



Flextrac

For stamina and dependability, nothing matches the wide range of vehicles produced by Flextrac Nodwell — a name synonymous with all-terrain transportation.

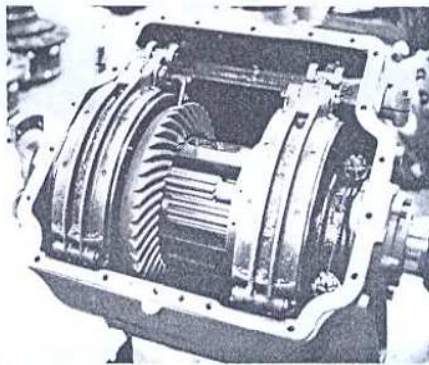
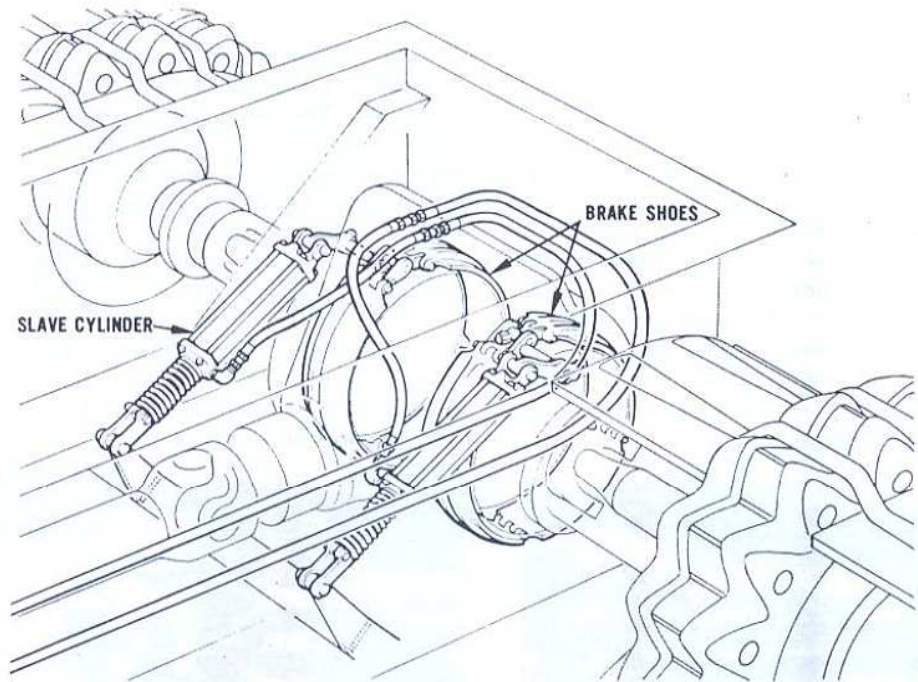
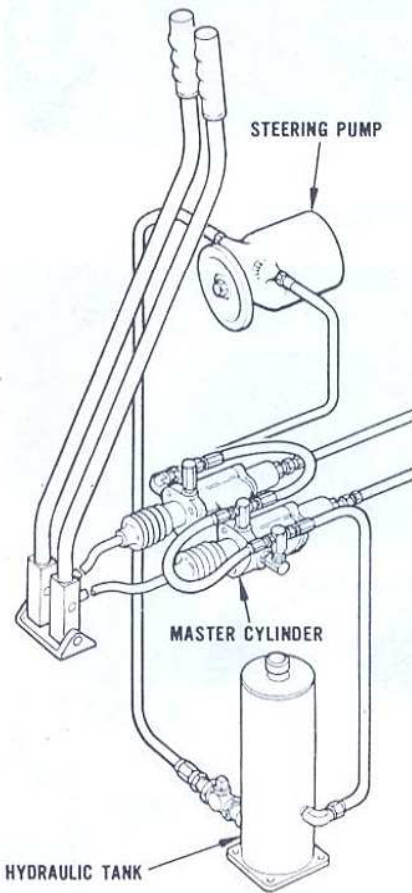
The Snopacer scampers lightly over all kinds of snowy terrain, and provides winter fun for two to ten people or speedy transportation for 1500 pounds of payload. The mammoth FN600, with its low ground pressure, moves 30-ton loads over gumbo, snow, sand and muskeg with confident superiority. In between, vehicles of all sizes, carrying many types of specially designed equipment, provide reliable service.

