

KENWORTH T400A

A MEDIUM CONVENTIONAL
FOR THE LONG HAUL



**KENWORTH T400A.
THE NEXT GENERATION IN MEDIUM
CONVENTIONALS.**




Not long ago, Kenworth introduced the T600A: the most successful new conventional model in Class 8 history. It had the competition scrambling. Here we go again.

Introducing the Kenworth T400A. It's a full Class 8, 112-inch BBC tractor with set-back front axle. It incorporates the kind of leading-edge aerodynamics you've come to expect from Kenworth and a power train engineered around the latest in fuel squeezing 10 liter engines. Sure, it's efficient.

But the T400A promises to be a lot more than merely more efficient. For the world is nearly bumper to bumper these days with trucks claiming to be just that. All too often "efficiency" comes at the expense of other factors just as important: Reliability. Longevity. Serviceability. Driver acceptance. Residual value.

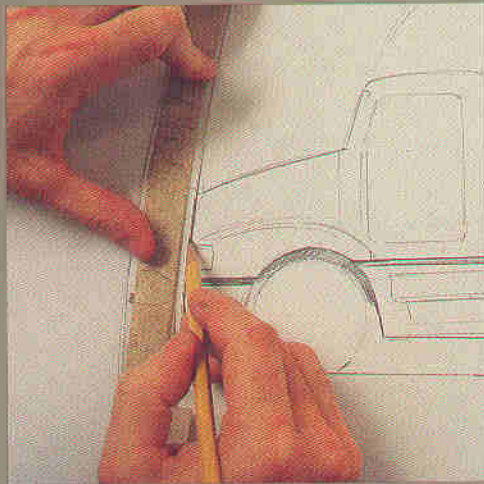
Kenworth T400A. It's the first short pay-back medium conventional built with premium quality for the long haul. And it's likely to have the competition scrambling once again.



**KENWORTH'S NEW
BENCHMARK IN
MEDIUM CONVEN-
TIONALS BEARS A
STRIKING
RESEMBLANCE TO ITS
LEGENDARY LONG-
NOSED PREDECESSOR,
THE T600A (FAR RIGHT).
YOU CAN EXPECT ALL
THE EFFICIENCIES THAT
COME WITH AN
ADVANCED AERO-
DYNAMIC PROFILE AND
ALL THE QUALITY
THAT'S INHERENT IN
EVERY KENWORTH
TRUCK.**



**THE OBJECTIVE:
MOVE MORE PAYLOAD MORE EFFICIENTLY
FOR MORE PROFIT.**



For almost 70 years, Kenworth has made the most technologically innovative trucks on 18 wheels. Trucks known to be the World's Best interstate haulers coast-to-coast. Trucks known to make their payloads pay off. Mile after mile. Year after year.

So it follows that when we set out to design a middle-distance intercity truck, it would be designed to the same high standards. It was.

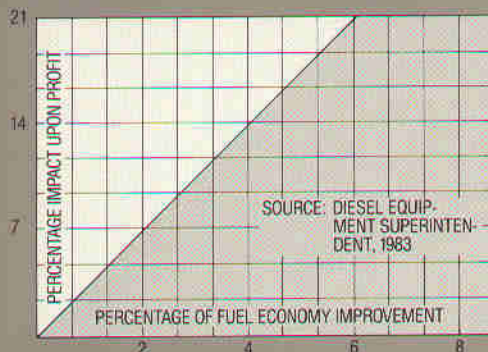
Advanced aerodynamics mean advanced fuel savings.

It's a well established fact. A truck uses most of its fuel overcoming wind resistance. And as you might guess, the front of a typical tractor-trailer combination accounts for about 75% of total aerodynamic drag.

Improve the aerodynamic design of the frontal area, and you'll use less horsepower to cover the distance—and consume less fuel. And you already know that every dollar saved on fuel can flow straight to the bottom line.

That's why Kenworth has devoted so many of its resources to defining the outer limits of aerodynamic design, and why the results of those relentless efforts have so efficiently shaped its new conventional product line.

Impact of Fuel Costs Upon Profit



If Kenworth's new medium conventional looks familiar, it's intentional. This highly evolved aerodynamic shape has proven itself more fuel efficient in international competition against the best trucks from every major manufacturer. And in real-world competition by Kenworth customers every day. So why change a good thing?

