

WORK TRUCKS



KENWORTH.
The World's Best.







HIGH-VALUE • REAL-WORLD • SOLUTIONS

From the beginning, Kenworth trucks have been custom engineered to tackle demanding applications and operating conditions.

In the real world, few things work as well – as reliably, as efficiently, as productively – as a Kenworth truck. Whether it's pulling 500 tons across the scorching deserts of Saudi Arabia. Hauling copper ore at air-starved altitudes in the Andes. Or operating in the frozen north slope of Alaska where you never shut off the engine. • It takes confidence and decades of experience to custom build – and support – specialized, trucks like these. It also takes the most extensive list of factory-installed options



in the industry: front axles to 40,000 lbs., rears to 150,000 lbs.; pushers and tags; engines to 625 hp; double-inserted frames; front-drive axles; tandem front axles, tridem rear drives; sheet metal hoods, brush guards, and skid plates for severe service; front and rear engine-mounted PTOs and transmission-mounted PTOs; tire sizes to 29.5 X 25.25. • If you need a rugged-duty, all-business work truck you can count on, count on Kenworth. It's your high value – real world – solution.



DUMP TRUCKS

With all the back-breaking experience Kenworths have withstood the world over, you can bet this is the ideal truck for less-than-ideal conditions.

Kenworth knows how to build trucks that can shoulder maximum payload with minimum tare weight and move that burden with sure-footed confidence over steep, uneven and slippery job sites. • Your truck starts as a clean sheet of paper, its wheelbase custom tailored to your job and local/federal regulations. For those who need it, the 28-inch bumper setting of Kenworth's W900S produces a 36-foot bridge within a 40-foot overall length – satisfying even the most exacting weighmasters. • You've got the latest high-horsepower engines available to you as well as the suspension, traction control and drive axle combinations you need to get as much of that power to the ground as possible. • Pusher axles, hydraulic tanks, power take-offs, split fuel/hydraulic tanks, cast front tow hooks and personalized brightwork aren't a problem. All these options can be factory installed for a quality-finished product that will move your business ahead.



Optional Daylite® doors and cab corner windows give your drivers an added measure of visibility around congested job sites.



Maneuverability means productivity. A Kenworth manages 40 degrees of wheel cut – even with wide-base, flotation tires!



Multiple lift axles can be factory installed, providing a fully-integrated solution where the braking system, lift controls and piping, the frame and even chassis components have all been designed with your final use in mind.



Kenworth-built hydraulic tanks match Kenworth-built fuel tanks for exceptional performance, durability and style. When frame space or weight requirements don't allow a separate tank, optional split fuel/hydraulic tanks are available (as shown).

- 1. T800: Quad-axle dump truck.** With touch-button adjustability, aerodynamic mirrors enhance visibility and add style.
- 2. T800: Transfer dump.** Kenworth's popular Extended Day Cab greatly expands head and leg room, seat adjustment area and storage capacity.
- 3. T800: Tri-axle dump.** Excellent visibility makes maneuvering on the job site easier.
- 4. W900L: Transfer dump set.** 30" bumper setting for maximum bridge.
- 5. W900S:** 28" bumper setting allows 36-foot bridge for 75,500-lb. GCW and 24-ton payload.
- 6. T800W:** Wide hood with 1,520 sq. in. radiator cools big power in tough conditions.
- 7. T800:** Tri-axle dump with lightweight options for maximum payload.
- 8. C500:** 45-ton off-highway dump truck.
- 9. T800W:** Tridem drive axles and wide radiator for high-GCW hauls.





MIXERS

Put a truck to work in the punishing, no-excuses business of hauling ready-mix concrete and it's only a matter of time before true quality shows through.

When the job calls for delivering more product per load at the lowest possible cost, Kenworth's build-it-light-but-right approach pays off big time – especially in transit mix operations. Just look at the cab on most other ten-year-old mixers, and you'll see what we mean. • Legendary for its longevity and integrity, Kenworth's conventional cab combines aluminum and fiberglass in an assembly that's not only lighter – contributing to higher payload – but practically corrosion-proof. Inside, thanks to our proprietary QuietCab® sound barrier, a Kenworth is noticeably quieter – even when the unit is running full throttle. Order the optional Cabmate air suspension system, and you just won't believe you're driving in a mixer. • Sure, it might cost a little more to buy a truck built this way. But the payoff is equipment designed to be more productive, less expensive to maintain and more satisfying to drive. Worth every cent.



