



"HAUL-OF-FAME"

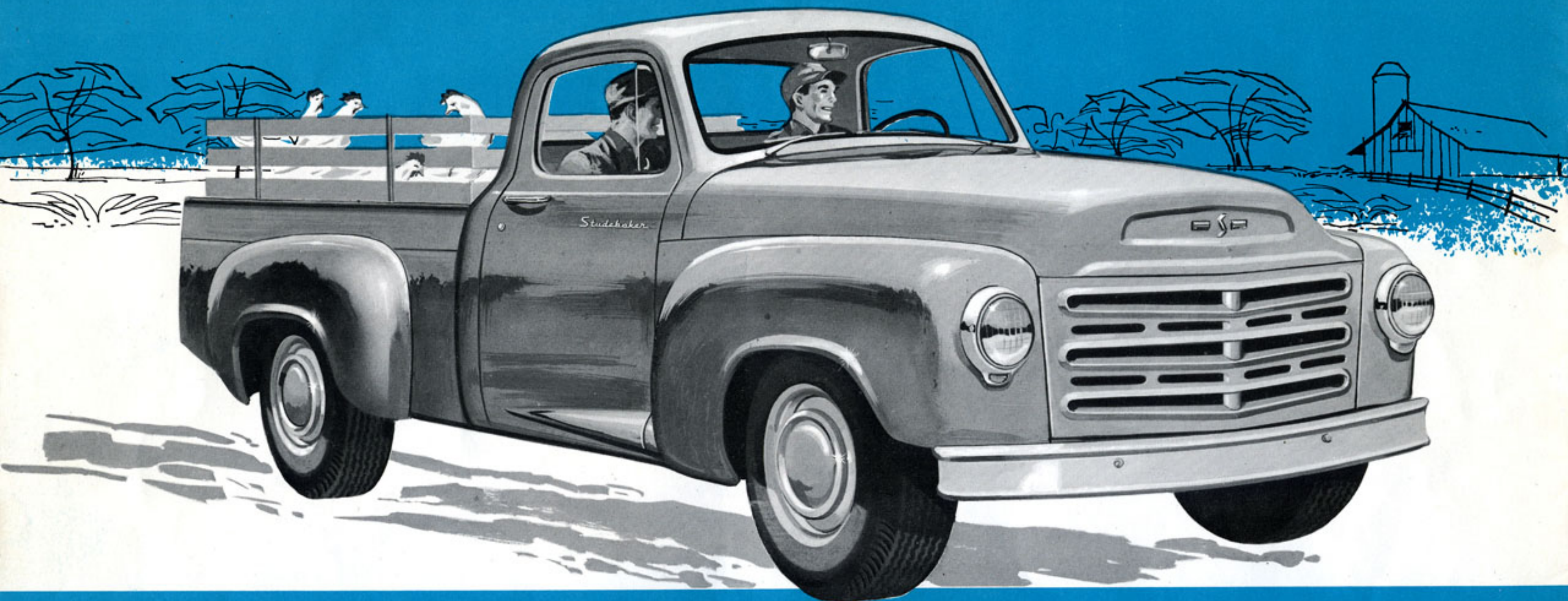
STUDEBAKER TRUCKS

5,000 to 19,000 lbs GVW
up to 35,000 lbs GCW



THE SCOTSMAN

Series 4E1, 4E3 and 4E2—5000 lbs. GVW



Feature for feature...the Scotsman is

This new Studebaker Truck line offers you substantial savings. Scotsman economies start with the lowest list price of any full-sized truck. Overall economy plus the unequalled performance of today's most efficient L-Head "6" or heavy duty V-8 engines continue to save for you every day of the year.

The thrifty Scotsman is jam-packed with construction features, too. It gives you the widest clear-floor pickup box of any truck... with no wheel wells to get in the way. What's more, its double-thick steel sides and ribbed steel floor make it the strongest box offered. Stake body has steel rub rail, uprights and pockets... stake racks fit on and off effortlessly.

The Scotsman's functional design assures you low maintenance costs and minimum down-time. And there's long life built into its rugged chassis. Possessing all of these economy features, yet, it retains Studebaker's traditional value and craftsmanship. This means *more truck when you buy—plus more value when you trade.*

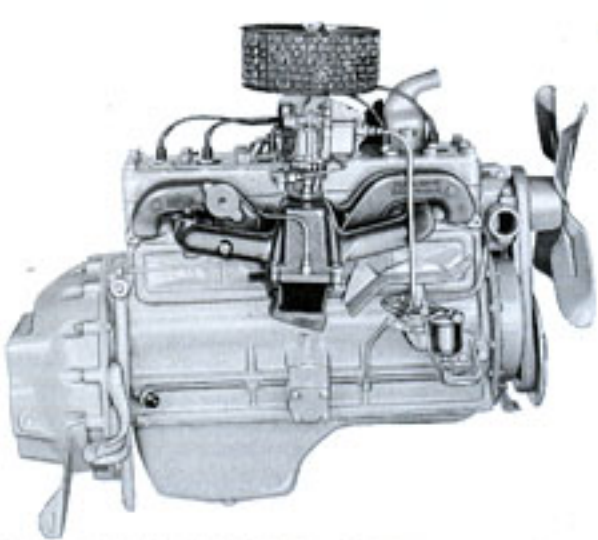
RUGGED FRAME FOR TOUGH DUTY! That's the Scotsman's custom-designed frame with high section modulus of channel-type side rails for extra strength. There's rugged strength and durability built-in. And you don't pay for the expensive dead weight of an oversized frame!



