

KENWORTH T450

THE NEW STANDARD OF VALUE
IN HEAVY-DUTY WORK TRUCKS





**KENWORTH T450. THE TRUCK
TO BUY WHEN YOU WANT TO RUN
YOUR BUSINESS. AND NOT WORRY
ABOUT RUNNING TRUCKS.**

Whatever your future may hold, there's one thing for certain. It starts right now. And right now, there are compelling, street-smart business reasons to let that future ride on Kenworth's T450—one of the toughest, hardest working, most economical-to-own Class 8 medium conventionals on the job today.

And here they are.

One. The Kenworth T450 is a 112-inch BBC full truck or tractor with set back front axle and GVWs to 62,000 pounds. It offers the greatest forward weight transfer and tightest turning circle of any conventional Kenworth (including the T600A and T800). Perfect for dump, lowboy, bulk tanker, flatbed, mixer and similar applications.

Two. It's engineered around the latest in fuel squeezing 8.3 and 10 liter engines for maximum efficiency.

Three, and best of all. It's a Kenworth. So its long-term payback—based on things like reliability, longevity, serviceability, driver acceptance, residual value—is unbeatable.

And if those aren't reasons enough, there's more. Read on. And see why the T450 puts an end to the idea that work trucks are just another load your business has to carry.

BETTER NUMBERS, BUILT-IN.

The key to a healthy bottom line is productivity—squeezing the most out of equipment and drivers every working hour. That's why Kenworth's T450 makes such good sense. Because no other medium conventional truck has been designed to deliver more payload, more profitably. Or get more mileage out of the one behind the wheel. Here's why:

Better payload potential. Moving the front axle rearward 43 inches shifts more of the vehicle's weight—frame, drivetrain, cab and fuel—to the front suspension. And shifts all that dead weight to payload.

That's an advantage that can even change the way you do business—shipping more product in fewer trips with fewer trucks.

Better visibility. Here's another clear reason to choose the T450. Its sloped hood gives your drivers a better view of objects and obstacles much closer to the front bumper. In addition, the rear window is a generous 17" x 36". A peeper window in the passenger door is standard. And mirrors are cab mounted, so they stay adjusted longer.

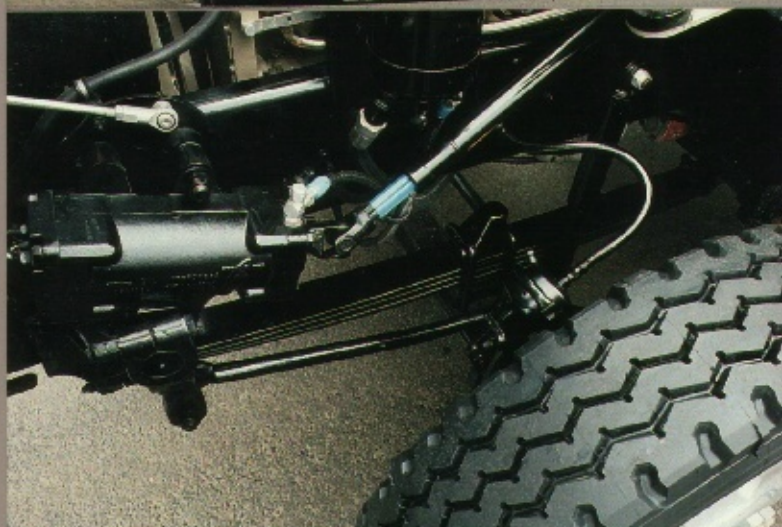
THE T450'S SET-BACK FRONT AXLE DELIVERS EXTRA PAYLOAD CAPACITY. GREATER PROFIT POTENTIAL.



