

**KENWORTH**  
**Transorient**





## Born on the worst roads in America.

In the rugged forests of northwest America, trees grow anywhere they like. Getting them out means cutting routes that only loggers would call roads.

This is where Kenworth trucks started. It is where the first Kenworths showed us what worked in truck design, and what didn't. Jagged rocks, oozing mud, torturous loads and grades made excellent teachers. After long years of handling them every day, Kenworth became known to loggers as the truck that could take almost anything.

But other lessons lay ahead. For as Kenworth trucks went to work around the world, they had to contend with even worse conditions.

On Alaska's north slope, where anti-freeze freezes, Kenworths withstood temperatures of  $-40^{\circ}\text{C}$ . On the sands of the Arabian desert, they overcame broiling heat and blowing sand.

There were also jungle trails in Africa, winding mountain roads in Peru and the monsoon season in Borneo.

Each helped teach us how to make the Kenworth trucks we make today: where to use steel instead of aluminum; how to keep our engines cool; how to bolt a frame together to stay that way; where to support wires and plumbing; when to use rubber bushings; why color-coded wiring is critical; how to shield batteries; where to cradle fuel tanks.

In short, how to take a world of punishment, and still help Kenworth owners turn a profit. Read on. You'll see what some of the worst roads in the world have done to smooth things out for your run.





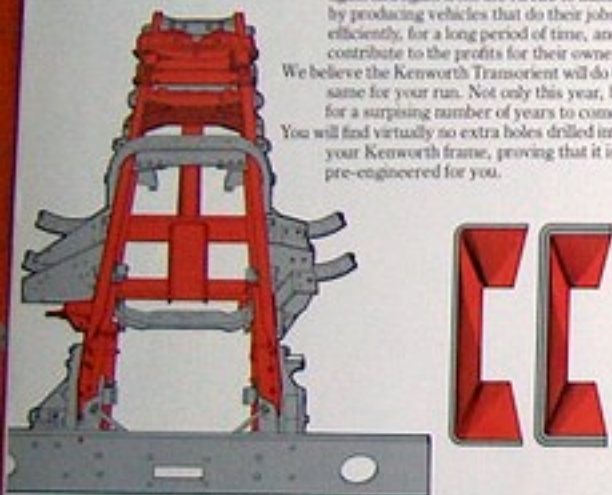
## Custom-built to your specifications.

Every Kenworth truck is custom-built.

This approach to truck building has proven itself again and again from the Arctic to Zambia, by producing vehicles that do their jobs efficiently, for a long period of time, and contribute to the profits for their owners.

We believe the Kenworth Transorient will do the same for your run. Not only this year, but for a surprising number of years to come.

You will find virtually no extra holes drilled into your Kenworth frame, proving that it is pre-engineered for you.



The kind of job you have to do determines the kind of frame you need. Whether it is made from single 7734 Kg/cm<sup>2</sup> (110,000 PSI) yield heat-treated steel rails, double-framed throughout, or engineered with inserts to provide reinforcement at stress points depends on the requirements of your job.

Kenworth frames come with forged aluminum gaskets for strength and less weight.

Kenworth's torsion bar suspension is ideal for most routes. Light weight and simple to maintain, it provides dependable frame support on modern highways.

If your loads and terrain suggest another type of suspension, there are other choices. Building just the right truck for your operation is the whole idea at Kenworth.





## Match the finest components to your loads.

With the Kenworth Transient you are given a selection of approved engines, transmissions and axles to satisfy your hauling requirements.

Kenworth engineers help by analyzing your transport requirements with a computer. Your loads, your grades, your speeds—all will



influence which components should go into your truck. Kenworth wants to give you the kind of gradability and performance you want.

Being able to choose from engines that have proven themselves in Europe has obvious advantages. So does being able to select from a range of horsepower ratings.

The engines the Kenworth Transient offers have another big advantage. Each is manufactured to meet Kenworth specifications and the manufacturers have excellent service facilities throughout Europe. These are tied-in by computer to a comprehensive network of parts operations providing 24 hour a day service.