YOU SAVE AND SAVE WITH THE

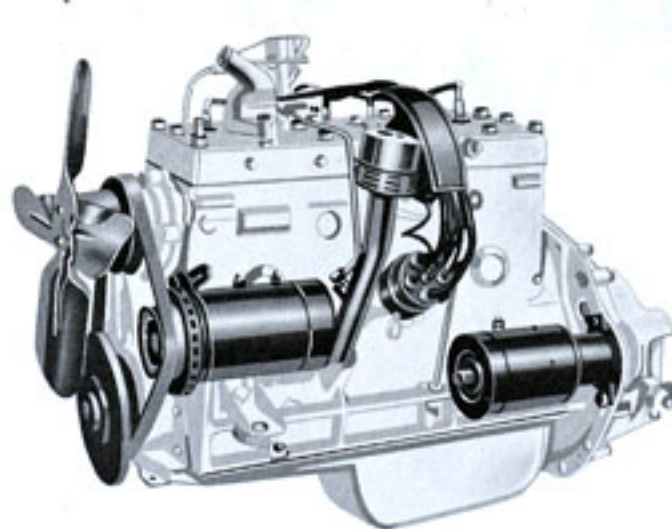
FULL-OPENING HOOD SPEEDS MAINTENANCE! Completely functional design makes maintenance easier—saves you time and money when service is needed. All accessory wiring is within easy reach behind the instrument panel, not under it. Engine components are also easily accessible.





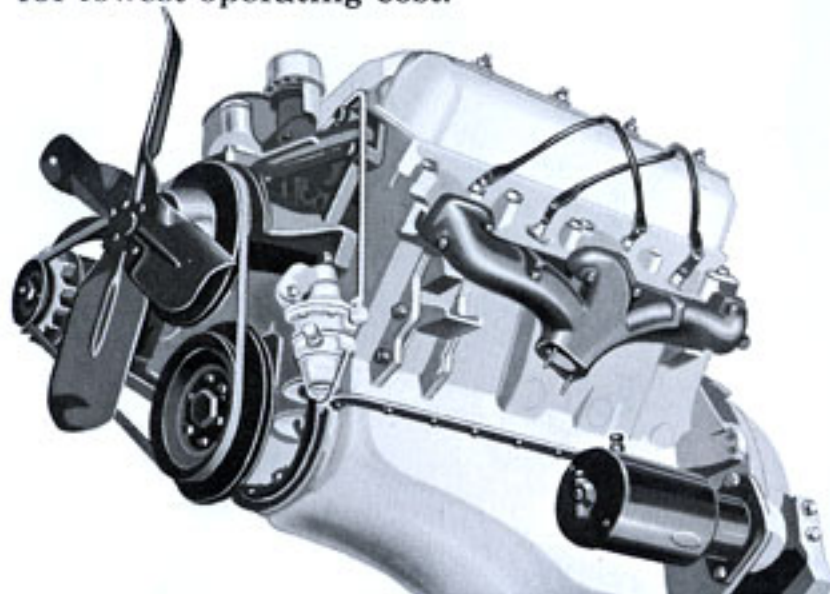
THE THRIFTY "170" SIX

Thriftiest Six in the industry! Scotsman 170 Six gives you peak performance, high horse power-to-displacement efficiency for every gas dollar you spend. Simplified design for long life, minimum maintenance. Automatic spark control, octane selector; gear-type timing. Silichrome exhaust valves, polished valve stems, pressure-lubricated tappets.



THE RUGGED "245" SIX

With plenty of power for tougher jobs in the fields or on the highway, this new high-compression (7.5-1), high efficiency engine with the dome-shaped high turbulence head really delivers the pulling power. Plenty of stamina, too, to keep bigger loads rolling at lowest gasoline cost. Simplified engine design with maximum accessibility for lowest operating cost.



THE POWERFUL "259" V-8

New star of the road for high-speed, high-pay-load power! The Scotsman 259 V-8 gives you higher torque pulling power to take hills in stride...faster getaway with heavy loads...and low-cost performance across the board! Low-friction, short stroke design packs more miles into engine life, more profit into every trip! Best of all, it's a Studebaker engine, with all the proved Studebaker Craftsmanship and famous durability known the world over!

today's best truck buy!

COMPARE THIS PICKUP BOX WITH ANY OTHER! Feature for feature, it stacks up best. It has extra strength. All steel double wall, double strength sides, rugged all steel ribbed floor. With no wheelwells in the way...it provides extra load space, holds bulkier cargo, takes more punishment.



Here's a truck cab that combines functional styling with comfort. In this neat Scotsman package you get 3-position seat adjustment, dual electric windshield wipers, no-block side window openings, ventilating wing windows, rotary door latches and enclosed weather-protected safety door steps for convenience and comfort. Dispatch box opening is easily accessible for maps or route sheets.

SCOTSMAN

"GET-THROUGH" TWIN TRACTION! Here's a feature that really means big savings for you. When the going gets tough, Twin Traction transmits power to the rear wheel with greatest traction. You get the load through mud, snow, or over ice where other trucks can't go and save on tire wear, too!