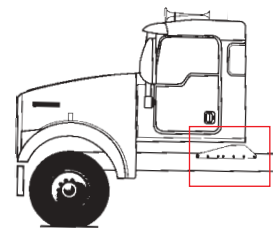
Optional cab corner windows and Daylite doors offer drivers the enhanced visibility they might need to negotiate constricted, cluttered and often tricky job sites.



At 40 degrees of wheel cut with 425 tires and a 28-inch bumper setting, Kenworth is the acknowledged "Best in Class."



Coil-coated aluminum panels and a fiberglass roof, supported by an aircraft-grade aluminum alloy frame, produce a lightweight yet durable cab that is virtually immune to rust.



For mixers with sub-frames, Kenworth factory installs a special plate that reduces frame stress by smoothing the transition from a welded to bolted attachment.

1. W900S: The World's Best bridge-formula mixer. ▶

2. T800: 6x6 mixer with factory-installed transfer case, front drive axle, and pushers; 74,500 lbs. Federal Bridge Law legal.

3. W900S and T800: Setting the standards for visibility, maneuverability, and ride in mixer trucks.

4. T800: Short hood with 114-inch BBC dimension offers excellent maneuverability and visibility in a standard mixer.



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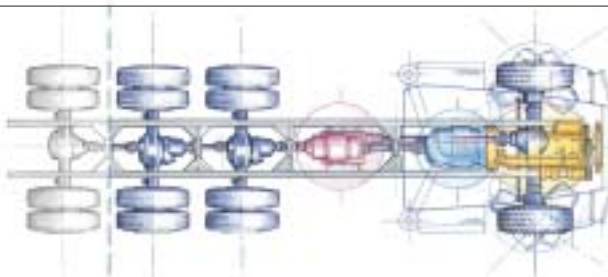
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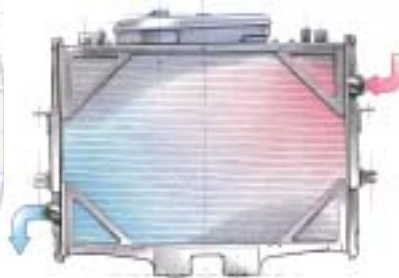
HEAVY HAULERS

There's just no better way to cut your heavy loads down to size.

Kenworth custom-engineers trucks to pull heavy loads over punishing terrain. While you may never challenge 200 tons, even hauling your loader across town can be a real feat with the wrong truck. • To achieve compatibility and peak performance, each drivetrain is computer analyzed well before it's assembled. Select from the latest high-horsepower engines, secure in the knowledge that Kenworth's 1,520 sq. in. cross flow radiator will keep them cool – especially critical when you're running full throttle at low speeds for extended periods. • Kenworth offers a wide range of automatic transmissions and automated manual transmissions for smoother startability and easier shifting. Factory-installed auxiliary transmissions, pusher axles, tridem drives, rear axles to 70,000 lbs. (120,000 lbs. and more on the C500). And GCWs to 600,000 lbs. • So if you've got heavy loads to haul, rest easy. Your Kenworth can handle it.



Whether you're pulling 25-ton excavators or 500-ton nuclear reactors, your heavy hauling applications are unique. And it takes a unique truck to deliver on the promises you make. That's why Kenworth offers more powertrain options than you're likely to find from any other manufacturer.



Kenworth's 1,520 sq. in. cross-flow radiator can cool high horsepower engines running full power at low speeds – conditions that would smoke a standard highway tractor.



Kenworth's intake and exhaust system uses large-diameter piping and very few bends to produce less restriction and backpressure and more useable horsepower.

1.T800H: High hood for 1,430 sq. in. radiator to cool high-horsepower engines; set-back front axle for best maneuverability. ▶

2.T800W: Accommodates the largest radiator available in a highway truck (1,520 sq. in.). Tridem drive axles for optimum traction.

3.T2000: Aerodynamic styling and large sleeper for on-highway specialized haulers. Tridem drive axles for added traction and payload capacity.

4.W900B: 1,430 sq. in. radiator; set-forward front axle for longer bridge and traditional look.

5.T800H: Front axle to 22,000 lbs. for extra-legal loads.

6.C500: Heavy prime mover for extreme applications.





Since the early 1920s, Kenworth has been known as the best truck to buy if you expect to take a beating and survive.

Kenworth has *earned* its legendary reputation for reliability, craftsmanship, comfort and longevity in forests the world over. • In fact, take a close look at how Kenworth designs trucks for logging, and you'll know right away that Kenworth engineers have spent a lot of time working with loggers. Note the tough, yet lightweight cab construction for durability and higher resale. The flat-glass windshield for quick, easy and inexpensive replacement. The highly adaptable free-fit bolt design that allows maximum frame articulation and flex. The heavy-duty rear crossmember for pintle hooks. • Then check out the long list of application-specific options that you can get factory installed for job-ready, right-the-first-time delivery: stinger-steered end-of-frame configurations, bunk mounting angles, central tire inflation, specialized suspension systems (including Kenworth's own AG400) and enclosed gladhands and lightlines.



