

NODWELL

TRACKED CARRIERS

Now the "Go Everywhere Tracks" of Nodwell Tracked Carriers open vast areas of frontier to exploration and development — operating across country, in all seasons of the year, at less cost per ton mile, over virtually impassable terrain! With the successful application of the principle of floatation, fully loaded Nodwell Tracked Carriers achieve ground pressures of less than two pounds per square inch. Men and equipment are given immediate mobility from the tropics to the Arctic, over swamp, bog, snow or muskeg. Each carrier is carefully designed, reducing weight and yet maintaining essential rugged, heavy duty characteristics. Most important to the Nodwell's light footed tread are the tough, broad, endless tracks of rubber and steel, on which it rolls. Versatility is built-in. In fact, each of the seven Nodwell Tracked Carrier models provides ready adaptability to every transportation requirement.

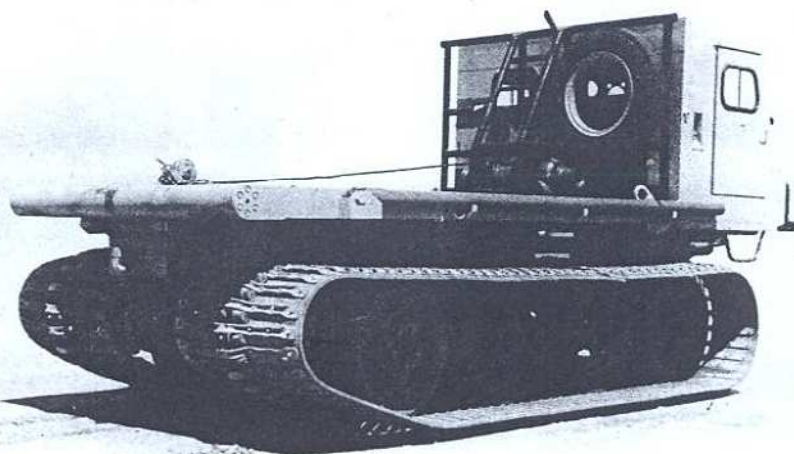


NODWELL MODEL RN 21

TRACKED SCOUT CARRIER — Load capacity 2,100 lbs. See Page 3.

NODWELL MODEL RN 110

TRACKED CARRIER — Load capacity 11,000 lbs. See Pages 6 and 7.



NODWELL MODELS RNS AND RNL

PULPWOOD SKIDDER AND LOGGER. See Page 8.

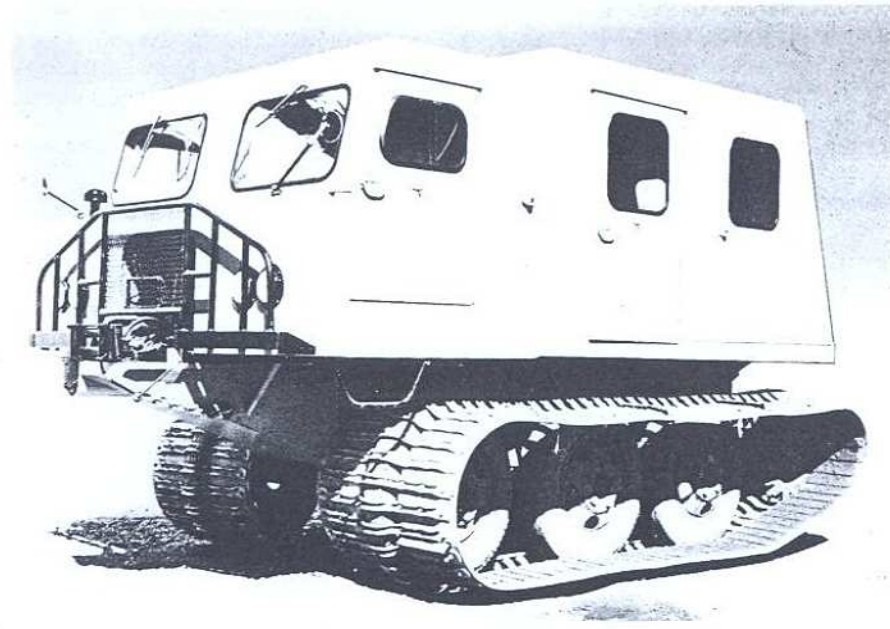


RNS SKIDDER



NODWELL MODEL RN 50

TRACKED CARRIER — Load capacity 5,000 lbs. See Page 4.

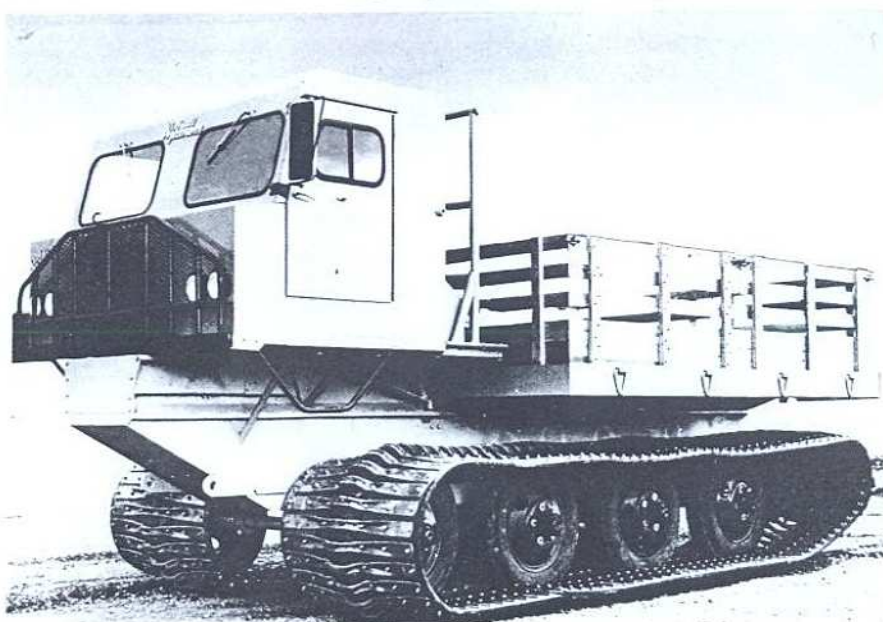


NODWELL MODEL RN 75

TRACKED CARRIER — Load capacity 7,500 lbs. See Page 5.

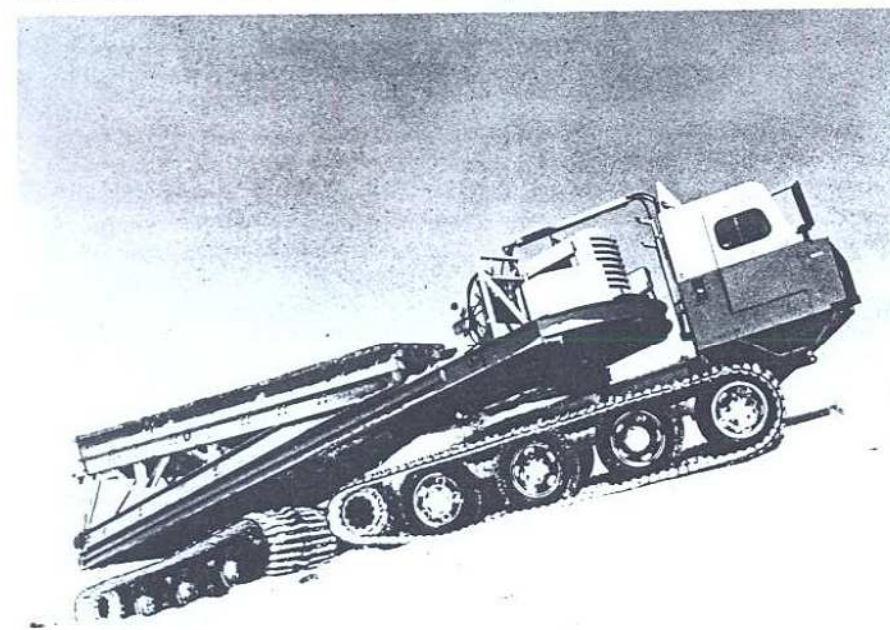
NODWELL MODEL RN 140

TRACKED CARRIER — Load capacity 14,000 lbs. See Page 9



NODWELL MODEL RN 200

TRACKED TRANSPORTER — Load capacity 20,000 lbs. See Pages 10 and 11.



FEATURES OF NODWELL OFF-HIGHWAY CARRIERS

GROUND BEARING PRESSURE

Each unit designed and engineered to obtain a ground bearing pressure of two pounds or less per square inch under full rated load.