SPECIFICATIONS

The Scotsman Series

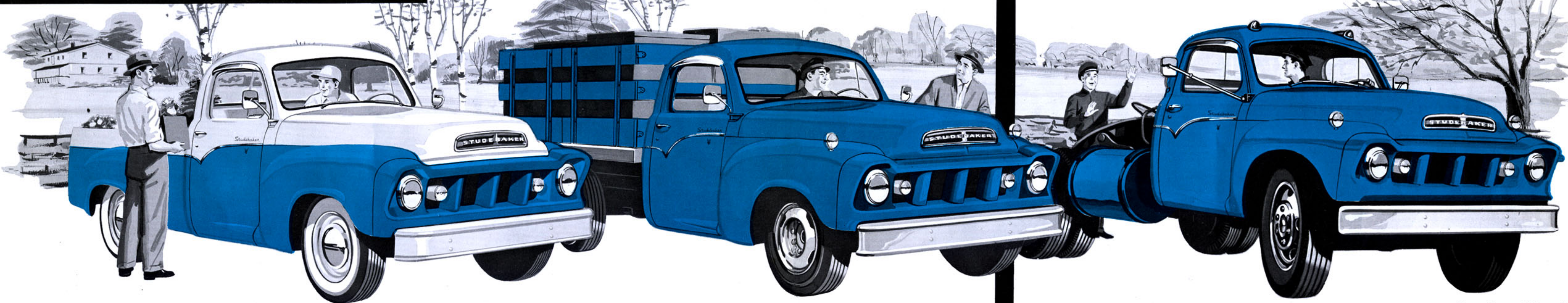
Model:	4E1	4E3	4E2
GROSS VEHICLE WEIGHT, lbs.	5000	5000	5000
WHEELBASE:		112" 122"	
BODY TYPES:	112" W.B.—Chassis-Cab/Chassis-Cowl 6½' Pick-up 122" W.B.—Chassis-Cab/Chassis-Cowl 8' Pick-up 8' Platform 8' Stake		
DIMENSIONS:	Wheelbase	112"	122"
	Back of cab to end of frame	78½"	96½"
	Back of cab to end of pick-up body	80"	98"
	Cowl to end of frame	121½"	139½"
	Back of cab to c/1 rear axle	40"	50"
	Total Height with standard tires	69½"	69½"
	Width at Front	75½"	75½"
	Chassis Length	180½"	198½"
ENGINE:	4E1—185 cu. in. Six Max. Brake HP—90 @ 4000 4E3—245 cu. in. Six Max. Brake HP—118 @ 3400 4E2—259 cu. in. V-8 Max. Brake HP—180 @ 4500		
TRANSMISSION:	3-speed (Synchromesh in 2nd and 3rd) 4-speed and overdrive optional on 4E1 and 4E3 4-speed, overdrive and Automatic optional on 4E2		
ELECTRICAL SYSTEM:	Type	— 12 volt	
	Battery	— 9 plate, 50 hr.	
	Generator	— 30 amp. Aircooled, shunt wound	
CLUTCH:	Single plate—dry disc, self-ventilating, adjustable. Diameter—4E1 9¼" ... 4E2 and 4E3 10½" Area—77.85 sq. in. ... 106.81 sq. in.		
FRONT AXLE:	Heavy service, heat treated with over-sized spindles, kingpins and bearings, Reverse-Elliott type. Tread 60½"		
REAR AXLE:	Semi-floating; hypoid final drive. Gear ratios: — 4.27 4.55 4.09		
SPRINGS:	Front—Semi-elliptic, 4E1—7-leaf, 4E2 and 4E3—9-leaf Rear—Semi-elliptic, single stage standard; heavy duty two stage optional		
SHOCK ABSORBERS:	Direct, double-acting, hydraulic front and rear		
BRAKES:	Hydraulic, self-centering; 11" diameter for easier, more effective braking		
FRAME:	Channel type, 3.177 section modulus		
WHEELS:	Five 16 X 4.50E steel, disc standard Five 15 X 6L steel, disc optional		
TIRES:	Five 6.00-16-4 ply tubeless passenger car type standard; 7.10-15-4 ply and 6.50-16-6 ply optional		
CAB EQUIPMENT:	Inside rear view mirror, left hand sun visor, dual electric windshield wipers, color-harmonized seat trim and interior paint combinations, perforated headliner, glove compartment door.		
COLORS:	Solid colors only—Velvet black, Apache red, Sherwood green, Hawaiian green, Academy blue, Alaskan blue, Parchment white, Omaha orange and Tahiti coral.		

INSIDE BODY DIMENSIONS — SCOTSMAN SERIES

BODY TYPE	BODY DESIGNATION	LENGTH	WIDTH	HEIGHT
PICKUP	6½ ft.	77½"	51½"	17½"
	8 ft.	95½"	51½"	17½"
STAKE	8 ft.	96¼"	78"	30¼"
PLATFORM	8 ft.	96¼"	78"	...

