

K E N W O R T H

T400^B
T450^B

The High Road.

*Not marked on any map,
it's the best, most profitable way
to get from Point A to Point B.*

*You'll find it by following the
long-term value of your
investment in heavy-duty
trucks — a route that leads
straight to Kenworth.*







*Intercity hauling
can be punishing for the
driver and your equipment.
That's why Kenworth designed its
T4 Series, two 112-inch BBC
models that perfect the concept
of a medium conventional.
Take the aerodynamic T400B
or the tough-it-out T450B.
Either way, you get custom-built
quality and lasting value —
important features whether
you make a lot of short trips
in a day or one long haul.*

The objective: Engineer a middle-

distance intercity Kenworth for

HEAVY-DUTY VALUE IN A MEDIUM CONVENTIONAL

businesses that need a truck to be

more efficient, more productive and

more of an investment. | Make it

versatile. Make it tough and

dependable. Make it easy to own and

operate. But most important, make it a

heavy-duty Class 8 Kenworth through

and through. | The solution: Kenworth's

T4 Series. Designed with long-haul

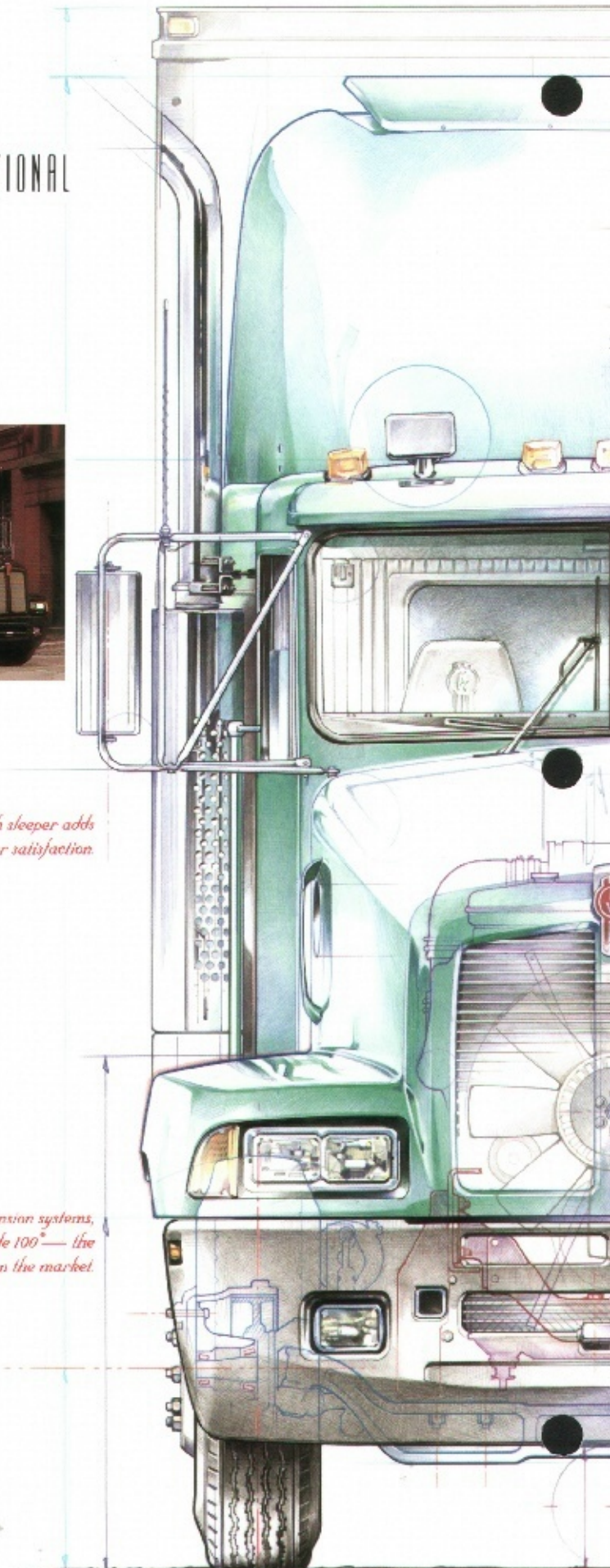
integrity for regional and urban

distribution applications, it's everything

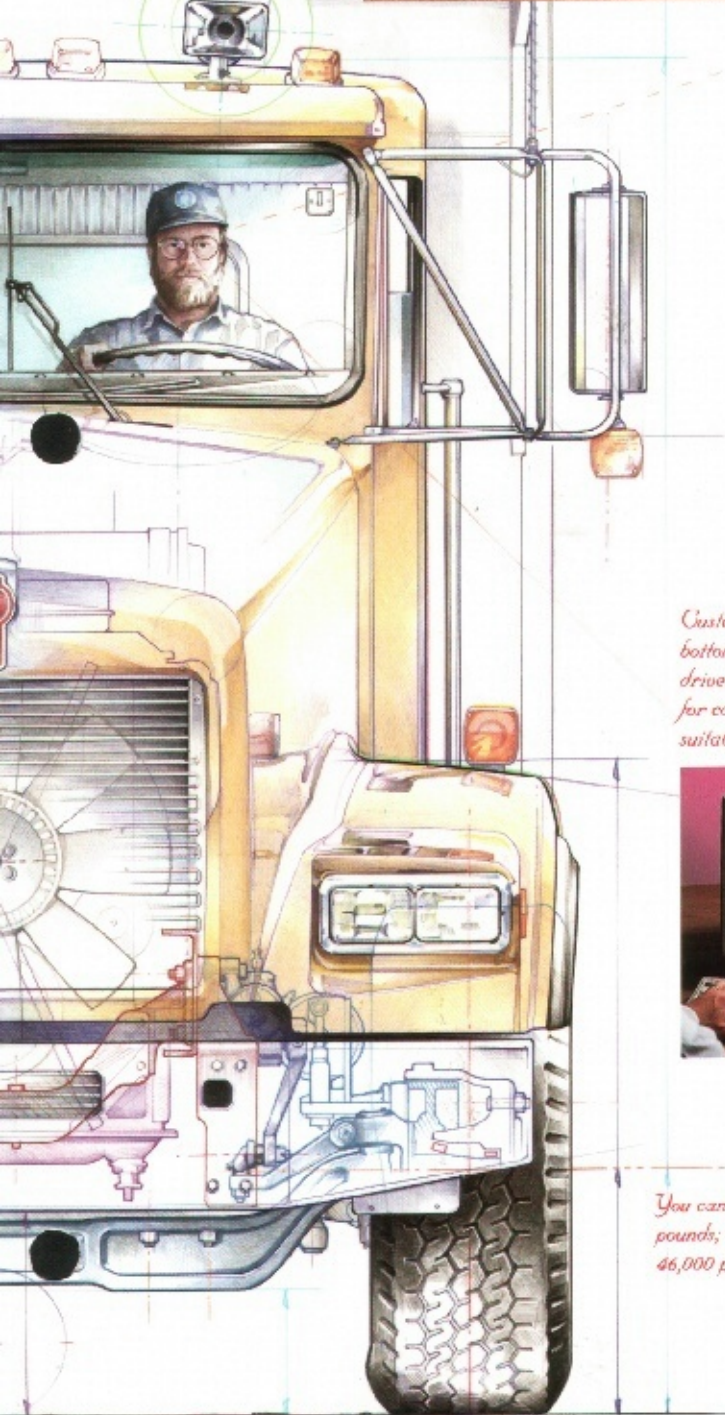


A cab-matching Kenworth sleeper adds flexibility and enhances driver satisfaction.

Choose from a full range of suspension systems, including Kenworth's own AirSlide 100[®]—the only 8-bag air-ride suspension on the market.



The T400B incorporates Kenworth's state-of-the-art aerodynamic features for greater fuel economy. The T450B presents a more rugged profile for heavy-duty on/off road operations. Either way you go, their inherent durability, payload capacity, maneuverability, ride and maintenance advantages set a performance standard that's tough to beat in medium conventionals.



