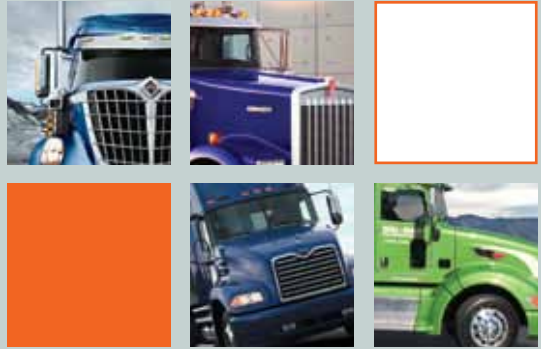


2010

Makes & Models



Heavy-duty Class 7-8 (More than 26,000 lb. GVWR)

Emissions mandate means new technologies, higher prices

The biggest change facing heavy-duty trucks for 2010 involves new technologies designed to meet the U.S. Environmental Protection Agency's tighter emissions standards. Beyond that, there are several new models and other touchups worth noting, such as new standard positions, safety features and options. Here are some highlights of what to expect:

Ford: The company reaffirmed its commitment to the North American Class 6 and 7 truck markets, announcing the continued production of F-650 and F-750 Super Duty trucks through its Blue Diamond collaboration with Navistar. Navistar acquired additional equity in Blue Diamond, which will continue to offer dealers and customers F-650 and F-750 trucks, as well as parts support.

Eaton Corp.'s UltraShift Highway Value (HV) transmission now is available as a data book option for the F-650 and F-750. Eaton says the fully automated transmission for Class 6 and 7 vehicles with diesel engines in the 195 to 260 horsepower range is capable of handling torque capacities up to 660 pounds per foot and loads up to 33,000 pounds gross vehicle weight, and is suited for pickup-and-delivery, service/utility and recovery applications.

Freightliner: Daimler Trucks North America announced surcharges of \$9,000 per vehicle for meeting 2010 standards with its BlueTec selective catalytic reduction (SCR) emissions technology on vehicles equipped with Detroit Diesel DD15 and DD16 big bore engines, as well as the medium bore DD13; a \$9,000 surcharge also will be added to new SCR-equipped vehicles with Cummins' ISX15 engine. A surcharge of \$7,300 will be added to vehicles equipped with the Cummins ISC8.3 engine, and a \$6,700 surcharge will be added to vehicles with Cummins ISB6.7 engines.

Daimler says Detroit Diesel BlueTec fuel efficiencies are the result of three optimization factors: base engine-out nitrogen oxide (NOx) levels, diesel particulate filter (DPF) regeneration intervals and exhaust back pressure. In addition, reduced reliance on exhaust gas recirculation (EGR) lowers heat rejection, meaning no expansion of cooling capacity and no resulting impact on aerodynamics or underhood packaging.

Freightliner says its revamped on-highway Coronado features enhanced aerodynamics, updated technological innovations and luxurious styling, and also features improved fuel economy and revamped comfort features; and that its new Coronado Severe Duty (SD) – available in both set-back and set-forward axle configurations – improves upon the durability and dependability of its FLD SD with the driver comfort and style expected from the Coronado, while adding new elements specifically engineered for the vocational market. The Coronado SD replaces the FLD SD. (For



Ford F-650 Super Duty



Ford F-750 Super Duty



Freightliner Cascadia



Freightliner Century Class ST



Freightliner Classic XL



more details on the Coronado models, see Products, page 66.)

Freightliner introduced its first natural gas-powered truck, the Freightliner Business Class M2 112 NG, aimed at emissions-sensitive applications like port operations, natural gas utilities and municipalities. The OEM factory-built truck is powered by the Cummins Westport ISL G.

The Holland FWAL lightweight forged aluminum fifth wheel – developed through an engineering collaboration between SAF-Holland and Alcoa – now is offered as an option on Freightliner long-haul and heavy-duty models. Also, Roadranger Fuel Efficient (FE) 75w-90 Synthetic Axle Lubricant is now a factory-installed option on the Cascadia, Coronado, Columbia and Century Class S/T trucks.

International: Navistar, which has shunned SCR technology, announced that prices for International trucks equipped with MaxxForce 11 and 13 big bore advanced exhaust gas recirculation (EGR) diesel engines will increase \$8,000, while prices for trucks equipped with the MaxxForce 7, DT, 9 and 10 will increase \$6,000. Navistar says its MaxxForce advanced EGR engines feature improvements in fuel injection, air intake management, electronic calibration and proprietary combustion technology. Navistar will use a two-stage EGR cooler that it says will produce cooler air than the current engine.

The company is working with Caterpillar in producing the 15-liter version of the MaxxForce engine – leveraging various components of the Caterpillar C15 – but the necessary testing, verification and certification means the engine won't be available until early 2011. As a bridge, Navistar will use Cummins ISX engines built in 2009 to the extent allowed by EPA, and the MaxxForce 13 will be used for applications that don't require 15-liter power.

WorkStar fire trucks and emergency vehicles now offer a factory-installed vehicle data recorder fully compliant with National Fire Protection Association standards. Also, WorkStar severe-service trucks now offer the Bendix ESP Electronic Stability Program, an ABS-based truck stability system suited for a variety of applications.

BorgWarner's Cool Logic variable speed fan drives now are available as an option on the ProStar.