STUDEBAKER DE LUXE TRUCKS

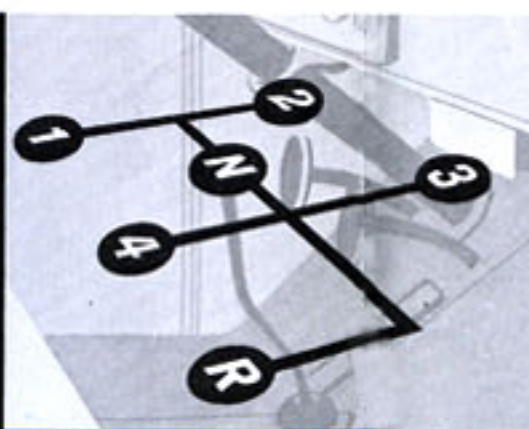
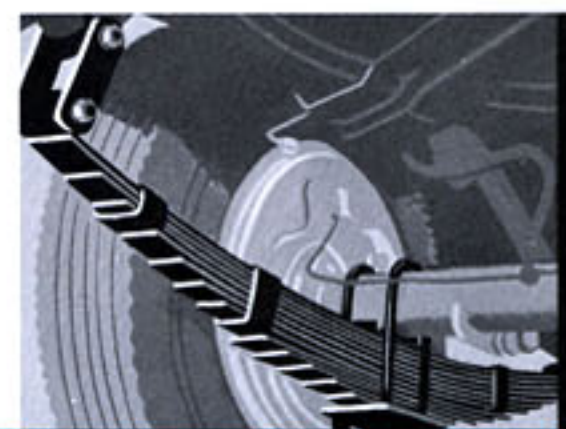
Series 4E7, 4E11, 4E12 and 4E40—5200 to 19,000 lbs. GVW



The light duty line...big truck brawn...power...payload...big value features

When your profits depend on the dependability of your trucks, week in, week out, through the years—pick a Studebaker for the job! With these toughies, you get a rugged 210 h.p. V-8 engine standard for light duty operation in models 4E7 and 4E12 (with 4-barrel carburetor option there's 225 h.p.). In the 4E11, a thrifty 245 cu. in. Six gives ample power with maximum economy. The Torque Star 289 V-8, with premium heavy duty features built in for longer life and lower operating costs, is power for 4E40 models. Here is power designed to move big loads faster, longer, and at less cost per mile! There's a big choice of transmission for you, too. Each is designed to fit the individual needs of trucking—give trouble-free service at all times. And if you like performance extras, Studebaker has exclusives such as the automatic Hill-Holder* that you'll appreciate. Twin-Traction differential*—another Studebaker "first"—is available on E7, E11, E12 models and gives more positive control and helps to maintain traction at all times. Power brakes are available on all Studebakers . . . mean safer, surer stops under all load conditions.

Two-stage rear springs are standard on 4E7, 4E11 and 4E12 models for better load and road control. Main leaves give you easy action when load is light—2nd stage utilizes all leaves under full load capacity. Here's the most comfortable ride of any light duty truck.



4-speed synchromesh transmission is available in all Studebakers...built to take the hard wear and tear of any hard use from "creeper" duty to cross-country hauling. Other transmission options include overdrives for all models, rugged truck type automatics and for 4E40 models 5-speed direct and 5-speed O.D. with PTO.

MORE "BEEF" TO GIVE YOU MORE LOAD CAPACITY

Custom designed frame for each model gives you full-capacity strength and durability without expensive dead weight. Payload design features, many of them Studebaker "firsts," make these the world's hardest working trucks. Full box-section cross-members, alligator-jaw mounting, and K-member engine support give extra strength.

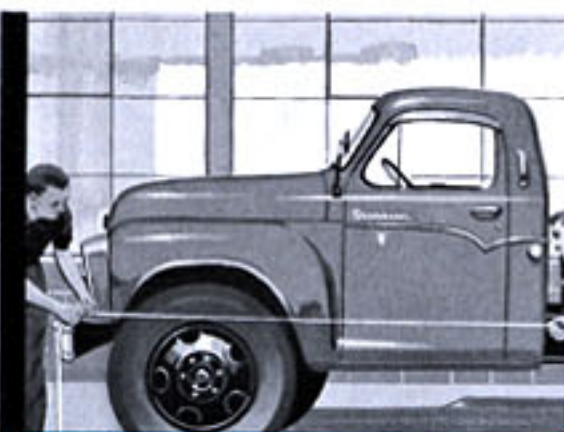
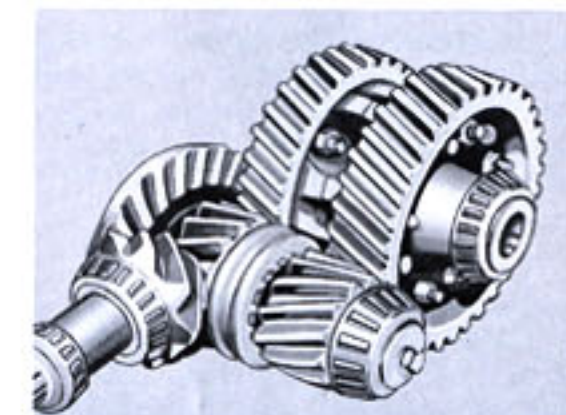


Studebaker pickup boxes are available in 6½ and 8 foot lengths. They are the widest clear-floor boxes offered...51½" across with no wheel wells to get in the way of loading. Double thick steel sides and ribbed steel floor make them the strongest. New safety tail light swings away under impact to avoid breakage, automatically resets to original position.