Custom-engineered from top to bottom, each T4 Series drivetrain is computer analyzed for compatibility and on-the-job suitability — before it's built.



You can specify front axles rated to 20,000 pounds; single and tandem rear axles to 46,000 pounds

a medium conventional should be.

Choose the fuel-efficient aerodynamic

design of the T400B or the built-to-

take-it, on/off road profile of the

T450B. Each is a 112-inch BBC full

truck or tractor with set-back front

axle. Custom-engineered for your

particular job, these models

incorporate the latest in fuel-squeezing

10-liter power; a wide range of

powertrain, axle and suspension

options; increased cooling capacity ;

even a factory-installed sleeper.

If Kenworth's T400B looks familiar, it's

intentional. Borrowing from the highly

A PROFILE IN PROFITS

evolved aerodynamic pattern proven in

Kenworth's long-haul T600B, this

medium conventional cuts fuel

consumption to the bone. The sloped

hood, contoured bumper, under-cab

fairings, sleek V-shaped cab and rubber-

tipped side extenders produce a totally

integrated blend of advanced wind-

cheating technology and profit-oriented

THE KEYS TO PRODUCTIVITY

performance. If you're looking for

ways to work smarter, look no further.

With many of the same design features pioneered by Kenworth's T600B — North America's most highly evolved aerodynamic long-haul conventional — the T400B delivers excellent mileage and a quiet ride.



Because the T4 Series has been

designed to deliver more payload, more

profitably, and get more mileage out of

the one behind the wheel. Making

these models ideal for a wide variety of

applications, including pick-up and

delivery, dump, lowboy, bulk hauler,

flatbed, and mixer operations.

