

KENWORTH C500



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"It takes a mighty tough truck to muscle up to 100,000 pounds of timber up and down dirt roads where grades run up to 12%. Our C500s were spec'd to stand up to this kind of strain, though, and they're doing a fine job for us!"

—Dave Brann, Trucking Foreman, Northern Timberlands Region,
St. Regis Paper Company, Bucksport, Maine

Strength, stability, long life and the economics of being able to haul bigger payloads are the major reasons St. Regis is putting Kenworth C500s to work for them in Maine, where the company owns some 750,000 acres of timberland traversed by 1,500 miles of private roads. The combination of steep grades and a full load of logs is enough to shake some trucks apart.

The frame and suspension of the Kenworth C500, however, is built to take this kind of punishment in stride.

"I personally like the stiffer, heavier front suspension and the higher ground clearance we can get in the C500," says Dave Brann. "Of course, the whole frame on this truck is heavier, and the set-back front axle is a real bonus when you think of the stress a self-loading log truck like this has to endure."

Driver reaction to having more weight forward is also very good, he reports, especially the C500's ability to handle maximum loads on long, steep hills without losing traction or control.

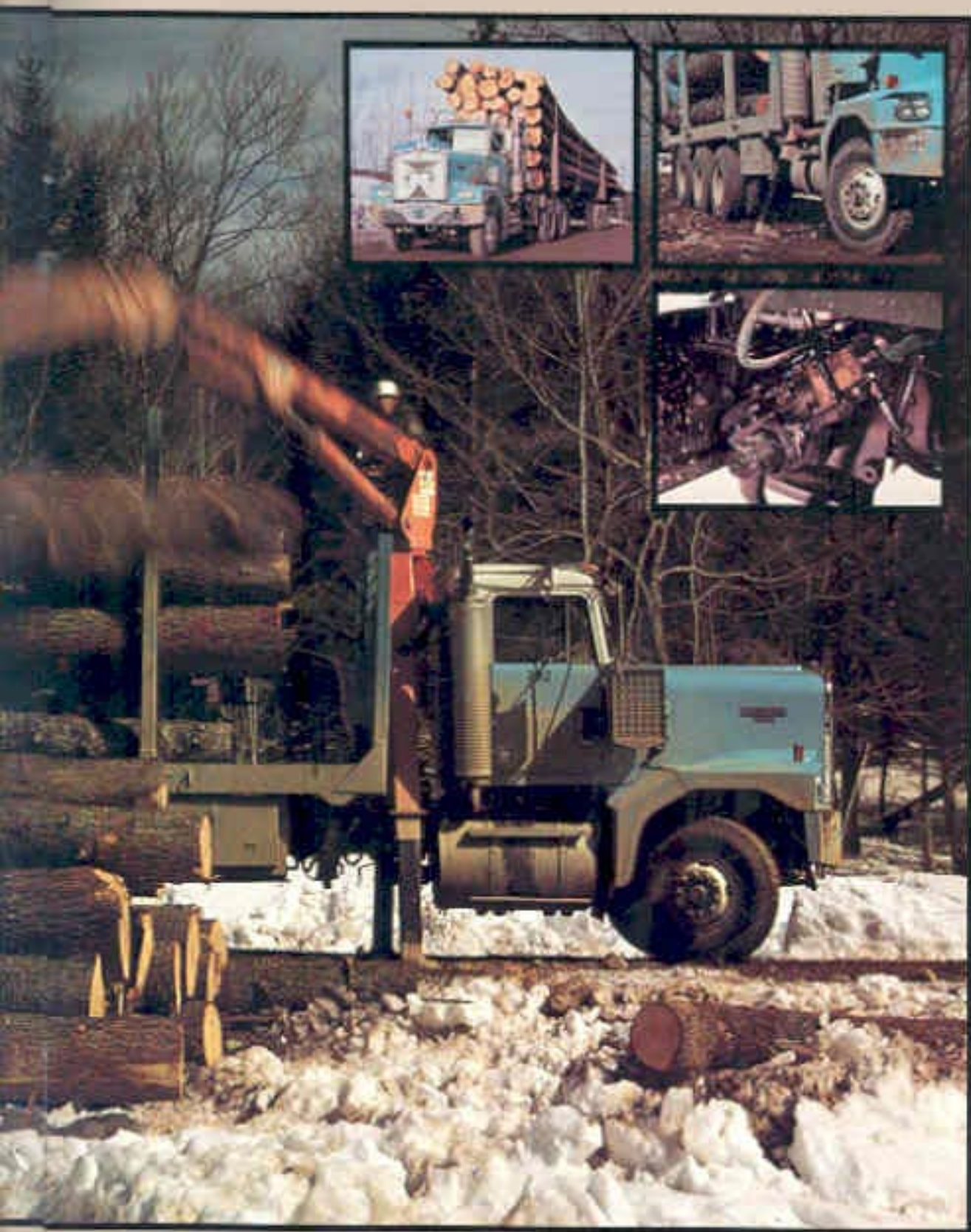
"All in all we're very pleased to be running quality trucks that have been built front to back, to our specifications," Brann concludes. "Our dealer has been more than 100% willing to help us out, and we feel the trucks are going to be a real advantage."



