

NEW RELEASES



Kenworth's SAR brings back the sloping hood

As if setting a pointer to a future trend in heavy-duty long-haul trucks on Australian highways, Kenworth's latest model reflects the best of both worlds of normal control and forward control configurations in its SAR truck chassis.

Anticipating the NAASRA Economics of Road Vehicle Limits Study recom-

mendations which could favor the conventional rather than the cab-over-truck the SAR model is in essence, a combination of the W900 and S2 models—now discontinued.

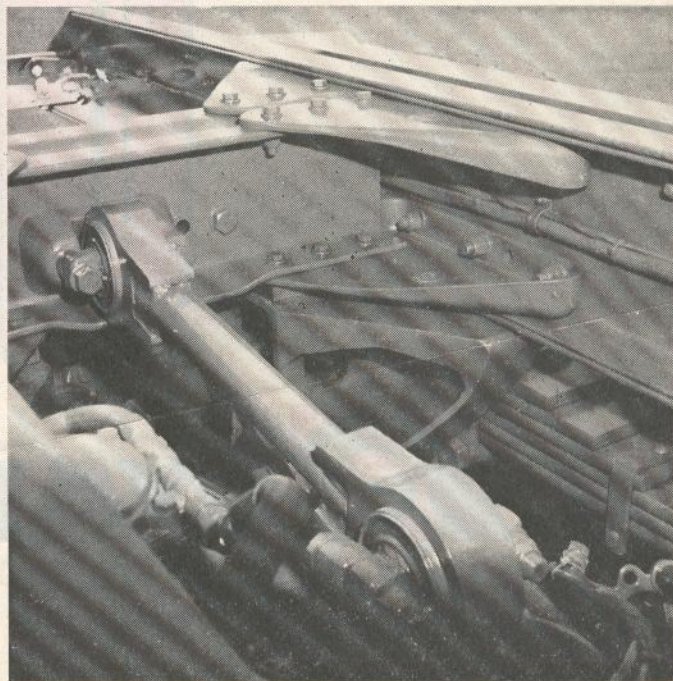
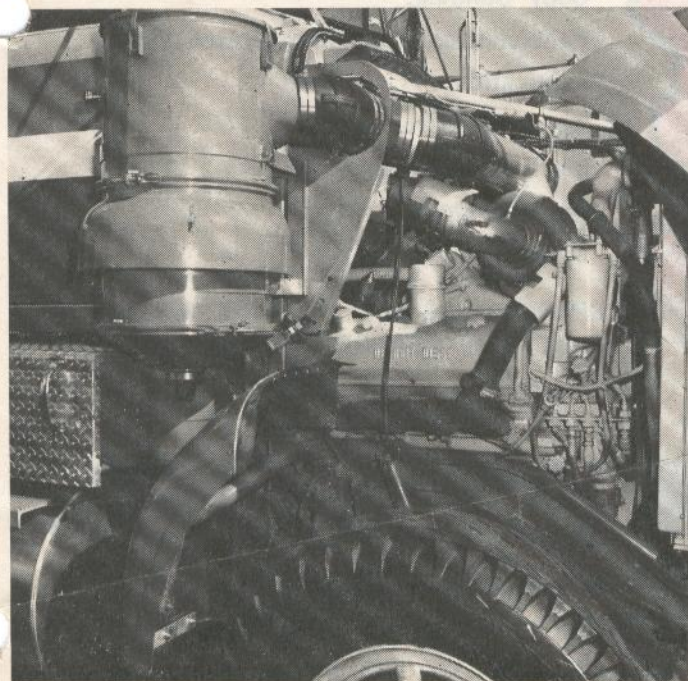
According to Kevin Drum, NSW manager for Kenworth, the cab-over-sleeper configuration is not as popular now as it used to be. This is espec-