Heavy-duty cross-members and 3-hole gussets strengthen your Kenworth's backbone, preparing it for the pounding of forest haul roads.



Kenworth also offers wirebraid hose for its air brake systems – a detail you'll definitely notice when you're welding up your log bunks. It may be a little more expensive to build a truck this way, but worth every cent in a logging application that takes you miles from anywhere.



Kenworth is one of the few manufacturers to build effective tri-drives – offering the pulling power of a 6x6 for less money and without the hassle of a transfer case or the raised front end of a front drive axle.



Since dense forests and jungles make short work of linehaul trucks, Kenworths can be spec'd fully dressed for severe service with sheet metal hood and fenders, brush guards and skid plate.

1. **T800H:** High hood for traditional styling and superb maneuverability. ▶
2. **T800:** Self-loading logger.
3. **T800:** Sloped hood gives excellent visibility.
4. **C500W:** Wide hood and 1,520 sq. in. radiator. 14R25 tires and 85,000 lb. planetary drive axles.
5. **T800:** Aerodynamic mirrors offer touch-button convenience.
6. **W900:** Tridem drive axles for mobility and load-carrying capability.
7. **T800:** An inserted frame and tapered chrome steel box bumper provide extra durability in tough conditions.
8. **T800:** Curved-glass cab offers enhanced visibility; available in two-piece (shown) or one-piece. Also available in two-piece flat glass.
9. **T800:** Dual air cleaners for dusty conditions.



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When running trucks is not your core business,
you should demand a lot more truck for your money.

More Visibility

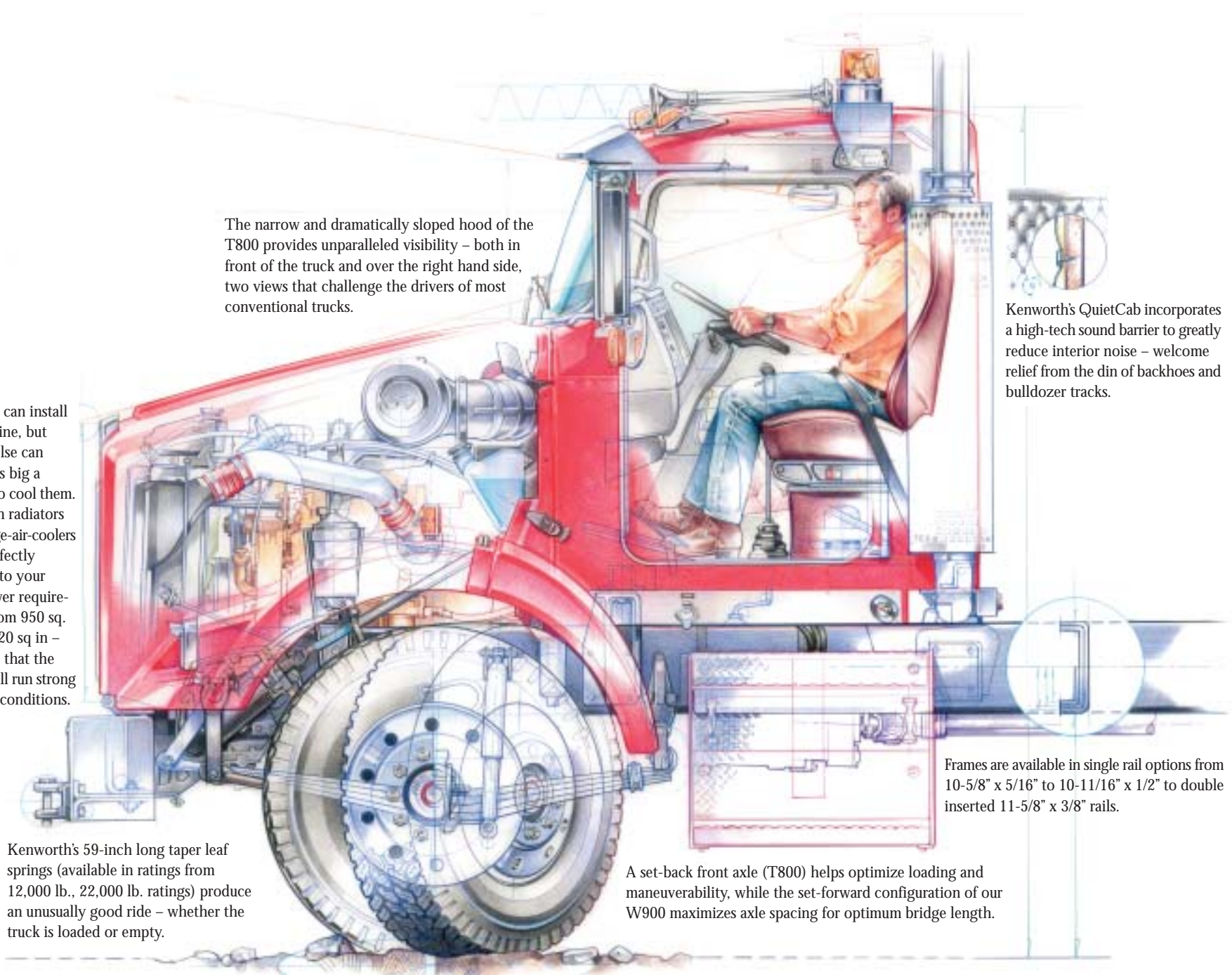
A sloped hood, proprietary Daylite Doors, double-sized peeper windows and stable, cab-mounted mirrors combine to give your drivers a better, clearer view of everything around them. And depending upon your type of operation, optional cab corner windows and additional mirrors can also be added for even greater visibility.