Kenworth: The company, which will use SCR technology in all of its heavy-duty products, introduced the T470 model, suited for snowplow, dump, mixer, winch, refuse and other heavy front-axle vocational and municipal applications; and the T440 model in tractor and truck configurations for regional haul, city pickup-and-delivery, municipal and vocational applications, in addition to heavy front-axle markets such as dumps, mixers and fire trucks. (For more details on the T440 model, see Products, page 70.)

Kenworth's T800 Liquefied Natural Gas (LNG) trucks for port, freight and vocational applications are equipped with the Westport LNG fuel system and Westport GX 15-liter engine, which meets EPA and California Air Resources Board emis-

sions certification standards.

The AG130 front air suspension – available in 12,000-lb. and 13,200-lb. ratings for the T660, T800 and T2000 Class 8 models – features a four air-bag configuration designed to allow the suspension to resist high input torque encountered with disc brakes. The disc brake-compatible AG400L tandem rear four-bag suspension – a 40,000-lb. rated highway rear suspension system for the T660, T800, T2000 and W900 models – is suited for over-the-road and pickup-and-delivery applications.

Allison Transmission's Load-Based Shift Scheduling (LBSS) – designed to select between economy and performance shift schedules automatically based on the vehicle's actual payload and its operating grade – is a standard feature on select Kenworth trucks equipped with Allison transmissions.

Mack: Mack will use SCR aftertreatment and will add between \$9,600 and \$9,800 to prices for 2010 SCR-equipped trucks. Mack selected Terra Environmental Technologies Inc. as its preferred DEF supplier; TET will supply all new Mack trucks with an initial fill of TerraCair DEF at the time of assembly and provide Mack dealers with the product in portable 1- and 2.5-gallon containers.

The Mack Road Stability Advantage System (RSA) by Bendix – now available on Class 8 highway models – integrates the throttle, engine brakes and foundation brakes into the truck's cruise control function. A radar sensor located in the truck's front bumper identifies and tracks moving objects in front of the truck. Once the driver turns the cruise control on and sets a speed, ACC works to maintain a set time gap between the truck and the vehicle in front of it. If the vehicle in front of the truck slows, the system picks up on the decreasing time interval between them and begins to reduce the throttle to compensate. If that is not enough, the ACC then will apply about one-third of the foundation brake capacity. The system is proactive enough to bring the truck to a complete stop on its own without driver input should the situation demand it.

TerraPro Low Entry and Cabover refuse models now are available with heavy-duty natural gas engines. The 9-liter Cummins Westport ISL G is rated at 320 hp, can use LNG or compressed natural gas (CNG), and has a three-way catalytic converter.

Peterbilt: The company's heavy-duty trucks will rely on SCR technology for 2010 emissions compliance. A fuel efficiency package for Models 385, 386, 388 and 389 includes aerodynamic mirrors, sleeper extender, roof fairing and trim tabs, composite sunvisor and a sleeper roof transition to redirect airflow and provide less drag resistance, resulting in improved overall fuel economy and a more streamlined appearance. The fuel efficiency package also will be available from Paccar Parts for Models 388 and 389, as well as earlier Models 378 and 379. A proprietary aerodynamic package for Models 386 and 384 adds enhanced chassis fairings and aero battery box/toolbox and also is available from Paccar Parts for retrofit.

New interior designs for Models 386, 384, 389, 388, 367 and

2010 Makes & Models

365 include the Platinum interior for the ultimate in luxury, Prestige for contemporary and cost-efficient operation, and ProBilt for customers who demand rugged efficiency; additionally, all new interiors are equipped with a new HVAC system.

Peterbilt introduced two new trucks: Model 337, which replaces Model 335 and expands the company's medium-duty presence and is suited for pickup-and-delivery, beverage and food service vocations; and Model 348, which replaces Model 340 and is designed for the Class 7-8 specialty application market. (For more details on Models 337 and 348, see Products, page 66.) The company also is taking orders for the production of its vocational and aerodynamic vehicles powered by CNG and LNG; the Model 365 and Model 384 will be offered with the Cummins Westport ISL G, providing 320 hp and 1,000 lb-ft of torque. The Model 365 NG is available in both set-forward and set-back axle configurations, while the ISL G-powered Model 384 is designed to provide a clean-burning aerodynamic platform for a wide variety of customer applications, including line, bulk and tanker hauling.

Allison's LBSS is available on Peterbilt's aerodynamic, traditional, medium-duty and vocational trucks equipped with Allison fully automatic transmissions.

Volvo: Volvo Trucks North America, which will use SCR aftertreatment, will add \$9,600 to prices for 2010 trucks built with Volvo D11, D13 and D16 engines, as well as those with the Cummins ISX. The company says its SCR-equipped trucks will not require active regeneration of DPFs during normal highway operating conditions; thanks to the 2010 integration of Volvo's SCR and DPF technologies, passive regeneration cycles will eliminate the need to inject diesel fuel into the DPF to oxidize accumulated soot, resulting in reduced fuel consumption, reduced thermal cycling of expensive catalysts and lower overall operating

costs. Volvo says this also relieves the driver of having to keep track of when an active regeneration needs to take place.

Volvo Enhanced Cruise (VEC) – a Class 8 option developed with Bendix – is designed to work in conjunction with the truck's adaptive cruise control system. A sensor located in the truck's front bumper projects a 16-degree radar cone in front of the truck that can track up to 32 different objects within about 500 feet of the vehicle. Once the driver turns the cruise control on and sets a speed, VEC maintains a set time gap between the truck and the vehicle in front of it. The system can detect a decreasing time interval between the truck and the vehicle and automatically reduce the throttle or bring the truck to a complete stop on its own.