Flextrac Nodwell offers field-tested tracked vehicles in a wide range of models and sizes, each designed for optimum performance. Every model reflects the years of know-how and experience of a pioneer in the field, and includes the very latest engineering developments.

In service in Canada, the Netherlands, Gabon, Pakistan, the United Kingdom, France, South America, Australia, and most of the United States, particularly in Alaska, Flextrac Nodwell vehicles have moved men and equipment over the roughest terrains in the world, have opened trackless wastes of muskeg, mud, and snow for oil and gas exploration in Canada's northland and Alaska, laid pipelines through rugged wilderness, slashed through forests for pulp and paper operations, reclaimed swamplands for agriculture, moved scientific expeditions over the vast icefields of the Arctic and Antarctic, ploughed through desert sands, and transported materials for power lines in remote regions.

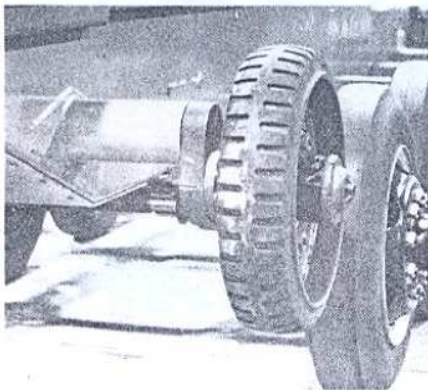
Flextrac Nodwell vehicles are husky, light-footed carriers, designed to carry their rated loads over the roughest terrain, climbing grades in excess of 60% and maintaining stability on side hills of 30% or more. With track combinations available to meet any snow, muskeg or rocky conditions, Flextrac Nodwell offers a line of carriers to meet off-highway conditions which prove to be impassable to wheeled vehicles.



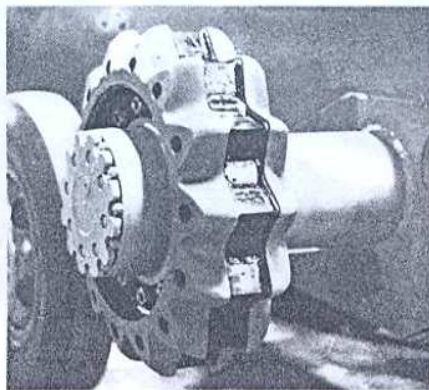


No. 24 Crossdrive Differential Unit

Steering is provided by two levers which operate master cylinders. Hydraulic pressure developed by these cylinders is transmitted to slave cylinders on the crossdrive differential unit. The slave cylinders actuate brakes on the differential outer ring gears, reducing the speed of the shaft being braked and, through differential action, increasing the speed of the opposite shaft, thus effectively steering the vehicle. An advantage of this system is that power is applied to both tracks during steering operations. Both steering levers may be pulled together to provide braking action.



Solid Front Idler



Polyurethane Sprocket

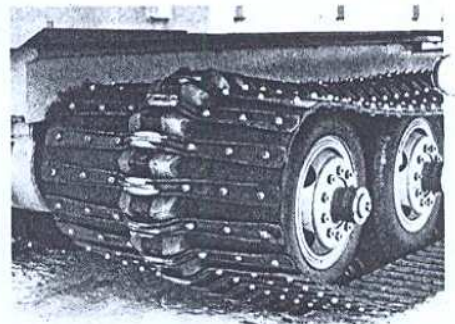
The crossdrive differential unit is designed to permit rapid access for steering band adjustment.

Power-assisted steering is standard on many models, and is optional on most other vehicles. This, with planetary fixed-reduction drive hubs, offers power to spare and excellent control at all times.