CARRYING CAPACITY

Each unit designed to provide maximum clear load area while maintaining proper weight distribution for optimum mobility from no load to maximum load.

MOBILITY

All-weather, year-round mobility through muskeg, bush, bog, gumbo, snow, swamp and rugged terrain. Negotiates 60% grades and/or 30% side slopes.

SPEED

All units are designed for maximum speed of 12 miles per hour, considered the most practical speed for conditions under which this equipment is designed to operate. However, where required, optional gear ratios may be supplied to give speeds up to 25 miles per hour.

CHASSIS

Back-bone type frame used exclusively by Nodwell on tracked carriers.

- Makes possible increased ratio of track width to vehicle width, thereby minimizing machine width.
- Permits advantageous single wheel suspension.
- Eliminates need for external axle supports.
- Provides maximum clear load area.
- Allows torsional movement of frame which minimizes stress concentrations.

STEERING

All two track units have controlled differential steering to maintain active powered tracks at all times. The controlled differential also provides a braking function when steering levers are applied simultaneously. The Nodwell RN 200 four-track unit has powered steering which permits full power application to all four tracks, at all times.

FINAL DRIVES

All two-track units have controlled differential final drives with outer planetary reduction gears built within the hub of the drive sprockets. This reduces torque requirements of power train and minimizes stress and strain. Model RN 200 employs a standard truck type differential with outer planetary reduction gears.

Outer planetaries not used on model RN 21.

RUNNING GEAR

- Three dimensional running tracks provide maximum track-to-ground contact at all times.
- Each wheel has independent crank arm with torsion spring suspension, permitting independent vertical movement.
- The single wheel-to-grouser contact allows tracks to conform to every lateral ground contour.
- Flexible tracks of rubber-cotton-nylon belts with steel grousers follow irregular contours of terrain.
- The exclusive rear drive overload sprocket and track grouser design provides positive belt retention under all conditions. It also maintains tension of tracks at ground contact, giving maximum driving action.
- Grouser bars of high tensile, heat treated spring steel, designed to give maximum track flexibility and stability. Grouser bars with rubber inserts, for special applications, are optional.
- Track tension is adjustable.

ENGINES

Diesel engines and more powerful gasoline engines are available as an option.

ENGINEERED FOR SIMPLICITY OF MAINTENANCE

- Engines, transmissions, power train components, hubs, sealed bearings, wheels and tires, hydraulics and instruments, are standard commercial components.
- Running gear incorporates exclusive features of quick-opening tracks; single wheel and split axle assemblies with removable spindle, providing easy accessibility for service.
- All final drives are completely integrated units, designed around, and comprised of, independent components, each of which is easily accessible for service.
- Engine servicing can be quickly carried out.

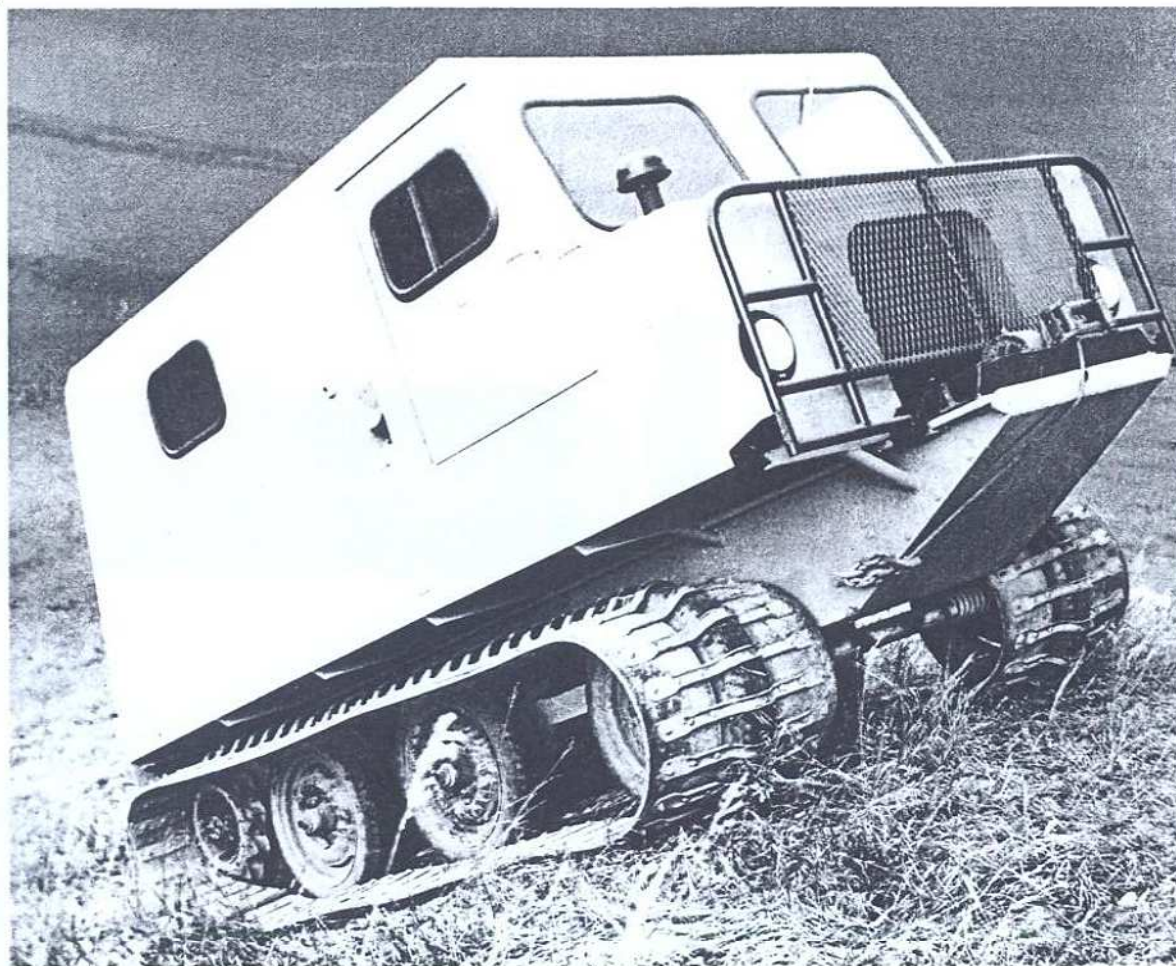


MODEL RN 21

3-Axle Tracked Scout Carrier

LIGHT WEIGHT RECONNAISSANCE CARRIER

Reconnaissance vehicle, courier, outrider — the Model RN 21 is a most economical complement to a field team of other Nodwell Tracked Carriers. Load rated at 2,100 pounds, it is the light weight of the Nodwell line. With or without a personnel body, the RN 21 carries men, and freights light supplies to and from camp. Its maneuverability makes it ideal for scout and survey work. The 28 inch tracks touch the ground with barely 1.45 p.s.i., and speed along at up to 25 miles an hour. The RN 21 uses the Nodwell No. 12 controlled differential (without outer planetaries).

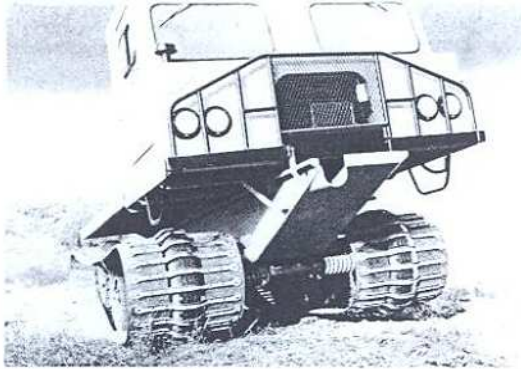


Grades up to 60% and side slopes up to 30% present no problem to the sure footed Nodwell RN 21, pictured here with personnel body.