Western Star: The Detroit Diesel DD16 engine will be in production for the Western Star 4900 series in March 2010 and the Western Star 6900 in July 2010. Equipped with SCR-based BlueTec emissions technology, the DD16 displaces 15.6 liters and is suited for owner-operators, small fleets and specialty applications that include the mining, petroleum, agriculture, logging, hazardous material and heavy-haul segments. The DD16 – which will be offered with a large variety of output and multitorque power ratings from 1,750 to 2,050 lb-ft torque and 475 to 600 hp – has enough pulling power to allow the driver to haul heavier payloads up and down the steepest grades and hang in top gear longer, and thanks to the DD16's integrated engine brake, getting down the other side is just as easy.

A new configuration option for the company's 4900 FA model series is geared toward construction and severe-duty applications such as West Coast mixers and super dumps. The truck maker says the new set-forward 109-inch BBC twin steer features a three-degree wheel cut improvement over previous designs, offering greater maneuverability for offroad applications.

– *Compiled by Dean Smallwood*



Freightliner Coronado On-Highway



Freightliner Coronado Severe Duty



International 8600



International LoneStar



International PayStar 5500



International PayStar 5900i Set-Back Axle

FORD

www.fordvehicles.com

F SUPER DUTY SERIES

Model: F-650/F-750 Regular/Crew Cab

Axle: 4x2
 Wheelbase (in.): 134-281
 Back-of-cab-to-axle (in.): 60-186
 Diesel engine: 6.7L ISB
 HP @ torque (lb-ft): 200-325 @ 520-750
 Diesel engine: 7.2L I6
 HP @ torque (lb-ft): 190-300 @ 520-860
 GVWR (lb.): 20,000-37,000



International TranStar 8500

FREIGHTLINER

www.freightlinertrucks.com

CASCADIA

Model: Cascadia
 Diesel engine: Detroit Diesel DD15
 HP @ torque (lb-ft): 450-550 @ 1,550-1,850
 Diesel engine: Cummins ISX
 HP @ torque (lb-ft): 400-500 @ 1,450-1,850
 GVWR (lb.): 35,000-71,000
 GCWR (lb.): 92,000
 • Standard front taperleaf suspension rated at 12,000 lbs.; optional spring suspension rated at 14,600 lbs.; and
 • Standard rear AirLiner suspension rated at 40,000 lbs.; optional AirLiner suspension rated at 21,000 lbs.



Isuzu Van Body

CENTURY CLASS S/T

Model: CST120 (aluminum cab)
 Axle: 4x2/6x4/6x2/8x4
 Wheelbase (in.): 154-280
 BBC (in.): 122.2
 CA (in.): Varies
 Diesel engine: 350-500 hp
 GVWR (lb.): 33,000-73,200
 GCWR (lb.): 80,000+



Kenworth C500 Vocational Ext. Day Cab

COLUMBIA

Model: CL120 (aluminum cab)
 Axle: 4x2/6x4/6x2/8x4
 Wheelbase (in.): 154-280
 BBC (in.): 120
 CA (in.): Varies
 Diesel engine: 350-500 hp



Kenworth T440

GVWR (lb.): 33,000-77,000
 GCWR (lb.): 80,000+
 Model: CL112 (aluminum cab)
 Axle: 4x2/6x4/6x2/8x4
 Wheelbase (in.): 154-280
 BBC (in.): 112
 CA (in.): Varies
 Diesel engine: 350-500 hp
 GVWR (lb.): 33,000-77,000
 GCWR (lb.): Range

CORONADO

Models: On-Highway, Severe Duty

Axle: 4x2/6x4/6x2/8x4/8x6
 Sleeper (in.): 38, 48, 58, 70;
 Daycab, Mid-Roof, Mid-Roof XT, Raised Roof
 Wheelbase (in.): 151-300
 BBC (in.): 122, 132
 CA (in.): Varies
 Diesel engine: 455-550 hp
 GVWR (lb.): 35,000-60,000
 GCWR (lb.): 80,000+

CLASSIC

Model: Classic (aluminum cab)

Axle: 4x2/6x4/6x2/8x4
 Wheelbase (in.): 170-280
 BBC (in.): 120
 CA (in.): Varies
 Diesel engine: 350-550 hp
 GVWR (lb.): 33,000-77,000
 GCWR (lb.): 80,000+

Model: Classic XL (aluminum cab)

Axle: 4x2/6x4/6x2/8x4
 Wheelbase (in.): 180-280
 BBC (in.): 132
 CA (in.): Varies
 Diesel engine: 425-550 hp
 GVWR (lb.): 33,000-77,000
 GCWR (lb.): 80,000+

BUSINESS CLASS M2

Model: Business Class M2 112, M2 112 NG, M2 112V (aluminum cab)

Axle: 4x2/6x4/8x4
 Wheelbase (in.): Range
 BBC (in.): 112; 138 for Extended Cab; 160 for 4-door Crew Cab
 CA (in.): Varies
 Diesel engine: 350-450 hp
 NG engine: Cummins Westport ISL9 G
 HP @ torque (lb-ft): 320 @ 1,000
 GVWR (lb.): 35,000-66,000

HINO

www.hino.com

Model: 338

Axle: 4x2
 Wheelbase (in.): 152-271
 BBC (in.): 108
 Length overall (in.): 242.6-390.6
 CA (in.): 84.6-203.6
 Diesel engine: Hino J08E-TW
 HP @ rpm: 260 @ 2500
 GVWR (lb.): 33,000