Your Kenworth Transient can be fitted with a range of transmissions to accommodate your loads and grades with maximum efficiency. The multi-speed gearboxes are matched to the particular engine with the necessary gear speeds to satisfy your most severe operating conditions.

Axle configurations, both 6x4's and 4x2's, can be varied to accommodate your loads.





## A cab that's both rugged and comfortable.

Kenworth's Transient is built to take on the toughest kind of conditions outside, while comfort and convenience surround the driver inside.

Plush upholstery is everywhere. The wood-grained instrument panel is attractive and easy to read. The exclusive Kenworth Air Ride seat supports the drivers on a cushion of air, allowing him to move up, down, back and forth.

Insulation is important, and Kenworth blankets its cabs with a thick layer of insulating material that keeps heat in in the winter and out in the summer, while reducing noise year around.

The climates of forty countries all over the world helped teach Kenworth how to insulate a truck cab. Drivers everywhere will appreciate the lessons we learned.



The Transient's bulkhead doors, mounted on over-sized piano-type hinges, fit snugly to seal and strengthen the cab. Every opening and joint in the compartment is carefully gasketed and sealed.

The same kind of detailed attention that goes into the cab's construction goes into its appearance. An almost endless variety of paint schemes can be chosen, in as many as five colors, to make sure your truck's appearance is as good as its performance.





## A spacious sleeper that's filled with extras.

The aerodynamically-designed roofline of the Kenworth Transorient cab does more than save fuel. It gives Transorient drivers a spacious living area in which to rest and relax.

More than two meters (6.5 ft.) high inside, this roomy compartment is available in two configurations.

The "standard" Transorient features two bunks, a full 81 cm. (32 in.) by 198 cm. (78 in.), generous storage space, interior lights, a heater and air vents. Optional equipment includes an integral air conditioning/heating system for complete climate control, radio and powered suction fan on one of the air vents.



The "long haul" Transorient differs from the "standard" in that it features a refrigerator, sink and stove. The second bunk is a pull-out sleeping hammock which locks securely into place over the driver and passenger area. Other standard and optional features are the same as in the "standard" Transorient.





## Easy access makes servicing simple.

The Arabian desert is no place for a truck to break down. Neither is a remote forest in Borneo.

But these are the kinds of places where Kenworths have been working for the past forty years. So we've had to make sure that routine maintenance on our trucks is not only easy, but effective.

The simpler it is to get to a problem, routine or otherwise, the simpler it is to solve. So every Kenworth is built for complete accessibility.



It's a one man job to raise or lower the Transorient's tilt cab. Just pump its dependable hydraulic system, then lock the cab open or closed.

When tilted forward, the entire Transorient drive train is exposed, making repairs and servicing a good deal easier. The frames are bolted, not welded, to simplify repairs.

What about getting parts for the Transorient?

It's very easy.

Every Kenworth in Europe has its own master parts record on microfilm like this. And every Kenworth distributor has a copy of each on file.

No matter which Kenworth parts department you contact, there's a complete record of your particular truck's parts on hand. So no time is lost determining just what you you need, and getting your truck on the road again.





## For shorter hauls the Kenworth K 100.

Not every trucking operation needs the space and accessories that come with the Kenworth Transorient. A one bed sleeper makes more sense for some.

The Kenworth K100 is their answer. Except for its sleeper cab, it is the same tough truck as the Transorient.

Like all Kenworths, the K100 is custom-built. Since it's tailored for your work, it will work for many more kilometers than you might expect.



The K100 cab is handsome. Padded upholstery surrounds the driver from door pads to engine tunnel cover, from sun visor to the famous Kenworth Air Ride seat. There are different colors of upholstery available.

Besides dressing up the cab, the plush interior adds extra insulation against outside temperatures and noise. This, along with the well organized, easy to read instrument panel, helps create a very pleasant working environment for drivers.



The bumper to back of cab is 218 cm. with an 81 cm. mattress.

Luxurious upholstery, handy storage areas, reading lamps and separate vent and heater controls help make the sleepers surprisingly comfortable and restful.

The Kenworth K100. And the Kenworth Transorient.

Both are built to take a world of punishment.