Brand new "Super" Studebaker

for trucking's toughest jobs

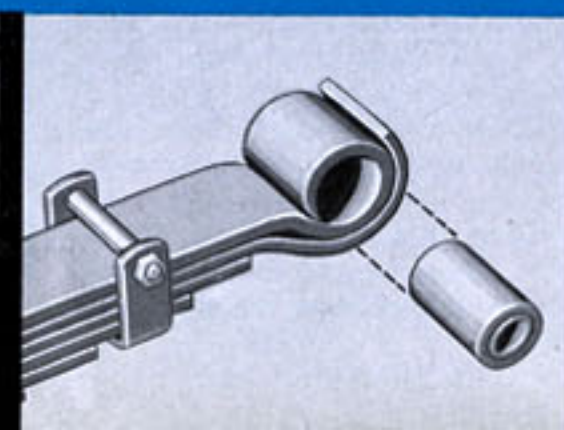
Optional two-speed rear axle with electric shift for faster, more positive action gives you two speeds for each transmission gear range—actually doubles the working range of your 4E40 Studebaker and permits maximum power train efficiency in all driving! You'll finish long hauls more rested and with more profit, too!



Bumper to rear of cab measures a short 102" on big 4E40 transporters. You can hook up a full 35-foot round-nose trailer yet meet the 45-foot maximum length required by many states. Engine compartment remains roomy and accessible unlike cluttered COE models. A selection of wheelbases is available in 131" to 212" lengths...gives you chassis versatility for any operation.

ALL DUTY COST CUTTER OF THE MEDIUM TRUCK CLASS!

Exclusive Hill-Holder is another famous Studebaker "first" available for all models. This safety and driving convenience option prevents roll-back on up grades after a stop, without keeping your foot on the brake. It will save you on clutch and brake wear and makes hilly stop and go hauling effortless.



New Berlin Eye springs offer important new features for longer life and better spring action. The spring eye being on the same plane as the main leaf relieves load at one point and spreads stress over wider spring area. New Silent-Bloc spring bushings have been added too... give new long life of squeak-free service to 4E40 trucks.

STUDEBAKER 4-WHEEL DRIVES

Rugged, versatile, economical



Portable Power Source



Highway Speed



Off-Road Operations



Portable Power... Payload Power... Highway Power, Too!

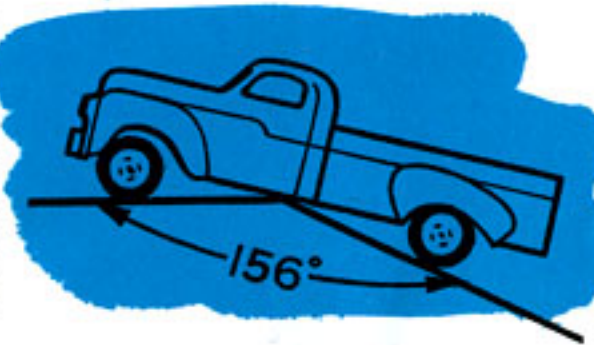
Studebaker 4-wheel drive trucks are adaptable to any task, whether highway hauling or off the road operations. Here is a source of portable power, too... drive right to the job no matter how rough the terrain, and Studebaker becomes stationary power for power take off devices... dependable power that performs efficiently and economically. There is a big choice of power combinations too... combinations that make Studebaker at home any place... hard surface, high speed highways, or in mud, sand, snow or rough terrain. And traditional Studebaker payload advantages will save you money with fewer trips and faster loading. Studebakers have the widest clear floor pick-ups and stake bodies that are a full 7-feet wide with gate-type center stake sections for easy access.

Rugged Off-Road Design

High axle ground clearance and clean functional exterior design make Studebakers champs in off-road terrain. Heavy-duty front bumper is of high gauge steel and positioned to give a 156° incline for the approach of sharp ground rises when standard tires and wheelbase are used. Rear pick-up box and stake body angle of decline are equally advantageous.

Easy To Handle

Rough terrain becomes a snap to get through with fast-action steering. Studebaker's cross-link variable ratio geometry makes it handle the easiest by far of any truck. And you've got low speed lugging and extra dig-in traction of all 4 wheels with 4-wheel drive and Studebaker's versatile 4-speed transmission plus the amazing sure-grip go of optional Twin Traction Differential... anything from creeper duty to highway hustle. Brakes are 25% bigger than on most trucks, too... give important safety performance when it's needed.



4 x 4 SPECIFICATIONS

(See back page for engine details and body dimensions)

MODEL	ENGINE	WHEEL- BASE	PLATFORM		TRANS- MISSION	AXLE RATIO
			PICK-UP AND STAKE BODY	STAKE BODY		
4E3D*	6-245	112" 122"	6½' 8'	— 8'	4 speed	4.89
4E7D	V8-289	112" 122"	6½' 8'	— 8'	4 speed	4.89
4E11D	6-245	122"	8'	8'	4 speed	4.88
4E12D	V8-289	122"	8'	8'	4 speed	4.88
4E13D	V8-289	131"	9'	9'	4 speed	5.14
4E14D	6-245	131"	9'	9'	4 speed	5.14

*Scotsman series and trim.

Single Stick Control in 4 x 4 models provides either two-wheel drive or four-wheel drive, neutral and four-wheel low-range with a simple movement of the stick. Maximum traction for low ratio of 1.866:1.