Model: 338CT

Axle: 4x2
 Wheelbase (in.): 144-152
 BBC (in.): 108
 Length overall (in.): 231.6
 CA (in.): 76.6-85
 Diesel engine: Hino J08E-TW
 HP @ rpm: 260 @ 2500
 GVWR (lb.): 33,000

INTERNATIONAL

www.internationaldelivers.com

PAYSTAR SERIES

Model: 5500

Axle: 6x4/4x4/6x6
 Wheelbase (in.): 164-286
 BBC (in.): 114
 Diesel engine: Cummins ISM
 HP @ torque (lb-ft): 310 @ 1,150/410 @ 1,550
 Diesel engine: Cummins ISL
 HP @ torque (lb-ft): 330 @ 1,150/350 @ 1,250
 Diesel engine: Cummins ISX
 HP @ torque (lb-ft): 400 @ 1,450/600 @ 1,850
 GVWR (lb.): 52,350-78,000/35,350-50,000/52,530-66,000
 GCWR (lb.): 60,000-140,000/60,000-80,000/60,000-120,000

Model: 5600 SBA

Axle: 6x4/4x4/6x6
 Wheelbase (in.): 146-262
 BBC (in.): 114
 Diesel engine: Cummins ISM
 HP @ torque (lb-ft): 310 @ 1,150/425 @ 1,650
 Diesel engine: Cummins ISX
 HP @ torque (lb-ft): 400 @ 1,450/600 @ 1,850
 GVWR (lb.): 52,350-80,000/35,350-53,000/52,350-



Kenworth T470

69,000
GCWR (lb.): 60,000-140,000/60,000-80,000/60,000-120,000

Model: 5900 SFA/SBA

Axle: 4x2/6x4/6x8 Tri-Drive (SBA only)
Wheelbase (in.): 188-286
BBC (in.): 120
Diesel engine: Cummins ISX
HP @ torque (lb-ft): 400 @ 1,450/600 @ 1,850
GVWR (lb.): 32,000-36,200/52,350-78,000
GCWR (lb.): 80,000-110,000/80,000-150,000

WORKSTAR SERIES

Model: 7300

Axle: 4x2/4x4
Wheelbase (in.): 136-262/148-262

BBC (in.): 107-150.9
Diesel engine: MaxxForce 11
HP @ torque (lb-ft): 330 @ 1,250/390 @ 1,400
Diesel engine: MaxxForce 13
HP @ torque (lb-ft): 410 @ 1,450/475 @ 1,700
Diesel engine: MaxxForce DT
HP @ torque (lb-ft): 210 @ 560/255 @ 660
GVWR (lb.): 27,000-43,000/27,000-39,000

Model: 7400

Axle: SFA 4x2/SFA 6x4/SFA 4x4/SBA 4x2/SBA 6x4

Wheelbase (in.): 136-262/160-262/148-262/128-254/152-254
BBC (in.): 107-150.9
Diesel engine: MaxxForce 11
HP @ torque (lb-ft): 330 @ 1,250/390 @ 1,400
Diesel engine: MaxxForce 13
HP @ torque (lb-ft): 410 @ 1,450/475 @ 1,700
Diesel engine: MaxxForce DT
HP @ torque (lb-ft): 230 @ 620/300 hp @ 860
Diesel engine: MaxxForce 9
HP @ torque (lb-ft): 300 @ 800/330 @ 950
GVWR (lb.): 27,000-50,000/46,000-66,000/27,000-46,000/27,000-50,000/46,000-66,000

Model: 7500

Axle: SFA 4x2/SFA 6x2/SFA 4x4/

SFA 6x6/SBA 4x2/SBA 6x4
Wheelbase (in.): 136-262/160-262/148-262/195-262/128-254/152-254
BBC (in.): 107-150.9
Diesel engine: MaxxForce 11
HP @ torque (lb-ft): 330 @ 1,250/390 @ 1,400
Diesel engine: MaxxForce 13
HP @ torque (lb-ft): 410 @ 1,450/475 @ 1,700
Diesel engine: MaxxForce 10 High Torque
HP @ torque (lb-ft): 310 @ 1,050/350 @ 1,150
GVWR (lb.): 35,000-50,000/52,000-66,000/33,000-46,000/50,000-56,000/35,000-50,000/52,000-66,000

Model: 7600

Axle: SFA 4x2/SFA 6x4/SBA 4x2/SBA 6x4

Wheelbase (in.): 136-262/160-262/128-254/152-254
BBC (in.): 107-133
Diesel engine: MaxxForce 11
HP @ torque (lb-ft): 330 @ 1,250/390 @ 1,400
Diesel engine: MaxxForce 13
HP @ torque (lb-ft): 410 @ 1,450/475 @ 1,700
Diesel engine: Cummins ISM
HP @ torque (lb-ft): 320 @ 1,150/425 @ 1,550
GVWR (lb.): 35,000-50,000/52,000-66,000/35,000-50,000/52,000-66,000

Model: 7700

Axle: SFA 4x2/SFA 6x4/SBA 6x4
Wheelbase (in.): 156-311
BBC (in.): 107
Diesel engine: MaxxForce 11
HP @ torque (lb-ft): 330 @ 1,250/390 @ 1,400
Diesel engine: MaxxForce 13
HP @ torque (lb-ft): 410 @ 1,450/475 @ 1,700
Diesel engine: Cummins ISM
HP @ torque (lb-ft): 305 @ 1,050/425 @ 1,550
GVWR (lb.): 35,000-50,000/52,000-66,000/52,000-66,000