MODEL RN 50

3-Axle Tracked Carrier

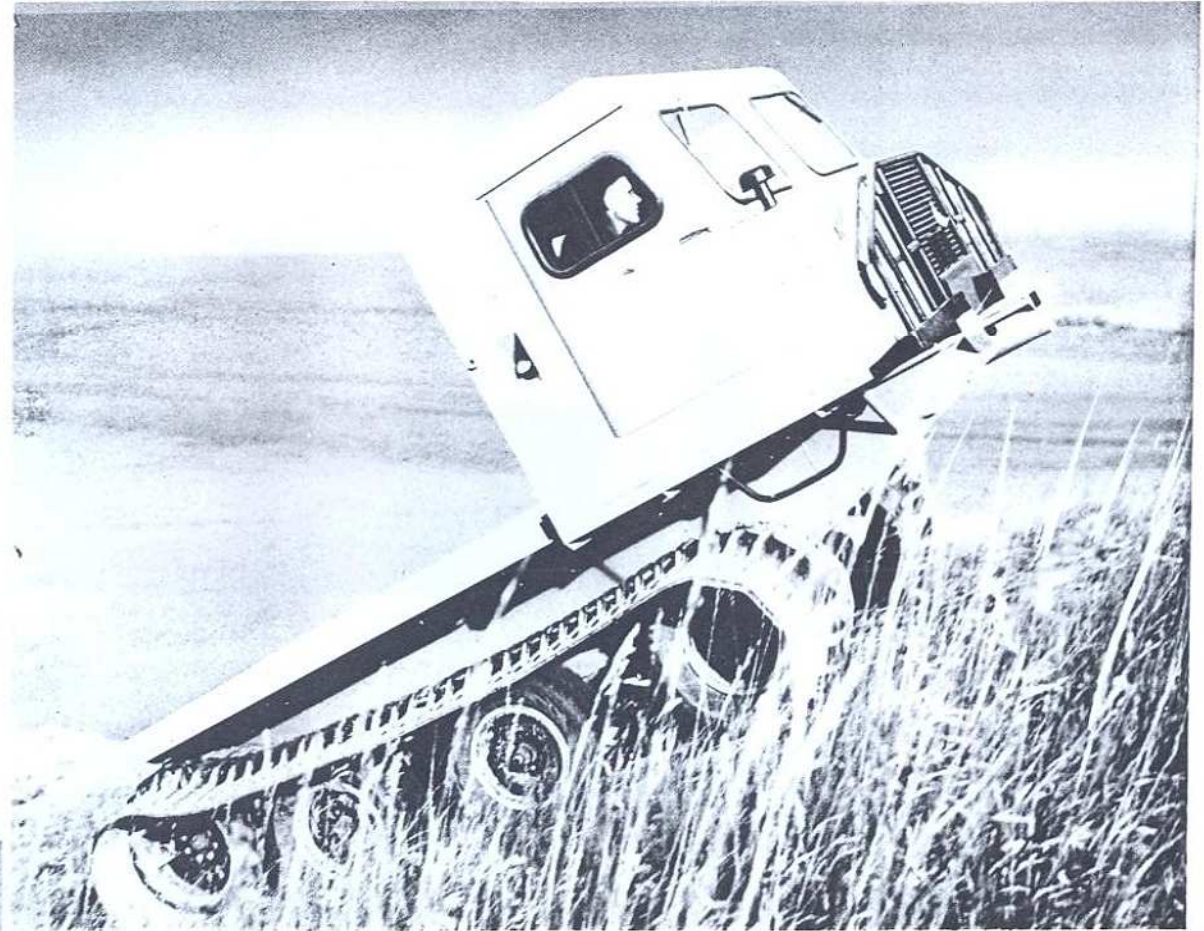
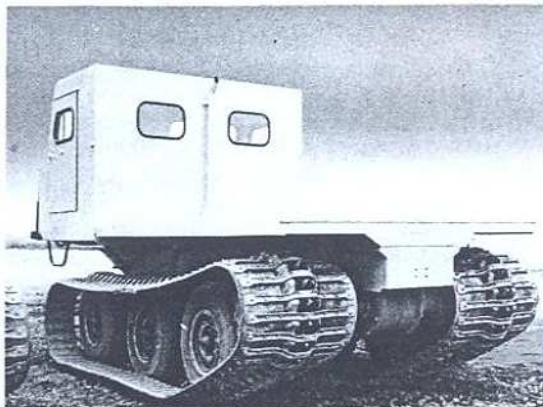
As illustrated here on the RN 50, Nodwell Tracks are self-aligned by the carrier's tires running in the formed portions of the grouser bars.



JOB-PROVEN ECONOMY CARRIER

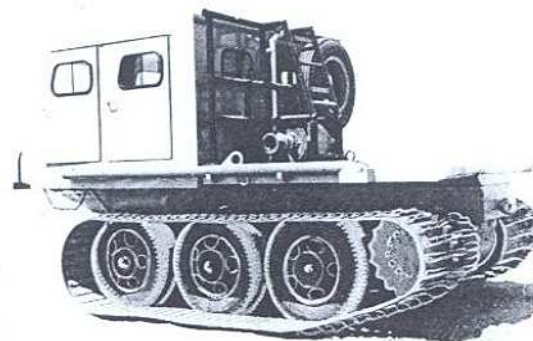
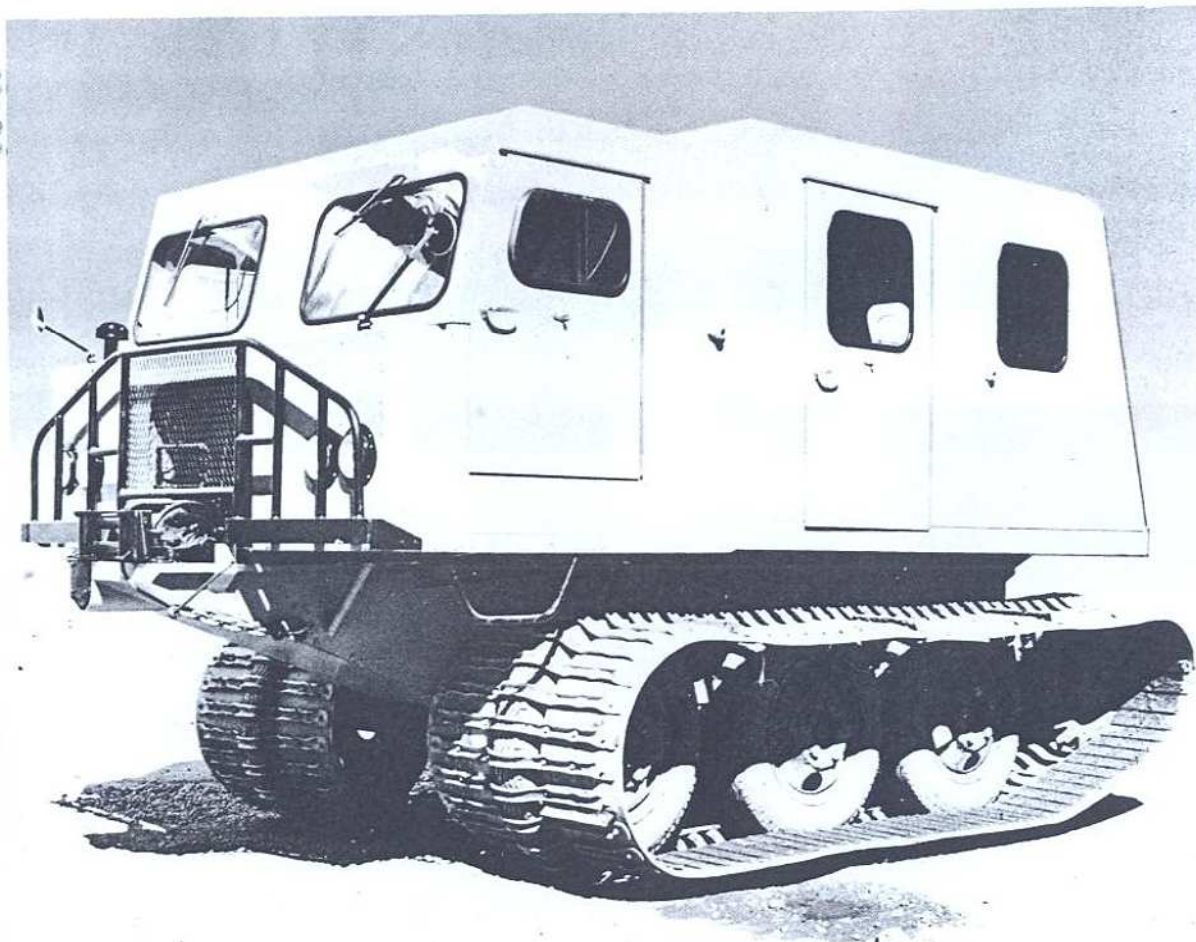
Here is the hard working economy carrier that gets on with its job despite lack of proper access roads! The MODEL RN 50, like all Nodwell Tracked Carriers, travels off the highway on its own rugged "go everywhere tracks". It can trek into the back country with a payload of 5,000 pounds, transporting a seismic crew with their cable, geophone and shooting equipment. Depending on whether it is fitted with a 7 by 9 foot flat deck, or equipped with a personnel body, the RN 50 can also be perfectly adapted to pipeline patrol, off-highway construction use, or other general duty operations. It employs 32 inch wide tracks. Using a Nodwell No. 12 controlled differential with outer planetaries as standard equipment, it operates at speeds up to 12 miles per hour. Speed can be increased to 25 miles per hour with the installation of an optional No. 15 controlled differential without outer planetaries.

