panels were nailed to the rear-top-rail and finished with mouldings like the side panels. The back and opening sides of each top panel were spot welded to the back-side-panels. The top of the panels were mitered to butt against the top of the side panels. The butt joints were welded together. The welded seams were ground flat and smoothed with lead.

Illustration #9: Body Rear - as viewed from rear of body ("B" Style)

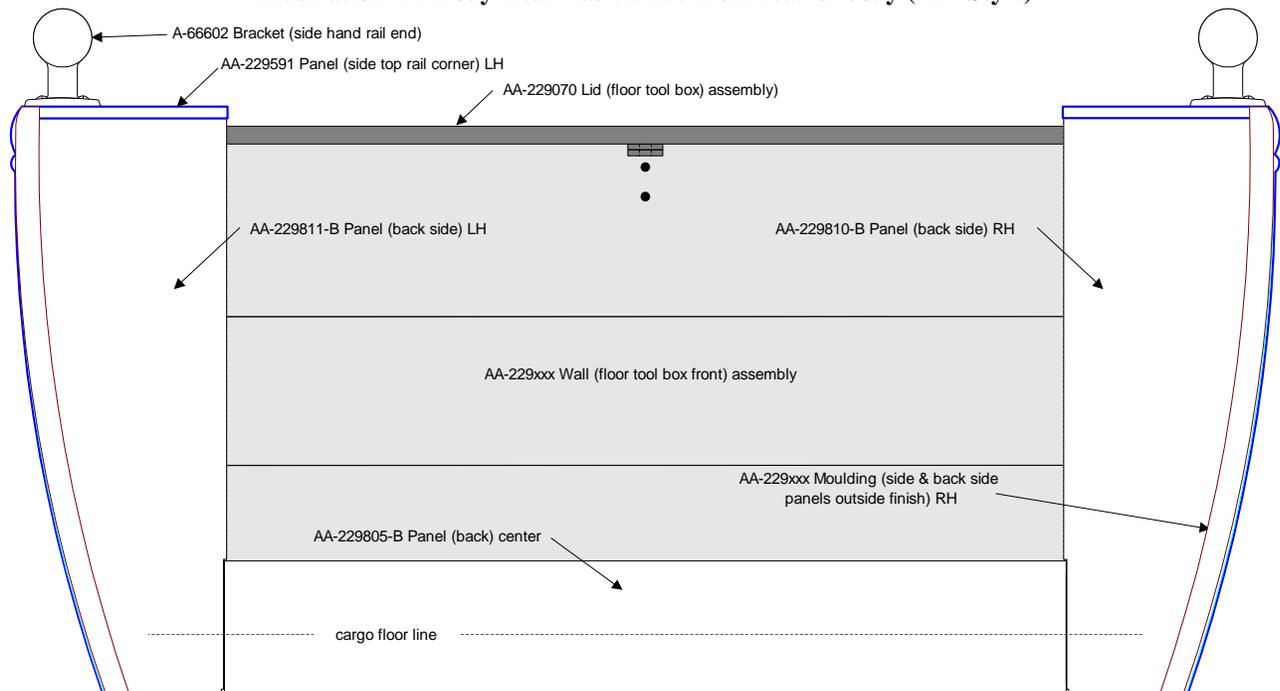


Illustration #10: Body Rear Panels - as viewed from rear of body ("B" Style)