Model: Hybrid

Axle: 4x4
BBC (in.): 107 and up
Diesel-electric engine: 270 hp @ Up to 930 lb-ft

GVWR (lb.): Up to 40,000

TRANSTAR SERIES

Model: 8500

Axle: 4x2/6x4
Wheelbase (in.): 128-201
BBC (in.): 107-133
Diesel engine: MaxxForce 11
HP @ torque (lb-ft): 330 @ 1,250/390 @ 1,400
Diesel engine: MaxxForce 13
HP @ torque (lb-ft): 410 @ 1,450/475 @ 1,700
Diesel engine: Cummins ISM
HP @ torque (lb-ft): 320 @ 1,150/425 @ 1,550
GVWR (lb.): 30,000-35,000/50,000-52,000
GCWR (lb.): 50,000-66,000/64,000-80,000

Model: 8600

Axle: 4x2/6x4
Wheelbase (in.): 128-315
BBC (in.): 107-133
Diesel engine: MaxxForce 11
HP @ torque (lb-ft): 330 @ 1,250/390 @ 1,400
Diesel engine: MaxxForce 13
HP @ torque (lb-ft): 410 @ 1,450/475 @ 1,700
Diesel engine: Cummins ISM
HP @ torque (lb-ft): 320 @ 1,150/425 @ 1,550
GVWR (lb.): 30,000-36,000/50,000-53,200
GCWR (lb.): 50,000-67,200/64,000-80,000

9000 SERIES

Model: 9200i

Axle: 4x2/6x4
Wheelbase: 140-234
BBC (in.): 112
Diesel engine: Cummins ISM/ISX
HP @ torque (lb-ft): 320 @ 1,150/500 @ 1,850
GVWR (lb.): 23,000/40,000-46,000
GCWR (lb.): 35,000-37,000/52,000-60,000

Model: 9900i

Axle: 6x4
Wheelbase: 181-240
BBC (in.): 119.9
Diesel engine: Cummins ISX
HP @ torque (lb-ft): 408 @ 1,450/600 @ 1,850
GVWR (lb.): 52,000-60,000



Kenworth W900L



Mack Granite Axle Back



Mack Granite MP Engine Series



Mack Pinnacle Rawhide Edition



Mack Pinnacle

GCWR (lb.): 90,000-140,000

Model: 9900ix

Axle: 6x4
Wheelbase (in.): 189-258
BBC (in.): 130
Diesel engine: Cummins ISX
HP @ torque (lb-ft): 408 @ 1,450/600 @ 1,850
GVWR (lb.): 52,000-60,000
GCWR (lb.): 90,000-140,000

PROSTAR SERIES

Models: Daycab, Sleeper

Axle: 4x2/6x4
Wheelbase (in.): 146-226/160-240
BBC (in.): 122
Bumper-to-axle (in.): 50
Diesel engine: MaxForce 11
HP @ torque (lb-ft): 330 @ 1,250/390 @ 1,400
Diesel engine: MaxForce 13
HP @ torque (lb-ft): 410 @ 1,450/475 @ 1,700
Diesel engine: Cummins ISX
HP: 385-525
Front axle (lb.): 12,000-14,000
Rear axle (lb.): 40,000-46,000



Mack Titan



Peterbilt 337

LONESTAR SERIES

Models: Daycab, Sleeper, Harley-Davidson

Axle: 6x4
Wheelbase (in.): 167-280
BBC (in.): 132/195.8
Bumper-to-axle (in.): 41
Diesel engine: Cummins ISX
HP: 435-600
Front axle (lb.): 12,350-14,600
Rear axle (lb.): 40,000-46,000



Peterbilt 348

ISUZU

www.isuzucv.com

F SERIES

Model: FTR

Wheelbase (in.): 170-224
CA (in.): 139-193
Diesel engine: 7.8L Turbo Intercooled 6HK1-TC
HP @ rpm: 215 @ 2200
Torque (lb-ft) @ rpm: 560 @ 1450
GVWR (lb.): 25,950

Model: FVR

Wheelbase (in.): 170-236
CA (in.): 139-205
Diesel engine: 7.8L Turbo



Peterbilt 367

Intercooled 6HK1-TC
HP @ rpm: 215 @ 2200
Torque (lb-ft) @ rpm: 560 @ 1450
GVWR (lb.): 25,950

Model: FXR Single

Wheelbase (in.): 152-236
CA (in.): 121-205
Diesel engine: 7.8L Turbo Intercooled 6HK1-TC
HP @ rpm: 260 @ 2200
Torque (lb-ft) @ rpm: 660 @ 1450
GVWR (lb.): 33,000

Model: FXR Tandem

Wheelbase (in.): 236-260
CA (in.): 205-229
Diesel engine: 7.8L Turbo Intercooled 6HK1-TC
HP @ rpm: 300 @ 2200
Torque (lb-ft) @ rpm: 860 @ 1450
GVWR (lb.): 56,000

KENWORTH
www.kenworth.com

T2000

Model: T2000

Axle: 6x4/4x2
Sleeper width (in.): 60, 75
BBC (in.): 120
Diesel engine: Up to 600 hp
Front axle (lb.): 12,000-14,600
Rear axle (lb.): 23,000-46,000