Maximum Payload. With the front axle

set back 45 inches, more of the

vehicle's weight can be shifted forward

to the front suspension — loading the

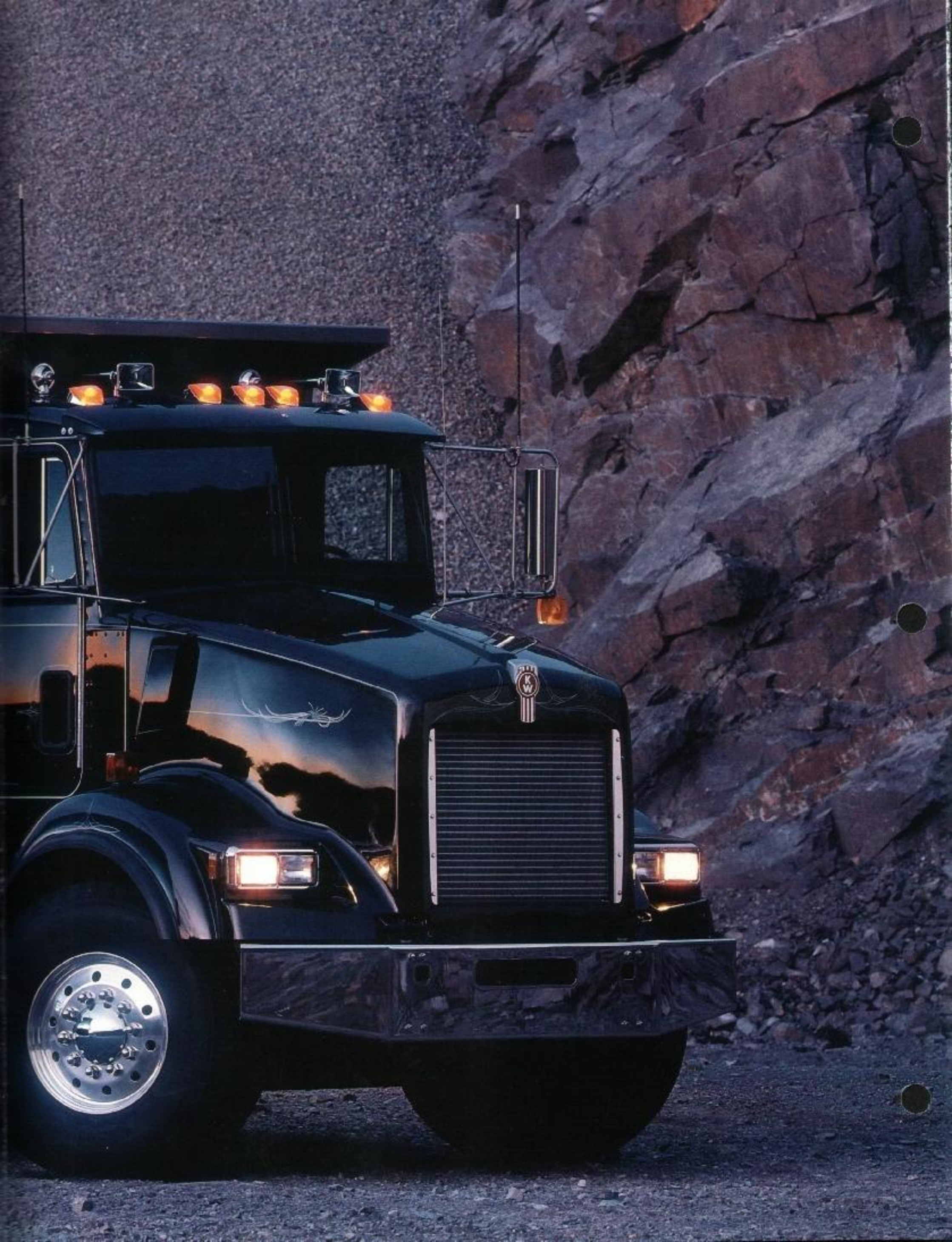
front axle to its legal limit and boosting



The bumper has been carefully formed to direct the air under and around the cab. Chassis fairings further reduce turbulence.







payload. Each and every truckload.

Lightweight Engineering. Lower



A sloped hood, together with a large, flat two-piece windshield, gives the driver a much better view of objects closer to the front bumper.