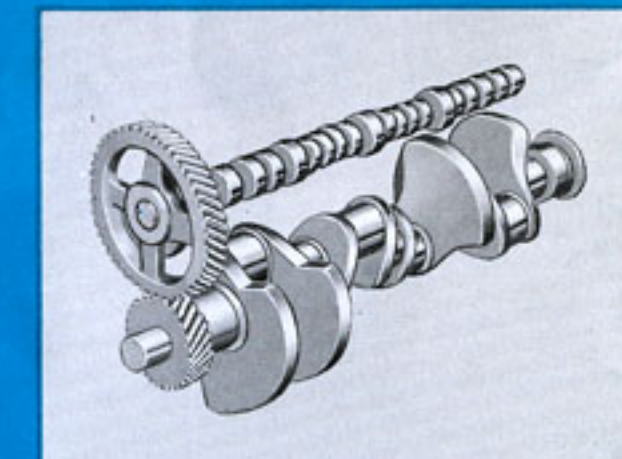
TORQUE efficient



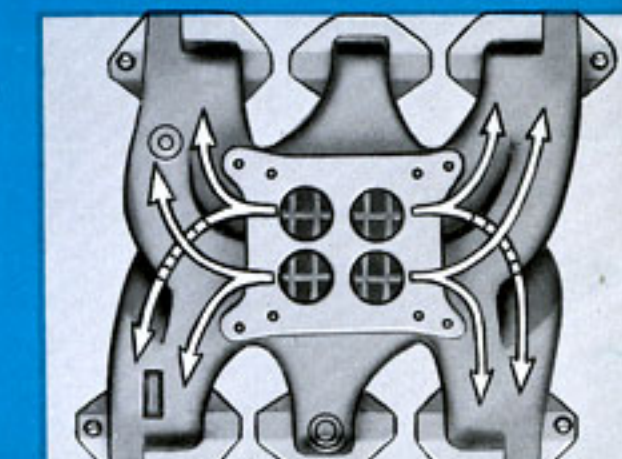
Short stroke design gives you greater performance, less friction, longer life on the job.



High heat resisting valves are free-turning to give you full seating, greater durability.

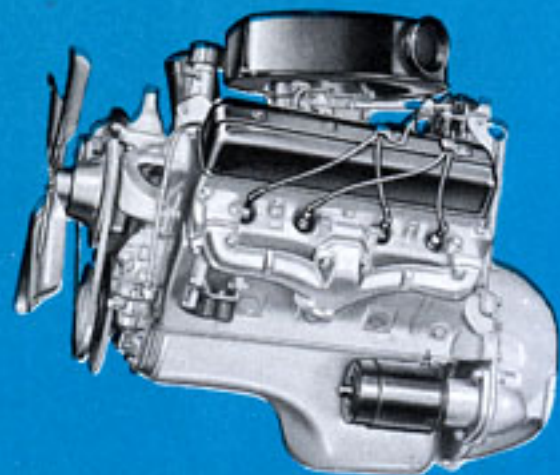


Precision-formed timing gear is standard in all Studebaker truck engines—gives closer tolerances.



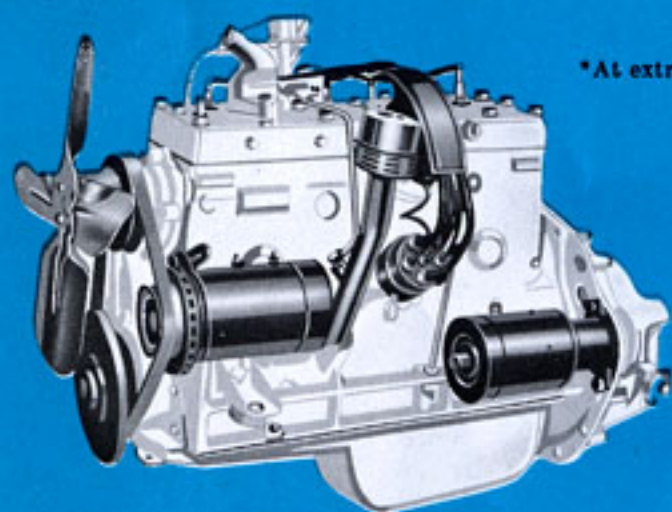
4-barrel carburetor option gives you extra performance advantages at low cost.

STAR "289" V-8 horsepower



Big engine power with big economy makes this husky Studebaker engine a favorite with truckers in any line. Standard equipment in the series for high torque pulling power that can handle a big payload at low cost per mile! 4-barrel carburetor optional* gives extra hustle over hills, faster acceleration when you need it most.

The 289 HD V-8—standard in 4E40 Studebakers—gives you extra-long life and plus-performance with premium features. They include: Tri-metal connecting rod and main bearings; high heat resisting alloy valves; chrome-plated top piston rings for better oil seal; exhaust valve rotary caps for free turning, full seating; precision all-metal timing gears.



*At extra cost

WORK STAR "245" SIX

*Powerful and Rugged —
Great Economy Performer*

A truly great performer where the going is plenty tough, this Studebaker 245 Work Star is a proved favorite off-the-road, on the farm, and in rugged utility service everywhere. Terrific in multi-stop service and it has the stamina for low-speed pulling power. Fuel saving design adds to its ability to get the work done faster, at lowest cost.



Deluxe Studebaker Cabs engineered for solid comfort

Here's luxury that pays off in greater comfort, less driver fatigue, safer hauling every mile! Sound-and-thermo insulated ceiling and new "breathing" seat coverings with vinyl trim are handsome, tough, easily cleaned. You enjoy such "extras" as full-foam rubber seats, dual inside sun visors, foam-padded driver's arm rest, map light and ashtray. Also, appealing door sun and

rain visors, parking lamps and dual side view mirrors in sparkling chrome. You get "plus" features built into Transtar cabs: Weather-protected safety steps, door, sliding seat adjustment, no-block side window openings, ventilating wing windows, "safety shell" crash pad, rotary door latches, and enclosed dispatch box—more reasons why Transtars are wise buys!