Note the smooth, gently sloped hood. The swept-back fenders. The small, contemporary grill. You just know there's less air resistance flowing over a face like that.

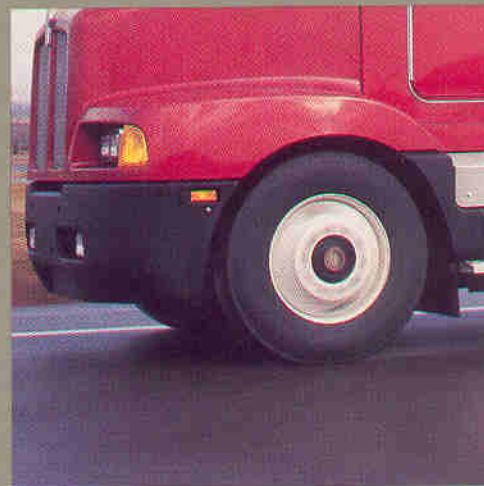
Now check the bumper with its integral air dam. Not only did Kenworth designers choose durable lightweight ABS, but they also carefully contoured it to reduce under-truck turbulence.

The T400A's lean, sleek lines continue with low-profile body panels that keep the fuel tank and battery box under wraps. So the wind slips on by, without excess drag.

Notice the roof fairing. It was specifically designed for the T400A to maintain a low drag coefficient in all kinds of wind conditions. On top is an adjustable trim tab that can be tuned to different trailer heights.

And what about the turbulence usually created by the gap between the tractor and trailer? Kenworth has substantially reduced that, too—with an integral cab extender system.

Teamed with the Cummins Formula L10-300 Optimized Aftercooling engine and steel-belted radial low-profile tires as standard equipment, this total aerodynamic package can really help drive down your operating costs.



Set-back axle delivers maximum payload.

There's another important part to the T400A's formula for higher profits. It's higher payload.

Moving the front axle rearward in a conventional enables more of the vehicle's weight—frame, drivetrain, cab and fuel—to be shifted to the front suspension, taking full advantage of its rated capacity. Vehicle weight that's shifted forward to the front axle is weight you can profitably add to payload, each and every truckload.

That kind of advantage can affect your operation. Enabling you to deliver more freight in fewer trips with fewer trucks.

On top of all that, a set-back axle helps prolong the life of major components. Optimum weight distribution puts the fifth wheel closer to the rear axle, reducing frame deflection and cab pitch. This translates directly into a better ride for driver and cargo and less stress on the truck.

T400A. It's the better way to bettering your bottom line.





T400A.

BUILT TO GO THE DISTANCE.

When the future of your business is riding on your ability to deliver, you need a truck you can count on. That's when reliability pays off. Day in, day out dependability. Mechanical integrity. Longevity. It's not an option you can buy. Either it's at the very heart of the truck, or it isn't.

Reliability. It's what distinguishes Kenworth from the also-rans. And, over the long haul, it can make the T400A the best investment possible in a medium conventional.

Take a look. You'll see what we mean.

Custom frame. Start with the backbone. The frame has been designed for unsurpassed strength and durability, incorporating premium steel side rails with 110,000 PSI yield strength—drilled to specification. Extruded crossmembers and forged aluminum gussets—a Kenworth exclusive—add additional foundation without adding extra weight.

Lightweight, corrosion-proof cab. Then there's Kenworth's legendary cab, the toughest in the industry. Aluminum and fiberglass combine in an assembly that's practically corrosion-proof. Huck-bolts, not rivets, make the cab stronger, tighter and more rattle-free.

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

Thick bulkhead-type 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 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, with stamped structural frame construction—for durability, nothing else even comes close.

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

Wiring and air lines. Dirt, water and corrosive chemicals can play havoc with a truck's wiring system. So we've neatly bundled all the color-coded wiring and air lines high on the frame rail with chafe-resistant clips.