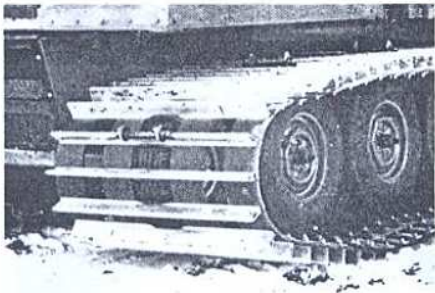
The final drive sprockets are mounted on the drive hubs, and incorporate replaceable urethane sprockets which reduce wear on the grousers and provide long service.

Tracks are comprised of forged heat-treated steel grouser bars bolted to longitudinal belts which are available in various compositions to meet a wide range of climatic conditions. Through the principle of flotation, full load weight is evenly distributed over the broad ground area of these massive tracks at an exceptionally low ground pressure.

Flextrac Nodwell has developed a variety of tracks to specific ground and load conditions. The heavy duty tracks, with heavy belting and grousers, are reinforced versions of the basic muskeg tracks, while the winter/summer combination tracks incorporate a high-performance type cleat for better gradeability in snow. Flextrac Nodwell can also offer a high-performance deep snow track equipped with side hill cleats, available as an option. All tracks enable the vehicle to negotiate steep grades with excellent sidehill stability.