More Maneuverability

Kenworth trucks feature advanced steering geometry that produces maximum wheel cut and a tight turning circle – even with flotation-type tires and front drive axle configurations. If you think about it, this kind of maneuverability can mean less time on the job site, more deliveries and more productive – and satisfied – drivers.

More Reasons to Drive for a Living

More Comfort: Kenworth's cab might just be the perfect working environment for professional drivers. Note there's no engine intrusion, so no doghouse. Just plenty of room. And quieter, cleaner surroundings. • Hand-sewn vinyl or fabric upholstery, in a selection of contemporary colors, comes with coordinated fabric headliners (not painted sheet metal) and rubber floor mats for an interior that's tough to abuse yet quick to clean. • To make the long hours less fatiguing, the toe board angle is flatter than on most conventionals. Premium air ride seats are orthopedically sculpted and fully adjustable for a just-right fit in any driving position. Kenworth's optional Extended Day Cab expands on these qualities with extra head and leg room, more room behind the steering wheel and added storage capacity – an even greater investment in driver satisfaction. *More Control:* Kenworth applies sophisticated ergonomic principles to design trucks that are easier to drive. Switches and controls – even those for liftable pusher axles and PTOs – are comfortably visible, clearly marked and right at hand. Glare-free gauges with large, visible graphics are grouped according to function and frequency of use. And a cluster of warning lights that monitor air, oil and coolant is conveniently located in front of the driver in the instrument panel.



The narrow and dramatically sloped hood of the T800 provides unparalleled visibility – both in front of the truck and over the right hand side, two views that challenge the drivers of most conventional trucks.

Anybody can install a big engine, but nobody else can provide as big a radiator to cool them. Kenworth radiators and charge-air-coolers come perfectly matched to your horsepower requirements, from 950 sq. in. to 1,520 sq in – insurance that the engine will run strong under all conditions.

Kenworth's QuietCab incorporates a high-tech sound barrier to greatly reduce interior noise – welcome relief from the din of backhoes and bulldozer tracks.

Kenworth's 59-inch long taper leaf springs (available in ratings from 12,000 lb., 22,000 lb. ratings) produce an unusually good ride – whether the truck is loaded or empty.

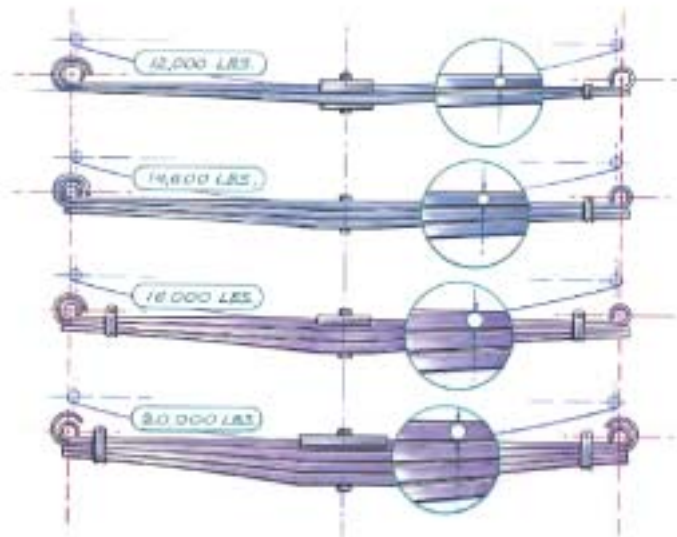
Frames are available in single rail options from 10-5/8" x 5/16" to 10-11/16" x 1/2" to double inserted 11-5/8" x 3/8" rails.