Rear view showing patented rubber toothed drive sprocket. A centre row of steel overload teeth come into contact with the metal track grousers only under extreme drive load conditions.



MODEL RN 75

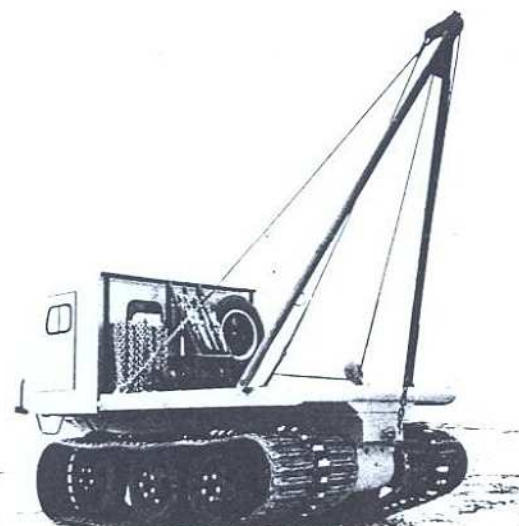
3-Axle Tracked Carrier



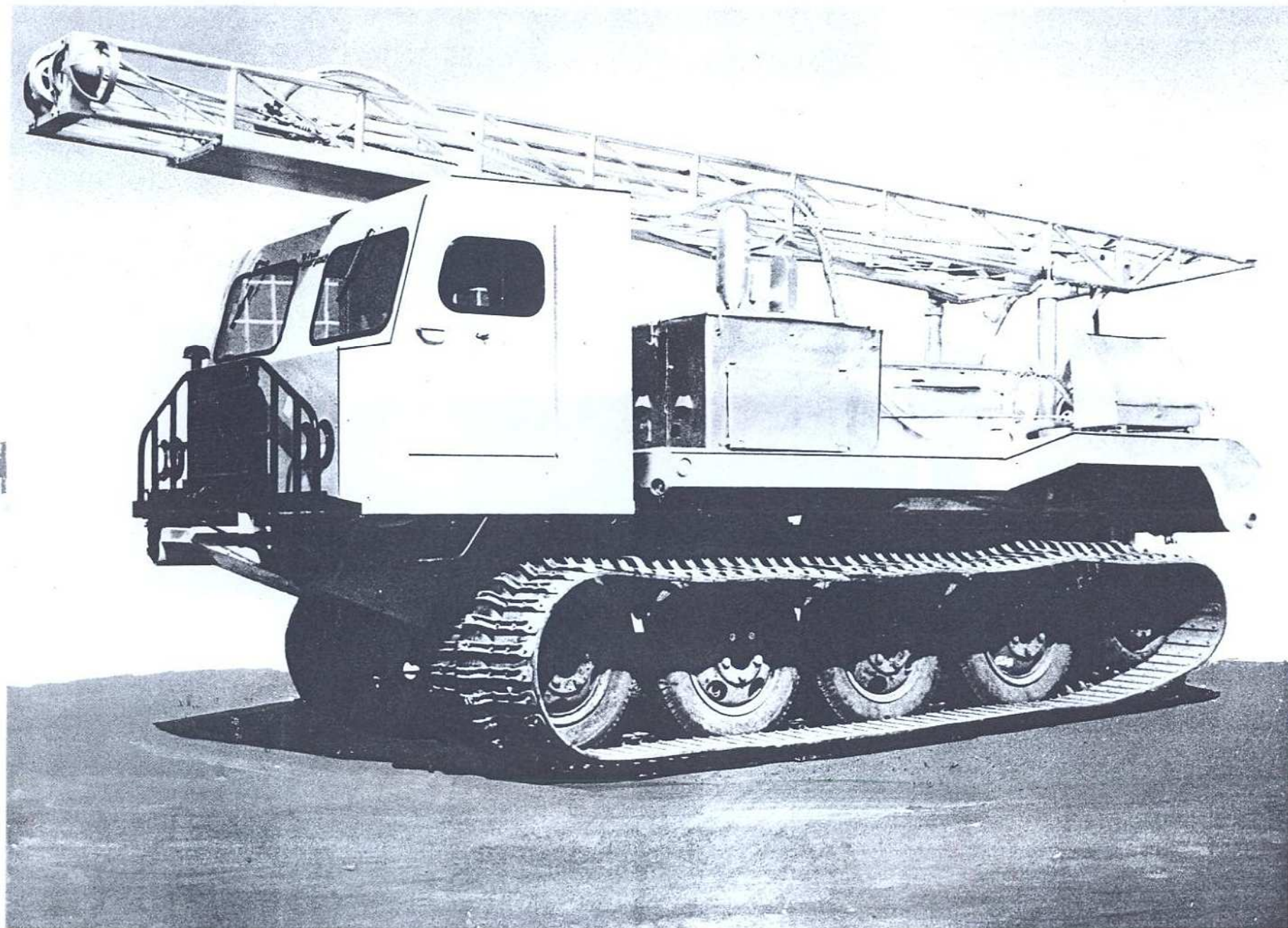
The versatile RN 75 shown here incorporates a six man personnel body with a rear flat deck equipped with winch, gin poles and headache rack for service work and freight handling.

UNLIMITED JOB POTENTIAL

Sixteen inch clearance is one more reason why nothing is impassable for a MODEL RN 75! Because it never bogs down in swamp, gumbo, or heavy snow, the RN 75 is the ideal all-purpose carrier, working year round, in every kind of climate. Its broad 40 inch tracks and No. 15 controlled differential with outer planetaries, move it into the heavy duty class, rated at 7,500 pounds payload. On pipelines, heavy construction and road location work, varied payloads can be handled with flat deck, stake racks or personnel body. For seismograph exploration, light drills or water tanks can be mounted on the chassis. Adaptation is as unlimited as the variety of jobs the RN 75 is called upon to perform!



The RN 75 equipped with an oilfield flat deck including rear winch, gin poles and headache rack.



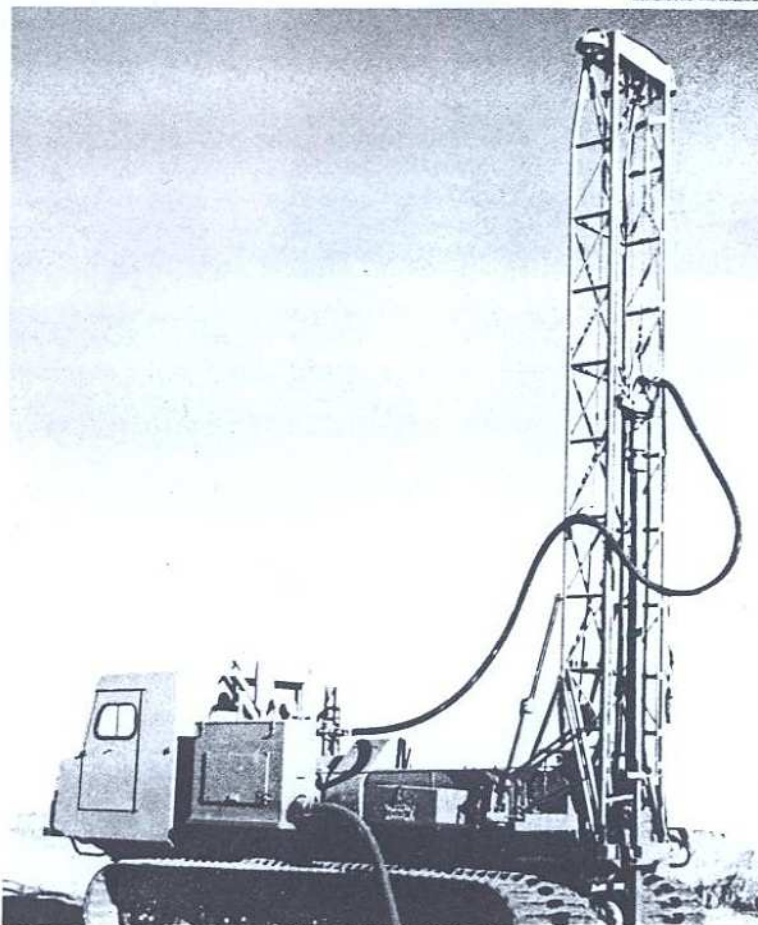
MODEL RN 110

4-Axle Tracked Carrier

WORK HORSE OF THE WILDERNESS

With a clear deck area of 7 feet by 12 feet, and a carrying capacity of 11,000 pounds, the MODEL RN 110 is a truly versatile, heavy duty carrier. It is a 4-axle machine with an 8 cylinder, 292 cu. in. engine, as compared to the 3-axle RN 75, with a 6 cylinder, 223 cu. in. engine. It has been proven a vital unit for economical transportation of equipment and supplies in exploration and development programs. Treads 40 inches wide give massive track area, and the RN 110 pushes invincibly forward over any terrain, regardless of climate. This carrier has conclusively proven its worth carrying loads equal to its own weight, transporting heavy seismic drills, and pulling sleigh trains in the Canadian North.