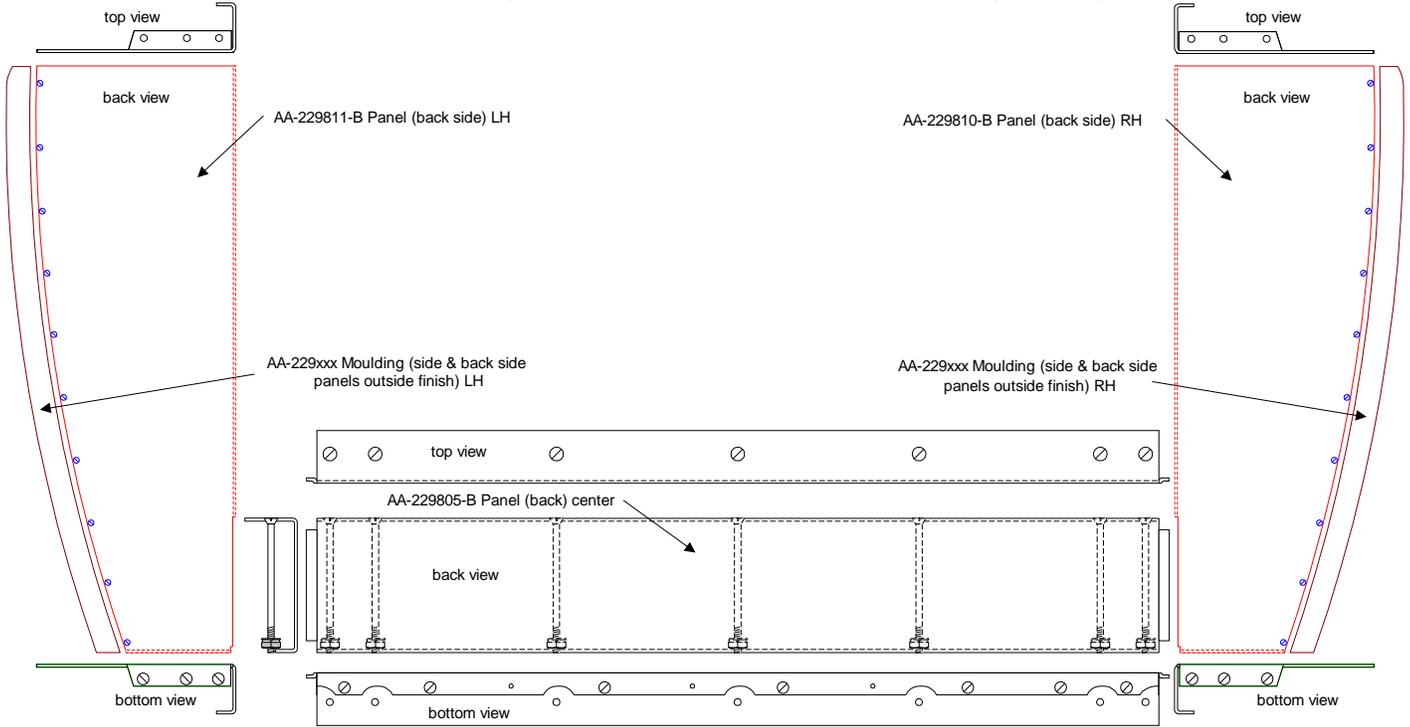
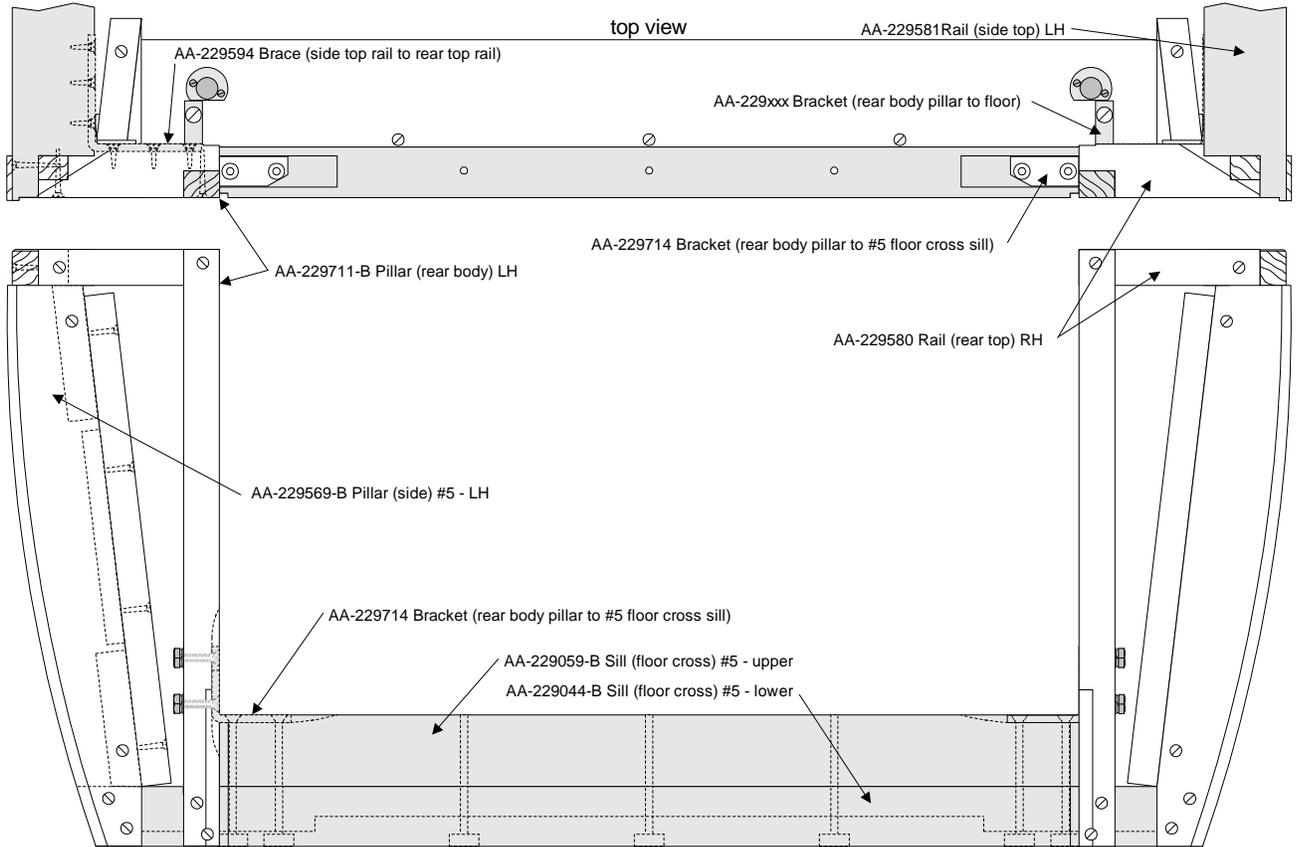


Illustration #11: Body Rear Pillar Structure - as viewed from rear of body ("B" Style)



Floor Tool Box

The Service body came with a built-in tool box which faced the rear of the body. It was located at the front of the body just behind the cab. The front and back of the box filled the full width of the body. The sides and floor of the body formed the remainder of the box. Illustration #17 shows a cross section view of the “B” style body tool box.

