

# T400A



# T400A



## STANDARD RATINGS

GVM 23000 Kg

GCM 43000 Kg

**T**he New Kenworth T400A is an exciting solution for the urban and intrastate transport operator.

Built in Australia to set new standards of profit-earning potential and performance efficiency, the T400A offers the traditional Kenworth benefits of long life, servicability, reliability, exceptional resale value and unmatched value for money. It's taking the heavy urban and intrastate transport and distribution truck market and revolutionising it - as only Kenworth can.

Outstanding aerodynamics contribute towards superior fuel efficiency for the T400A, while the low tare weight means more profit earning freight. A degree of standardisation and a great deal of specially designed componentry on the brilliantly engineered T400A have resulted in it offering a tare to payload ratio equal to or better than anything else in its class.

The Kenworth "T" series cab provides a most efficient working environment, excellent access to all instrumentation and controls and provides a level of driver comfort unparalleled in its class. Visibility is outstanding, with the sloping hood increasing safety by eliminating blind spots. This combined with the excellent turning circle, makes the T400A ideal for urban distribution applications.

The Kenworth T400A is an exceptional vehicle that offers immense potential for cost savings and increased productivity, and at the same time delivering the same benefits of lasting value and efficiency that are the hallmark of all other heavy-duty Kenworths on the road today.

The new Kenworth T400A is, by any measure, an exciting and value-packed business proposition.

## STANDARD EQUIPMENT

### ENGINE

Cummins L10-LTA250 10 litre 186 kw (250hp) @ 2100 rpm  
Six cylinder turbo-charged, optimised aftercooled. Spin-on oil filters and fuel filter

### Electrical Equipment

12 Volt lighting system, 12 Volt starting system  
Automatic circuit breakers  
90 Amp Prestolite alternator  
3 x Kenworth 12 Volt, 13 plate batteries

### Cooling System

0.62 m<sup>2</sup> frontal area, single pass radiator  
Removeable top and bottom tanks

### Hood

Sloped, aerodynamic, one piece, unitglass hood with tubular aluminium grille. Forward tilting

### Air Cleaner

Single Donaldson 2500 air cleaner with inline water separator. Engine mounted with cowl inlet  
Moulded rubber sleeves and stainless steel clamps at all connectors

### Exhaust System

Single Horizontal mounted 254 mm muffler with vertical aluminised steel tail pipe, LHS mounted  
Stainless steel flex section for vibration isolation and wide band steel clamps

## TRANSMISSION

### Main Transmission

Fuller RT11609A, 9 speed direct, twin countershaft

### Clutch

Spicer angle spring, 2 x 356 mm ceramic, coaxial dampened hub clutch assembly  
Manual adjusting clutch cover with greaseable throwout bearings

### Driveline

Spicer 1710 series driveline with needle bearing universal joints  
Glidecote splined slip-joint  
4200 wheelbase

## OPTIONAL EQUIPMENT

### Engine

Cummins L10-LTA300, 224 kw (300 HP) at 2100 rpm  
Cummins L10-LTA330, 246 kw (330 HP) at 2100 rpm

### Engine Equipment

Jacobs engine brake  
Horton fan clutch  
Fuel haul kit

### Main Transmission

Fuller RT011613, 13 speed over-drive

### Driveline

5200 Wheelbase complete with driveline centrebearing





Photo Courtesy Truck & Bus.

## SUSPENSION/STEERING

### Front Axle

Eaton EFA12F4, 6.0 tonne rated capacity  
6 spoke cast hubs

### Front Suspension

6.0 tonne nominal capacity, rolled eye, tapered leaf spring 100 mm x 1625 mm

Threaded steel pins and bushings  
Shock absorbers

### Steering System

Single TRW TAS65 Power steering

### Rear

Eaton ES 402, single reduction, spiral bevel tandem axle  
18.1 tonne rated capacity  
6 spoke cast hubs  
Inter-axle differential lockout

### Service Brakes

Front: Eaton 420 mm x 127 mm

Cam operated air brake

Rear: Eaton 420 mm x 180mm Cam

operated air brake

### Parking Brake

Dual axle, spring applied/air released

### Rear Axle Suspension

Kenworth TBB-115 torsion bar suspension

17000 kg rated capacity

1320 mm axle spacing

### Tyres & Rims

Bridgestone R251, 11R22.5,

16 ply rated radial (10 supplied)

Mackay 8.25" x 22.5"

demountable tubeless rims

(10 supplied)

## CHASSIS CAB

### Frame

Heat treated 758 MPa yield strength steel 270 mm depth, 89 mm width and 8 mm thickness

Steel crossmembers with forged aluminium gussets

One piece moulded, rovel capped, polyurethane (ABS) aerodynamic bumper

Square rear of frame with light crossmember

### Cab

Conventional cab with 2840 mm bumper to back of cab dimension.