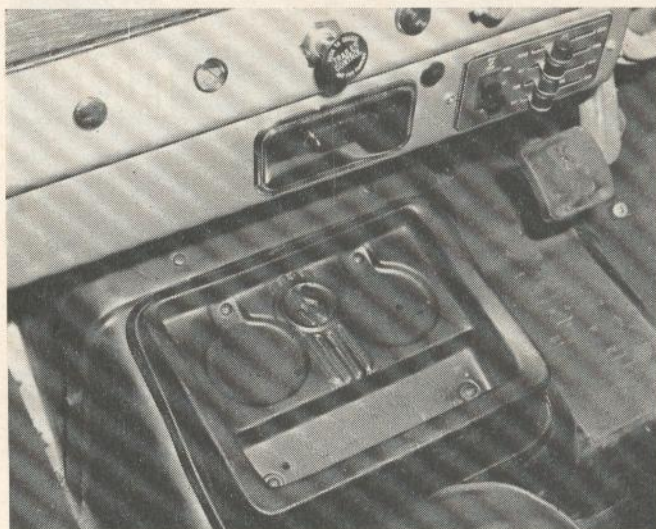
THE SAR's high-rise cab peers down its drooping snoot (above). Sleeper box was an extra. Note big clearance over front wheels. Engine installation has improved cooling capacity. Frame rail drops at front to support larger radiator. Crossmember brackets are forged aluminium.

ially so in fleets running line-haul, where drivers are staged along the route and the rig is kept rolling rather than held up while the driver sleeps.

Other requirements now shaping up include higher front axle capacities and provision for top engine power ratings. In the earlier 'S' models (the chassis with sharp sloping engine hoods) the range of engine types available for fitment was limited.

But the new SAR accounts for the growth of high-power rated engines to be specified by many operators. Engines up to the new KTA 450 Cummins (335 kW—450 bhp) can be installed in the SAR without the profile of the cab being altered, for it





now stands 215 mm (8½ in.) higher than the 'S' or 'W' models.

HIGHER CAB

The higher cab has made possible the reversion to the sloping hood design, and with it comes a 685 mm (27 in.) front axle setting, while maintaining the 2590 mm (102 in.) BBC dimension. This new setting permits a 1.5 tonne payload increase over the previous models.

Lighter than the W900, the cab-over 'K' series and even better than the S2 model, the SAR is the first Kenworth to have been 're-designed' to accommodate a specific country's road legislation requirements. And according to Kevin Drum, this is the only country where the local Kenworth assembly plant is able to carry

STANDARDISED instrument layout is to be followed in these models. Cab has a raised console in the floor to allow for bigger engines. It provides a handy receptacle for the driver's books. His seat is a KW 'Air-Ride' auto-adjuster unit—for automatic weight adjustment.

out this kind of adaptation with full approval of the US headquarters.

The SAR has a 50% local content. The cabs are built here, but the doors and frames are imported—as they have been for the past three years.

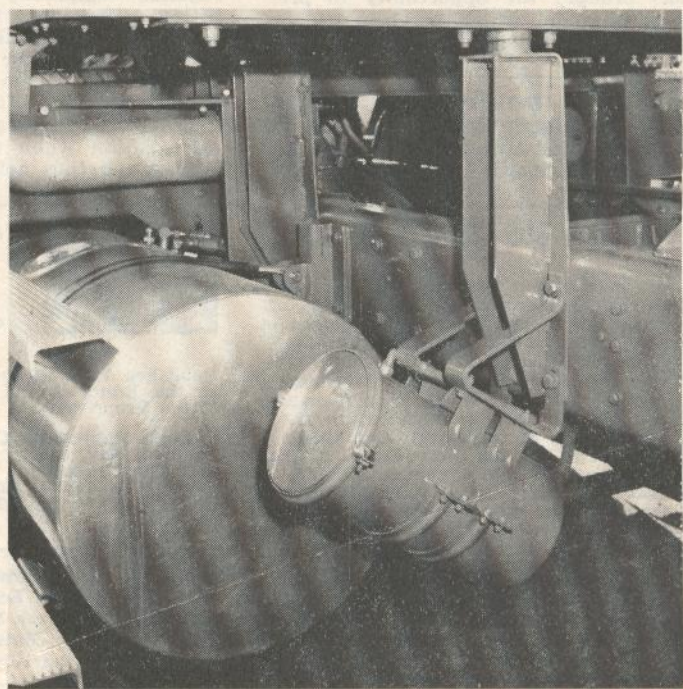
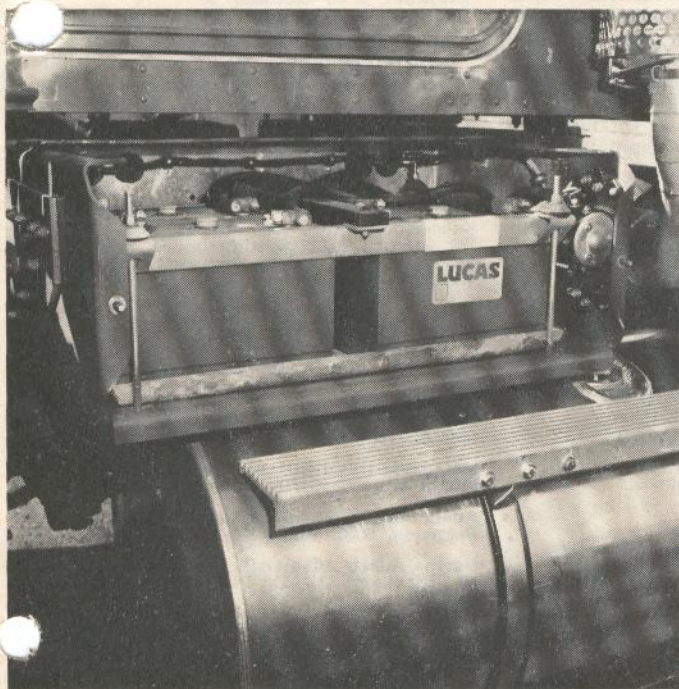
With the higher cab, accessibility for both engine and transmission has been improved. Cylinder heads can