A set-back front axle (T800) helps optimize loading and maneuverability, while the set-forward configuration of our W900 maximizes axle spacing for optimum bridge length.



At the pace of today's business, a work truck should come straight from the factory, ready to work.

As a custom truck builder, Kenworth offers factory-installed options to match the truck to the job. The result is a more integrated, fully-engineered product you can depend on – right from the start. • For hauling maximum legal loads without sacrificing strength and durability, you can select from a long list of weight-saving components and options including aluminum hubs, fused drums, aluminum clutch housing, aluminum bumper, lightweight charging/starting systems and more. • Among the hundreds of severe duty options available are cast eye front springs, reinforced cab, driveline U-joints with increased operating angles for rough terrain, heavy-duty fuel tank straps and steel under-bellhousing crossmember. • And naturally, you have an almost unlimited choice of chrome and polish options. After all, it may be a work truck, but it's still a *Kenworth*.



Kenworth's 59" long taperleaf springs with shock absorbers offer a smooth ride with excellent stability. Available in a wide range of ratings including: 12,000 lb., 13,200 lb., 14,600 lb., 16,000 lb., 18,000 lb., 20,000 lb. and 22,000 lb.

1. Slipper springs with radius rods. For the most rugged applications, radius rods replace the spring eyes on front springs to take the pounding and shock loads of off-road work.

2. Planetary hub-reduction axles. When the surface is rough, hub-reduction axles get better traction by eliminating wind-up in the axle shafts.

3. Kenworth aerodynamic mirrors with 4-way remote adjustment and heated convex mirrors. Quick response from touch-button controls adjust the mirrors fast to improve productivity on the jobsite. Foldaway design resists damage if struck by other equipment.

4. Hood support pads, heavy-duty air cleaner panels help secure the hood on rough roads, for longer hood life.

5. Center-mounted tow hitch. Includes front frame reinforcement to provide an easy, single-point towing location with plenty of strength.

6. Several end-of-frame configurations are available, including the bent-and-welded tractor taper shown here. Drop hitches, pintle hooks, and fifth wheel skid ramps are also available.

7. Roof-mounted rotating beacon or strobe lights.

Available with rotating or strobelight beacons, make the truck more visible on the jobsite or when moving specialized loads. Available with polished mounting brackets.

8. Kenworth-designed and built tool boxes match the style of Kenworth's battery boxes, and include a hinged cover with T-handle lock.

9. Fender-mounted convex mirrors to supplement your visibility while driving in traffic or on the job site.

10. Heavy-duty 7-inch-wide fuel tank straps. For the roughest conditions, oversize stainless steel straps secure the tanks without the standard underslung support, providing exceptional strength and improved ground clearance. Available with an optional polished finish.

11. Door bearing blocks make the door an integral part of the cab structure. Rubber wedges on the doors mate with stainless-steel wear plates on the door frame to provide additional cab durability.

12. Chromed, heavy-duty box bumper combines robust functionality with show-truck styling.



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You've been around long enough to know that even the best truck is only as good as the quality and commitment of the people who stand behind it.

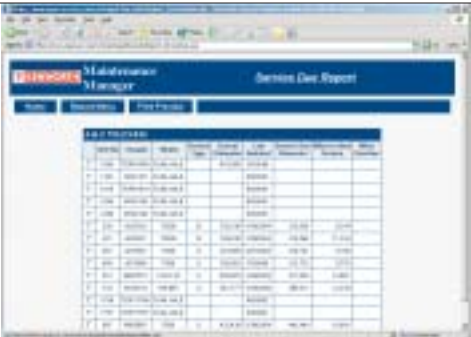
T rue whether you're running across the country or across town. The reliability and money-making potential of your business relies a lot on the dependability of your support system. And that comes down to counting on people to have *your* best interests in mind. Because no matter how you figure it, the time your truck spends in the service bay costs you productive time on the job. • That's why it makes so much sense to rely on your Kenworth PremierCare® dealer for the parts, service and support you need for all your trucks. As a Kenworth PremierCare member, you've got priority access to the experts who know your truck inside and out. People dedicated to keep you up and running. People you can trust to stand behind their work. People who appreciate, perhaps better than most, that you're not in business to merely own trucks, but to profit from them.