vehicle weight also means more

carrying capacity. That's why these

models come standard with weight-

saving aluminum in the cab, cross-

members, gussets and front drive

brackets. And also why there's a long

list of lightweight options for you to

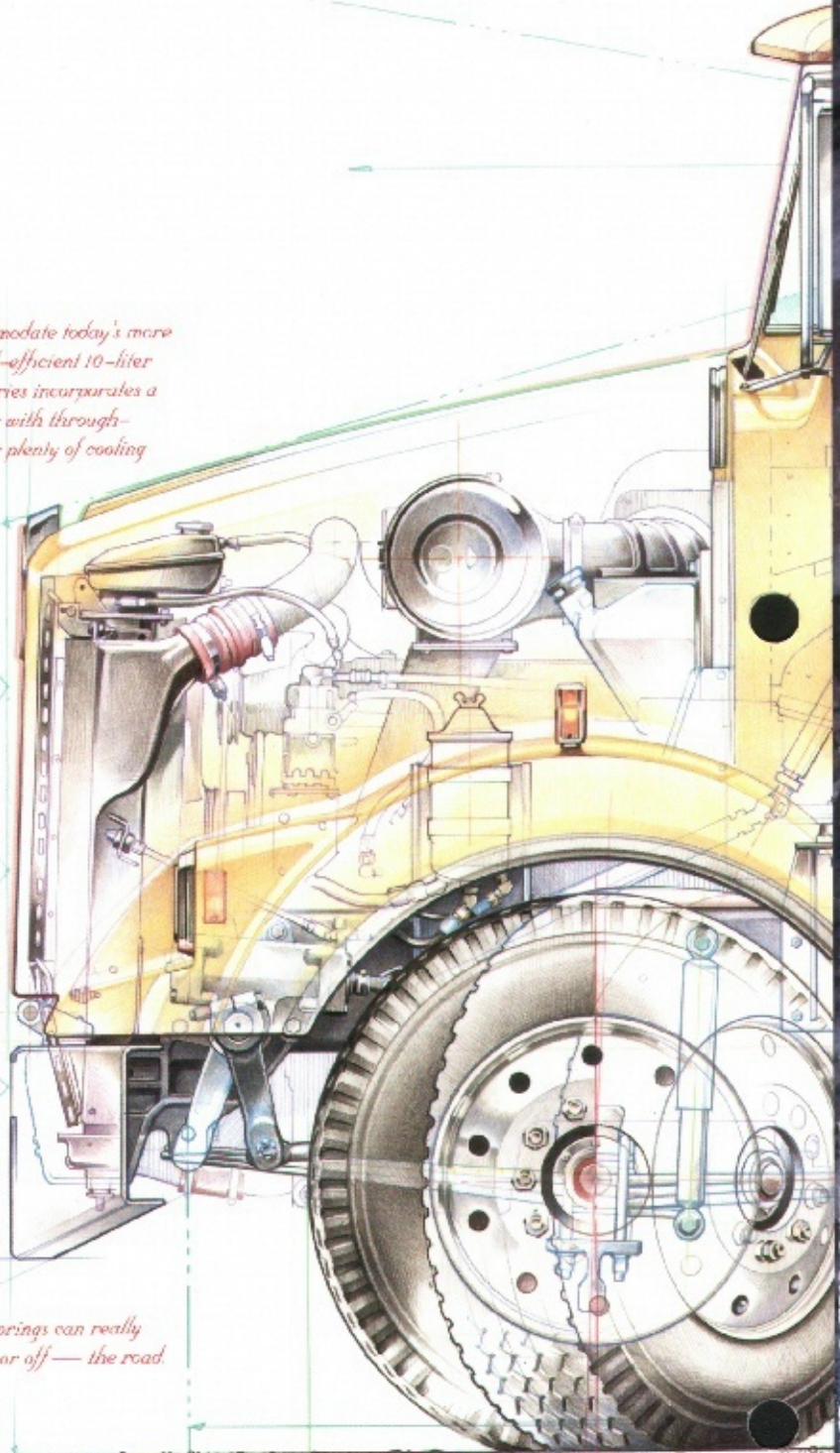
choose from. Better Maneuverability,

Better View. The front axle set-back

combines with refined steering

geometry to deliver a level of operator

Designed to accommodate today's more powerful, more fuel-efficient 10-liter engines, the T4 Series incorporates a 1200 sq. in. radiator with through-bumper air flow for plenty of cooling capacity.



What a ride! 64-inch taperleaf front springs can really cushion the impact of a long day on — or off — the road.

control that's far from conventional. In

fact, the T4 Series cuts a curb-to-curb

turning circle tighter than many

cabovers. | Visibility is another way these

models depart from the conventional. A

short, sloped hood and flat windshield

enable drivers to see objects closer to

the front bumper. And mirrors are cab-

mounted — not door mounted — so they

stay adjusted longer. | Agility and

Visibility. Two factors that can make

drivers more productive, more confident

and more inclined to like the job.