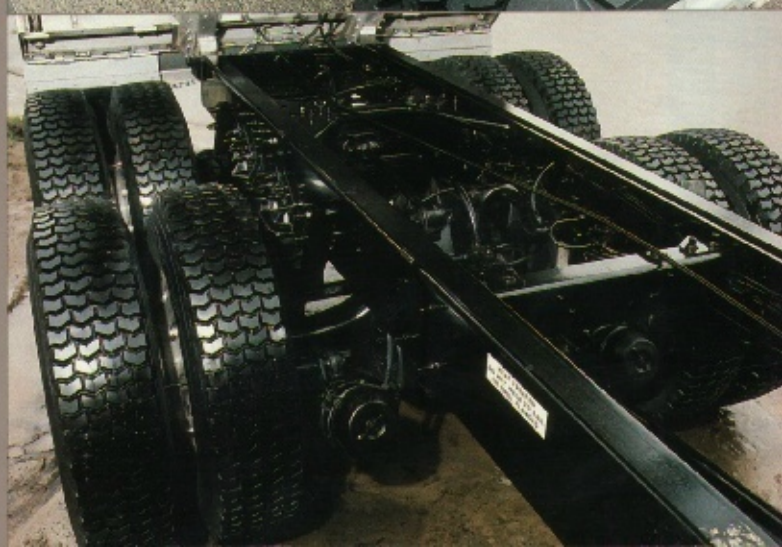
WITH POWER STEERING AND A TIGHT CURB-TO-CURB TURNING CIRCLE, THIS TRUCK IS PRODUCTIVELY AGILE. PLUS, THE SLOPED HOOD GIVES DRIVERS A BETTER VIEW OF WHAT'S AHEAD.



LONG, 64-INCH FRONT SPRINGS SMOOTH OUT THE RIDE.



THE T450 FRAME IS A CONTINUOUS STRAIGHT RAIL FROM FRONT TO BACK, DRILLED TO SPECIFICATION AND ENGINEERED TO TAKE IT.

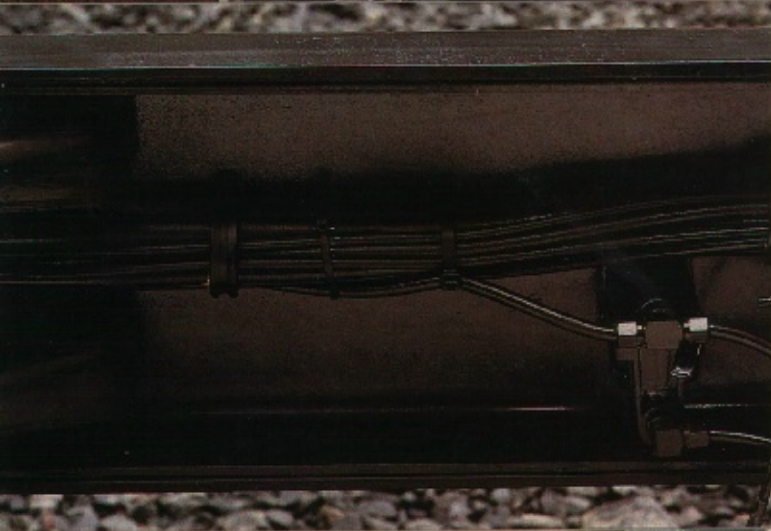




HERE'S A POWER SYSTEM
DESIGNED TO GET YOU
STARTED AND KEEP YOU
GOING—12-VOLT,
MAINTENANCE-FREE
BATTERIES IN A CORROSION-
RESISTANT, SHOCK-
ABSORBING RUBBER TRAY,
HELD FIRMLY IN PLACE AND
MOUNTED ON THE LEFT-HAND
SIDE, CLOSE TO THE STARTER
MOTOR FOR MINIMAL
VOLTAGE DROP.



ALL CIRCUIT PROTECTION
ELEMENTS ARE
CENTRALIZED, EASY TO GET
TO AND QUICK TO SERVICE.



ELECTRICAL AND AIR LINES
MOUNT HIGH ON THE RAIL—
OFF THE FLANGE, AND OUT
OF THE DIRT, WATER AND
CORROSIVE CHEMICALS
THAT CAN PLAY
HAVOC WITH A TRUCK'S
ELECTRICAL SYSTEM.



HUCKBOLTS HOLD WITH SIX
TIMES THE CLAMPING FORCE
OF NORMAL RIVETS,
RESULTING IN A CAB THAT'S
STRONG, DURABLE AND
MORE RATTLE-FREE.

Better maneuverability. It only stands to reason. If a truck is easier to turn and control, drivers can be more productive and less fatigued at the end of the day. A set-back front axle and advanced steering geometry gives the T450 an optimum wheel cut and a curb-to-curb turning circle tighter than most cabovers. Plus, it comes with power assist steering, as standard, for added agility.