Corrosion-resistant battery box environment. For sure, reliable starting, we've engineered the battery box like no other truck's in the world. There's a corrosion-resistant rubber tray for

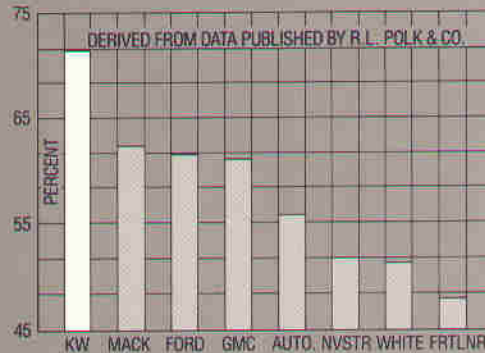
optimum battery life; and a non-corrosive fiberglass holdown to help keep them tightly in place. Battery posts are threaded for longer life; terminal ends are sealed from dirt and debris. And the entire system, as standard, is mounted on the left-hand side close to the starter to minimize voltage drop.

Then there are the details. Little things you wouldn't notice that keep the big things from going wrong. Such as **magnetic drain plugs** designed to trap metal particles and 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. A **clutch brake** to make shifting easier. And the **1710 series interaxle driveline** for stronger, more dependable service. All come standard on a T400A. They're options on most other medium conventionals (if you can even get them).

Built-in reliability. Maybe that's why of all the Class 8 trucks that rolled off the assembly line over a decade ago, there are substantially more Kenworths still on the road. Doing the job. Day in, day out.

1974 Class 8 Trucks Still on the Road

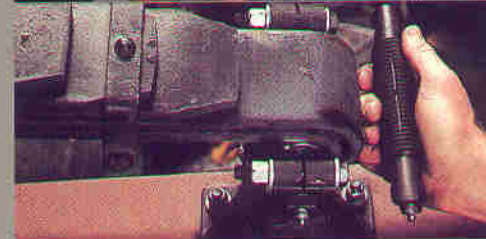
AS A PERCENT OF MFG. BUILT IN 1974



HERE'S A POWER SYSTEM DESIGNED TO KEEP YOU GOING—12-VOLT, MAINTENANCE-FREE BATTERIES IN A CORROSION-RESISTANT RUBBER TRAY, HELD TIGHTLY IN PLACE AND MOUNTED ON THE LEFT-HAND SIDE, KEEPING CABLE LENGTH SHORT TO MINIMIZE VOLTAGE DROP.



HUCKBOLTS HOLD WITH SIX TIMES THE CLAMPING FORCE OF NORMAL RIVETS, RESULTING IN A T400A CAB THAT'S STRONG, DURABLE AND MORE RATTLE-FREE.