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BY REQUEST



These days, attracting, training and

HOW TO WIN FRIENDS AND INFLUENCE DRIVERS

retaining good drivers can be a major

cost of doing business — another

reason to invest in a Kenworth, one of

the most driver-preferred trucks in the

world. From floor mat to headliner, the

Kenworth cab has been designed for

comfort, productivity and precise

control. Note the orthopedically-

contoured AirCushion seats. Flatter toe

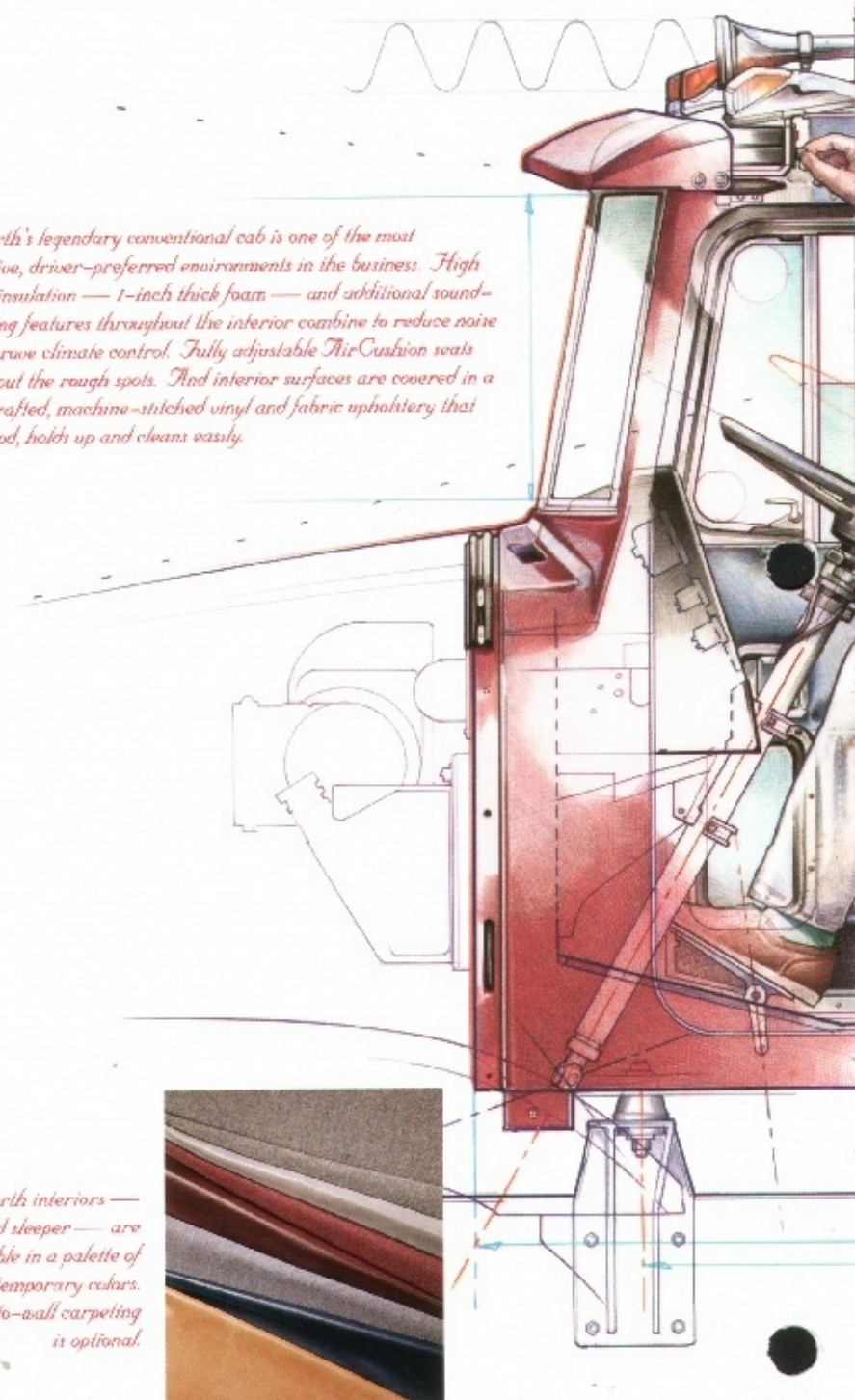
board angle. Easy-to-reach switches

and controls. Non-glare gauges. And

cab-matching sleeper appointments.



Kenworth's legendary conventional cab is one of the most productive, driver-preferred environments in the business. High density insulation — 1-inch thick foam — and additional sound-deadening features throughout the interior combine to reduce noise and improve climate control. Fully adjustable AirCushion seats smooth out the rough spots. And interior surfaces are covered in a hand-crafted, machine-stitched vinyl and fabric upholstery that looks good, holds up and cleans easily.



Kenworth interiors — cab and sleeper — are available in a palette of 7 contemporary colors. Wall-to-wall carpeting is optional.

All skillfully designed to help drivers do

their best work. And to help you keep

TIME ON THE JOB: THE KENWORTH ADVANTAGE

your best drivers. || No matter how you

look at it, a truck in the shop costs you

nothing but money. So you'll be glad to

learn that Kenworth knows a lot about

reducing downtime and has

engineered that wisdom into its T4

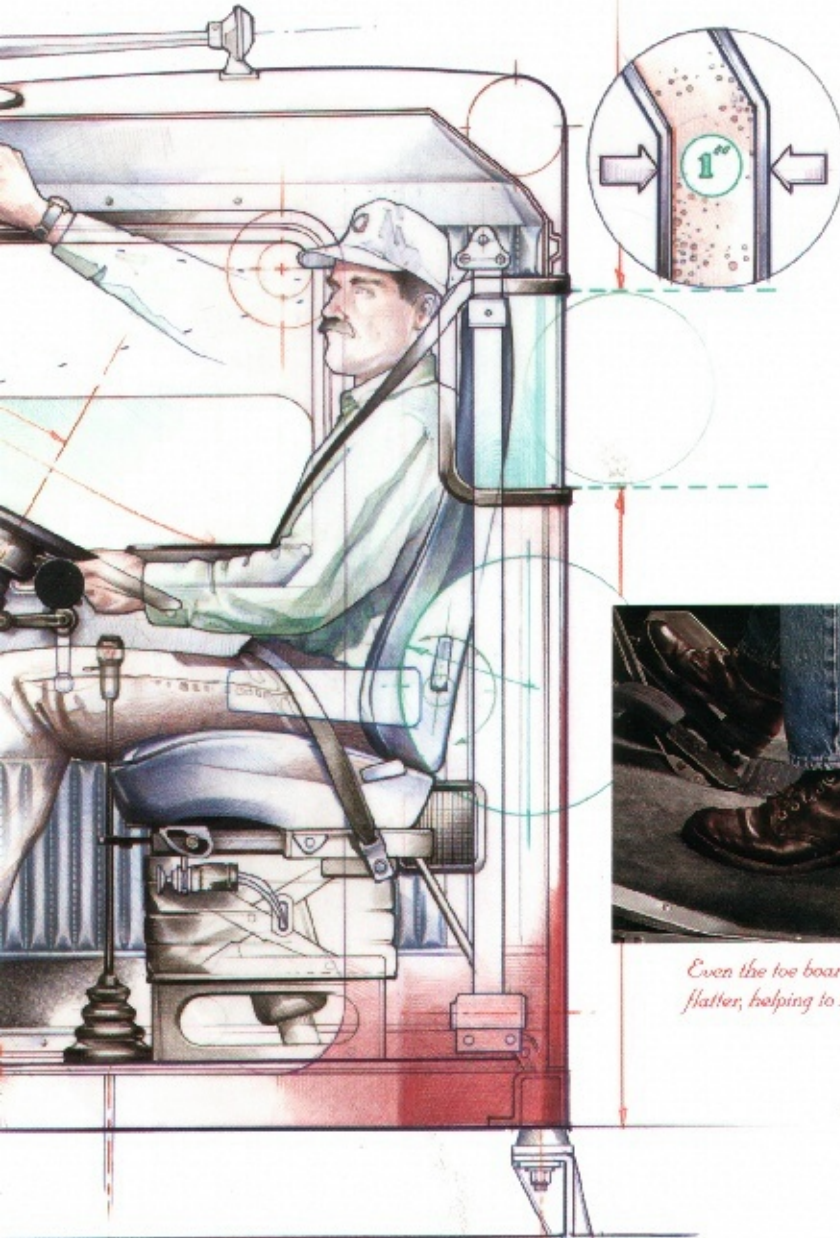
Series. | Take the cab as just one

example. Legendary for its toughness,

a Kenworth combines aluminum and

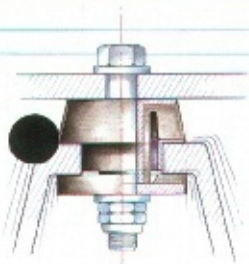
fiberglass in an assembly that's

practically corrosion-proof. Huckbolts



Even the toe board angle is slightly flatter, helping to reduce leg strain

An innovative forward cab support system with progressive-rate mounting pads — pioneered by Kenworth — helps isolate road shock and contributes to a quiet ride.