Where as the tool box lid of the “A” style Service body was wooden, the “B” style Service body had a metal tool box lid. It included a full width piano style hinge, an upper lock hasp (see ill. #12 & #17) and a lid support (see ill. #13 & #17). All three parts were tack welded to the lid. The lid was a .068” thick sheet metal stamping, 12-13/16” by 45-29/31”. For strength, the edges of the lid were rounded down forming a .744” lip.

Illustration #14 shows a tool box wooded finish strip. These strips were attached to the bottom of each side-top-rail. The right hand strip was also used for the attachment of the lid support.

The back wall of the tool box was made of four overlapping 3/4” thick boards attached to four cleats (see ill. #15). The outside cleats and a cleat at the bottom of the wall were used to attach the wall to the #1 side pillar and floor. This wall had a 1-1/8” tapered profile allowing the bottom of the wall to clear the #1 body bolts as shown in illustration #17. The hinged lid was attached to the top of this wall with 12 flat-head slotted wood screws.

Illustration #9 and #16 shows the front wall of the tool box. It was made of three overlapping 3/4” thick boards attached to four cleats. Like the rear wall, the outside cleats and a cleat at the bottom were used to connect the wall to the body sides and floor. The tool-box-lock-lower-hasp was centered on the top of this wall and attached with two 3/16” carriage bolts.

Illustration #12: Floor Tool Box Upper & Lower Lock Hasp
(scale 1/2”=1”)

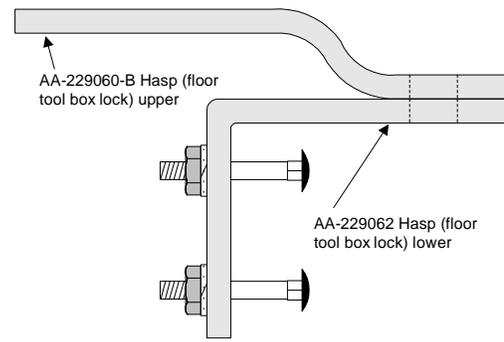


Illustration #13: Floor Tool Box Lid Support Assembly
(scale 1/2”=1”)

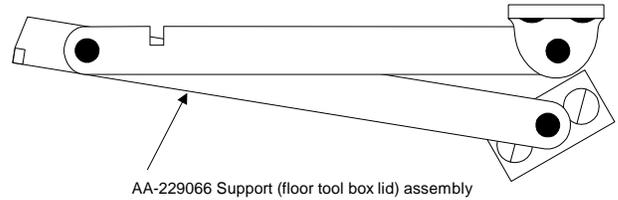


Illustration #14: Floor Tool Box Side Finish Strip
cross section view (scale 1/2”=1”)

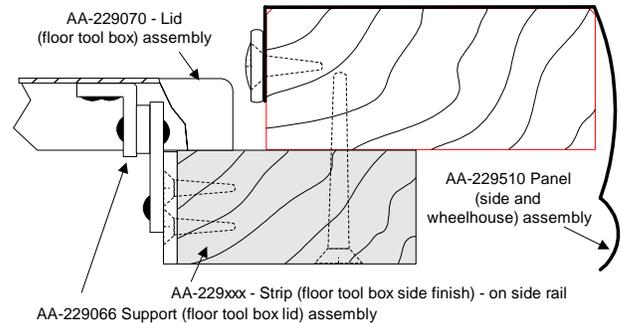


Illustration #15: Floor Tool Box Back Wall (“B” Style)
(wall next to cab as viewed from back of body)
(scale 1-1/2”=1”)