Steel/aluminium frame with aluminium and fibreglass

huckbolted and aerospace

technology rivetted construction.

Aluminium bulkhead type doors

with continuous piano type hinges.

Integral cab extenders

## INTERIOR

### Cab Features

Kenworth heater/demister with integral adjustable defroster

Cab interior light

Internal sunvisors left and right side

Overhead console for radio & C.B. radio

Windscreen: laminated safety glass

Door Windows: tinted, heat absorbing, tempered safety glass.

Manual lift

Rear Window: tempered safety glass (430 mm x 710 mm). Fixed

Cab access handles, driver's and passenger's side

Dual 406 mm x 152 mm polished stainless steel framed, flat heated

rear view mirrors

Single air horn - roof mounted

Single electric horn

Lap/sash safety belts

### Seats

Driver: Bostrom 301 E sprung driver's seat upholstered in vinyl and wool trim

Passenger: Kenworth steel toolbox seat upholstered in vinyl and wool trim

Toolbox with side access flap and map pocket under both seats

Toolbox with side access flap and map pocket under both seats

### Instruments

Electronic speedometer (with odometer) and tachometer

Engine oil pressure and water temperature gauges

Voltmeter and electric fuel gauge

Front and rear air pressure gauges

### Cab Trim

Silver grey combination with vinyl and carpet cab trim. Full ABS headliner

Full black loaded vinyl floor mats  
Insulation in cab roof and rear panel

## OTHER

### Accessories

Cigarette lighter and one ashtray

Dual electrically operated, variable speed, pantograph

windscreen wipers with non-glare arms and parking control

Windscreen washers ducted to wiper arms

Kenworth Operators Parts Catalogue

Kenworth Customised Maintenance Manual and Driver's Handbook

Two spare live switches

Dual stop and tail lights/backup lights

Front and side marker lights

Dual rectangular Quartz Halogen headlights aerodynamically faired into the hood. Perspex headlight covers

Directional signals with hazard warning function, fender mounted and aerodynamically faired

Front mudflaps - thermoflex

Rear mudflaps - thermoflex

Wheel wrench and cross brace

Hydraulic jack, 10 tonne capacity

### Air Equipment

Cummins 6.2 l/s air compressor

Semi-trailer kit includes tractor protection valve, air line and light line (7 pin) terminating at the back of the cab

Cotton braided nylon hoses mounted in frame



### Warning Devices

Warning light cluster in main dash panel. Incorporating:

Direction indicator light and buzzer

Low air light and buzzer

Park brake

Oil pressure

Inter-axle differential lockout

Water temperature

High beam

Mirror heat

Engine brake (if fitted)

### Fuel Tank and Battery Box

One 400 litre, 625 mm diameter aluminium fuel tank mounted under cab on right hand side

Aluminium battery box with acid resistant hold down tray mounted under cab on left hand side

Both fuel tank and battery box are enclosed by ABS and fibreglass aerodynamic side skirts

Each side skirt incorporates two skid resistant steps for easy cab access

### Paint

One solid colour Dulux Acran for hood and cab

One solid colour Dulux Acran for chassis

### Rear Axle

Rockwell SP40G @ 18.1 tonne capacity

Rockwell SSHD @ 20.9 tonne capacity

Eaton R461 Single drive axle @ 10.4 tonne capacity

### Rear Suspension

Kenworth Airglide 100 @ 20 tonne capacity

Hendrickson RT380 soft pack @ 17 tonne capacity

Reyco 102 W @ 18 tonne capacity

Kenworth SRH single drive suspension @ 11 tonne capacity

### Tyres & Rims

Front: Gunite S.G. iron spigotted hubs and Alcoa aluminium disc wheels (PCD 287.75 mm, 8.25" x 22.5")

Rear: Alloy spigotted hubs and Alcoa aluminium disc wheels (PCD 287.75 mm, 8.25" x 22.5")