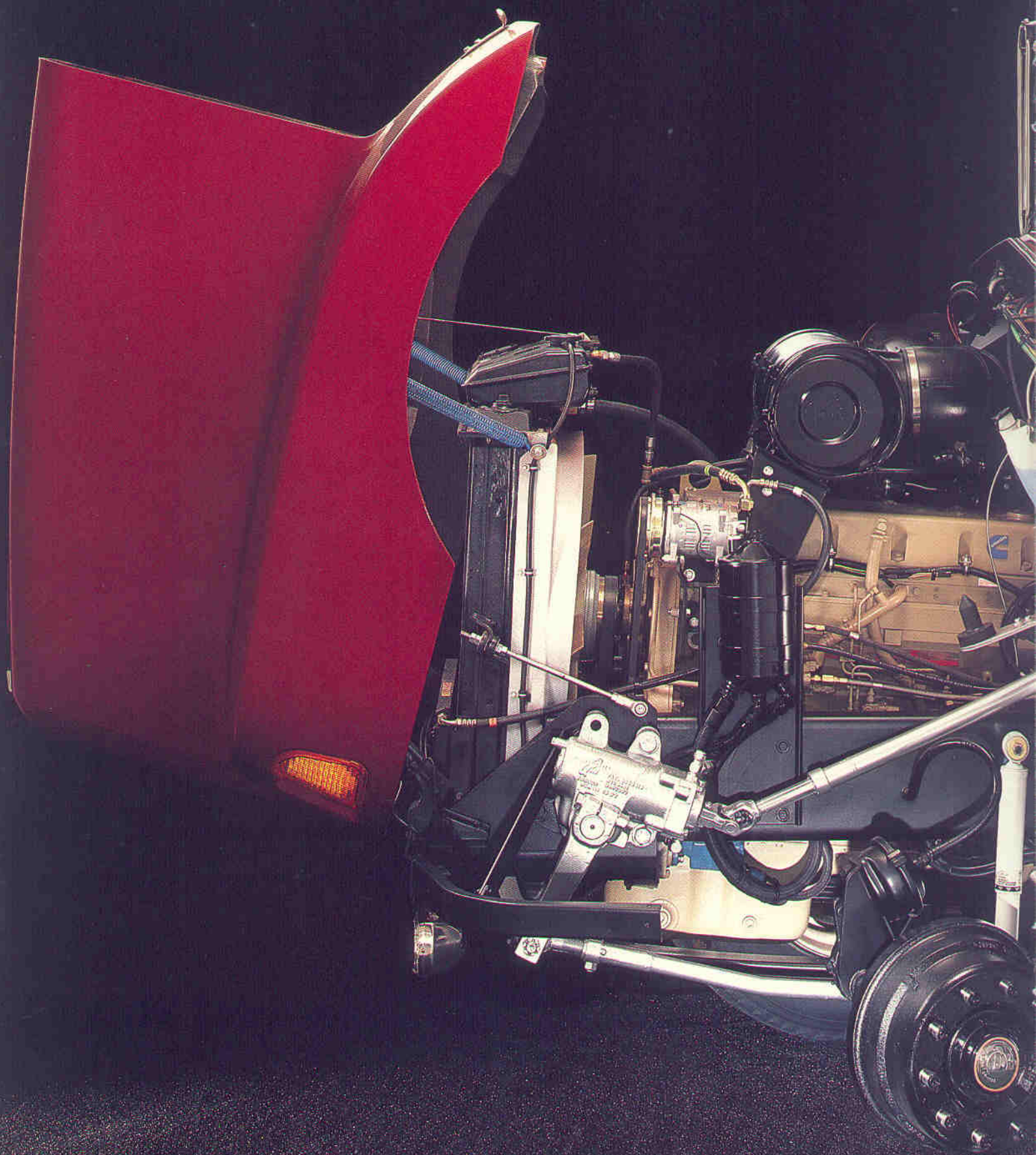


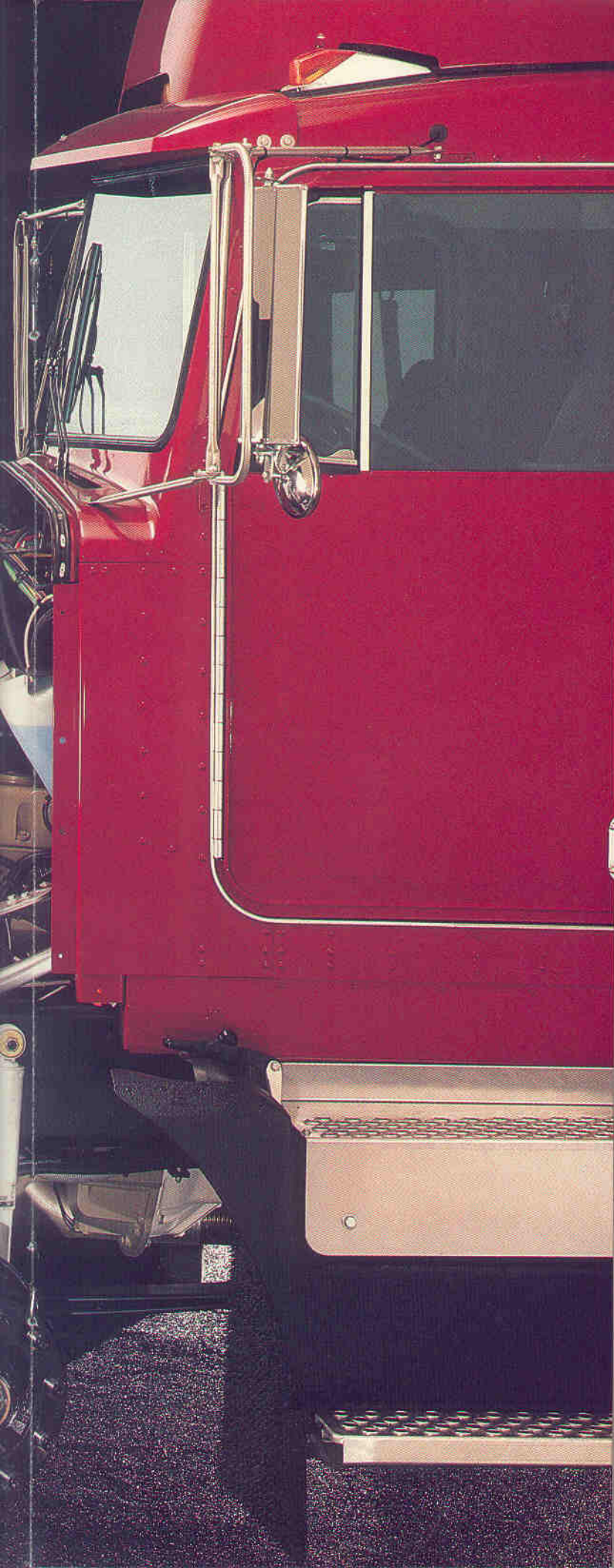
THREADED STEEL SPRING EYE AND SHACKLE PINS—STANDARD ON KENWORTHS—OFFER SUPERIOR LATERAL STABILITY AND UP TO FIVE TIMES GREATER LUBRICATION.