Hard Ground Track



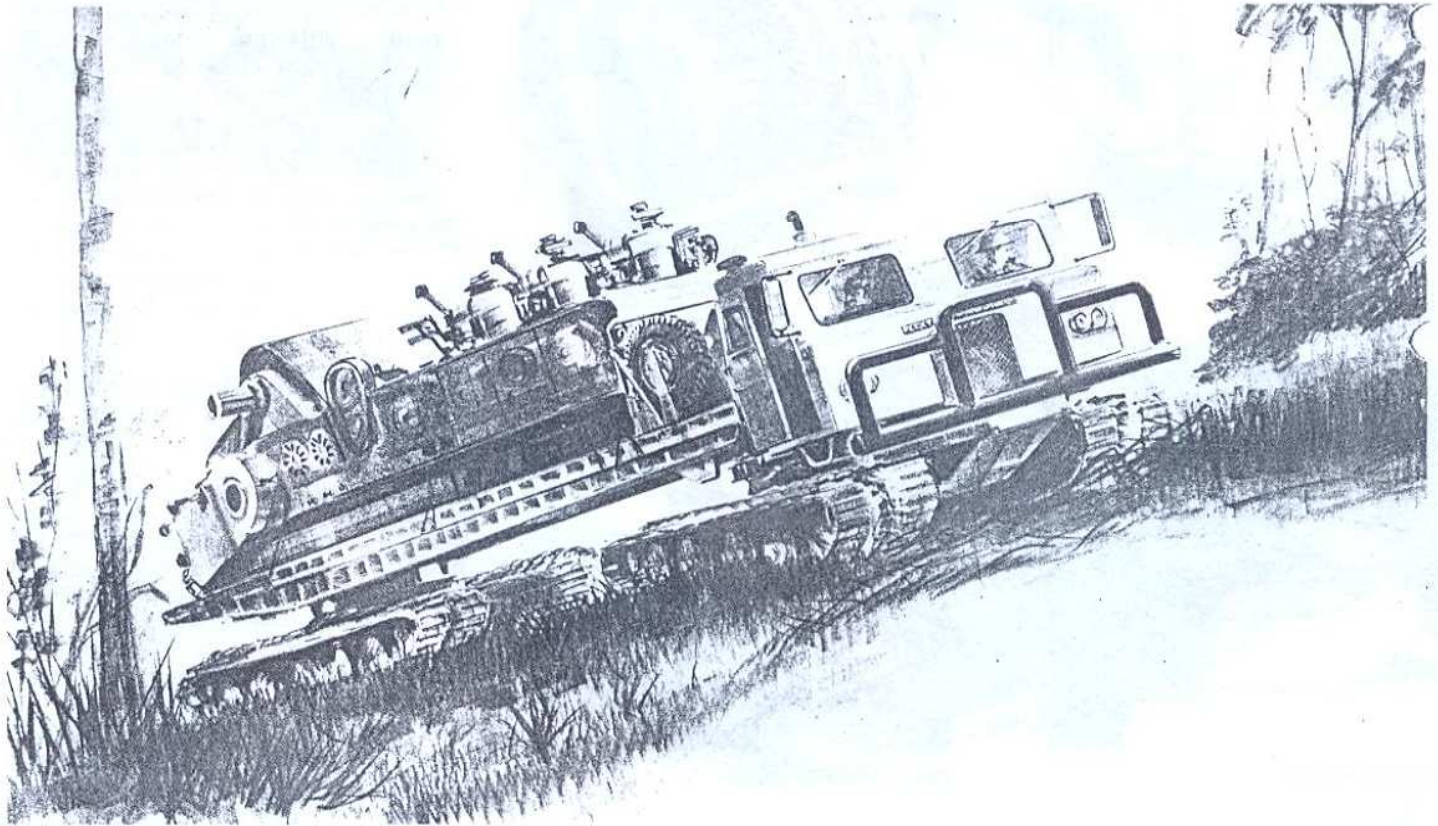
Snow Track with Sidehill Cleats



Combination Winter/Summer Track



Muskeg Track



Illustrated below are some of the numerous applications for which Flextrack-Nodwell vehicles have been used. We have the proven engineering capability to install any selected equipment on our vehicles, or to design special units to meet customer specifications.