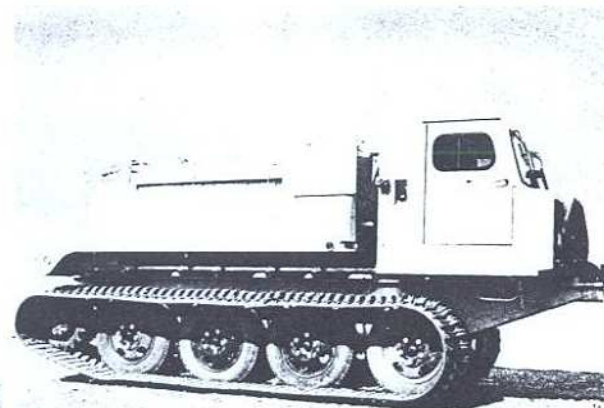
Mounted on the "go everywhere tracks" of the NODWELL RN 110, this heavy duty drill goes directly to the location, ready for work.



The RN 110 is pictured above with a 24 man Kitchen-Diner with expandable wall sections. For details on complete Nodwell Tracked Camp Units refer to Page 13.

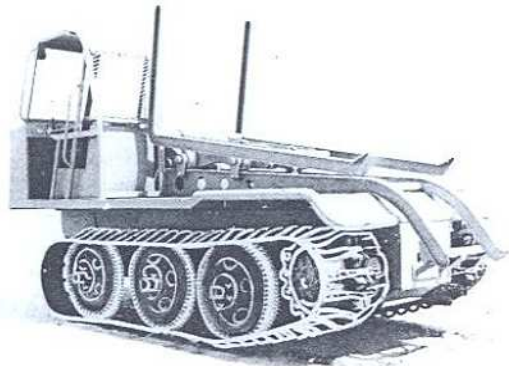


Here, as work companion to a seismic drill, a MODEL RN 110 has been fitted with a 650 Imperial Gallon water tank.



MODEL RNL LOGGER

The Nodwell Logger features the exclusive Nodwell trolley skip with vacuum cable release for pulpwood forwarding and attains speeds up to 12 miles per hour.



DUAL PURPOSE PULPWOOD SKIDDER OR LOGGER

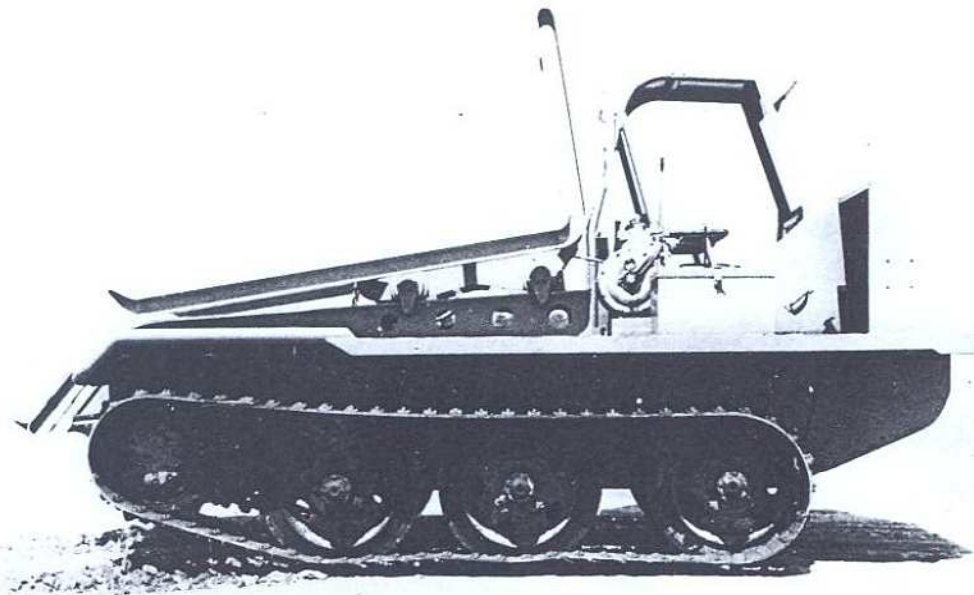
The newest development for pulpwood skidding or logging in bog, muskeg and snow laden areas of the bush — the NODWELL SKIDDER and the NODWELL LOGGER! It is a dual purpose machine which may be equipped either for skidding or logging with the accessories for each purpose readily interchangeable. This rugged unit was specifically designed for use in the pulp and paper industry enabling continuous year round operations which means increased efficiency and economy. The unit incorporates the Nodwell No. 15 controlled differential with outer planetaries, and frame and grouser bars of extra heavy duty construction. It is equipped with solid rubber tires.

MODEL RNS SKIDDER

When skidding a full cord, the Nodwell Skidder develops a ground pressure of 2.4 p.s.i. The Hydraulic Over-Center Boom and Winch provides substantially increased draw bar pull enabling the unit to skid with ease a full cord or more of tree length pulpwood at one time.