ION
HIGH
LOW
WHEEL
BT

251738





SERVICEABILITY.

VALUE YOU CAN MEASURE ON THE JOB,
EVERY DAY.

In your business, time is most definitely money. And the time a heavy-duty truck spends in the shop, with no exception we can think of, means it's costing you some—not making you any.

That's why Kenworth engineers have spent so much of their time engineering quick and easy service features into every T400A.

The philosophy goes something like this: make things easy to check and they'll get checked; make the work less strenuous and it'll probably get done better, faster; help a mechanic to do his best work, and chances are, he will.

You can see what we mean the moment you open the lightweight **UNITGLAS® hood and fender assembly**. The engine sits high in the frame and totally outside the cab for complete access. Fluid levels take no time at all to check. And fuel, oil and water filters are up where you can reach them.

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

Even the **electrical system**—a high maintenance cost item for most operators—is easy to troubleshoot on the T400A. All circuit protection elements are located in a quick-to-reach power distribution center. Modular wiring harnesses plug in and snap out instantly. And bulkhead-style master connectors are positive, rattle-free and weather-tight.

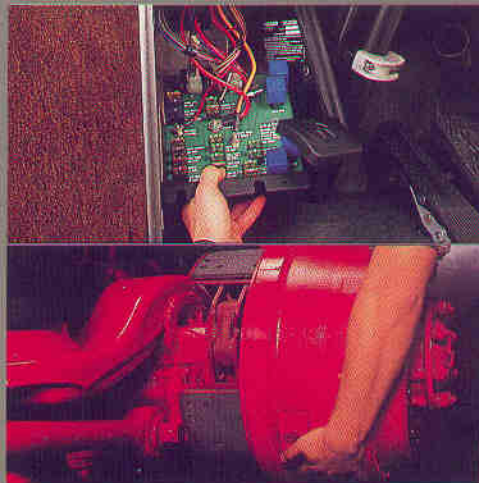
For uncomplicated access, **modular dash panels** tilt out to expose cab wiring that's color-coded and numbered for easy circuit tracing. Gauges are front-loading with push-on electrical connections.

Brake drums are outboard mounted so linings can be replaced without disturbing wheel bearings.