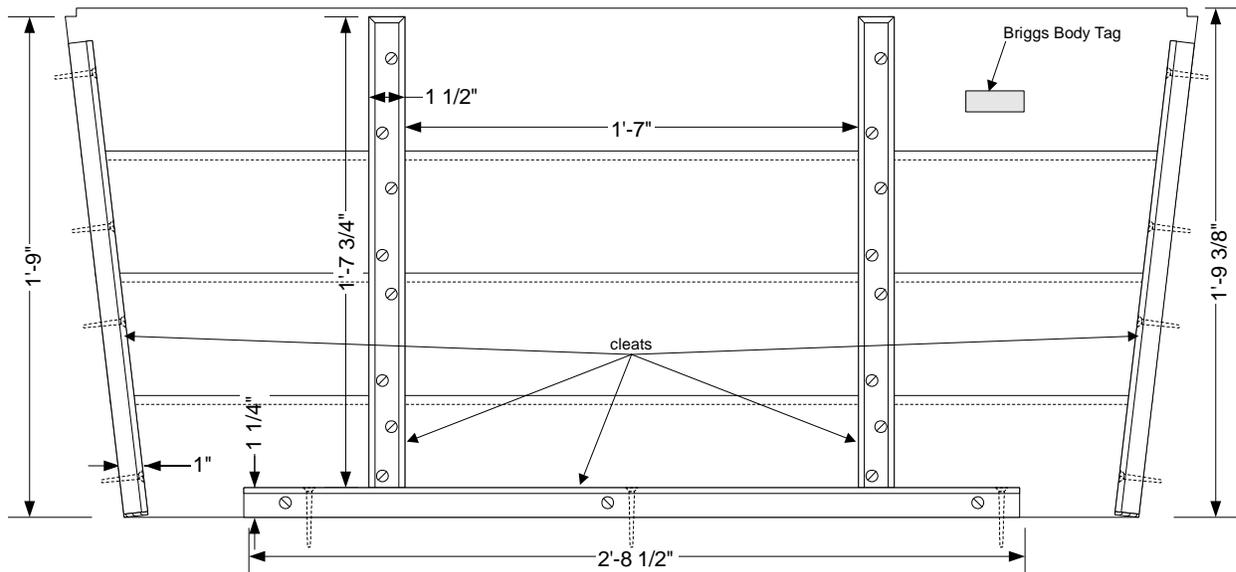


Illustration #16: Floor Tool Box Front Wall - as viewed from front of body ("B" Style)