MODEL RNL LOGGER

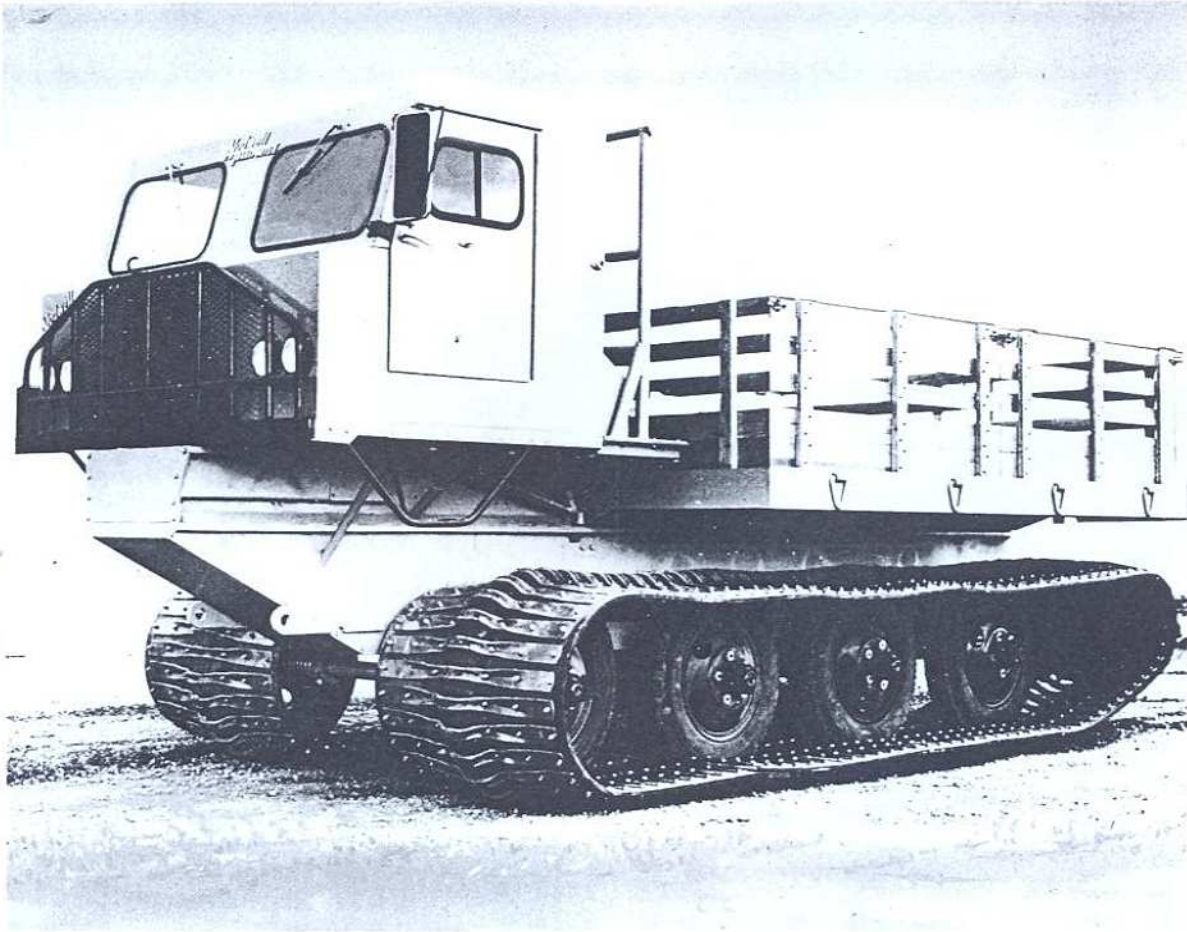


MODEL RNS SKIDDER



MODEL RN 140

4-Axle Tracked Carrier

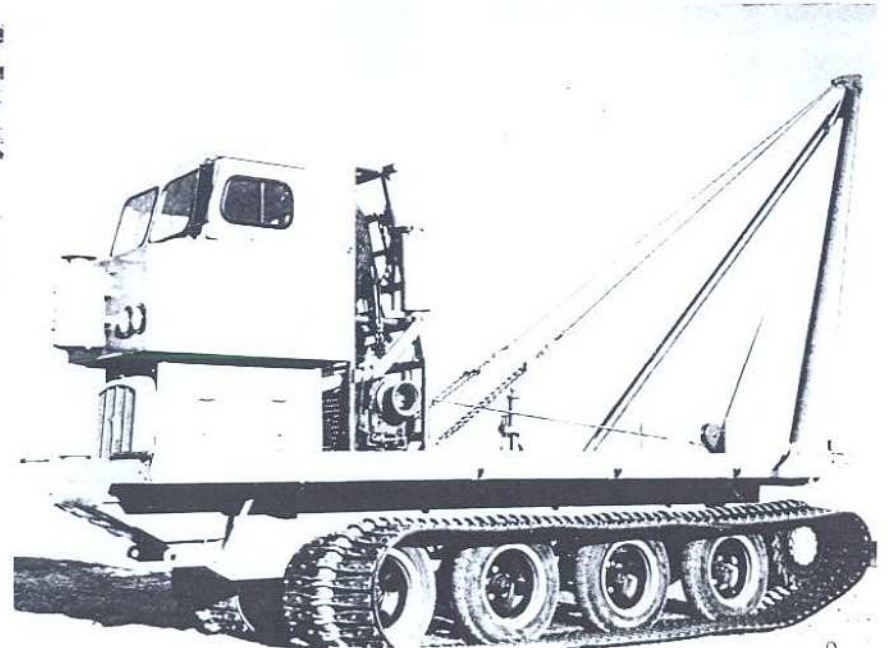


When equipment and supplies must be freighted through all seasons of the year, the "go everywhere" solution is the RN 140 equipped with flat deck, with or without stake racks.

INVINCIBLE OFF-HIGHWAY TRANSPORTER

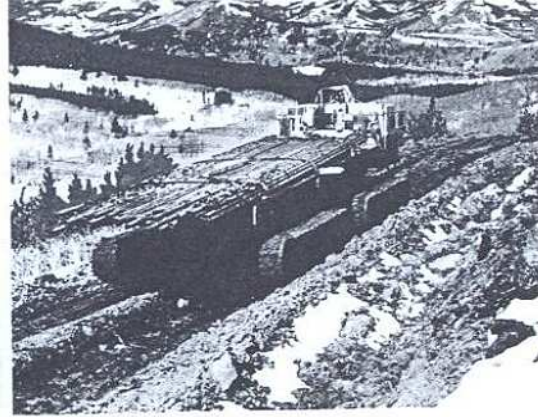
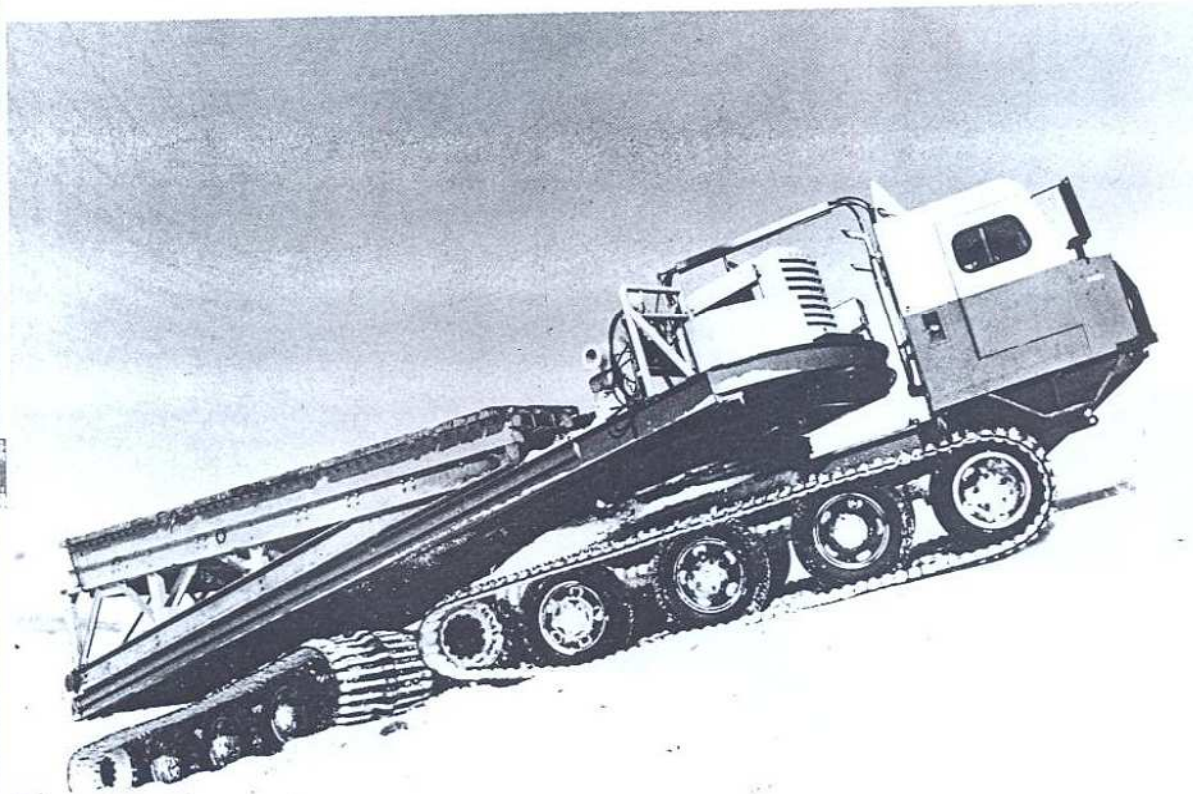
Hercules of the NODWELL double-track carriers is the 4-axle MODEL RN 140. It takes over where conventional transport leaves off. Massive tracks, 48 inches wide, make it the ideal cross country transport for loads up to 14,000 pounds — a load greater than its own weight. This giant two-track carrier is equipped with an Allison Transmatic transmission with torque converter, and the Nodwell No. 18 controlled differential, for optimum performance.

The MODEL RN 140, pictured here, equipped with oilfield flat deck, is specifically designed for transporting drill pipe.



MODEL RN 200

8-Axle, Four Tracked Transporter



Through muskeg, mud and snow, the MODEL RN 200 carries steel pipe to a well-site deep into Canada's Northland.

POWER STEERED BEHEMOTH

Gruelling demands of cross country exploration and transportation led to the development of the unique Nodwell Transporter — the giant, 8-axle, 4 track, 2 engine NODWELL MODEL RN 200! Even at its fully loaded gross weight of 56,000 pounds, this light footed behemoth treads the ground with a pressure of under 2 p.s.i. A 20,000 pound payload is carried with ease on the 8' x 23' deck. Automatic weight distribution to the tracks is accomplished by the oscillating feature of the deck to chassis mounting. The heavy duty winch and live roll provide for self loading and unloading of the heaviest equipment.

Two engines independently power the front and rear tracks. Hydraulic power steering makes possible full power application to all four tracks, at all times! The power steering provides finger-tip control for the operator.



The MODEL RN 200 pushes on through muskeg transporting a ten ton load of equipment, in the process of moving a complete drilling rig.

UNIQUE DESIGN

Performance Proven

The NODWELL RN 200 emphasizes an entirely new design concept, to meet the many operational requirements of industry for off-highway transportation. Incorporated in the design are these outstanding features, which make the NODWELL RN 200 the foremost in its field:

FRONT AND REAR TRACK UNITS

can each *independently* assume any transverse and/or lateral moving angle, depending upon the dictates of the terrain.

