

# KENWORTH C500B

THE ULTIMATE SURVIVOR.



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Small Advertisements

Whether you're moving 50,000 pounds of Douglas Fir out of the rain forest, coal from open pits a hundred miles from seashores, or concrete across town, there's no better buy in a truck built to last.

Here's why:

**WHITE STRENGTH**

A truck with as much grit as the C5000 doesn't just happen. It evolves out of experience—the best you get meeting extraordinary transportation challenges the world over. It's a Kenworth, so the instinct to survive comes naturally.

**A backbone of steel.** The survival engineering starts here with a continuous straight rail constructed of heat-treated steel for superior strength. And it runs the entire length of the truck—from bumper to tailight.

The frame is custom built to meet your specifications. Extruded crossmembers and forged gussets add extra muscle, without adding extra weight. And all components are free-fit bolted to help absorb road shock and vibration. The result? A truck of unsurpassed integrity and endurance.

**Tough, lightweight cabs.** Kenworth contains fiberglass and aluminum in a cab that's built to go the distance. The roof and windshield mask is a single weather-tight piece. Bulldozer-type doors reinforce the cab structure; the outer skin is stressed aluminum and coil-coated for better paint adhesion; sills and posts are extruded aluminum or steel when the application calls for it. The floor is one piece, all metal, with stamped structural frame construction—for added strength and durability.

The rear cab support on the C5000 is made of steel. Combine that with Kenworth's three-point mounting system, and you have a cab that's virtually free of racking—no matter how many bumps and jolts you run into along the way.

And instead of nuts, Kenworth uses truck-bolts to put the pieces together. Supplying six times the clamping force, truck-bolts make the cab stronger, lighter and more reliable than.

**Integral tow hooks and bumpers.** Face the C5000 straight on, and you'll see it means business. A massive wrap-around bumper helps protect the hood, radiator and engine from impact. And optional heavy-duty tow hooks are connected directly to the frame so loads are carried by the chassis, not by the bumper, axles or bolted-on extensions.

THE BUCKLE UP FOR...  
 PROTECTIVE EQUIPMENT...  
 SAFETY...  
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ELECTRICAL...  
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## UNCOMMON DRIVEABILITY

Getting around in most on-off road trucks can be a real workout. But not in the C500B. It's sure-footed and surprisingly agile.

The **set-back front axle** gives you tight turning maneuverability and better weight distribution. Which means this truck can negotiate those narrow harpin logging roads with ease. Weave through cluttered construction sites. Snake into a congested delivery area. Then hot foot it back to another load.

**Windshields** are big, flat and distortion-free. Wide-sweep panoramic wipers with **integral washer nozzles** will help keep them clear—even when the weather isn't. An optional **peeper window** moulded low in the passenger door, helps in detecting obstacles. And the **stainless steel rear-view mirrors** are bolted to the cab, not the door, so they receive less vibration and stay in adjustment longer.

What's more, this truck rides like a thoroughbred. Because we've installed standard 64-inch taper leaf front springs to smooth out the bumps.

The result? Drivers who are more efficient, safer and less fatigued.

## PRODUCTIVE ECONOMICS

At Kenworth, we've always known that the ability of the driver to stay on top of the job—to work productively and efficiently—affects a company's operating costs. That's why we pay attention, not just to service, to the science of ergonomics. And that's why we've outfitted the C500B with the same state-of-the-art cab you'll find in our already legendary W900B conventional. It's comfortable, roomy, convenient and quick to care for.

Climbing in and out is a breeze. **Low, pull-type door handles**, oversized cab-mounted grab handles and two, full-length traction grip steps all help make it as effortless as possible.

**Gleek, strong, long-lasting vinyl upholstery** adds a handsome touch, yet it's hard to abuse and easy to clean.

And there's room—plenty of it all around—so drivers will never feel cramped.

**Switches and controls** on the steering column and the instrument panel are comfortably visible, clearly marked and within reach.

**Glare-free gauges** with large, easy-to-read graphics are grouped according to function and frequency of use. And a bank of warning lights that monitor air, oil and coolant is conveniently located above the visor, where it can be quickly verified.

And **heavy-duty closed-cell insulation** throughout the cab combines with a quiet, high-performance heater/air conditioner to help keep the interior comfortable in all seasons.