1-800-KW-ASSIST: No matter where you are in the United States and Canada – or when – you can count on the Kenworth PremierCare toll-free hotline to help you as quickly as possible.



The Customer Center representative that answers your call asks for the basics—your location, the problem you're having with the truck, and the VIN. This is all logged into a computer database so that anyone in the Kenworth PremierCare Customer Center can assist in the call or track the status of a problem.



Kenworth PremierCare Preventive Maintenance: Tailored to fit the way you operate, this PM program – equivalent to just a few cents a mile – incorporates factory recommended procedures, annual government safety inspections and the common sense judgment of truck experts to optimize truck performance.



Kenworth PremierCare Maintenance Manager: PremierCare Maintenance Manager gives you a powerful new way to manage your maintenance expenses and control costs – whether you run one truck or a hundred.

 **KENWORTH**

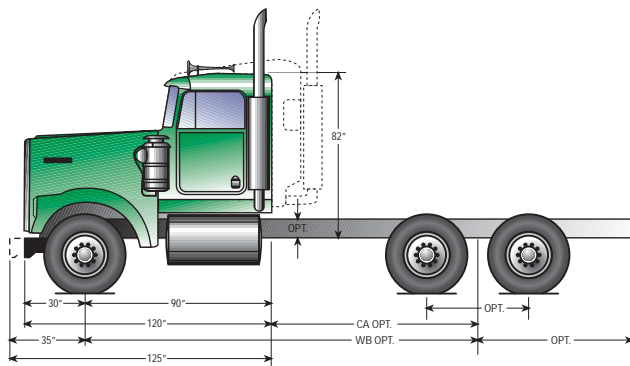
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SPECIFICATIONS



W 9 0 0 B

BBC: 120"

Bumper Setting: 30"; or 35" optional with box bumper

Front Axle to BOC: 90"

Application: Tractors and full trucks

Hood: Straight, forward-tilting fiberglass

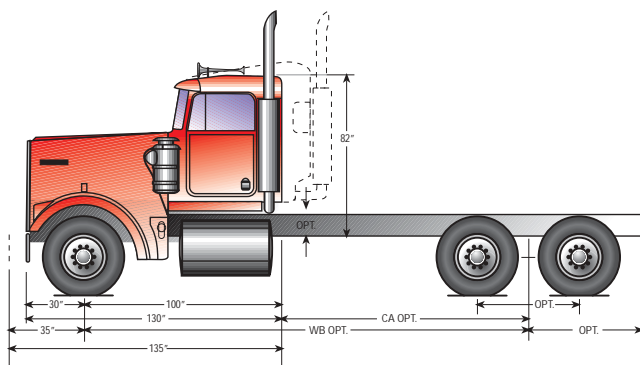
Available Engines: Caterpillar C11, C13, or C15; Cummins ISX;

Available Radiator: 1,200 and 1,430 sq. in.

Front Axle Rating (max): 18,000 lbs.; Rear Axle Rating (max): 58,000 lbs.

GCWR: 200,000 lbs.

Frame: Single and inserted rails



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BBC: 130"

Bumper Setting: 30"

Front Axle to BOC: 100"

Application: Tractors and full trucks

Hood: Straight, forward-tilting Metton

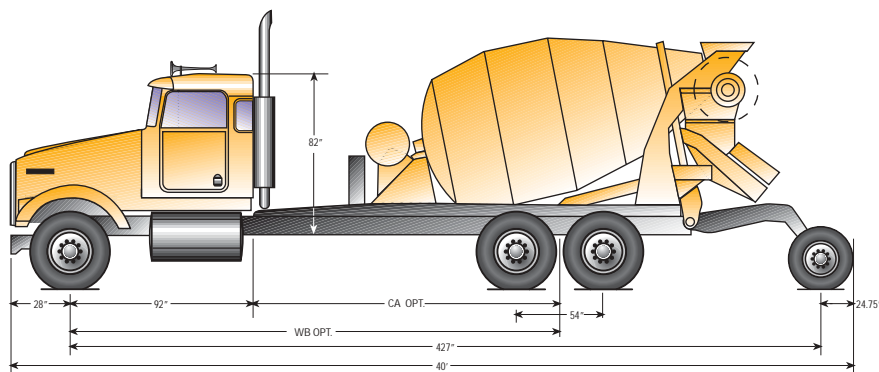
Available Engines: Caterpillar C13, or C15; Cummins ISX

Radiator: 1,200 sq. in.

Front Axle Rating (max): 18,000 lbs.; Rear Axle Rating (max): 58,000 lbs.

GCWR: 200,000 lbs.