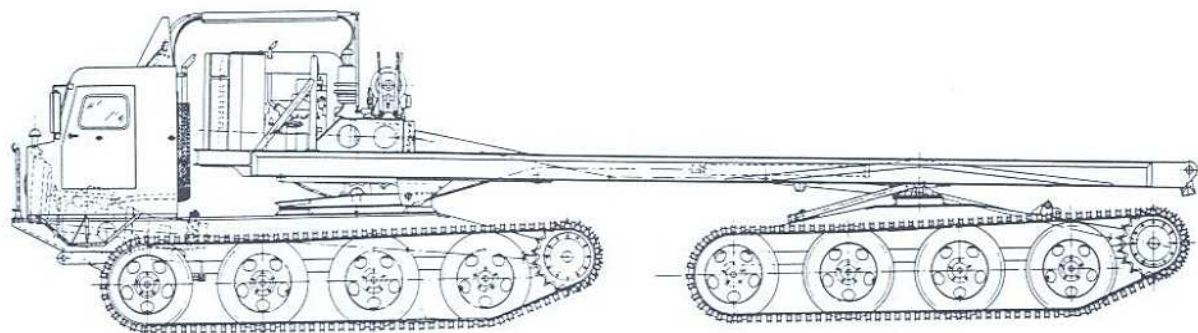
THE FLOATING FEATURE of the deck to chassis mounting provides deck stability and automatic weight distribution to both track units.

HYDRAULIC POWER STEERING

arrangement makes possible the maintenance of full power to all tracks, at all times. Two hydraulic cylinders mounted under the deck are connected to the turning ring of the front unit by heavy cables. Actuating the cylinders causes the front unit to turn left or right.

POWER TRAIN. Power is supplied by two engines through two Allison Transmatic transmissions and planetary drive rear axles. All control lines are carried overhead to the cab. Tachometers are used by the operator for synchronization of front and rear engines.

CLEAR LOAD DECK AREA of 8' x 23' with heavy duty winch and live roll facilitates self loading and unloading of equipment.



Track Units independently assume any moving angle dictated by terrain



NODWELL TRACKED CARRIERS SPECIFICATIONS

Model RN21 — 3-Axle Tracked Carrier

Vehicle Weight — Net	4,840 lbs.
Pay Load	2,100 lbs.
Gross Vehicle Weight	6,940 lbs.
Track Area at Zero Penetration	4,750 sq. in.
Ground Pressure Loaded At Zero Penetration	1.45 p.s.i.
At 10" Penetration	1.16 p.s.i.
Width	6' 9"
Length	11'
Height	6' 10"
Speed	25 M.P.H.
Load Area	6' x 6'
Steering	Nodwell No. 12 Controlled Differential without Outer Planetaries
Tracks — Width	28"
Grouser	Heat Treated Spring Steel
Belts	Nodwell 3-ply 10"
Drive Sprocket	Rubber — Double — with Steel Overload
Transmission	Warner — 4 Speed Forward — 1 Reverse
Engine	Ford 223 Cu. In. 6 Cyl.
Tires	4.50 x 16 — 6 Ply
Brakes, Drive Line	Band
Suspension	Crank Arm with Torsion Spring
Spindle	No. 8 with Timken Bearings
Top Speed Governor	Vacuum
Ground Clearance	10"
Fording Depth	30"
Gradeability — Maximum	Forward — 60% Side — 30%
Fuel Capacity	20 Gallons (Imperial)
Electrical System	12 Volt
Turning Radius (Inside)	103"

Model RN50 — 3-Axle Tracked Carrier

Vehicle Weight — Net	7,660 lbs.
Pay Load	5,000 lbs.
Gross Vehicle Weight	12,660 lbs.
Track Area at Zero Penetration	6,016 sq. in.
Ground Pressure Loaded At Zero Penetration	2.1 p.s.i.
At 10" Penetration	1.65 p.s.i.
Width	8' 4"
Length	15' 6"
Height	8'
Speed	12 M.P.H. (25 M.P.H. available as an optional extra)
Load Area	7' x 9"
Steering	Nodwell No. 12 Controlled Differential with Outer Planetaries
Tracks — Width	32"
Grouser	Heat Treated Spring Steel
Belts	Nodwell 3-ply 11"
Drive Sprocket	Rubber — Double — with Steel Overload
Transmission	Warner — 4 Speed Forward — 1 Reverse
Engine	Ford 223 Cu. In. 6 Cyl.
Tires	7.50 x 16 — 8 ply
Brakes, Drive Line	Band
Suspension	Crank Arm with Torsion Spring
Spindle	No. 8 with Timken Bearings
Ground Clearance	14"
Fording Depth	34"
Gradeability — Maximum	Forward — 60% Side — 30%
Fuel Capacity	38 Gallons (Imperial)
Electrical System	12 Volt
Turning Radius (Inside)	103"

Model RN75 — 3-Axle Tracked Carrier

Vehicle Weight — Net	9,060 lbs.
Pay Load	7,500 lbs.
Gross Vehicle Weight	16,560 lbs.
Track Area at Zero Penetration	7,520 sq. in.
Ground Pressure Loaded At Zero Penetration	2.2 p.s.i.
At 10" Penetration	1.75 p.s.i.
Width	8' 11"
Length	15' 6"
Height	8'
Speed	12 M.P.H.
Load Area	7' x 9"
Steering	Nodwell No. 15 Controlled Differential with Outer Planetaries
Tracks — Width	40"
Grouser	Heat Treated Spring Steel
Belts	Nodwell 3-ply 15"
Drive Sprocket	Rubber — Double — with Steel Overload
Transmission	Warner — 4 Speed Forward — 1 Reverse
Engine	Ford 223 Cu. In. 6 Cyl.
Tires	7.50 x 20 — 12 Ply
Brakes, Drive Line	True Stop Disc
Suspension	Crank Arm with Torsion Spring
Spindle	No. 11 with Timken Bearings
Top Speed Governor	Vacuum
Grill Guard	Full Width
Ground Clearance	16"
Fording Depth	36"
Gradeability — Maximum	Forward — 60% Side — 30%
Fuel Capacity	38 Gallons (Imperial)
Electrical System	12 Volt
Turning Radius (Inside)	103"

Model RNL — 3-Axle Pulpwood Logger

Vehicle Weight — Net	11,600 lbs.
Pay Load (1 cord)	3,000 lbs.
Gross Vehicle Weight	14,600 lbs.
Track Area at Zero Penetration	4,800 sq. in.
Ground Pressure Loaded At Zero Penetration	3 p.s.i. (1 cord)
Width	7' 3"
Length	14' 8"
Height	9'
Speed	12 M.P.H.
Steering	Nodwell No. 15 Controlled Differential with Outer Planetaries
Tracks — Width	28"
Grouser	Heavy Duty Heat Treated Spring Steel
Belts	Nodwell 10"
Drive Sprocket	Rubber — Double — with Steel Overload
Transmission	Warner — 4 Speed Forward — 1 Reverse
Engine	Ford 223 Cu. In. 6 Cyl.
Tires	Solid Rubber
Brakes, Drive Line	Band
Suspension	Crank Arm with Torsion Spring
Spindle	No. 20 (3 1/2" dia.) with Timken Bearings
Top Speed Governor	Vacuum
Winch	Gearmatic
Trolley Skip	Vacuum Release
Stump Pan	Full Length
Ground Clearance	16"
Fording Depth	30"
Gradeability — Maximum	Forward — 60% Side — 30%
Fuel Capacity	39 Gallons (Imperial)
Electrical System	12 Volt
Turning Radius (Inside)	103"

Model RNS — 3-Axle Pulpwood Skidder

Vehicle Weight — Net	11,600 lbs.
Pay Load	1 Cord
Track Area at Zero Penetration	4,800 sq. in.
Ground Pressure Loaded At Zero Penetration	2.4 p.s.i. (1 cord)
Width	7' 3"
Length	14' 8"
Height	9'
Speed	12 M.P.H.
Steering	Nodwell No. 15 Controlled Differential with Outer Planetaries
Tracks — Width	28"
Grouser	Heavy Duty Heat Treated Spring Steel
Belts	Nodwell 10"
Drive Sprocket	Rubber — Double — with Steel Overload
Transmission	Warner — 4 Speed Forward — 1 Reverse
Engine	Ford 223 Cu. In. 6 Cyl.
Tires	Solid Rubber
Brakes, Drive Line	Band
Suspension	Crank Arm with Torsion Spring
Spindle	No. 20 (3 1/2" dia.) with Timken Bearings
Top Speed Governor	Vacuum
Winch	Gearmatic
Over-Centre Boom	Hydraulic
Stump Pan	Full Length
Ground Clearance	16"
Fording Depth	30"
Gradeability — Maximum	Forward — 60% Side — 30%
Fuel Capacity	39 Gallons (Imperial)
Electrical System	12 Volt
Turning Radius (Inside)	103"