(scale 1-1/2"=1')

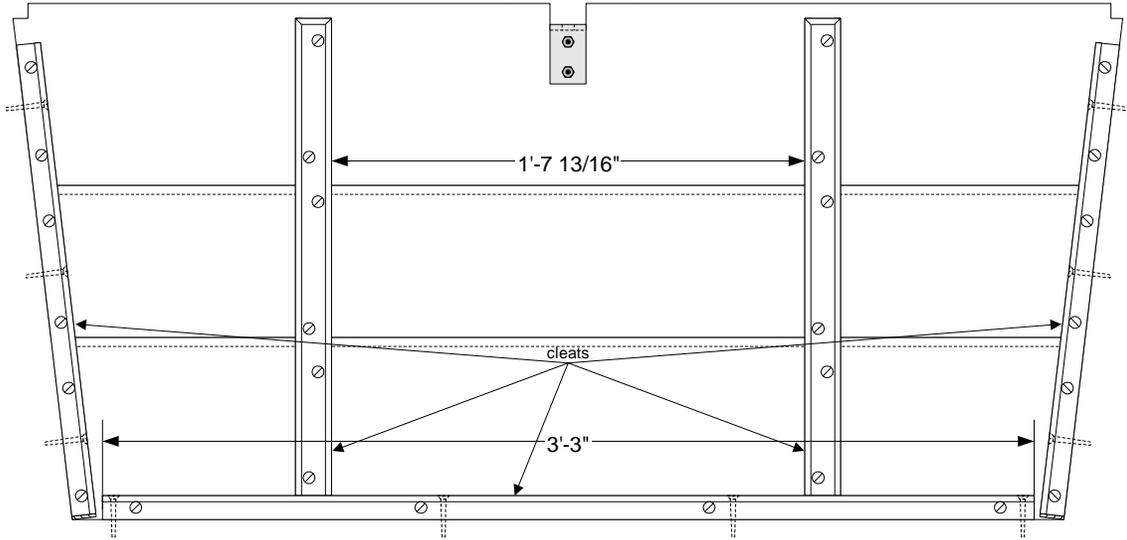
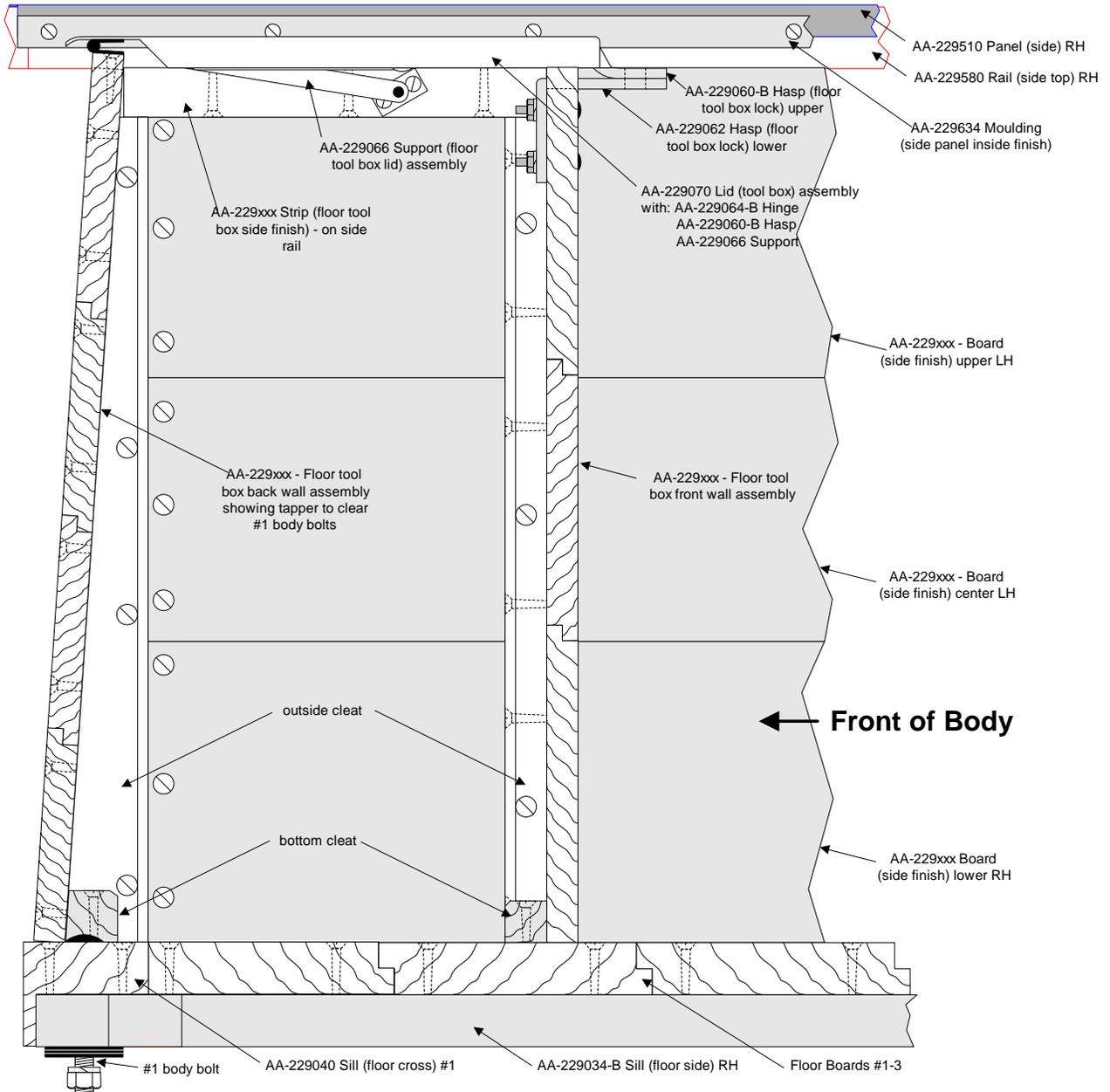