### Frame

Tapered rear of frame cut-off  
1700 mm fifth wheel angles

### Cab Features

External sunvisor

5 roof marker lights

Rudkin Wiley aerodynamic roof spoiler

KW-Air air-conditioner

### Instruments

V.D.O. 8-day tachograph

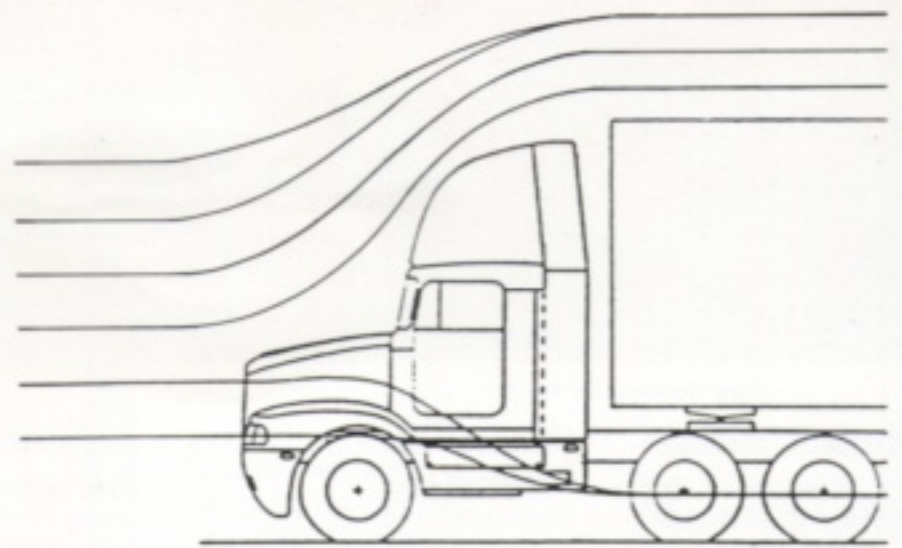
Optional Gauge Kit comprises - 50 mm pyrometer, transmission oil

temperature and engine oil temperature



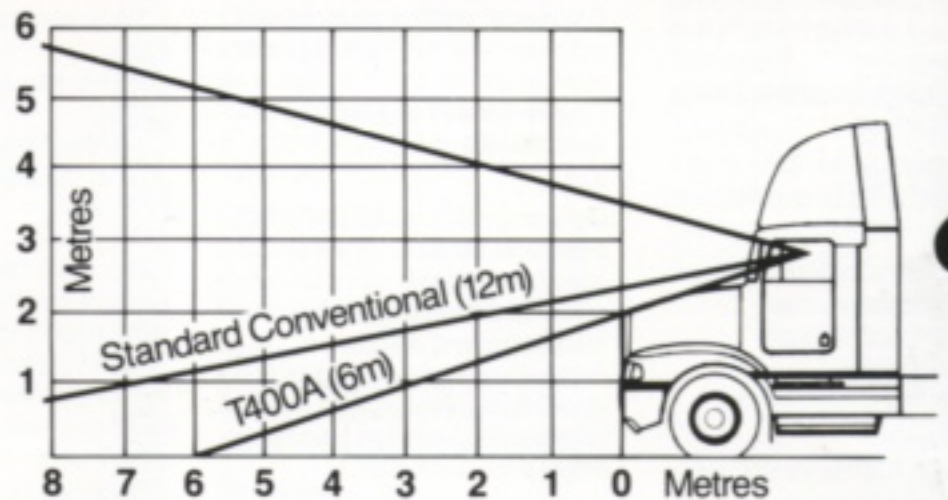
## AERODYNAMICS

The advanced aerodynamics of the Kenworth T400A have been designed with fuel efficiency in mind. Even at relatively low speeds the T400A cuts a clean line through the air to make it one of the most fuel efficient urban and intrastate short haul trucks on the market. The total aerodynamic approach by Kenworth is evident in the smooth, gently sloped bonnet, swept back fenders and the small, contemporary grille. Complementing these wind-cheating features are the "faired-in" dual headlights and indicators, the turbulence-reducing air-dam front bumper and aerodynamic side skirts, enclosing the fuel tank and battery box. For high loads add on the optional aerodynamic roof fairing and you'll see fuel efficiency figures that you thought simply weren't possible. If profit is your bottom line, the aerodynamically designed Kenworth T400A is the truck to deliver it.