Model RN140 — 4-Axle Tracked Carrier

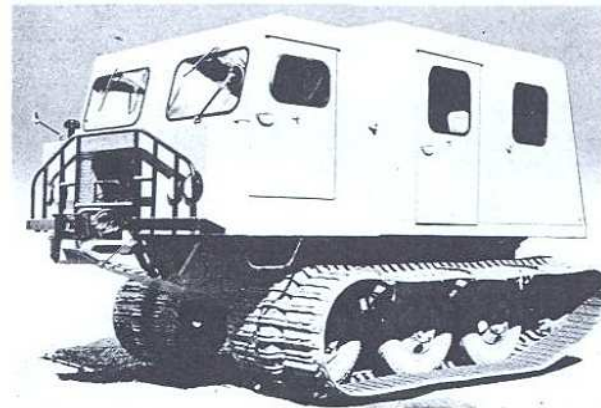
Vehicle Weight — Net	13,200 lbs.
Pay Load	14,000 lbs.
Gross Vehicle Weight	27,200 lbs.
Track Area at Zero Penetration	14,000 sq. in.
Ground Pressure Loaded At Zero Penetration	1.95 p.s.i.
At 10" Penetration	1.65 p.s.i.
Width	10'
Length	19' 6"
Height	8' 4"
Speed	12 M.P.H.
Load Area	7' x 12'
Steering	Nodwell No. 18 Controlled Differential with Outer Planetaries
Tracks — Width	48"
Grouser	Heat Treated Spring Steel
Belts	Nodwell 5-ply — 18"
Drive Sprocket	Rubber — Double — with Steel Overload
Transmission	Allison Transmatic
Torque Converter	Allison
Engine	Ford 292 Cu. In. V-8
Tires	7.50 x 20 — 12 Ply
Brakes, Drive Line	True Stop Disc
Suspension	Crank Arm with Torsion Spring
Spindle	No. 20 (3 1/2" dia.) with Timken Bearings
Top Speed Governor	Vacuum
Grill Guard	Full Width
Winch — Front Mounted	14,000 lbs. Capacity
Heater For Cab	Haades No. 555 (2)
Heater (Block Electric)	Included
Hour Meter	Included
Tachometer	Included
Anti Freeze	Included
Rear View Mirror	Included (2)
Seats	Bostrum (2)
Ground Clearance	16"
Fording Depth	36"
Gradeability — Maximum	Forward — 60%; Side — 30%
Fuel Capacity	38 Gallons (Imperial)
Electrical System	12 Volt

Model RN110 — 4-Axle Tracked Carrier

Vehicle Weight — Net	10,580 lbs.
Pay Load	11,000 lbs.
Gross Vehicle Weight	21,580 lbs.
Track Area at Zero Penetration	10,720 sq. in.
Ground Pressure Loaded At Zero Penetration	2 p.s.i.
At 10" Penetration	1.68 p.s.i.
Width	8' 11"
Length	19' 4"
Height	8'
Speed	12 M.P.H.
Load Area	7' x 12'
Steering	Nodwell No. 15 Controlled Differential with Outer Planetaries
Tracks —	
Width	40"
Grouser	Heat Treated Spring Steel
Belts	Nodwell 4-ply 15"
Drive Sprocket	Rubber — Double — with Steel Overload
Transmission	Warner — 4 Speed Forward — 1 Reverse
Engine	Ford 292 Cu. In. V-8
Tires	7.50 x 20 — 12 Ply
Brakes, Drive Line	True Stop Disc
Suspension	Crank Arm with Torsion Spring
Spindle	No. 11 with Timken Bearings
Top Speed Governor	Vacuum
Grill Guard	Full Width
Ground Clearance	16"
Fording Depth	36"
Gradeability — Maximum	Forward — 60% Side — 30%
Fuel Capacity	38 Gallons (Imperial)
Electrical System	12 Volt
Turning Radius (Inside)	103"

Field Camps on Nodwell Tracks

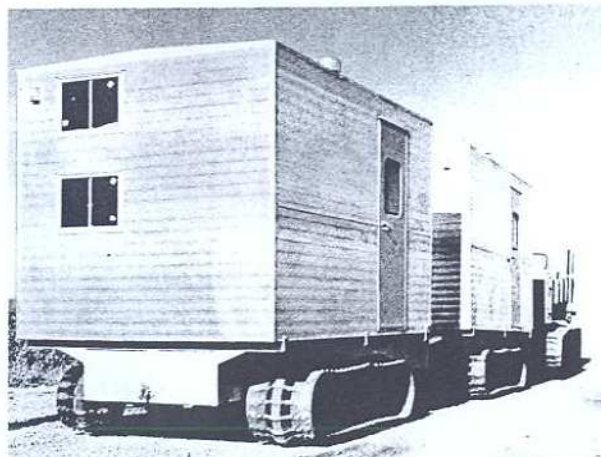
Put Nodwell Tracks under entire camps! Here are the machines that make it possible and economically feasible to keep field camps rolling right along with operations. NODWELLS outfitted as self contained camp units can be used independently or to pull a train of two to four non-powered tracked camp units. Any camp can be completely mobilized and moved at a moment's notice over any kind of terrain. The camp units tread the ground with a pressure of less than 2 p.s.i. when fully equipped and loaded.



A Powered MODEL RN 75, custom built as a Workshop Unit. This unit can pull up to four non-powered camp units.

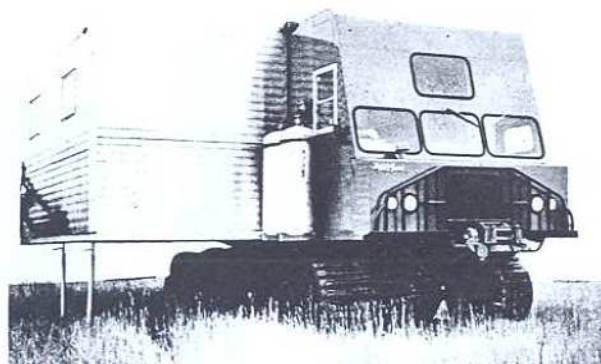
Model RN200 — 8-Axle Four Tracked Transporter

Vehicle Weight — Net	36,000 lbs.
Pay Load	20,000 lbs.
Gross Vehicle Weight	56,000 lbs.
Track Area at Zero Penetration	28,000 sq. in.
Ground Pressure Loaded At Zero Penetration	2 p.s.i.
At 10" Penetration	1.7 p.s.i.
Width	10'
Length	39'
Height	8' 4"
Speed	12 M.P.H.
Load Area	8' x 23'
Steering	Hydraulic Power
Tracks —	
Width	48"
Grouser	Heat Treated Spring Steel
Belts	Nodwell 5-ply — 18"
Drive Sprocket	Rubber — Double — with Steel Overload
Differential	Timken PR101 with Outer Planetaries (2)
Transmission	Allison Transmatic (2)
Torque Converter	Allison (2)
Engine	Ford 292 Cu. In. V-8 (2)
Tires	7.50 x 20 — 12 Ply
Brakes, Drive Line	True Stop Disc
Suspension	Crank Arm with Torsion Spring
Spindle	No. 20 (3 1/2" dia.) with Timken Bearings
Top Speed Governor	Vacuum
Grill Guard	Full Width
Winch — Deck Mounted	18,000 lbs. Capacity
Heater For Cab	Hadees No. 555 (2)
Heater (Block Electric)	Included (2)
Hour Meter	Included (2)
Tachometer	Included (2)
Anti Freeze	Included
Rear View Mirror	Included (2)
Seats	Bostrum (2)
Live Roll	Full Width
Ground Clearance	16"
Fording Depth	36"
Gradeability — Maximum	Forward — 60%; Side — 30%
Fuel Capacity	140 Gallons (Imperial)
Electrical System	12 Volt
Turning Radius (Outside)	274"



Powered camp units pull trains of standard, non-powered Sleeper-Office units. All walls are aluminum sheathed.

Modern kitchen appliances and cabinets are built into a fully equipped Nodwell Kitchen-Diner. Essential plumbing, wiring and heating equipment are incorporated in the body.



Powered RN 110, equipped as self-contained 24 man Kitchen-Diner. Fold out sections position immediately on arrival at the camp site.