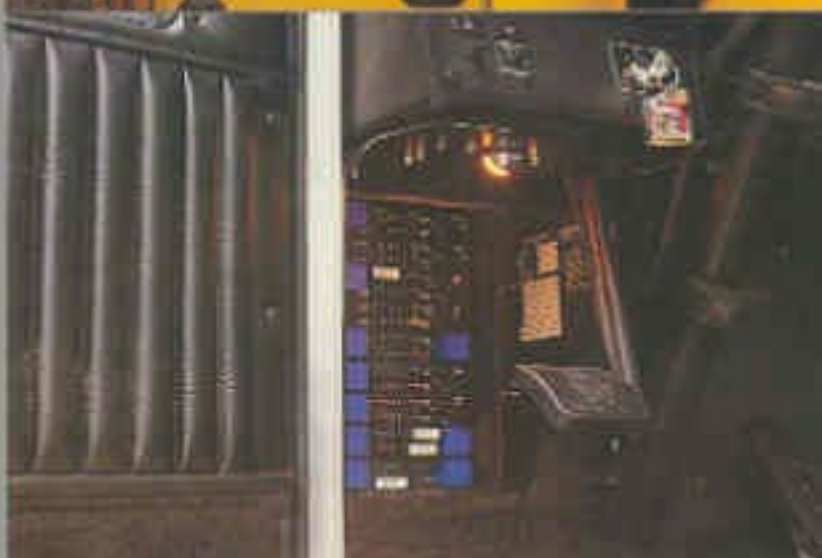
No wonder more drivers would prefer to go to work in a Kenworth than any other truck in the world.

WINDSHIELD WIPERS  
WIPER MOTOR  
WIPER ARM  
WIPER BLADE  
WIPER BRACKET  
WIPER CUP  
WIPER PIN  
WIPER PIN NUT  
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ASSISTED STEERING SYSTEMS  
 WIPERS ARE AVAILABLE IN  
 TWO LAYERS NOT THE USUAL ONE  
 TWO FUELING SYSTEMS  
 TOW BAR WITH A WEIGHT  
 RELEASE SYSTEM

THE BRACKET FOR CRANE  
 EQUIPMENT IS CENTER MOUNTED  
 TRUCKS WITH A FULL  
 LENGTH CAB AND  
 WHEELMOUNTED



YOU'RE LOOKING AT ONE  
 OF THE BEST IN THE BUSINESS  
 AND YOU'VE FOUND IT  
 DON'T KNOW WHAT  
 THE DIFFERENCE IS  
 BETWEEN A GOOD JOB  
 DONE AND A BAD JOB  
 DONE



ACCURATE SPEEDometer  
 FUNCTIONAL AND STYLISH  
 SEAT WITH BACKREST  
 CONTROLS AND SWITCHES  
 COMFORTABLE TRUCK  
 CLEARLY MARKED AND  
 SIMPLE TO USE

**CUSTOM ENGINEERING:  
 THE RIGHT TRUCK FROM THE START.**

There really is no question about it: Custom-building a truck from the ground up to meet specifications for your application makes a lot more sense than buying an off-the-shelf solution—or even tacking on special components later.

That's why Kenworth makes a long list of factory-installed options and accessories available to you from the very start.

Your choices include engine options to 444 horsepower, front-driving axle configurations with capacities to 20,000 lbs., Rear axles from 40,000 to 70,000 lbs., Power take-offs, Seven-service cab options, Pumper and tag axles to comply with your local restrictions, Dual power steering gears, Single, double and even triple frame inserts for added foundation, High mounted brake arms for greater ground clearance. And much more.

Define your requirements. Kenworth's response will be a rugged-duty, no-nonsense truck you can count on to be right, right from the start.