Better ride. With 64-inch long front springs, the T450 has been engineered with one of the smoothest rides you'll ever find in a conventional—welcome relief to anyone who drives for a living.

It's in the numbers. More payload moved more often. By more confident, more productive—and more satisfied—drivers.

NEVER-SAY-DIE DEPENDABILITY.

All that payload potential wouldn't be worth much if it wasn't for one more thing engineered into every Kenworth T450: reliability. The kind of day in, day out dependability that can pay off in revenue miles. Time on the job. And money in your pocket. In most medium conventionals, it would be a brand new concept. But in Kenworth trucks, it's a reasonable given. Here's why:

Custom frame. The backbone has been designed for unsurpassed strength and durability, incorporating straight, premium steel side rails with 110,000 psi yield strength—drilled to specification. Crossmembers and gussets are steel for maximum durability. And all the components are free-fit fastened so the entire structure can better absorb road shock and vibration.

Well-designed electrical system. On most trucks, electrical problems are the biggest single reason for downtime. On Kenworth's T450, a lot of time and attention has been devoted to this area—to keep you rolling.

The battery box environment, for example, is virtually corrosion-proof. Batteries sit in a rubber tray that reduces vibration and extends their life. They are held firmly in place by a fiberglass hold-down. Battery posts are threaded; terminal ends are sealed from dirt and debris. The entire system is mounted on the left-hand side close to the starter and comes with heavy gauge wiring to minimize voltage drop and increase amperage.

Wiring is color-coded and numbered for easy troubleshooting. All circuit protection elements are centralized on a power distribution board. Modular wiring harnesses plug in and snap out quickly. A 23-way master connector fits positively, rattle-free and weather-tight.

All plumbing and wiring is neatly bundled together and mounted high on the frame to minimize chafing and exposure to road salts or washing acids.

Lightweight, corrosion-proof cab. Then there's Kenworth's legendary conventional cab, long recognized for its toughness. Aluminum and fiberglass combine in an assembly that's practically corrosion-proof. Huckbolts hold all the pieces together with a clamping force six times greater than rivets. That means a cab that's stronger, tighter and more rattle-free.

The roof and windshield mask is a single, weather-tight fiberglass molding.

Thick bulkhead doors hang on continuous piano hinges and fit snugly to become an integral part of the cab structure.

Door seals are mounted on the door—not on the door opening where dirt and muddy boots can destroy them. The outer skin is stressed aluminum that's coil coated for better paint adhesion. Sills and posts are extruded aluminum.

The aluminum floor is one piece, all metal, with stamped structural frame construction—nothing else is close in terms of strength and durability.

And Kenworth's three-point cab mounting system limits cab flexing, increases cab life and improves the ride.

Then there are all the little things you can't see that help keep the big things from going wrong. Such as **magnetic drain plugs** that trap metal particles to prolong the life of major components. **Threaded steel shackle pins and bushings** to extend suspension life and improve steering. **Constant torque radiator hose clamps** that go on tight and stay that way. All come standard on the T450. Not so on most medium conventionals.

Kenworth T450. Never say die.

SIMPLIFIED SERVICEABILITY.

Downtime is the demon that shatters schedules, undermines your ability to deliver and costs you nothing but money. So you'll be glad to learn that Kenworth knows a lot about cutting downtime down. And has engineered that wisdom into the T450.

Tip the well-balanced **hood and fender assembly** on the T450 a full 90 degrees to see what we mean. You can tell from the start that this truck is designed to help your mechanic do his very best work, very quickly.

Notice that the engine sits high in the frame and totally outside the cab for complete access. Checking fluid levels takes very little time at all. And fuel, oil and water filters are up where you can reach them.

Look at how well the **firewall** has been organized—with heater/air conditioner, electrical master connectors, windshield wiper motor and blower motor right there at your mechanic's fingertips.

For uncomplicated access and troubleshooting, **modular dash panels** tilt out to expose cab wiring that's color coded and numbered for easy circuit tracing. **Gauges** are front-loading with push-on electrical connections, allowing quick service and modification. **Outboard mounted brake drums**—pioneered by Kenworth—let your technician service the brake linings without disturbing wheel bearings and seals.