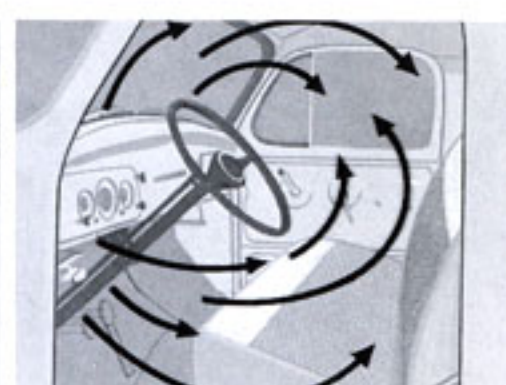
Full-foam seat cushions and backs offer solid comfort in the Deluxe Cab for fatigue-free riding ease. Seat position changes with fingertip control.



Chromed door visors and dual side-view mirrors are standard on Deluxe Cab Studebakers. And here's a post-free cab window you can lean through for close quarter maneuvering!



Brawny styling looks great from any angle! Chrome nameplate and parking lights are a luxury touch. Parking lights are positioned for directional signal option.



All-weather cab comfort with Studebaker's Truck Climatizer* for winter, ram-jet air cooling at foot level for summer driving. Take no foot, leg room in cab, permit greater driving comfort.

SPECIFICATIONS...Studebaker "Haul of Fame" Trucks

MODEL DESIGNATION	SCOTSMAN SERIES						DELUXE SERIES (see page 6 for 4 x 4 models and specifications)									
	4E1-½ ton		4E3-½ ton		4E2-½ ton		4E7-½ ton		4E11-¾ ton		4E12-¾ ton		4E40-2 ton Heavy Duty			
GENERAL																
Maximum GVW (lbs.)	5000		5000		5000		5200		7000		7000		19000 (35,000 GCW)			
Wheelbase (in.)	112	122	112	122	112	122	112	122	122	122	131	155	171	195	212	
°Body Style & Length (ft.)	6½' Pick.	8' Pick. 8' Plat. 8' Stake	6½' Pick.	8' Pick. 8' Plat. 8' Stake	6½' Pick.	8' Pick. 8' Plat. 8' Stake	6½' Pick.	8' Pick. 8' Plat. 8' Stake	8' Pick. 8' Plat. 8' Stake	8' Pick. 8' Plat. 8' Stake	9' Stake 9' Plat.	12' Stake 12' Plat.	14' Stake 14' Plat.	.....	.....
ENGINE																
Type	6 cyl.		6 cyl.		V8		V8		6 cyl.		V8		V8 Heavy Duty			
Displacement (cu. in.)	170		245		259		289		245		289		289			
Bore, stroke (in.)	3-4		3½-4¾		3½-3¼		3½-3¾		3½-4¾		3½-3¾		3½-3¾			
• Compression Ratio (to 1)	8.0		7.5		7.5		7.5		7.5		7.5		7.5			
Max. Gross HP @ rpm	90 @ 4000		118 @ 3400		180 @ 4500		210 @ 4500		118 @ 3400		210 @ 4500		210 @ 4500			
Max. Torque @ rpm	145 @ 2000		204 @ 1400		260 @ 2800		300 @ 2800		204 @ 1400		300 @ 2800		300 @ 2800			
Max. Net Torque @ rpm	133 @ 1600		196 @ 1400		225 @ 2400		260 @ 2400		196 @ 1400		260 @ 2400		260 @ 2400			
4 bbl. Carburetor	NA		NA		NA		OPTIONAL (225 hp @ 4500)		NA		OPTIONAL (225 hp @ 4500)		OPTIONAL (225 hp @ 4500)			
Premium HD features	NA		NA		NA		Optional		NA		Optional		Standard			
Governor	NA		Optional		Optional		Optional		Optional		Optional		Standard			
Air Cleaner, type/cap.	DRY		WET/1 PT.		DRY		WET/1 QT.		DRY		WET/1 QT.		WET/1 QT.			
COOLING SYSTEM																
Capacity (qts.)	10½ Std./13½ Opt.		15½ Std./16 Opt.		20¼ Std./20¾ Opt.		20¼ Std./20¾ Opt.		15½ Std./16 Opt.		20¼ Std./20¾ Opt.		21¼ Std./21¼ Opt. HD			
Core Thickness (in.)	1¾ " / 1½ "		1½ " / 2¼ "		1½ " / 2¼ "		1½ " / 2¼ "		1½ " / 2¼ "		1½ " / 2¼ "		3 " / 3 " HD			
Core Frontal Area (sq. in.)	437.8 " / 511 "		511 " / 511 "		511 " / 511 "		511 " / 511 "		511 " / 511 "		511 " / 511 "		511 " / 511 " HD			
ELECTRICAL SYSTEM																
Capacity	12 VOLT						12 VOLT						12 VOLT			
Generator	30 amp. Standard/early cut in 40 amp. Optional						30 amp. Standard/early cut in 40 amp. Optional						30 amp. Std./early cut in 40 amp. Opt.			
Battery	50 amp. hr. Standard/70 amp. hr. Optional						50 amp. hr. Standard/70 amp. hr. Optional						50 amp. hr. Std./70 amp. hr. Opt.			
AXLES																
Front, rating (lbs.)	2200						2200		2200 Std./3500 Opt.				5000 Std./7000 Opt.			
Rear, rating (lbs.)	3200						3200		5000				15,000 Std.		16000 HD Opt.	
Ratio, standard (to 1)	4.27		4.09		4.09		4.09		4.10		4.10		6.8		7.2 HD	
Ratio, optional (to 1)	4.55		4.27-4.55		4.27-4.55		4.27		4.88		4.88		6.61/9.09		6.61/9.09 HD	
BRAKES																
Service Front (in.)	11 x 2						11 x 2		12½ x 2		12½ x 2		15 x 2¼			
Service Rear (in.)	11 x 2						11 x 2		12½ x 2		12½ x 2		15 x 4½			
Total Lining (sq. in.)	177.5						177.5		198		198		434¼			
Booster—Optional (in.)	6¾						6¾		6¾		6¾		9½			
Parking (type)	Rear Wheel Shoe						Rear Wheel Shoe						Transmission Band			
Parking, area (in.)	88¾						88¾		99		99		67½			
CLUTCH																
Type	Dry Disc						Dry Disc						Dry Disc			
Diameter (in.)	9¼		10½		10½		10½		10½		10½		11			
Area (sq. in.)	77.85		106.81		106.81		106.81		106.81		106.81		123.7			
FRAME																
Cross Section (in.)	7½ x 2¼ x ¾						7½ x 2¼ x ¾		7½ x 2¼ x ¾		7½ x 2¼ x ¾		8½ x 2¾ x ¾			
Section Modulus	3.177						3.177		3.539		3.539		9.77			
SHOCK ABSORBERS																
Front (type)	Direct Double Acting						Direct Double Acting						Rotary Type Double Acting			
Rear (type)	Direct Double Acting						Direct Double Acting						Rotary Type Double Acting			
SPRINGS																
Front, size (in.)	40 x 1¾		40 x 1¾		40 x 1¾		40 x 1¾				42 x 2					
Front, leaves	7		9		9		9				13					
Front, capacity (lbs.)	775		950		950		950				1610					
Front, optional	950															
Rear, size (in.)	52 x 1¾		52 x 1¾		52 x 1¾		52 x 1¾		52 x 2		52 x 2		45 x 2½—with aux.			
Rear, leaves	9		9		9		11		13		13		15 main, 10 aux.			
Rear, capacity (lbs.)	1000		1000		1000		1050		1400		1400		6600			
Rear, optional (rate)	1400		1400		1400		1400		2100		2100		7300			
TRANSMISSIONS																
Standard Syncromesh	3 speed		3 speed		3 speed		3 speed		3 speed		3 speed		4 speed Heavy Duty			
Optional, direct	4 speed		4 speed		4 speed		4 speed		4 speed		4 speed		5 speed Heavy Duty			
Optional, overdrive	YES		YES		YES		YES		YES		YES		YES—5 speed Heavy Duty			
Optional, automatic	NA		NA		YES		YES		NA		YES		NA			
TIRES																
Tubeless, Standard	6.00-16—4 PR†						7.10-15—4 PR†		7.00-16—6 PR		7.00-16—6 PR		.....		
Tubeless, Optional	7.10-15—4 PR†/6.50-16—6 PR†						6.50-16—6 PR† 6.50-16—6 PR		8.17-5—8 PR		8.17.5—8 PR		.....		
w/Tubes, Standard	.....						.....		.....		.....		8.25-20—10 PR—Dual Rear			
w/Tubes, Optional	.....						.....		7.00-17—8 PR 7.50-17—8 PR		7.00-17—8 PR 7.50-17—8 PR		9.00-20—10 PR—Dual Rear			

