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KENWORTH  
TECHNOLOGY  
IS ABOUT TO  
TAKE ON AN  
ENTIRELY NEW  
DIMENSION.

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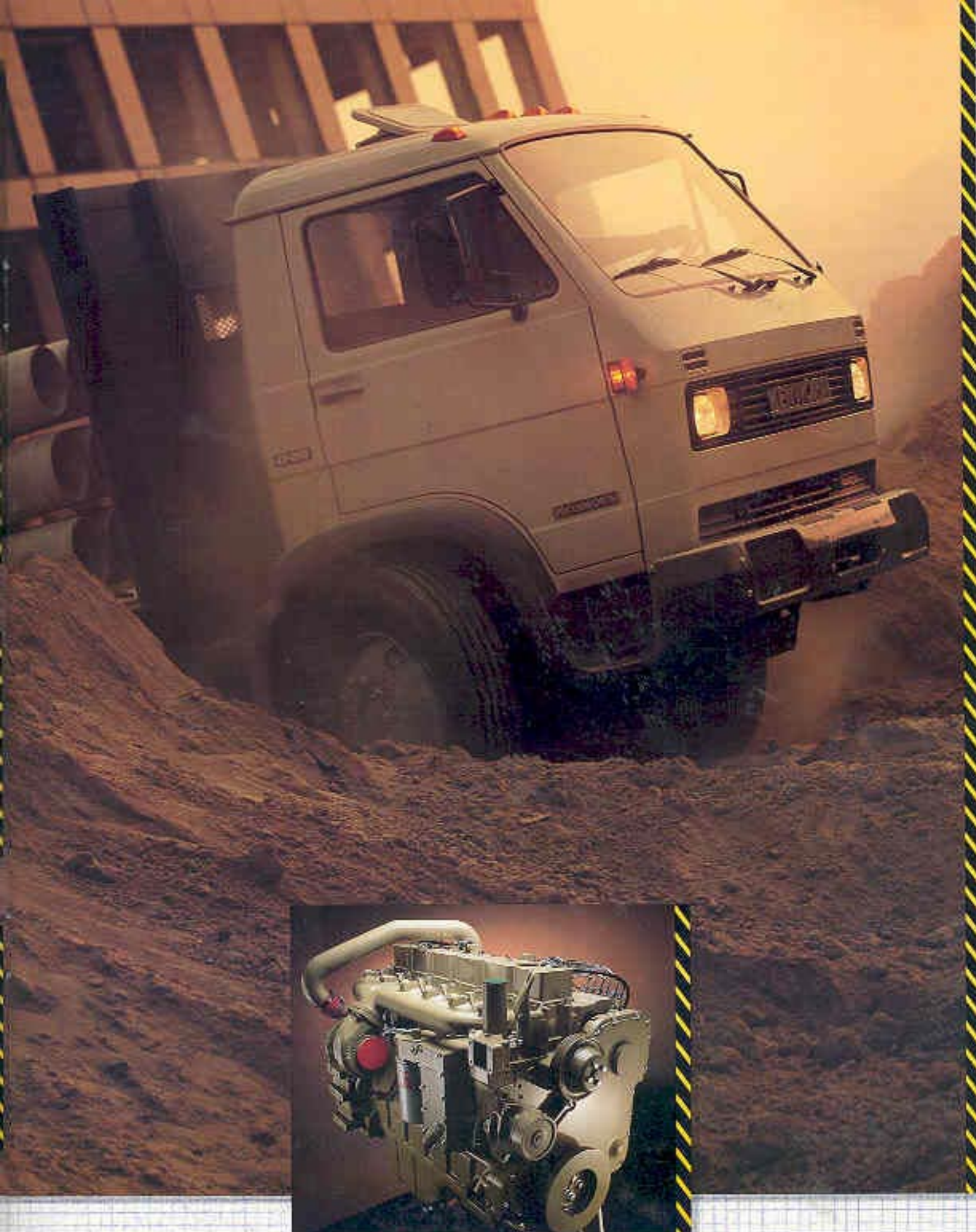
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# NO GUTS, NO GLORY.

Rockwell brings to the Mid-Ranger its rugged reputation for axle durability.

And in the remarkable RS-20-145 world class, single reduction, 20,000 lb. axle, Rockwell has engineered their most efficient drive axle ever.

With exclusive Hypoid-Generoid™ gearing for greater strength and wear resistance. Hot-formed rectangular section axle housing for maximum strength and minimum weight. And torsion flow axle shafts that withstand high torque.

All of which account for the kind of heavy-duty performance and rock-solid reliability for which Rockwell is known.

Then, when it was time to put on the brakes, we put on *full-air* "S" cam Rockwell "Q" Series, QUICK CHANGE Cam Master brakes. Because when it's time to apply the brakes, you want the stopping power and proven reliability of a full-air brake system.