Illustration #17: Floor Tool Box Sectional View ("B" Style)

(scale 3"=1')



WHEEL CARRIERS

Side Wheel Carrier

The first wheel carrier used for the Service body was a side mount style which placed the spare wheel on the right running board behind the cab door. It was the same wheel carrier used for the 85-B Panel Delivery. Illustration #18 shows this wheel carrier. It was a modified version of the wheel carrier used for the 1930 89-A Express and 85-A Panel Delivery.

The new parts for this carrier were the AA-1404-B carrier support assembly and AA-1406-B carrier flange assembly. In addition, the diameter of the nut cover was increased to 5-1/4" and its height was increased to 1-9/16". The part number of the cover remained as AA-1423 since the new part was compatible with the previous 4-3/4" by 1-7/16" sized part.

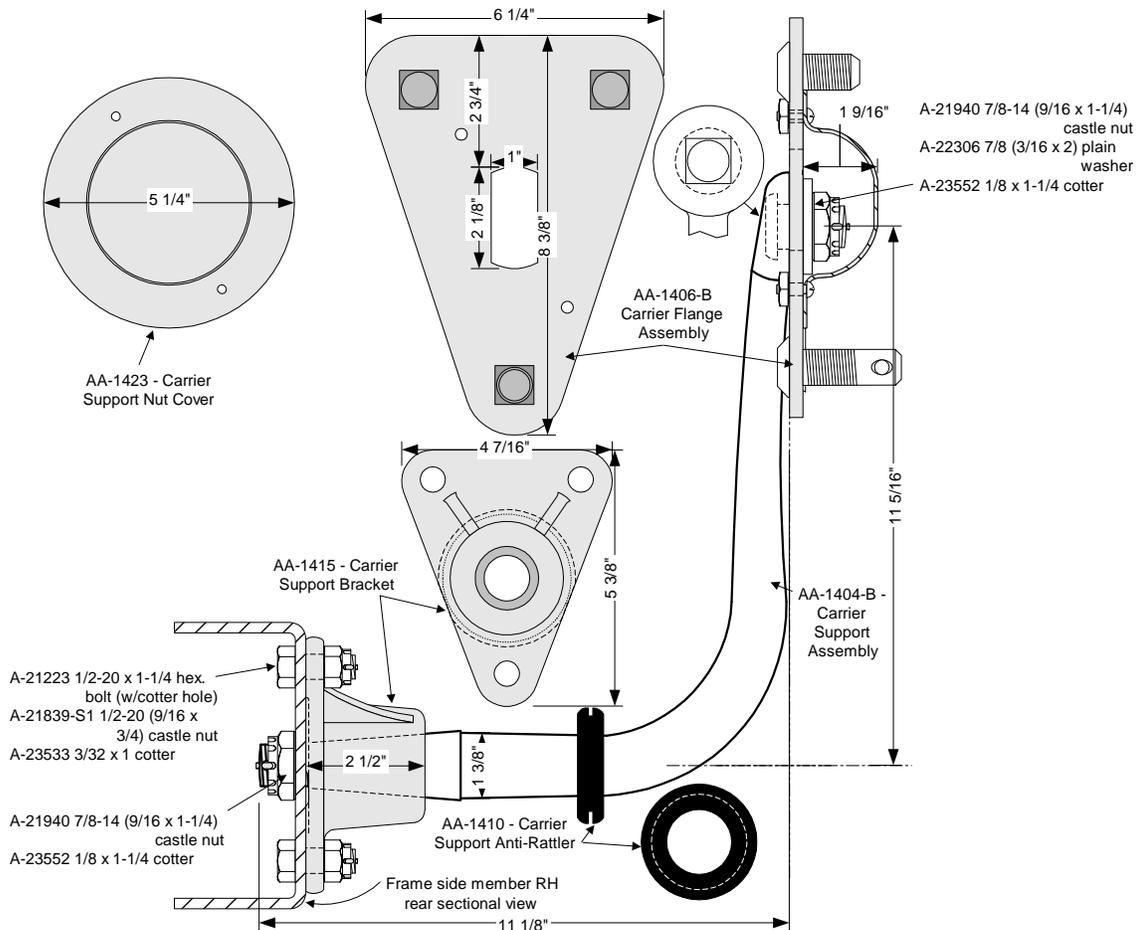
Unlike the prior 1930 wheel carrier, the flange assembly was installed with the locking stud down. This was the standard direction for the 1928 and 1929 side wheel carriers. The difference between the new AA-1406-B flange assembly and prior AA-1406 flange assembly has not been determined.

The AA-1415 support bracket was design such that the support and flange would be square with the wheels, fenders, and running boards and not square with the tapered frame. This design did not allow this carrier to be installed on the left hand side..

Parts for this wheel carrier were as follows (refer to the July 1, 1931 Parts Price List):

1	AA-1410	Carrier support anti-rattler
1	AA-1415	Carrier support bracket
		Bracket to frame - attachment
3	A-21223	1/2-20 x 1-1/4 hex. bolt (w/cotter hole)
3	A-21839-S1	1/2-20 (9/16 x 3/4) castle nut (black)
3	A-23533	3/32 x 1 cotter
1	AA-1404-B	Carrier support
		Support to bracket - attachment
1	A-21940	7/8-14 (9/16 x 1-1/4) castle nut
1	A-23552	1/8 x 1-1/4 cotter
1	AA-1423	Carrier support nut cover
		Nut cover to flange - attachment
2	A-20413	#12-24 x 5/8 round head bolt
2	A-21632-S7	#12-24 (3/16 x 1/2) square nut (cadmium)
2	A-22139-S7	7/32 (1/16 x 27/64) lock washer (tangle proof) cadmium
1	AA-1406-B	Carrier flange assembly
		Flange to support - attachment
1	A-21940	7/8-14 (9/16 x 1-1/4) castle nut
1	A-23552	1/8 x 1-1/4 cotter
1	A-22306	7/8 (3/16 x 2) plain washer
		Spare wheel to carrier - attachment
3	AA-1129-B	3/4-16 (7/8 x 1-1/2) wheel nut RH thread (cadmium)

Illustration #18: 229-A Service & 85-B Panel Deliver Right Side Wheel Carrier
(scale 1/4" = 1")



Fender Well Wheel Carrier

The February 5th 1931 Service Letter indicates that a wheel carrier for a left front fender was “about to be adopted” for use on various types of AA chassis. This would have included the Service Car. The March 10th 1931 Service Letter indicates that the door with “a depression” for the tire was already being used by that date. Therefore, this carrier was placed into production during February 1931 replacing the prior right side mount wheel carrier. All of the major parts for this wheel carrier were new.

The AA Postal truck chassis used this wheel carrier on the right hand side. The flange assembly was flipped horizontally for this right hand installation.

Support AA-1417 was a slightly larger design than the one piece, double-bend style used in 1928 and 1929 for the 89-A Express and 85-A Panel Delivery. The support was rotated counter clockwise a few degrees toward the front of the Service Car. This resulted in the slotted hole in the AA-1431 flange being vertical and allowed adjustments to be made for the spare tire size.