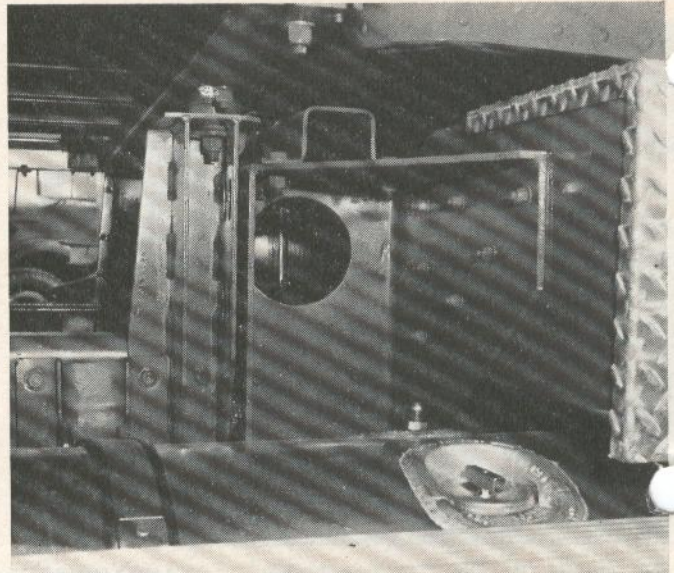
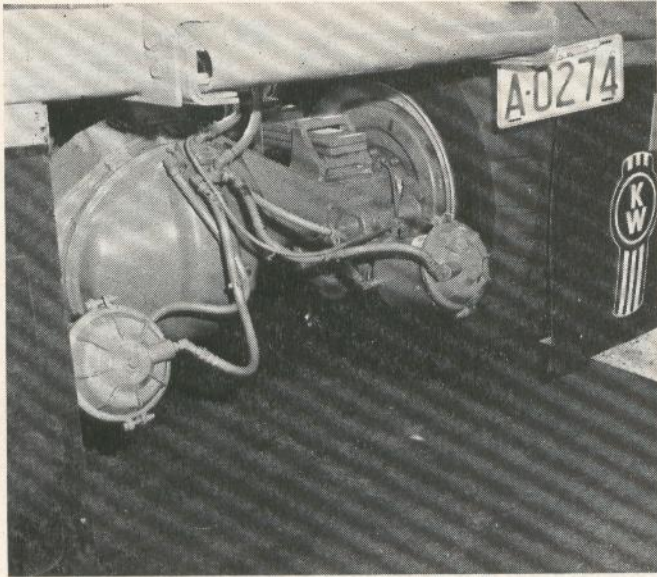
be removed now without disturbing the floor profile. The same cab as the 'W' models has been used but a new instrument layout featuring standard switch positions, and a formed console on the floor over the engine hump which acts as a book holder, have been added.