T370

Model: T370 Diesel/ Hybrid-Electric

Axle: 4x2/4x4
Wheelbase (in.): 140-272
BBC (in.): 108.9
Diesel engine: Paccar 6.7L PX-6
HP @ rpm: 200-325 @ 2600
Torque (lb-ft) @ rpm: 520-750 @ 1600
Diesel engine: Paccar 8.6L PX-8
HP: 240-330
Torque (lb-ft): 660-1,000
GVWR (lb.): 26,001-33,000

T440

Model: T440

Axle: 6x4/4x2
Sleeper width (in.): 38
Diesel engine: Paccar PX-8
HP @ torque (lb-ft): 260-350 @ 660-1,000

Diesel engine: Cummins ISL 9-liter
HP @ torque (lb-ft): 345-380 @ 1,150-1,300
Front axle (lb.): 12,000-22,000
Rear axle (lb.): 21,000-46,000
GVWR (lb.): 33,000-68,000

T470

Model: T470

Axle: 6x4/4x2
BBC (in.): 118-140.5
Diesel engine: Cummins ISL 9-liter (CARB emissions reduction feature available)
HP @ torque (lb-ft): 345-365 @ 1,150-1,250
Front axle (lb.): 12,000-22,000
Rear axle (lb.): 21,000-46,000
GVWR (lb.): 33,000-68,000

T660

Model: T660

Axle: 6x4/4x2
Sleeper width (in.): 38, 42, 62, 72, 86
Diesel engine: Up to 600 hp
Front axle (lb.): 12,000-14,600
Rear axle (lb.): 23,000-46,000

W900

Models: W900B, W900L, W900S

Axle: 6x4/4x2
Sleeper width (in.): 38, 42, 62, 72, 86
Wheelbase (in.): Optional
CA (in.): Optional
Front axle to BOC (in.): 90-100
BBC (in.): 120-130
Diesel engine: Up to 600 hp
Front axle (lb.): 12,000-22,000
Rear axle (lb.): 23,000-58,000
GCWR (lb.): 200,000

T800

Models: T800, T800H, T800W, T800W Tridem, T800 Short Hood, T800 LNG

Axle: 6x4/6x6/4x2/8x4
Sleeper width (in.): 38, 42, 62, 72, 86
Wheelbase (in.): Optional
CA (in.): Optional
Front axle to BOC (in.): 67, 74
BBC (in.): 114-133.4
Diesel engine: Up to 600 hp
Front axle (lb.): 12,000-37,500
Rear axle (lb.): 21,000-105,000
NG engine: Cummins Westport XL15 G

HP @ torque: 450 @ 1,650 lb-ft
GVWR (lb.): 80,000 for three axles
GCWR (lb.): 140,000-330,000

C500

Models: C500, C500 Twin Steer, C500K

Axle: 6x4/6x6/8x4/8x6/8x8
Wheelbase (in.): Optional
CA (in.): Optional
Front axle to BOC (in.): 35-74
BBC (in.): 91.5, 123
Diesel engine: Up to 600 hp
Front axle (lb.): 12,000-40,000
Rear axle (lb.): 69,000-150,000
GVWR (lb.): 108,000-190,000
GCWR (lb.): 350,000-500,000

K360

Model: K360 Cabover

Axle: 4x2/4x4
Wheelbase (in.): 177, 211
BBC (in.): 63.2
Diesel engine: Paccar 5.9L PX-6
HP: 220/280
Torque (lb-ft): 520/660
GVWR (lb.): 33,000

MACK

www.macktrucks.com

HEAVY HAUL SERIES

Model: Titan (TD713, TD714)

Axle: 6x4/8x4/8x6
Wheelbase (in.): 209, 281
BBC (in.): 128
Length overall (in.): 313, 425
CA (in.): 123, 195
Diesel engine: Mack MP10
HP @ rpm: 490-605 @ 1500-1950
Torque (lb-ft) @ rpm: 1,860-2,060 @ 1100-1400
Front axle (lb.): 14,600-20,000
Rear axle (lb.): 38,000-69,000

CONSTRUCTION SERIES

Model: Granite Axle Forward (GU712, GU713, GU714)

Axle: 4x2/6x4/8x6
Wheelbase (in.): 159-281
BBC (in.): 122.5
Length overall (in.): 270.5-417.5
CA (in.): 92-193
Diesel engine: Mack MP7
HP @ rpm: 300-405 @ 1500-2100
Torque (lb-ft) @ rpm: 1,200-1,480 @ 1100-1300

Diesel engine: Mack MP8
HP @ rpm: 340-485 @ 1500-2100
Front axle (lb.): 12,000-20,000
Rear axle (lb.): 23,000-69,000

Model: Granite Axle Back (GU812, GU813, GU814)

Axle: 4x2/6x4/8x6
Wheelbase (in.): 159-265
BBC (in.): 122.5
Length overall (in.): 272.5-323.5
CA (in.): 93-199
Diesel engine: Mack MP7
HP @ rpm: 300-405 @ 1500-2100
Torque (lb-ft) @ rpm: 1,200-1,480 @ 1100-1300
Diesel engine: Mack MP8
HP @ rpm: 340-485 @ 1500-2100
Front axle (lb.): 12,000-20,000
Rear axle (lb.): 23,000-69,000