hold all the pieces together with a

clamping force six times greater than

rivets, so the cab's strong, tight and

more rattle-free. It's this kind of

attention to detail that keeps you

moving instead of sitting still. When it

comes to maintenance, Kenworth's

philosophy can be summed up in two

words: Easier and faster. Tip the hood

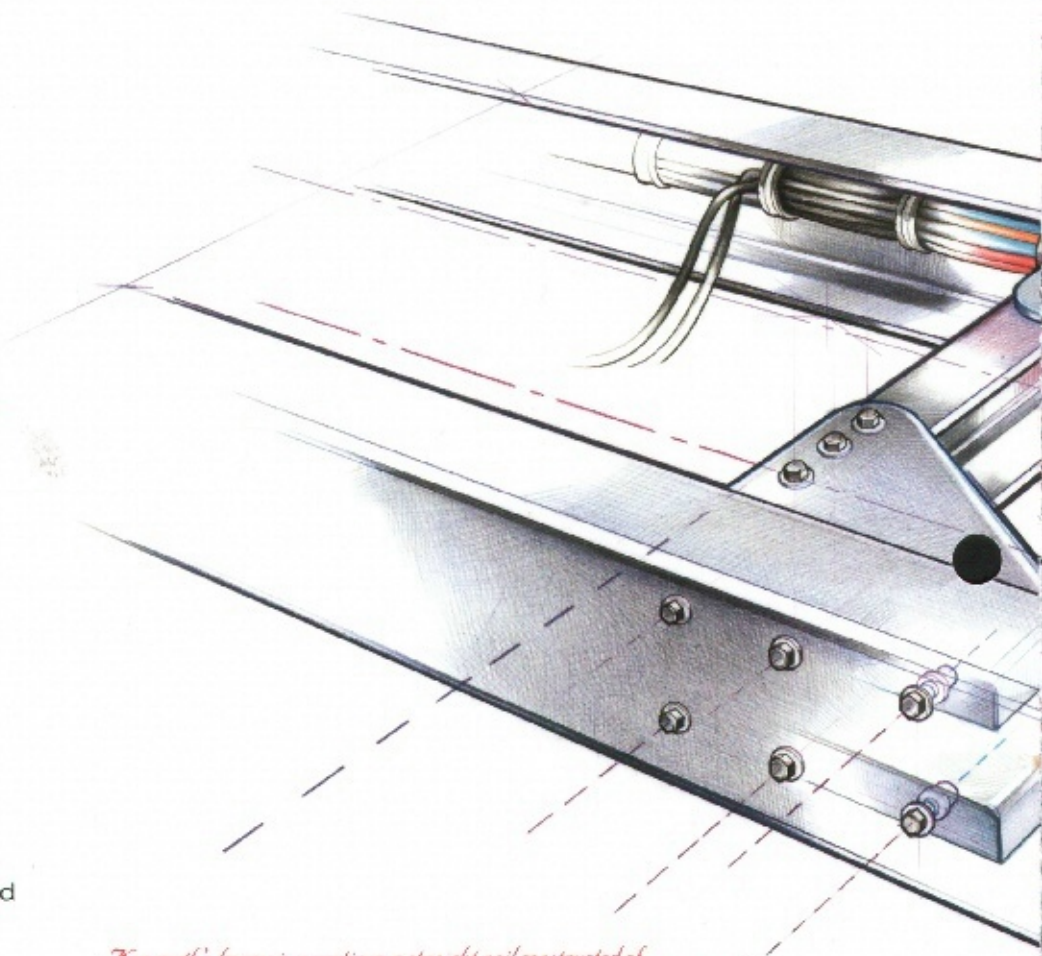
to see what we mean. Notice how the

engine sits high in the frame — totally

ahead of the cab for complete access.

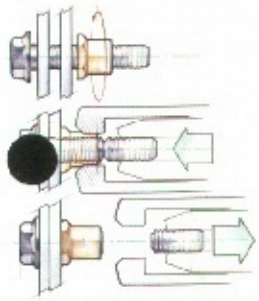
Routine fluid checks take very little

Huckbolts hold with six times the clamping force of normal rivets resulting in a cab that's strong, durable and more rattle-free.