The vehicle comes with a deletion

BATTERY module has series-parallel switching for starter circuit, has one piece cover and is on near-side. Off-side has standard tool compartment above fuel tank.

HIGHER cab supports are necessary for the 215 mm higher cab location. Lubrifier position is now standard on nearside behind the standard under-cab siting of the fuel tanks. Increased tank capacities are now offered.





option Kombo air conditioning unit (built into the radiator grille), and Sheppard 492 power steering.

The cab also has improved internal noise levels—the result, to a large degree, of a Horton fan clutch, which can be manually switched in or out, as well as being automatically controlled.

The mudguards are positioned high enough to permit 24 in. wheels to be fitted (without any special adaptation), permitting the vehicle to be used off-highway if necessary.

Introduction of the SAR now means that Kenworth is consolidating its models basically into one conventional cab and one cab-over-engine range; while the model release takes has brought the opportunity to present a model which is close to our local operating parameters.

Tailgate loader for laundry

Edbro tailgate loaders have been fitted to light-medium vans operated by the Parramatta Linen Service, the

REAR END is the same as the previous W900 series, with the basic specification retained. Axles are 44DT on a 'Big Six' suspension. Battery and tool boxes are supported by heavy brackets (right).

laundry division of the NSW Department of Corrective services.

A number of special requirements for their particular operation were accommodated by design modifications to the Edbro Loader. The platform size was increased to 1.5 m (length) by 2.4 m (width) and the vertical lift of the platform was increased to 280 mm above the floor height of the van body. Thus, laundry trollies can be loaded from standard loading docks and lowered to floor height, as well as being raised from ground level.

The platform of the Edbro loader remains completely horizontal while lifting. However, to eliminate the possibility of a trolley rolling off the platform, a flipover ramp was fitted to the back of the platform, to act as a stop during lifting and lowering.

The platform is raised to the vertical position when the vehicle is in motion and thus acts as a rear door.

The Edbro tail-gate loader has a capacity of 1 000 kg, and is driven by an electro-hydraulic power unit. The loader can be operated from outside, or with a lever inside the body.

Engine analyser cuts time

The Motorscope Major Mk V, said to be a quick, easy-to-operate engine analyser, will be promoted in Australia this month by Mr A. N. Turnbull, export sales director of Crypton-Triangle Ltd., of Bridgewater, Somerset.

Mr Turnbull will be a member of a Bristol Chamber of Commerce trade mission to Australian from September 4 to October 3.

The Motorscope Major cuts diagnostic servicing time by providing five-step engine testing program that can be carried out by unskilled labor.

Three supplementary instruments—an exhaust gas analyser, a vacuum-fuel pump tester and a cylinder leakage tester—can also be supplied.

TRUCK & BUS TRANSPORTATION

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April 1975 audit
IN EXCESS OF
12,800
paid
copies per issue

Published 1st week of month at the Editorial and Business Offices of the Proprietors:

Shennen Publishing & Publicity Company Pty. Ltd.
64 Kippax Street,
Surry Hills, N.S.W. 2010
Phone 211-3411, 211-3337

Telegrams: "Transportmags", Sydney
Managing Editor: Frank Shennen
Business Manager: Bert Drew
Editor-in-chief: Jack Maddock
Assistant Editor: Barry Hatfield
Production: Colin Horne.

Subscription rate: Australia as from Jan., '76, \$11.50 for 12 monthly issues, starting anytime. All other countries \$17 net (Aust.) in advance.

Please make cheques payable to—
Truck & Bus Transportation,
64 Kippax St., Surry Hills, NSW. 2010
Australia. Print name/address clearly.

Advertising representatives:—

Sydney (& Brisbane): B. Drew, Sydney (see above).

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Adelaide: H. Hastwell, 17 Finnis Ter., Burnside. 5066. Phone 79-1869.

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6328KWL

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Fully engineered in Australia to give you the combined advantage of COE and conventional trucks. Maximised payload with reduced bumper setting.

Available in lightweight low tare weight highway chassis.

Suits in-line or Vs up to 450 bhp. Special chassis and cabin design gives you this choice. Excellent visibility for greater driver safety-comfort. Kenworth Kombo® Air conditioning is a standard feature on the SAR.

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