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

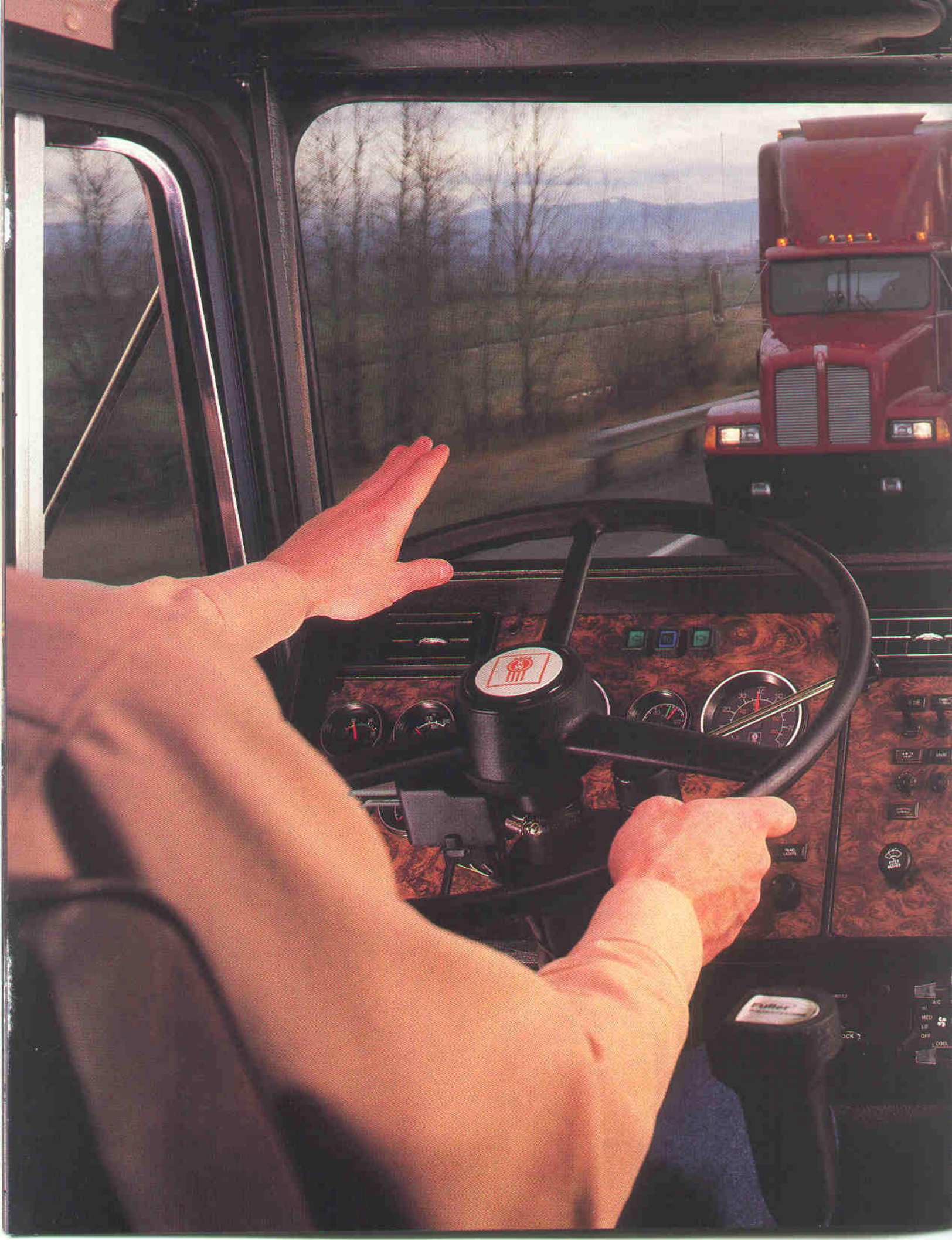
The engine **cooling system** incorporates straight sections of reinforced rubber hose that are more readily available and much less expensive to replace than preformed hoses, along with steel elbows that are good for a lifetime of service.

Serviceability. It's one more reason—whether you buy one T400A or one hundred—Kenworth delivers more truck for the money.



FOR QUICK TROUBLE-SHOOTING, ALL CIRCUIT PROTECTION ELEMENTS ARE LOCATED IN AN EASY-TO-REACH POWER DISTRIBUTION CENTER.

BRAKE DRUMS ARE OUTBOARD MOUNTED. LININGS CAN BE REPLACED WITHOUT DISTURBING WHEEL BEARINGS.





DRIVEABILITY.

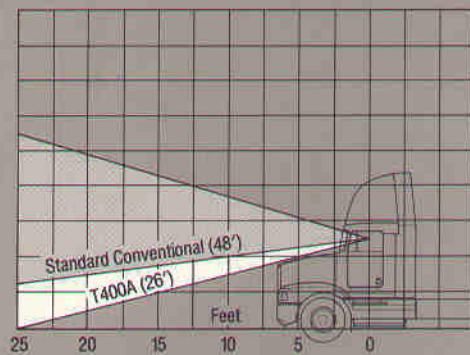
GETTING MORE MILEAGE OUT OF THE ONE BEHIND THE WHEEL.