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Top Left: 32 legs uses both straight truck configurations of the C500 as self-loaders and tractor types. It has double duty. The tractor operates full time length (up to 45 feet in length) (at low heels) and switching to lowboys, more cranes, loaders and load building equipment.

Top Right: Self-back front axle and heavier front suspension in the self loader put more weight forward for better stability under load and the added weight of a 4,000 lb. knuckle-boom loader. Options for front axle capacities on the C500 range from 12,000 to 22,000 lbs. (5,443 to 9,979 kg) with front drive axle available.

Bottom: Custom engineering and recent 32 legs could rebody dual power steering gears—one for each front wheel—to create a system suited to the relatively high speeds, rough roads and heavy loads of their operation. Single-pump hydraulic integral power steering is standard on all C500s.

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We're 300 miles from a major parts inventory out here but we've got to keep our equipment running to stay in business. That's why we wanted to standardize specifications on all our trucks. Kenworth was the only manufacturer that would engineer the same drivetrain components into both our tractors and our new C500 mixers. Now the shop couldn't be happier, and even my accountants are smiling."

—R. N. "Bob" Hall, President
Las Vegas Building Materials, Las Vegas, Nevada

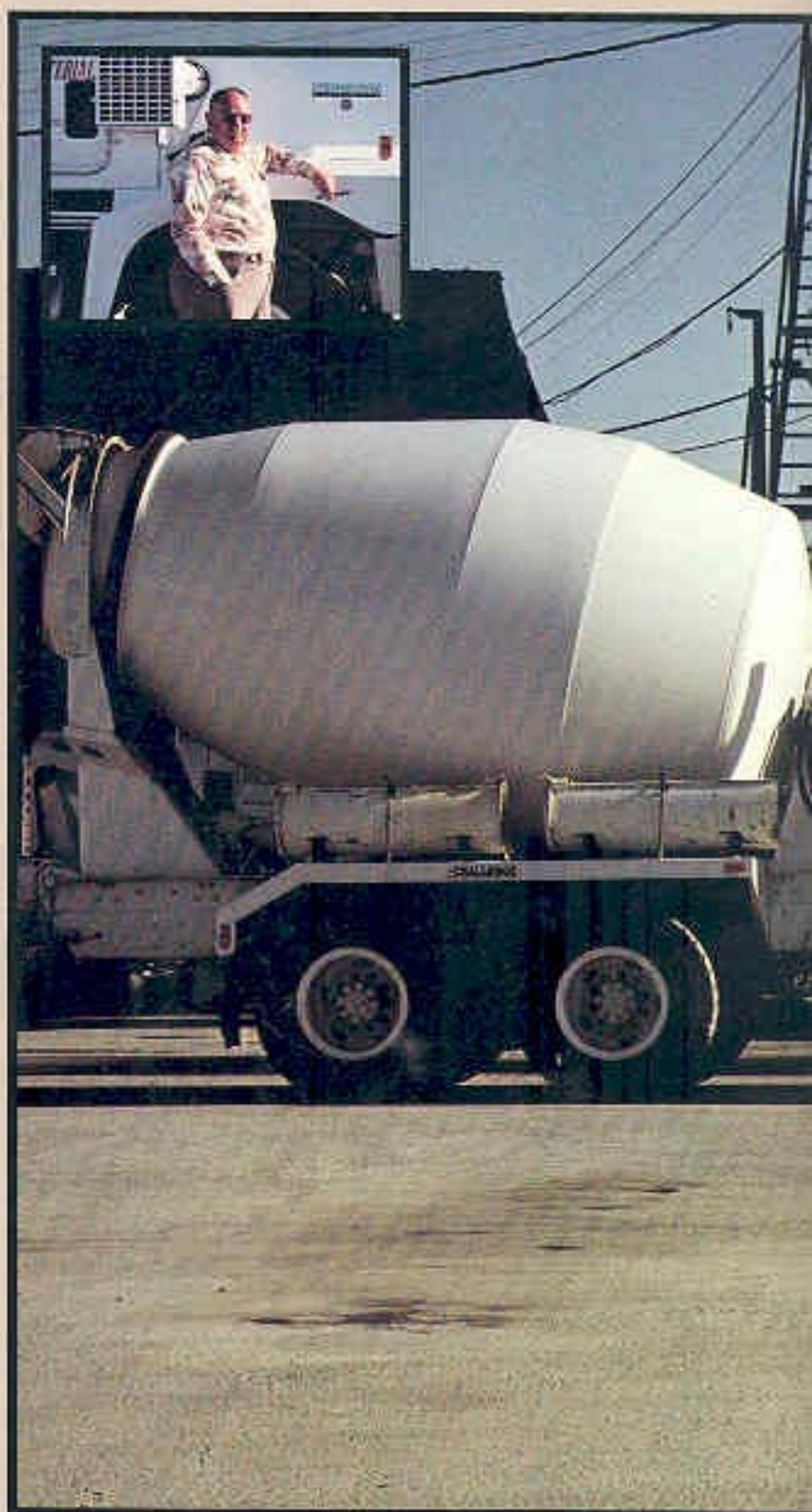
A fleet of 50 trucks 300 miles from major parts centers can be a formula for headaches in construction. Bob Hall needed tough, reliable trucks—mixers, dumps and semis—but he didn't want to go into the parts business himself just to keep enough vital components around to avoid disaster.