Windshields are flat, distortion-free and can be less expensively replaced.

The engine **cooling system** incorporates straight sections of reinforced rubber hose that are more readily available and much less expensive to replace than preformed hoses, along with steel elbows that are designed for a lifetime of service. **Radiators** feature built-in deaerators and top and bottom tanks that are bolted, not welded soldered, for faster repair.

As we said, the T450 is the truck to buy when you want to run your business. Not worry about running trucks.

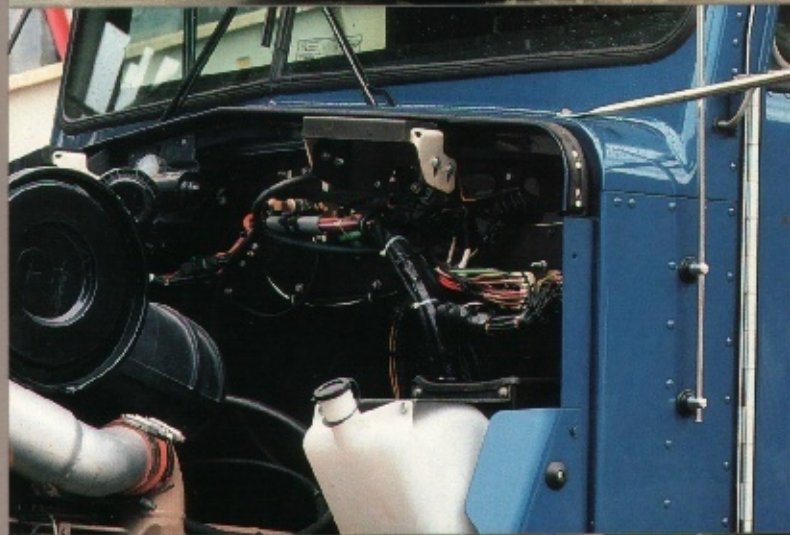
IF YOU'VE HAD YOUR FILL OF LEAKY HOSES, YOU'LL APPRECIATE THE T450'S CONSTANT TORQUE HOSE CLAMPS. THEY GO ON TIGHT AND STAY THAT WAY. AND THEY'RE A STANDARD ITEM ON KENWORTH TRUCKS.



SERVICE ACCESS HAS NEVER BEEN BETTER ON A CONVENTIONAL TRUCK! THE T450'S HOOD TILTS COMPLETELY OUT OF THE WAY AND THE ENGINE SITS FORWARD OUTSIDE THE CAB.



THE FIREWALL IS WELL ORGANIZED, PUTTING HEATER, AIR CONDITIONER, ELECTRICAL MASTER CONNECTORS AND WINDSHIELD WIPER MOTORS RIGHT AT YOUR MECHANIC'S FINGERTIPS.



GAUGES ARE FRONT-LOADING WITH PUSH-ON ELECTRICAL CONNECTIONS FOR SIMPLE SERVICE AND MODIFICATION.





FLAT GLASS IN THE WINDSHIELD HELPS ELIMINATE DISTORTION AND IS FASTER, LESS EXPENSIVE TO REPLACE.



LOW, PULL-TYPE DOOR HANDLES AND OVERSIZED CAB-MOUNTED GRAB HANDLES MAKE IT EASIER TO GET AND OUT OF THE CAB.



INSIDE, THE T450 PRESENTS ONE OF THE MOST PRODUCTIVE AND DRIVER-PREFERRED ENVIRONMENTS IN THE BUSINESS. IT'S COMFORTABLE, ROOMY, CONVENIENT AND UNCOMPLICATED TO CARE FOR.



KENWORTH'S DASH LAYOUT IS FUNCTIONAL AND EFFICIENT, WITH SWITCHES, CONTROLS AND GAUGES ALL COMFORTABLY VISIBLE, CLEARLY MARKED AND WITHIN EASY REACH.

EFFICIENT ERGONOMICS.

Kenworth has always designed the driver environment from the driver's point of view. That's why more professionals would prefer to go to work in a Kenworth. And that's why the T450's cab looks the way it does: roomy, comfortable, convenient and quick to care for.

Since the T450 sits lower to the ground than most standard conventionals, climbing in and out can be a lot less tiring. **Low pull-type door handles**, oversized cab-mounted grab handles and full traction grip steps also help.