† All models available in Chassis/Cab and Chassis/Cowl versions • Optional Compression Ratio 7.0/1 available on all engines † Passenger Car type tires

DIMENSIONS...DE LUXE SERIES (see page 2 for Scotsman Series)

CHASSIS DIMENSIONS

MODEL	CHASSIS DIMENSIONS						
	4E7	4E7 4E11 4E12	4E40	4E40	4E40	4E40	4E40
WB—Wheelbase (in.)	112	122	131	155	171	195	212
CA—Cab to Rear Axle (in.)	40	50	60¼	84¼	100¼	124¼	141¼
H—Total Height▲ (in.)	69¾	70¾	78¾	78¾	78¾	78¾	78¾
W—Width at front (in.)	75¾	75¾	75¾	75¾	75¾	75¾	75¾
OAC—Chassis Length (in.)	180¾	198¾	203¾	235	275¾	310¾	346¾
Cab to end of frame (in.)	78¾	96¾	102	133¾	174	208½	245
Cowl to end of frame (in.)	121¾	139¾	145	176¾	217	251½	288

▲ Top of cab to ground with standard tires

BODY DIMENSIONS

	PICKUP				STAKE				PLATFORM			
	6½'	8'	8'	9'	12'	14'	8'	9'	12'	14'		
Length, normal (H.)	6½'	8'	8'	9'	12'	14'	8'	9'	12'	14'		
Length, inside (in.)	77¾	95¾	96¼	108¼	144¼	168¼	101¾	113¾	149¾	173¾		
Width, inside (in.)	51½	51½	78	88¼	88¼	88¼	83¾	93¾	93¾	93¾		
Height (in.)	18¾	18¾	30¾	30¾	42	42						

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