Standardization was the solution. Taking advantage of Kenworth's custom engineering philosophy, he was able to order just the right mix of C500 and W900 tractors to meet his needs—all with the same engine-transmission-rear axle combination.

"Stocking parts common to many trucks saves us a lot of time and money in maintenance," Hall says. "Not to mention aggravation."

Look a C500 square in the face and you'll see it means business. It shows in the massive wrap-around aluminum bumper protecting the hood, radiator and engine. The bumper and low hook are integral parts of the frame, separate from the cab to reduce the risk of cab damage on impact. Straight frame rails can accommodate most PTOs without major modifications. And the grille, mounted directly to the radiator instead of the hood, easily clears a front-mounted PTO when the hood is tilted.

"And don't forget the drivers," Hall advises. "Ours say the C500 is comfortable, easy shifting and maneuverable and they're the best looking construction trucks around."



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Top hood is a low hood bolted to the bumper and connected directly to the frame via high stress steel. The front end suspension is a torsion bar and suspension. Trucks up to 100 sq ft (9.3 m²) provide ample room for engines up to 450 hp (330 kW). Top and bottom tanks are bolted to the main steel and ease for quick on-site maintenance.

Bottom under the fiberglass hood, conveniently located fuel and air intake boxes. Water and fuel tanks are mounted outboard of the frame. The steering gear is also outboard and forward, allowing sharper turning angles with larger tires. A well organized layout with system capacity built into and number also point to thoughtful engineering.

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Don't let anyone who plans to keep a truck running 20 years or more to appreciate the things that don't grow things. We suggest you collect the cab, not the door, where they won't see it and stay in position. That's the one-way Kenworth means all workers on the job to reduce wear and tear and make maintenance easy.

Top light new trucks come equipped with such rugged, built-in door hinges mounted on our famous door turnings. Not only will these doors wear their strength and seal.

Bottom Kenworth engineers aluminum fenders and steel rivets in the toughest cabs built in the industry. The cab's door structure is welded aluminum. The exterior door has a steel plate back and side panel with molded fenders forming the underpiece roof which will mask and cover. Reinforcements can be added at high stress points if the application dictates. Reinforced extrusions for extra severe service conditions are also available.

The three-point door locking system with steel and living to increase load life. And the steel door is well-insulated against outside temperatures, noise and dust.

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There's more to a Kenworth C500 than you can see in one brochure. And since every one is custom-engineered for a specific application, a wide range of drivetrain components and accessories is offered.

Here are some C500 features and available options that help make it one of the best trucks on or off the road today.

No matter how you look at it or what combination of specifications is right for you, the Kenworth C500 is quality and common-sense value—from the people who wrote the book on heavy duty trucks.



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