Getting more out of your truck most often means getting more out of your driver. And we believe there's no other medium conventional in the world more productive for drivers than Kenworth's new T400A. Here's why:

Better view.

On the whole, the T400A offers your driver a better point of view. The sloped hood means a clear, close-in picture through a distortion-free windshield. 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.

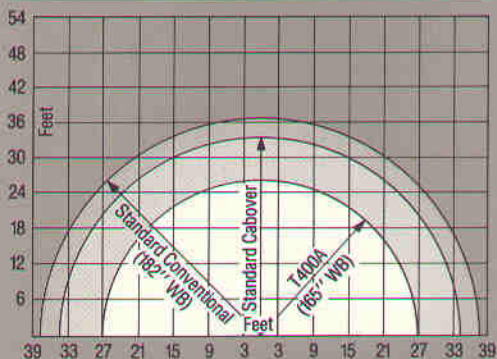
Increase in Driver Visibility



Better control

Here's a truck that breaks from the conventional at every turn. Its 43-inch front axle set-back improves steering geometry, providing optimum useable wheel cut and a curb-to-curb turning circle tighter than most cabovers, let alone a standard conventional tractor. The T400A also comes with power assist steering for added agility.

Decrease in Turning Radius



Better ride.

With 64-inch long taperleaf front springs, the T400A has been engineered with one of the smoothest rides you'll ever find in a conventional—welcome relief to anyone who drives eight hours a day.

Visibility. Maneuverability. Ride. It can all add up to more goods moved more often. By more confident, more productive—and more satisfied—drivers.

**THE INSIDE STORY:
A GREAT PLACE TO WORK**



The T400A's aerodynamically-honed lines house what's just possibly the most perfect working environment for professional drivers: Kenworth's standard conventional cab. It's intelligently designed. Tastefully appointed. Carefully fashioned. All business.

Since the T400A sits lower to the ground than most standard conventionals, getting in and out requires no fancy footwork. But **low, pull-type door handles**, oversized cab-mounted **grab handles**, and full **traction grip steps** help just the same.

Solid, **bulkhead-type doors** swing wide open on full-length, piano-style, stainless steel hinges; and close with a positive, weathertight seal.

The driver sits on an orthopedically shaped and padded **AirCushion seat**, especially created to smooth out rough roads, but keep him alert.

The choice of sleek, long-lasting **vinyl and fabric upholstery** and **full rubber floor mats** makes the interior tough to abuse, yet incredibly easy to clean.

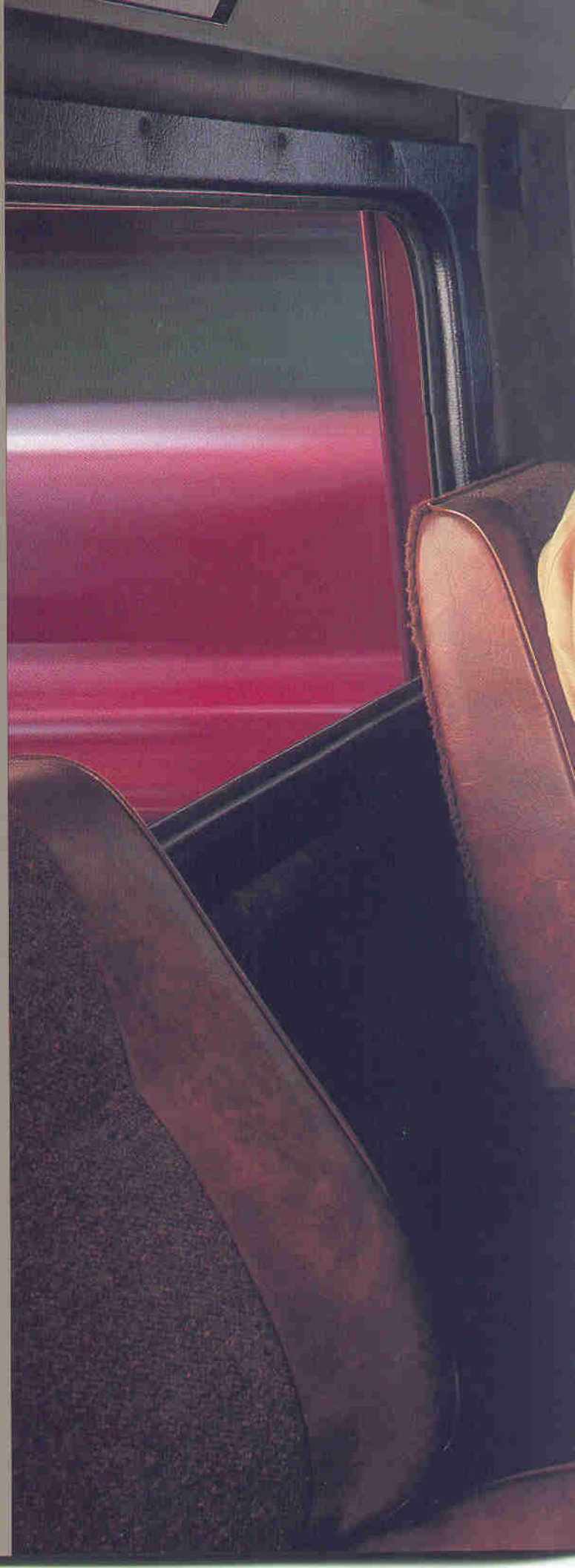
Switches and controls on the steering column and the instrument panel are comfortably visible, clearly marked and within easy reach.