Frame: Single and inserted rails



W 9 0 0 S

BBC: 120"

Bumper Setting: 28"

Front Axle to BOC: 92"

Application: Vocational full truck only

Hood: Sloped, forward-tilting fiberglass

Available Engines: Caterpillar C11, or C13; Cummins ISL, or ISM

Radiator: 950 sq. in.

Front Axle Rating: 20,000 lbs.; Rear Axle Rating (max): 58,000 lbs.

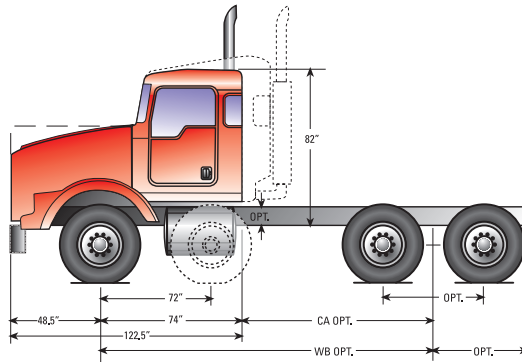
Wheel Cut: 37.5" with 425/65R22.5 "Best in Class"

PTO: Rear engine; transmission mounted 6 and 8 bolt

Frame: Single and inserted rails



SPECIFICATIONS



T 800, T 800 H & T 800 W

BBC: 122.5"

Bumper Setting: 48.5" (T800 & T800H); 51", 66", or 73" (T800W)

Front Axle to BOC: 74"

Application: Tractors and full trucks

Hood: Straight or sloped forward-tilting fiberglass or Metton

Available Engines: Caterpillar C11, C13, or C15; Cummins ISM, or ISX

PTO's: Rear engine, front engine (T800W); transmission mounted 6 & 8 bolt

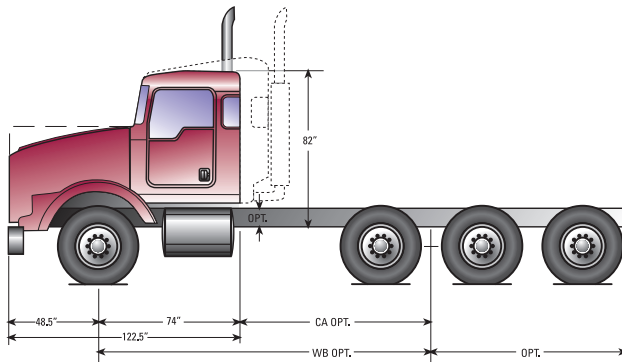
Available Radiators: 1,200 sq. in. (T800) and 1,430 sq. in. (T800, T800H); 1,520 sq. in. (T800W)

Front Axle Rating (max): 22,000 lbs.; Optional Twin-Steer to 37,500 lbs.

Rear Axle Rating (max): 70,000 lbs.

GCWR: 250,000 lbs. (higher with special approval)

Frame: Single, double, triple rails



T 800, T 800 H & T 800 W TRIDEM

BBC: 122.5"

Bumper Setting: 48.5" (T800); 51", 66", or 73" (T800W)

Front Axle to BOC: 74"

Application: Logger, heavy haul tractor

Hood: Sloped or straight forward-tilting fiberglass or Metton

Available Engines: Caterpillar C11, C13, or C15; Cummins, ISX,

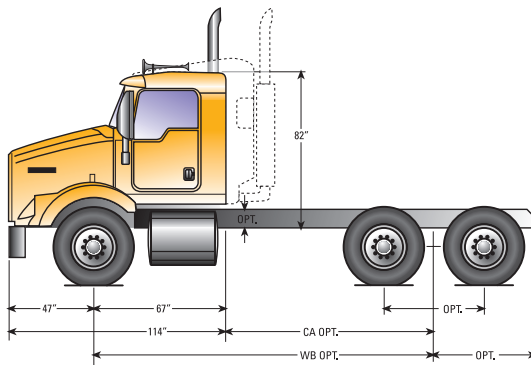
PTO's: Front engine (T800W); transmission mounted 6 & 8 bolt

Available Radiator: 1200 sq. in. (T800), 1430 sq. in. (T800, T800H), 1,520 sq. in. (T800W)

Front Axle Rating (max): 22,000 lbs.; Rear Axle Rating (max): 105,000 lbs.

GCWR: 175,000 to 330,000 lbs.

Frame: Single, double, triple rails



T 800 SHORT HOOD

BBC: 114"

Bumper Setting: 47"

Front Axle to BOC: 67"

Application: Tractors and full trucks

Hood: Sloped forward-tilting fiberglass

Available Engines: Caterpillar C11, or C13; Cummins ISL, or ISM

PTO's: Rear Engine, transmission mounted 6 & 8 bolt

Available Radiator: 1,200 sq. in.