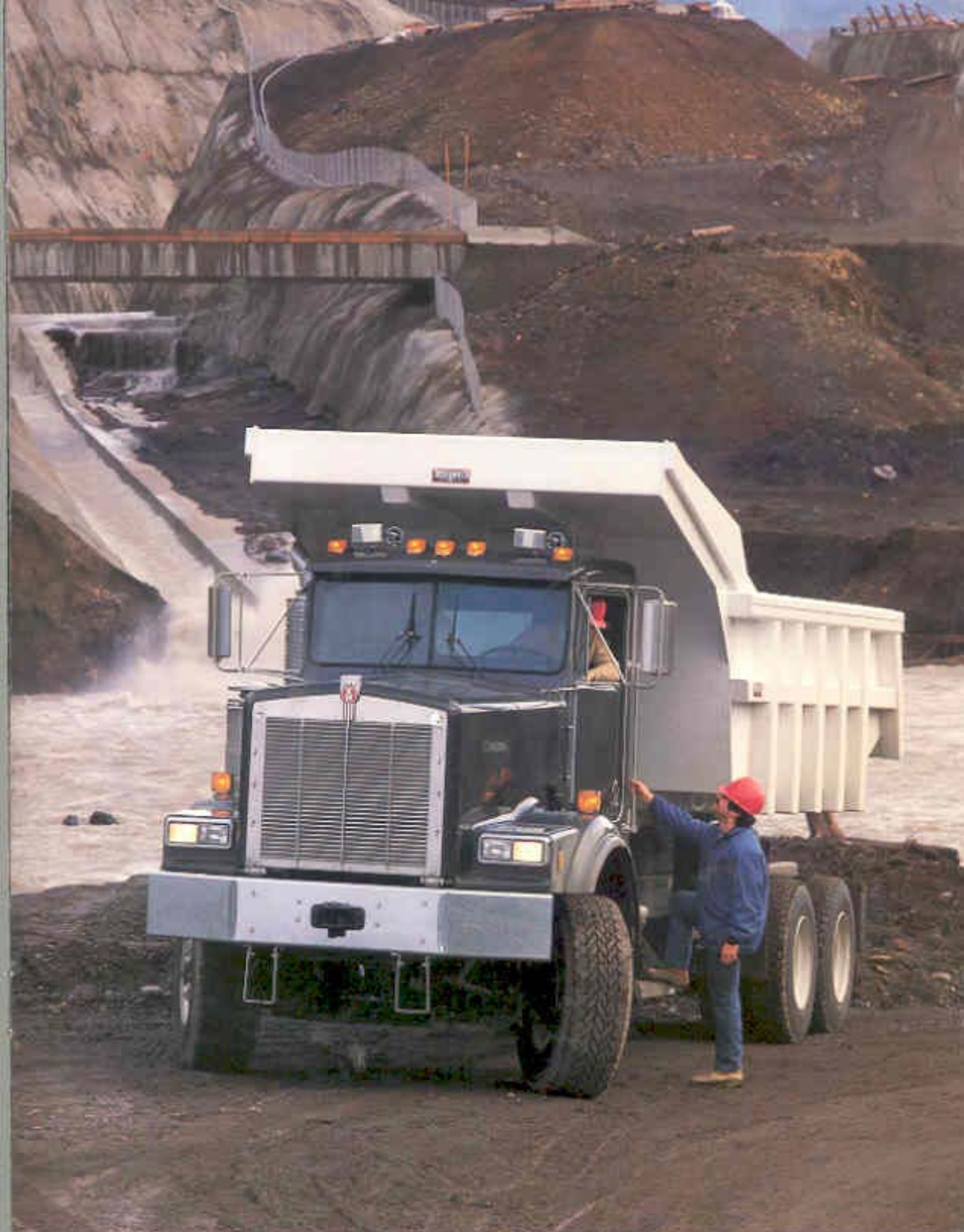
**KENWORTH QUALITY:  
 HARD AT WORK FOR YOU.**

For more than 60 years, Kenworth has built the World's Best work trucks. Loggers. Cement mixers. Low-boy trailers. Dump trucks. Oil field rigs. You name it.

We've built something else as well: a reputation for uncompromising quality. For getting the job done with trucks that work harder, operate more economically and last longer.

In fact, of all the Class 8 trucks that rolled off the assembly line over a decade ago, there are substantially more Kenworths still earning their keep. Day in, Day out.

The bottom line is this: The next time you have a tough choice to make, make it the toughest Kenworth of them all. Make it the ultimate survivor. Kenworth C500B. It's a decision you can live with.



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 **KENWORTH**

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