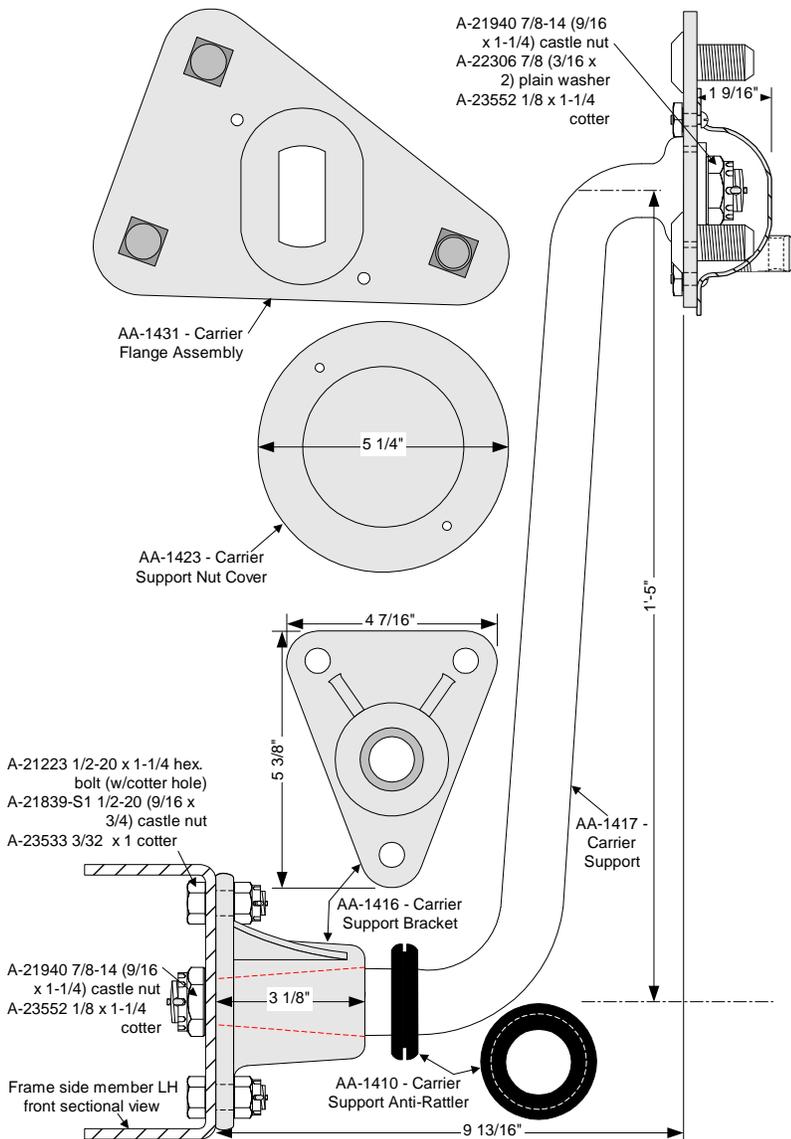
designed so that the support extended at a right angle to the tapered frame and not at a right angle to the wheel well.

In illustration #19, the AA-1431 flange has an oval drawn around the slotted hole. This represents a stamped upset in the flange which was a slight inward depression on the left and an outward depression on the right. This gave the flange a twist of a few degrees and resulted in the flange being parallel with the wheel well.

The carrier support nut cover did not change from the design of the previous wheel carrier.

Parts for this wheel carrier listed below are based on the July 1, 1931 Parts Price List:

Illustration #19: Fender Well Wheel Carrier
(scale 1/4" = 1")



1	AA-1410	Carrier support anti-rattler
1	AA-1416	Carrier support bracket
		Bracket to frame - attachment
3	A-21223	1/2-20 x 1-1/4 hex. bolt (w/cotter hole)
3	A-21839-S1	1/2-20 (9/16 x 3/4) castle nut (black)
3	A-23533	3/32 x 1 cotter
1	AA-1417	Carrier support
		Support to bracket - attachment
1	A-21940	7/8-14 (9/16 x 1-1/4) castle nut
1	A-23552	1/8 x 1-1/4 cotter
1	AA-1423	Carrier support nut cover
		Nut cover to flange - attachment
2	A-20413	#12-24 x 5/8 round head bolt
2	A-21632-S7	#12-24 (3/16 x 1/2) square nut
2	A-22139-S7	7/32 (1/16 x 27/64) lock washer (tangle proof) cadmium
1	AA-1431	Carrier flange assembly
		Flange to support - attachment
1	A-21940	7/8-14 (9/16 x 1-1/4) castle nut
1	A-23552	1/8 x 1-1/4 cotter
1	A-22306	7/8 (3/16 x 2) plain washer
		Spare wheel to carrier - attachment
3	AA-1129-B	3/4-16 (7/8 x 1-1/2) wheel nut RH thread (cadmium)

The AA-1416 support bracket extended 3-1/8" out from the frame which was 5/8" more than the prior AA-1415 bracket. The mating surfaces of the frame and bracket were flat. Unlike prior brackets, the AA-1416 carrier support bracket was

RELATED PARTS

Frame

There were two frames used with the 229-A Service Car:

- ◆ 1/31-3/31: 171-5/16" long AA-5005-B frame.
- ◆ 4/1-2/32: 169-13/16" long AA-5005-B frame.