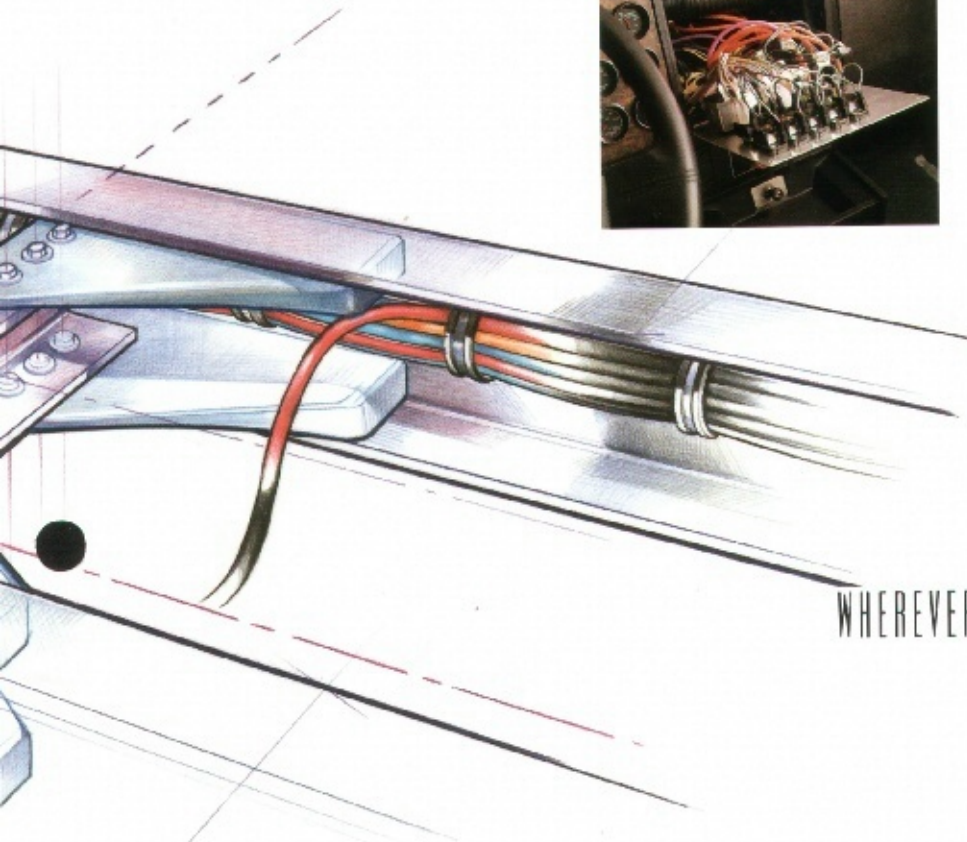
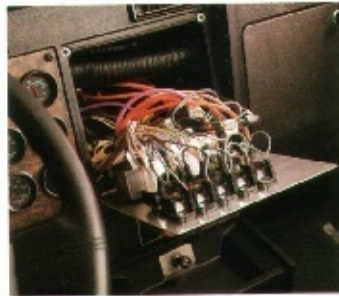


Kenworth's frame is a continuous straight rail constructed of heat-treated steel, custom-drilled to specification. Extruded aluminum crossmembers and aluminum gussets — in standard designs for easy replacement — add additional foundation without adding a lot of extra weight. And all the components are free-fit fastened for extended life.

Optional hex-shaped huckbolt collars can be removed with a wrench, eliminating the labor and cost of drilling them out.



Modular dash panels tilt out to expose cab wiring that is color-coded and numbered for quick circuit tracing. Gauges are front-loading with push-on connections, a cinch to replace.



Kenworth carefully routes air lines and electrical cables in the middle of the frame channel — away from the collection of road salts, dirt and debris — and ties them every 8 to 12 inches for additional protection.



Here's a power system that'll 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 minimum voltage drop.

time. Fuel, oil and water filters are up

where you can reach them. And all the

periodic service items — heater/air

conditioner motor, electrical master

connectors, windshield wiper motor and

washer reservoir — are mounted on the

firewall, right at your mechanic's

WHEREVER YOU GO, YOU'RE COVERED

fingertips. || Your operation may take

you across the country. Or just down

the street. Either way, when you put a

Kenworth to work, it comes backed by

one of the strongest support systems

in the industry. With 150 dealers

throughout North America, you're

never far away from factory-trained

service technicians, warranty experts

and parts managers who are heavy-

duty truck specialists. People who

appreciate, perhaps better than

most, that your livelihood depends on

your truck. | Kenworth dealers are

linked to a distribution network that

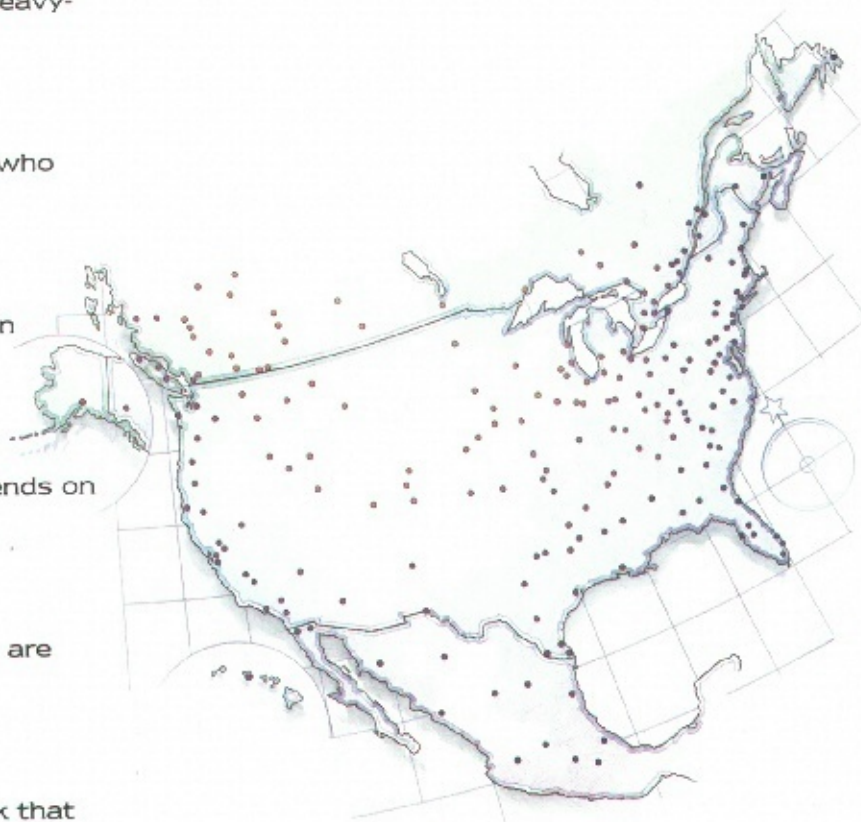
inventories over \$100 million in parts for

