



Introducing

S-900 Series

(90" — BUMPER TO BACK OF CAB)

KENWORTH



The new Kenworth S-900 series will provide conventional truck weights, accessibility, ease of maintenance and initial cost with cab-over-engine dimensional advantages. Again, careful analysis of the requirements and advantages to be gained, coupled with sound engineering has produced a heavy duty truck that will maintain Kenworth's leadership in the field and prove that

... *There's more WORTH in* **KENWORTH**



KENWORTH MOTOR TRUCK COMPANY

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KENWORTHs-900 Series

Combining all of the advantages of cab-over-engine design with the desirable features of conventional construction, Kenworth introduces its new S-900 series of heavy-duty motor trucks. Kenworth's approach to this design was typical of the fine engineering that has characterized all its developments. Objectives were to achieve maximum accessibility, utilize standard components, simplify maintenance and service, and provide superior riding qualities and visibility. All of these aims were achieved.

Basically, the S-900 series was developed to power 40-foot, square nose, semi-trailers in states with a 50-foot overall length limit. To accomplish this, a 90" dimension from the front bumper to the back of the cab was maintained. This unit, because of its short overall length and tight turning radius, has a definite place in the transit mix industry, as a highway dump truck or in any type of truck-trailer operation where additional loading space is an advantage.

Accessibility was one of the prime targets and was accomplished by raising the cab 10-1/8" and using Kenworth's exclusive Unifglas® front end assembly. The cab was moved forward 26-3/8". A low 5" high tunnel, with quick-release fasteners, was placed in the cab floor. The drop-front-end frame further opens up the forward end of the engine. These Kenworth features and modifications for complete accessibility assure ease of maintenance comparable to conventional designs.

Standard components are used throughout in the S-900 series: no canted engines, special transmission controls or temperature control elements. By using standard components service requirements are not hampered with the delay usually experienced when the need for special service parts arises.

The new Kenworth 90" BBC unit will accept 4-cycle in-line 6-cylinder diesel engines up to 250 horsepower, V-6 and V-8 2-cycle diesel engines. In each instance these are standard production engines and not canted.

The result of not canting the engine eliminates all interference with the cab floor and gives complete leg and foot room in the rider's position. The cab is a standard Kenworth conventional cab -- only the

floor boards have been modified. Any canted engine almost eliminates all rider's space. Heater space is ample for any heater normally used by Kenworth. These include Kenworth's 50,000 BTU fresh air heater and the 17,000 BTU bus-type heater. A short, compact and simple exhaust system is provided. Accessibility to the right side of the engine in the starter area is provided thru a quickly removable cover.

Transmission controls are conventional top-mounted -- so remote controls are unnecessary and the numerous wearing parts and service required to maintain accurate "feel". Generally, 10- and 12-speed transmissions will be preferred because of short wheel bases. However, multiple transmissions can be furnished, mechanical details permitting. Clutch actuation is by a simple mechanical linkage.

The radiator core has a frontal area of 991.4 square inches. It is of the high-efficiency type and is 5 rows deep using staggered flat tubes with 9 fins per inch. It is the same core used in conventional Kenworth trucks using up to 200-horsepower engines.

The standard 65-gallon fuel tank is mounted under the cab at the right-hand frame side rail. One or two optional fuel tanks mounted behind the cab can be furnished in varying capacities from 40 to 90 gallons, depending upon the wheel base.

Two steel frame rails are available, 9-1/8" deep with 3-1/4" flanges and 5/16" thick, or 9" deep, 3" flanges and 1/4" thick. Both are heat treated chrome-manganese alloy steel and are drop-front end rails. The 1/4"-thick frame rail is recommended for truck-tractor units up to 240" wheelbase.

Excellent riding qualities are assured. The front springs are 52" long and 4" wide. The spring leaves are shot peened on the tension side and tapered on the ends. The height of the pile can be varied, depending on the front axle loading. The long and wide front springs coupled with Kenworth's exclusive torsion spring and air suspension bogeys and single-axle Easy-Ride will provide outstanding comfort for the driver and good protection for body or tank and cargo. Other two- and four-spring bogeys are available in 6x4 dual drive or 6x2 pusher or trailing versions.

Steering control is simple, easy and accurate. A single drag link is used. There are no idler levers or bellcranks or multiplicity of wear points requiring lubrication, service or replacement.