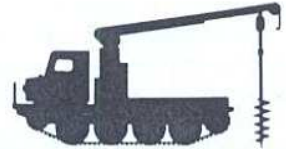
Ski Hill Grooming



Personnel Transport



General Transport



Radial Drill and Pole Setter



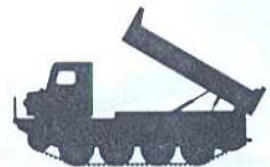
Cable Reel Loader



Crane



Backhoe



Dump Body



Beet Loader



Seismic Recording Unit



Seismic Shooting Unit



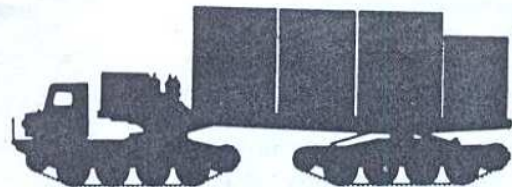
Seismic Drill



Seismic Vibrator



Fire Service Crash Tender

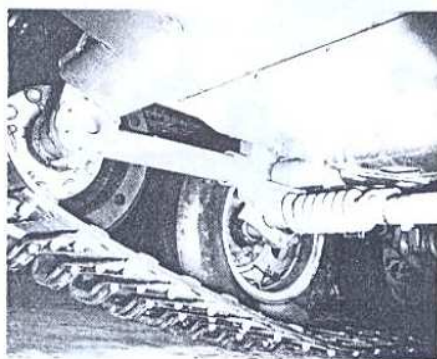


Volume Transporter

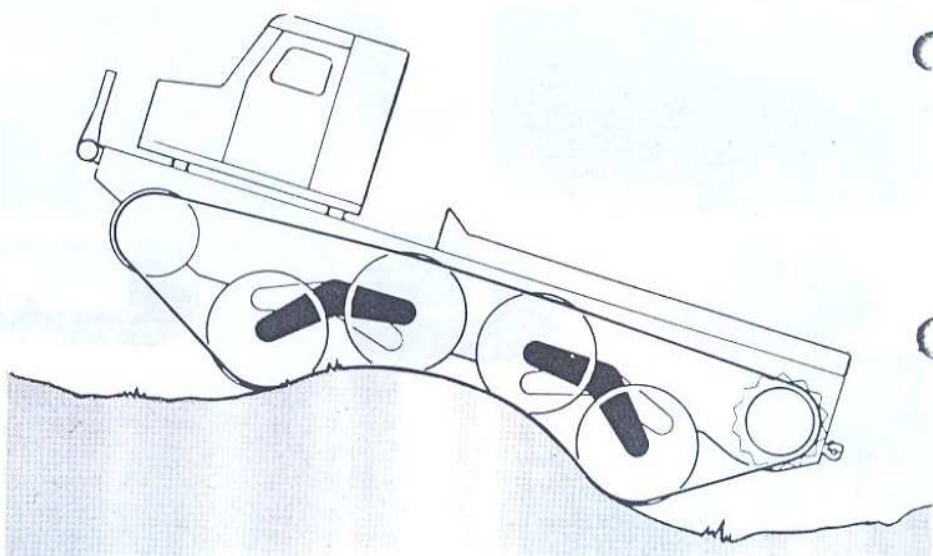
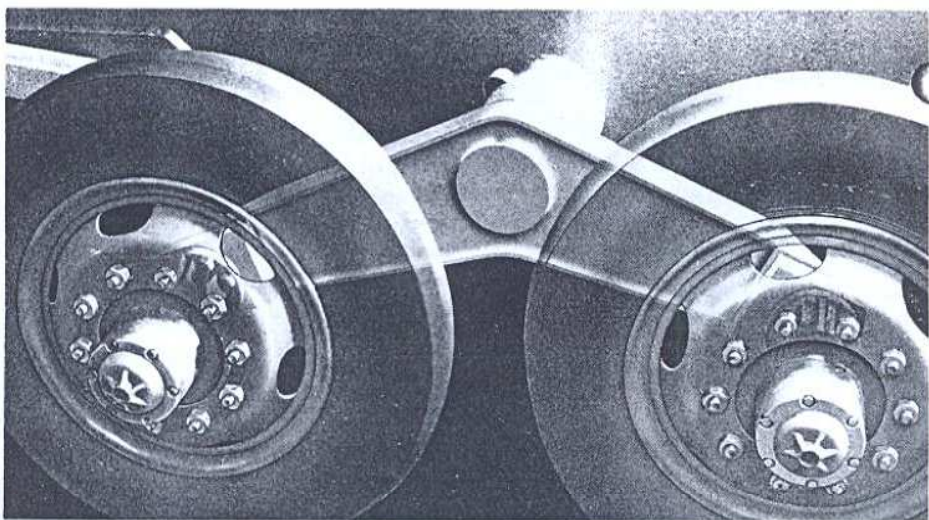
Flextrac Nodwell offers walking beam or coil torsion spring suspension, both providing superior riding qualities, excellent gradeability and high performance where low ground pressure vehicles are required.

The walking beam provides a means of keeping track lugs in contact with irregular ground surfaces because, when one tandem wheel rises, the other lowers. This ensures that two wheels share a load which would normally be carried by one wheel in conventional systems under these extremely rough conditions.

Where ground conditions are relatively smooth and higher speeds are permissible, the coil torsion spring is available to provide a smooth ride.

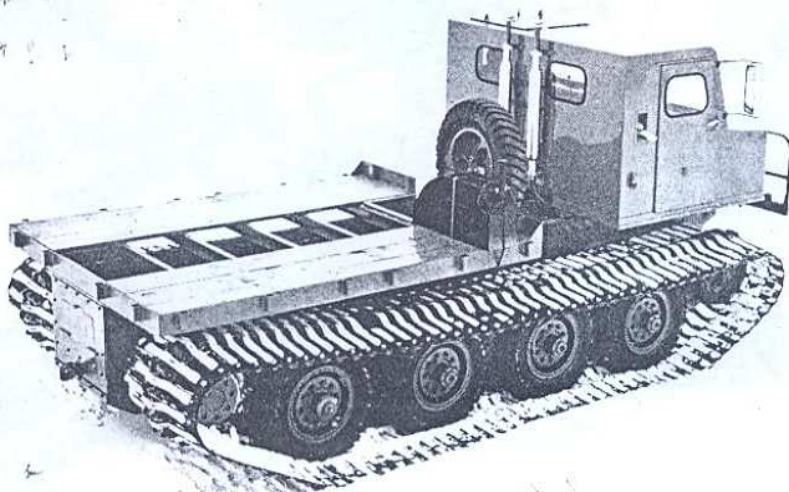


Torsion Coil Spring Suspension



Flextrac Nodwell vehicles are designed with sturdy one-piece structural weldment frames. A full body pan is available if desired.

The two-man cabs are standard on all models, with six-man crew cabs or full personnel bodies available on the light-weight and middleweight models. The frames on all FN vehicles are designed to accommodate any equipment or to fill any role in rough country that is normally handled by a truck under highway conditions.





The **LIGHTWEIGHTS** have opened a new era in rough country transportation and allied activities.