Glare-free gauges with large, visible graphics are grouped according to function and frequency of use. And a bank of warning lights that monitor air, oil and coolant is conveniently located above the visor.

And here's an amenity your driver can appreciate: it's quiet inside. Advanced aerodynamics, an efficient engine design, a **rubber-mounted/isolated shifter**, and **high-density insulation** throughout the cab combine to reduce noise substantially.

A **heavy-duty heater/air conditioner**—with its powerful firewall-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 to provide even, uniform temperature throughout the cab.

The inside of a Kenworth T400A. Don't be surprised if it's one of the major reasons you attract and retain better drivers. For it's no secret: more professionals would prefer to go to work in a Kenworth than in any other truck in the world.







**KENWORTH QUALITY.
LASTING VALUE.**



We know. It takes a lot more than a few easy promises for you to look at a new idea.

And it should. Because, let's face it, the only reason to invest in a new concept is if the payoffs are high. So high you can't afford to be without them.

With that in mind, we urge you to look at the T400A.

When we designed this new conventional, we started at the beginning. The objective: Set the standard for a new generation of more profitable day-haul tractors.

The result isn't an overspec'd Class 7 or an underspec'd Class 8. It's a right-on solution, engineered from the ground up for businesses that need a truck to be more efficient, more productive and more of an investment. A truck that will make as much sense five years from now as it does today.

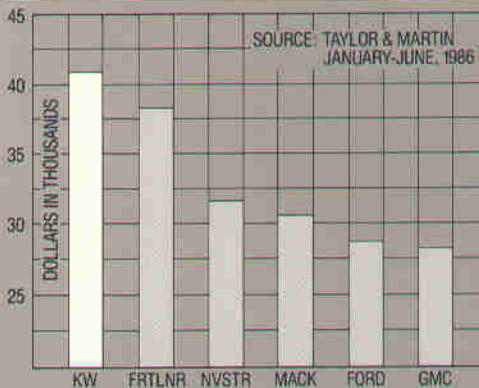
That's a truck with lasting value, a distinctly Kenworth trait.

So take a close look at the Kenworth T400A. For it's the shape of things to come—attracting imitators, yet remaining essentially beyond imitation.

T400A. The medium conventional for the long haul.

Average Residual Price

USED CONVENTIONAL TRACTORS, 1980 AND NEWER



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'S TRUCKS NOT ONLY
HELP YOU SURVIVE IN CHALLENGING
TIMES—THEY'LL 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. FOR
QUALITY. FOR RELIABILITY. FOR LONG-
TERM, LOW-COST PERFORMANCE. MILE
AFTER MILE AFTER MILE.



Kenworth Truck Company
P.O. Box 1000
Kirkland, Washington 98033

A DIVISION OF PACCAR

© Kenworth Truck Company LC136