HIGHWAY SERIES

Model: Pinnacle Axle

Forward (CHU612, CHU613)
Axle: 4x2/6x4 Daycab, Sleeper
Wheelbase (in.): 166, 178
BBC (in.): 117.3
CA (in.): 78, 90
Diesel engine: Mack MP7
HP @ rpm: 325-405 @ 1200-1560
Diesel engine: Mack MP8
HP @ rpm: 415-485 @ 1540-1700
Front axle (lb.): 12,000-14,600
Rear axle (lb.): 38,000-46,000

Model: Pinnacle Axle Back (CXU612, CXU613)

Axle: 4x2/6x4 Daycab, Sleeper
Wheelbase (in.): 150, 162
BBC (in.): 117.3
CA (in.): 84, 96
Diesel engine: Mack MP7
HP @ rpm: 325-405 @ 1200-1560
Diesel engine: Mack MP8
HP @ rpm: 415-485 @ 1540-1700
Front axle (lb.): 12,000-14,600
Rear axle (lb.): 38,000-46,000

REFUSE SERIES

Model: TerraPro Low Entry (LEU612, LEU613)

Axle: 4x2/6x4
Wheelbase (in.): 157-250
BBC (in.): 59

CA (in.): 152.3, 206
Diesel engine: Mack MP7
HP @ rpm: 300-345 @ 1500-2100
Torque (lb-ft) @ rpm: 1,200 @ 1100-1300
NG engine: Cummins Westport ISL9 G
HP @ torque (lb-ft): 320 @ 1,000
Front axle (lb.): 20,000
Rear axle (lb.): 23,000-46,000

Model: TerraPro Cabover (MRU612, MRU613)

Axle: 4x2/6x4
Wheelbase (in.): 169, 173
BBC (in.): 63
CA (in.): 166, 170
Diesel engine: Mack MP7
HP @ rpm: 300-405 @ 1500-2100
Torque (lb-ft) @ rpm: 1,200-1,480 @ 1100-1300
Diesel engine: Mack MP8
HP @ rpm: 340-485 @ 1500-2100
NG engine: Cummins Westport ISL9 G
HP @ torque (lb-ft): 320 @ 1,000
Front axle (lb.): 12,000
Rear axle (lb.): 23,000-38,000

**PETERBILT
MOTORS CO.**

www.peterbilt.com

CLASS 7

**Model: 337 Diesel/
Hybrid-Electric**

Axle: 6x4/4x2
Diesel engine: Paccar 6.7L PX-6
HP: 240-325
Torque (lb-ft): 520-750
Diesel engine: Paccar 8.3L PX-8
HP: 240-360
Torque (lb-ft): 600-1,000

**Model: 348 Diesel/
Hybrid-Electric**

Axle: 4x2/4x4/6x4/6x6
Diesel engine: Paccar 6.7L PX-6
HP: 280
Diesel engine: Paccar 8.3L PX-8
HP: 240-380
Torque (lb-ft): 1,050
GVWR (lb.): 35,000 and up

CLASS 8

Model: 365

Axle: 4x2/4x4/6x4/6x6 (optional)



Peterbilt 386 Hybrid



Peterbilt 387



Peterbilt 388 Low-Profile



Volvo VN 430



Volvo VN 670



Volvo VN 730



Volvo VN 780

About Makes & Models

Makes & Models is intended to give truck buyers a general overview of what's available for 2010. Basic specs are provided, including wheelbases, GVWRs and engine choices, along with a capsule summary of what's new from each manufacturer.

This is the third installment of Makes & Models, covering heavy-duty vehicles in Classes 7-8. We covered light-duty (Classes 1-3) in September, and we looked at medium-duty (Classes 4-6) in October. Keep in mind that these are preliminary listings, as new models, specs and features may be released later this year.

factory-installed lift axles available)
 Sleeper width (in.): 36, 48, 63, 70
 BBC (in.): 115
 Diesel engine: 280-470 hp
 NG engine: Cummins Westport ISL9 G
 HP @ torque (lb-ft): 320 @ 1,000
 GVWR (lb.): 33,000-93,000

Model: 367, 367 LNG
 Axle: 4x2/4x4/6x4/6x6 (optional factory-installed lift axles available)
 Sleeper width (in.): 36, 48, 63
 BBC (in.): 123
 Diesel engine: 320-600 hp
 GVWR (lb.): 33,000-93,000

Model: 384
 Axle: 4x2/6x4 Daycab/Sleeper
 Sleeper width (in.): 36, 48, 63, 70
 BBC (in.): 116
 Diesel engine: 280-485 hp
 NG engine: Cummins Westport ISL9 G
 HP @ torque (lb-ft): 320 @ 1,000
 GVWR (lb.): 33,000-60,600
 GCWR (lb.): Up to 150,000

Model: 386, 386 Hybrid, 386 LNG
 Axle: 4x2/6x4 Daycab/Sleeper
 Sleeper width (in.): 36, 48, 63, 70
 BBC (in.): 126
 Diesel engine: 320-600 hp
 GVWR (lb.): 33,000-60,600
 GCWR (lb.): Up to 150,000

Model: 387, 387 LNG
 Axle: 4x2/6x4 Daycab/Sleeper
 BBC (in.): 112, 120, 126
 Diesel engine: 320-600 hp
 GVWR (lb.): 33,000-60,600
 GCWR (lb.): Up to 150,000

Model: 388
 Axle: 4x2/6x4 Daycab/Sleeper/Low-Profile
 Sleeper width (in.): 36, 48, 63, 70
 BBC (in.): 123
 Diesel engine: 280-600 hp
 GVWR (lb.): 33,000-80,000
 GCWR (lb.): Up to 150,000