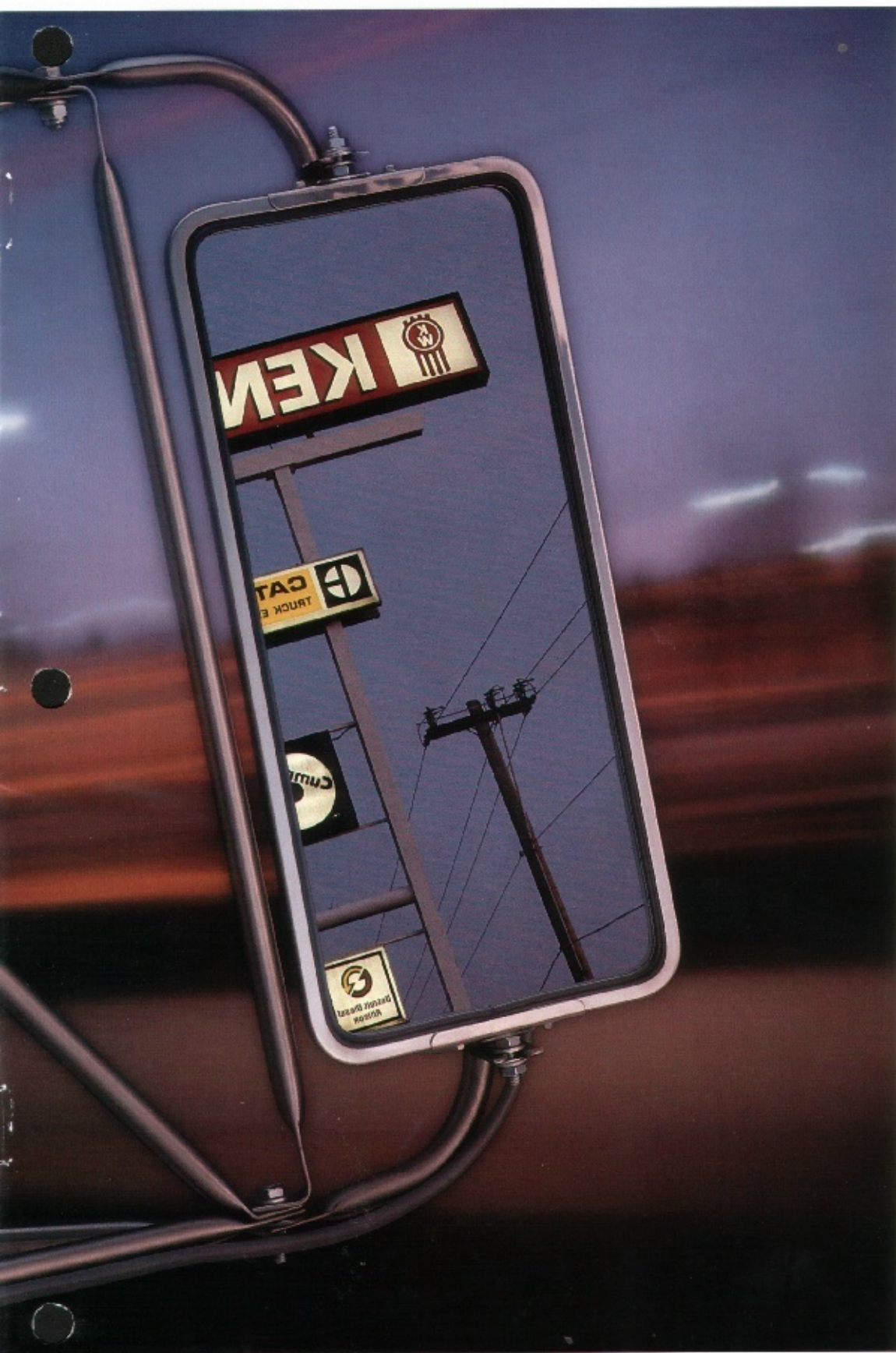
all heavy-duty trucks. What you need is

either in stock now or available—fast.

| On the High Road, you're never alone.

*You'll find many Kenworth dealers open extended hours,
for parts and service support when you need it the most.*





Kenworth dealers are linked to a distribution network that inventories over \$100 million in parts for all heavy-duty trucks. What you need is either in stock now or available — fast.

The High Road

is a two-way street. We're

in business together.

You don't simply buy a truck

and run it. You live with it.

Day in, day out. So we don't

build trucks for the short-term,

only the long run. After all,

our reputation rides on

your success.

The World's Best.

 **KENWORTH**

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