**ROCKWELL WORLD CLASS  
AXLES AND BRAKES**

**GOODYEAR PREMIUM  
RADIAL TIRES**

On other trucks, "all-season" tires with this kind of tread life can be ordered as options. On the Mid-Ranger, premium grade Goodyears are standard.

In fact, with Goodyear's 11R22.5 "Metro System" G-159 on the front and the G-124 on the rear, our truck rides on 14-ply radials specifically designed to meet the special traction, braking, and stability demands of two-axle intraurban trucks.

## FRAME AND CHASSIS.

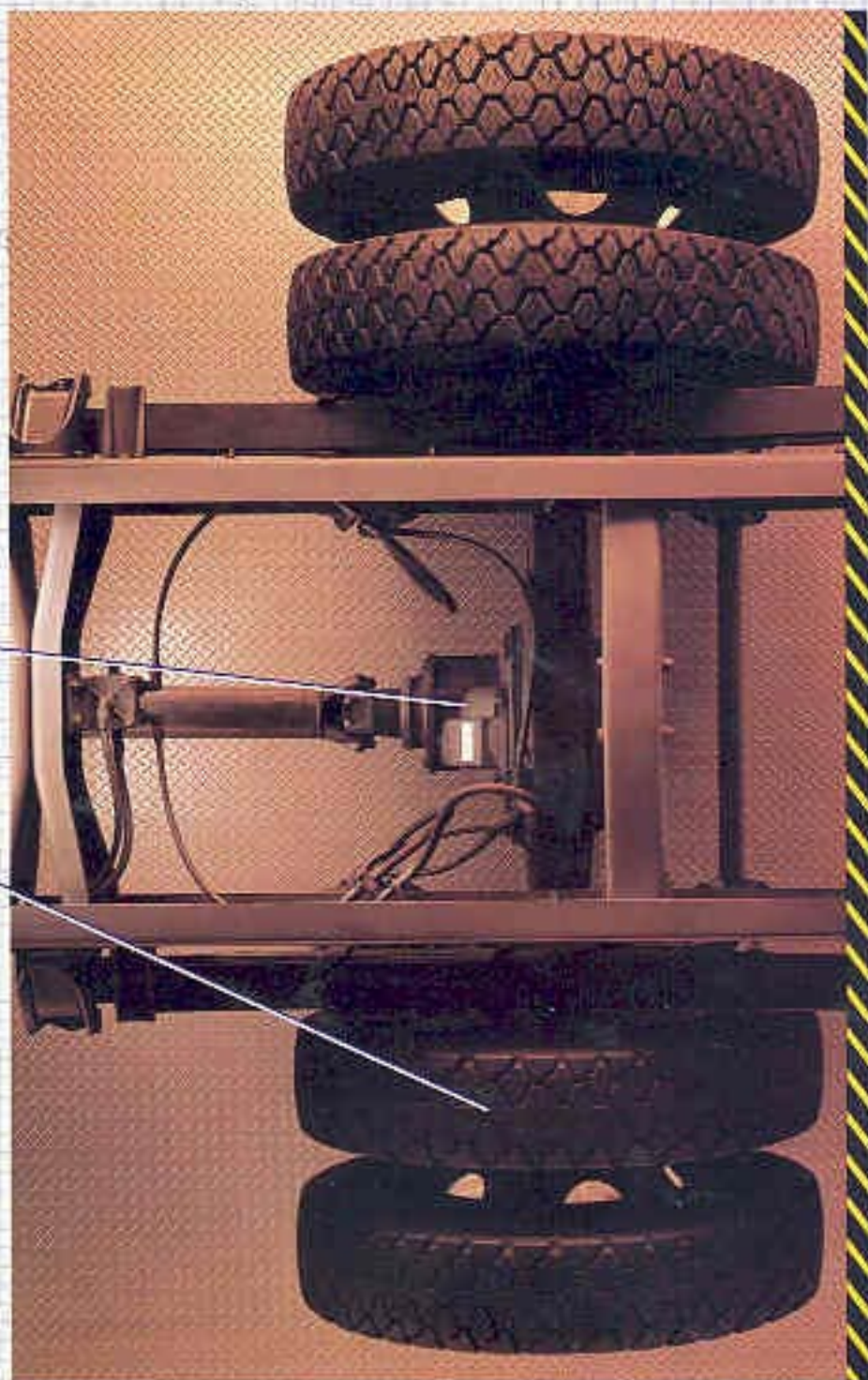
The frame philosophy can be summed up in a word: clean.

The electrical and air lines are bundled, then tucked high *inside* the frame. And the

frame flanges are free of nuts and bolts.

Result: the body mounts easily and cleanly.

The rails themselves are fabricated with 54,000 p.s.i. steel, and with an L-reinforcement, yield 758,000 inch-pounds in the critical load-bearing area of the chassis.





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