Inside, with **no doghouse intrusion**, there's plenty of elbow room—belly, knee and leg room, too. The driver sits on Kenworth's five-way adjustable **AirCushion seat**—orthopedically contoured for lateral and lumbar support to smooth out rough roads, yet keep drivers alert.

The standard **interior**—sleek, good-looking, long lasting vinyl upholstery and full rubber floor mats—is tough to abuse, yet incredibly easy to clean.

Switches and controls are comfortably visible, clearly marked and within easy reach.

Glare-free gauges with large, visible graphics are grouped according to function and frequency of use. A **warning system** located above the visor monitors vital functions and warns when oil, coolant and other fluids are low.

And talk about quiet! Efficient engine design, a **rubber-mounted/isolated shifter** and **high-density closed-cell foam insulation** throughout the cab combine to reduce the noise level substantially.

A **heavy-duty heater/air conditioner**—with its powerful fire-walled-mounted motor—is also part of the quiet and comfort equation. The fan system and vents are designed to move air without creating drafts and the same insulation that makes the cab quiet helps to provide even, uniform climate control.

The inside of a Kenworth T450. It's one of the major reasons Kenworth owners attract and retain superior drivers.

KENWORTH QUALITY. INVESTING FOR THE SHORT Haul, LONG-TERM.

Kenworth has never left well enough alone. Not since it started building heavy-duty work trucks over 60 years ago. It has been Kenworth's quest to develop each new generation of its products to ever-higher levels of technical sophistication, performance, and value—to deliver extraordinary trucks "a cut above" all others.

That product development philosophy has led to some remarkable achievements and true progress in Class 8 trucks. Along the way, Kenworth built a reputation for uncompromising quality. For getting the job done with trucks that work harder, operate more economically and last longer. Trucks that are easy to own, even easier to resell.

Kenworth. The nameplate stands for a lot. Kenworth T450. In heavy-duty, medium conventional work trucks, there's no reason to say anything more.



MAKE YOUR DAY PAY

There are a few things a trucker can count on for sure these days.

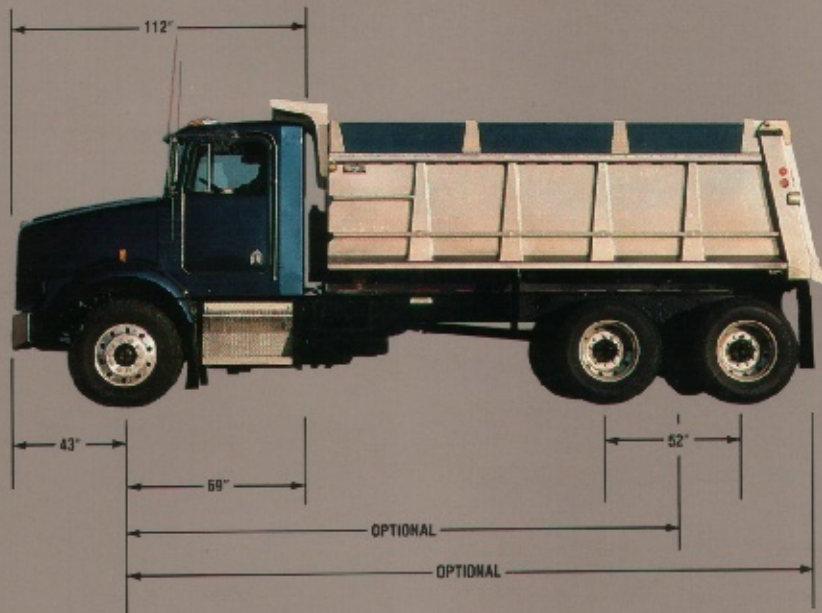
One is change. Another is competition — tough, determined and hungry.

Kenworth can't change the world, but it can, and does, recognize the realities of the one you work in. That's why today's Kenworth trucks don't just maintain a reputation for quality and craftsmanship — they advance it.

Today's Kenworth trucks not only help you survive in challenging times — they help you to prevail, to win.

So you can add one more item to that list of things a trucker can count on for sure these days: Kenworth. Count on us for quality. For reliability. For long-term, low-cost performance. Mile after mile after mile.

SPECIFICATIONS



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