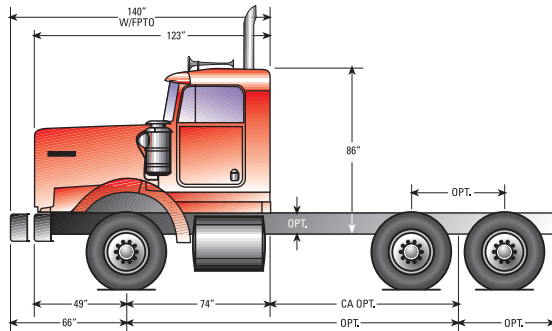
Front Axle Rating (max): 22,000 lbs.; Rear Axle Rating (max): 58,000 lbs.

GVWR: 80,000 lbs. for 3 axles; GCWR: 140,000 lbs.

Frame: Single and inserted rails

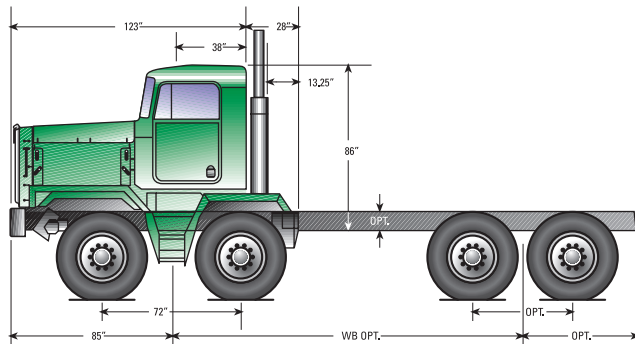


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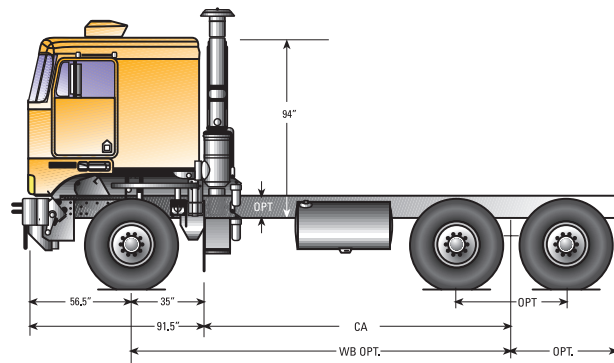
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BBC: 123"+
 Bumper Setting: 49", 56.5" and 66"
 Front Axle to BOC: 74"
 Application: Tractors and full trucks
 Hood: Straight or sloped wide forward-tilting; sheet metal butterfly
 Available Engines: Caterpillar C11, C13, or C15; Cummins ISM, or ISX
 PTO's: Front, rear, split shaft, and transmission mounted 6 and 8 bolt
 Available Radiators: 1,200, 1,430, or 1,520 sq. in.
 Front Axle Rating (max): 30,000 lbs.; Rear Axle Rating (max): 150,000 lbs.
 GVWR: 180,000 lbs. for 3 axles; GCWR: 500,000 lbs. (higher with special approval)
 Frame: Single, double, and triple rails



C 5 0 0 T W I N S T E E R (8 x 4 , 8 x 6 , 8 x 8)

BBC: 123"+
 Bumper Setting: 85" (49" from forward axle)
 Front Axle to BOC: 38" (2" behind 2nd axle centerline)
 Application: Tractors and full trucks
 Hood: Straight, forward-tilting fiberglass; sheet metal butterfly
 Available Engines: Caterpillar C11, C13, or C15; Cummins ISM, or ISX
 Radiator: 1,430 sq. in.
 Front Axle Rating (max): 40,000 lbs.; Rear Axle Rating (max): 150,000 lbs.
 GVWR: 190,000 lbs. for 4 axles; GCWR: 500,000 lbs.
 Frame: Single, double, and triple rails



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BBC: 91.5"
 Bumper Setting: 56.5"
 Front Axle to BOC: 35"
 Application: Export and Off-Highway full trucks
 Available Engines: Caterpillar C11, C13, or C15
 Radiator: 1,420 sq. in.
 Front Axle Rating (max): 30,000 lbs; rear axle rating (max): 150,000 lbs.
 GVWR: 180,000 lbs.
 Frame: Single, double, and triple rails

Note: Equipment and specifications shown in this brochure are subject to change without notice. Consult with your Kenworth dealer at time of ordering for standard and optional equipment.



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WT/05