The large track area permits these vehicles to operate over any type of surface at the lowest ground bearing pressures ever offered, and provides unsurpassed hill climbing abilities. Side hill stability is enhanced by the wide track gauge and the centre of gravity location.

These **LIGHTWEIGHTS** have proved to be ideal for utility companies, and for general survey and service duties. They also provide a rugged all-purpose vehicle for summer and winter resort operators, and can be used in all seasons for developing, grading and grooming ski hills and for similar projects.

The **MIDDLEWEIGHTS** are the general workhorses of the Flextrac Nodwell line, having been developed originally to permit year-round seismic survey and oil exploration in the muskegs and snows of Canada and Alaska. Designed especially for logging, pipelaying, agriculture, hydro and general construction, they perform double duty as transports.

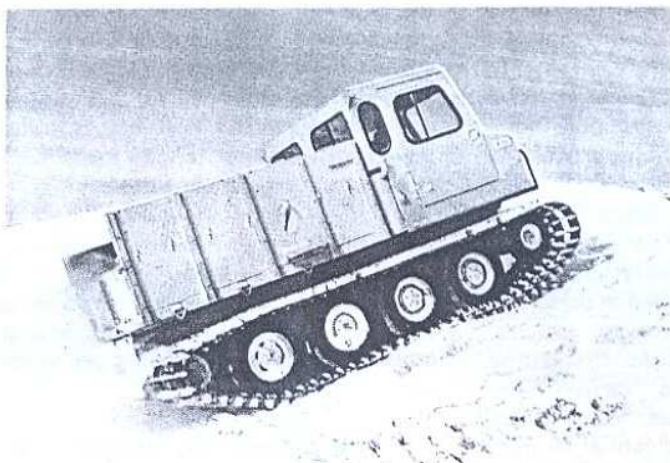
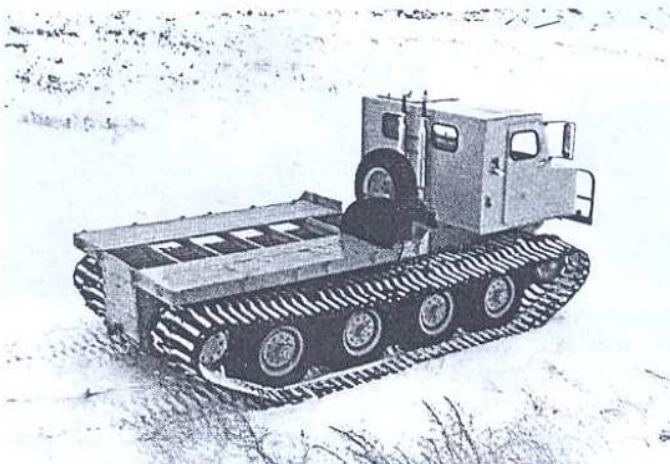
The applications of Flextrac Nodwell vehicles in these fields are endless, and units perform an amazing number of jobs. They can be equipped as personnel and logistics carriers, recovery vehicles, tankers, crash rescue vehicles, firefighting units and amphibious carriers — for civilian and military uses. Entire crews and work camps may be carried in units fitted as sleeping quarters, kitchens, diners, washrooms and workshops.

To meet all soft ground conditions, the vehicles are designed to have low ground bearing pressures — in the range of 2.5 to 3.5 pounds per square inch — when fully loaded.

The **HEAVYWEIGHTS** are the large diesel-powered four-tracked vehicles which have performed so successfully in the petroleum industry for transporting heavy drilling rigs, and in the general movement of mining and construction materials. In both civilian and military roles, these vehicles have demonstrated their ability to operate with loads much in excess of their rated payloads.

The FN400 model has a rated capacity of 20 tons; the FN600 a rating of 30 tons. Despite these heavy loads, these vehicles maintain a ground bearing pressure of less than 4 pounds per square inch.

The front and rear tracked units in the heavyweight class can each assume any transverse and/or lateral angle, depending upon the dictates of the terrain. Power is supplied by two diesel engines through two semi-automatic transmissions to the planetary drive axles, thus allowing mobility with one engine.



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