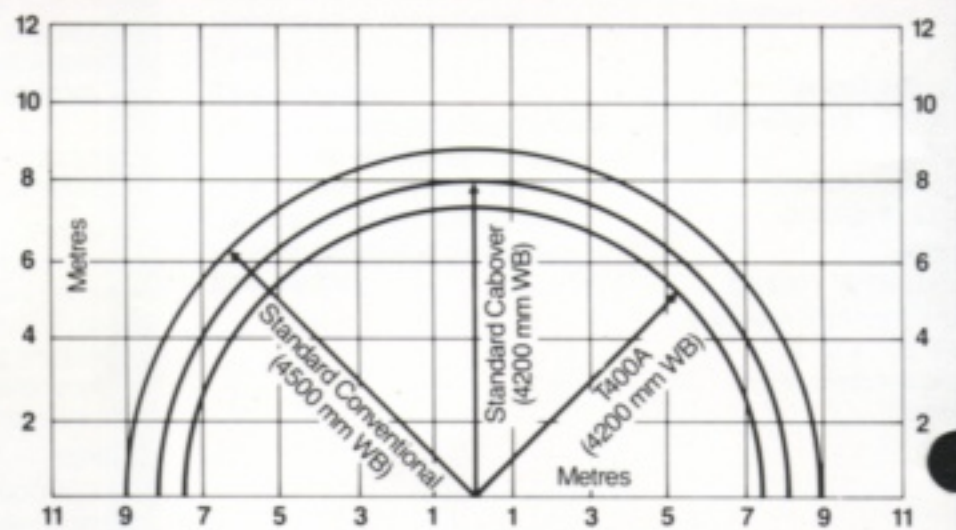
## VISIBILITY

Visibility all round is excellent. The sloped hood means a clear, close-in view better than a standard conventional. The flat, distortion-free windshield means a clearer, wider field of vision all round, day and night.



## MANOEUVRABILITY

The T400A is highly manoeuvrable in the extreme conditions of narrow lanes, awkward loading bays and cramped docks. The T400A shines with a wall-to-wall turning circle of just 17m on a standard wheelbase. With power steering as standard equipment, the job is made even easier.

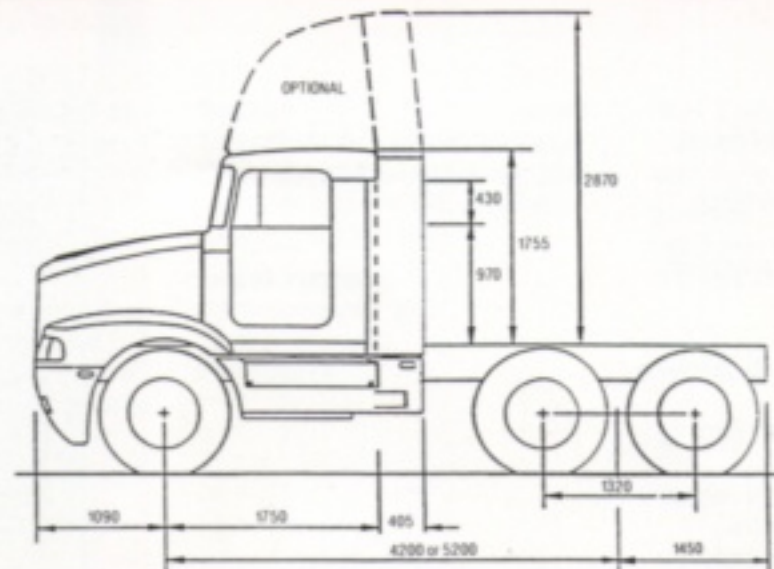


## TARE WEIGHT

It's in this area that the T400A excels. A degree of standardisation and a great deal of specially designed componentry on the brilliantly engineered T400A have resulted in it offering a tare to payload ratio equal to or better than anything else in its class. Most importantly, it has been achieved without compromising traditional Kenworth built-in strength and reliability. While the specific tare weight will vary depending upon actual componentry, operators can expect a road-ready tare of less than 7 tonnes!

Chassis Tare (including 180 litres fuel)

Front Axle	3490 Kg
Rear Axle	3180 Kg
<b>TOTAL</b>	<b>6670 Kg</b>



## YOUR DEALER

The vehicles shown in this brochure are for illustrative purposes only and may include some non-standard, optional equipment. For full details, please contact your Kenworth Dealer. In the interests of product improvement, Kenworth reserves the right to change these specifications without prior notice.



CAT NO 2260 GNA KEN 239 5/89 3M