The 171-5/16" frame was the standard '30/'31 short wheel base AA frame through March 1931. In April the 169-13/16" frame was designated for dump and Service bodied AA's. The old and new frames carried the same part numbers. The new frame was 1-1/2" shorter and had a 4" depth at the back. The side member of this frame is shown in several of the preceding illustrations.

For other 131-1/2" AA trucks, a 181-5/16" frame was used starting April 1931. It was designated as AA-5005-D and was 11-1/2" longer than the new 169-13/16" frame.

Tail Light Supports

There were two different tail light brackets used with the 229-A Service Car:

- ◆ er/31-3/31: AA-13470-B. Forged steel, frame mounted with three mounting bolts. Used with the 171-5/16" long frame. This support was probably not used when the optional towing clevis was installed.
- ◆ er/31-2/32: AA-13472-B. Forged steel, body mounted with two mounting bolts. Used with the 169-13/16" long frame (also use on 79-B/85-B A/AA Panel Delivery bodies, 150-B Station Wagon, 130-B Deluxe Delivery, and 195-A AA Express).

Cab

There were two unique 82-B cab parts used for the Service Car:

- ◆ AA-229xxx - Service body to Cab Reinforcement Pillar
- ◆ 2/31-2/32 AA-82766 - Left hand door assembly

The reinforcement pillar was located on the inside of the cab behind the door lock pillar. It was 1" thick by 1-3/8" wide and followed the curvature of the cab. The four body-to-cab carriage bolts were inserted through this pillar.

The AA-82766 left door assembly was used in conjunction with the left fender well style wheel carrier. This door had a depression to accommodate the spare tire.

Fenders, Running Boards & Shields

The 1930 style Model "A" front fenders and bolt-on front fender shields were used on all '30/'31 AA trucks until the introduction of the fender well wheel carrier. The left front fender AA-16036 and the left front fender shield assembly AA-16030 were used with this carrier for the 229-A Service Car and several other AA trucks.

Three running board shields were used on the Service Car. The right running board shield AA-16535-B included a wheel carrier support hole and was used with the right side mount wheel carrier. Starting in mid February 1931, right hand shield AA-16534 (without a wheel carrier support hole) was as used in conjunction with the left fender well wheel carrier. AA-

16536-B was the left hand running board shield. These shields were used on any '30/'31 131-1/2" AA with rear fenders.

The rear fender AA-16438-B RH and AA-16439-B LH were used for the 229-A Service and 85-B Panel bodies. The rear fender bracket AA-16445-B is listed for the Service, Panel, and Standard Police Patrol bodies. Fenders and corresponding brackets for dual wheeled Service Cars were available but are not listed in the parts book.

Long running board assemblies AA-16458-B RH and AA-16459-B LH were used on the Service Car and several other AA trucks with single wheel applications. For Service Cars with dual wheels different running boards were used but are not listed in the parts book.

Optional Equipment

The July 1, 1931 Parts Price List contains a Towing Clevis for the Service Car. It is listed as part AA-5179-B. Because of this "B" suffix on the part number, it would mean that there was an earlier AA-5179 part number. I would guess that the AA-5197 Towing Clevis was for the older 171-5/16" long frame used through March 1931, while the "B" suffixed Towing Clevis would be for the later 169-13/16" long frame.

A crane and towing bar were released in April 1931 as special equipment for the Service Car.

Crane AA-229400 is shown in the Service Car photograph at the end of this article. It was manufactured by Marque. The April 1, 1932 Body Parts List has a separate grouping of part numbers and pictures for this crane. It came equipped with a 50' 5/16" chain with a hook and two cranking handles.

The towing bar assembly AA-229402 also had a separate group of part numbers and pictures in the April 1, 1932 Body Parts List. This assembly was probably supplied by Marque although no information has been found to confirm this.

Rear step assembly AA-229200 was also available. Because the rear step parts were intermixed with the Service body parts in the April 1, 1932 Body parts List, this assembly was probably provided by the "Budd Manufacturing Company". The availability date for this option has not been found.

Optional Equipment	
1 AA-229400	Crane assembly (details in Body Parts List)
1 AA-229402	Bar (towing) assembly (details in Body Parts List)
1 AA-5179-B	Towing clevis
1 A-21281-S1	Bolt
1 A-21877-S1	Nut
1 A-22355-S1	Washer
1 AA-5180-B	Towing clevis bar
4 A-23468	Rivet
1 AA-5181-B	Towing clevis brace
1 A-23468	Rivet
1 AA-5182	Towing clevis pin & chain assembly
1 A-22750	Screw
1 AA-229200	Step (rear) assembly
1 AA-212264	Bumper (floor rear step board)
1 AA-229208	Brace (floor rear step) RH
1 AA-229209	Brace (floor rear step) LH
1 AA-280210	Catch (floor rear step) assembly
1 AA-280194	Support (floor rear step) and bracket assembly - RH
1 AA-280195	Support (floor rear step) and bracket assembly - LH