Model: 389
 Axle: 4x2/6x4 Daycab/Sleeper
 Sleeper width (in.): 36, 48, 63, 70
 BBC (in.): 131
 Diesel engine: 385-600 hp
 GVWR (lb.): 33,000-66,000

GCWR (lb.): Up to 150,000

LCF COE
Model: 320, 320 Hybrid, 320 LNG, 320 HLA
 Axle: 6x4/8x6/4x2/8x4 Dual Steer/Tandem Steer Truck
 BBC (in.): 53
 Diesel engine: 280-470 hp
 GVWR (lb.): 33,000-102,000
 GCWR (lb.): Up to 102,000

UD TRUCKS
www.udtrucks.com

Model: UD3300
 Payload (lb.): 22,060-22,695
 Wheelbase (in.): 150.39-238.19
 CA (in.): 118.27-206.06
 Length overall (in.): 245.67-398.82
 Diesel engine: 7.6L Turbo/Intercooled
 HP @ rpm: 230 @ 2500
 Torque (lb-ft) @ rpm: 506 @ 1500
 GVWR (lb.): 32,900

VOLVO TRUCKS NORTH AMERICA
www.volvotrucks.us.com

VHD
Model: VHD Daycab
 Axle: 6x4/8x4
 Wheelbase (in.): 134-320
 BBC (in.): 113.6
 Front axle position (in.): 29.1, 51.2
 CA (in.): 99-234
 Diesel engine: Volvo D13
 HP @ torque (lb-ft): 335-485 @ 1,350-1,650
 GVWR (lb.): 52,000-90,000
 GCWR (lb.): 62,000-220,000

Model: VHD 430 Sleeper
 Axle: 6x4 Tractor, 6x4/8x6 Truck
 Wheelbase (in.): 134-320
 BBC (in.): 145.6
 Front axle position (in.): 29.1, 51.2
 CA (in.): 99-234
 Diesel engine: Volvo D13
 HP @ torque (lb-ft): 335-485 @ 1,350-1,650
 GVWR (lb.): 52,000-90,000
 GCWR (lb.): 62,000-220,000

VN
Model: VNM 200 Daycab
 Axle: 4x2/6x2/6x4
 Wheelbase (in.): 138-225
 BBC (in.): 113.5
 Front axle position (in.): 51.1
 CA (in.): 76-163
 Diesel engine: Volvo D11
 HP @ torque (lb-ft): 325-405 @ 1,250-1,450
 Diesel engine: Volvo D13
 HP @ torque (lb-ft): 335-485 @ 1,350-1,650
 GVWR (lb.): 32,000-60,000
 GCWR (lb.): 80,000-150,000

Model: VNM 430 Integral Sleeper
 Axle: 4x2/6x2/6x4
 Wheelbase (in.): 173-225
 BBC (in.): 145.5
 Front axle position (in.): 51.1
 CA (in.): 78-131
 Diesel engine: Volvo D11
 HP @ torque (lb-ft): 325-405 @ 1,250-1,450
 Diesel engine: Volvo D13
 HP @ torque (lb-ft): 335-485 @ 1,350-1,650
 GVWR (lb.): 32,000-60,000
 GCWR (lb.): 80,000-150,000

Model: VNM 630 Integral Sleeper
 Axle: 4x2/6x4
 Wheelbase (in.): 191-225
 BBC (in.): 164.1
 Front axle position (in.): 51.1
 CA (in.): 78-112
 Diesel engine: Volvo D11
 HP @ torque (lb-ft): 325-405 @ 1,250-1,450
 Diesel engine: Volvo D13
 HP @ torque (lb-ft): 335-485 @ 1,350-1,650
 GVWR (lb.): 32,000-60,000
 GCWR (lb.): 80,000-150,000

Model: VNL 300 Daycab, Long Hood
 Axle: 4x2/6x2/6x4
 Wheelbase (in.): 146-256
 BBC (in.): 122.4
 Front axle position (in.): 52.2
 CA (in.): 76-186
 Diesel engine: Volvo D11
 HP @ torque (lb-ft): 325-405 @ 1,250-1,450
 Diesel engine: Volvo D13
 HP @ torque (lb-ft): 335-485 @ 1,350-1,650

2010 Makes & Models

Diesel engine: Volvo D16
 HP @ torque (lb-ft): 450-535
 I-Torque @ 1,650-1,850
 Diesel engine: Cummins ISX/
 ST2
 HP @ torque (lb-ft): 385-550 @
 1,450-1,850
 GVWR (lb.): 35,000-60,000
 GCWR (lb.): 80,000-150,000

Model: VNL 430 Integral Sleeper

Axle: 4x2/6x2/6x4
 Wheelbase (in.): 177-260
 BBC (in.): 154.5
 Front axle position (in.): 52.2
 CA (in.): 75-158
 Diesel engine: Volvo D11
 HP @ torque (lb-ft): 325-405 @
 1,250-1,450
 Diesel engine: Volvo D13
 HP @ torque (lb-ft): 335-485 @
 1,350-1,650
 Diesel engine: Volvo D16
 HP @ torque (lb-ft): 450-535
 I-Torque @ 1,650-1,850
 Diesel engine: Cummins ISX/
 ST2
 HP @ torque (lb-ft): 385-550 @
 1,450-1,850
 GVWR (lb.): 35,000-60,000
 GCWR (lb.): 80,000-150,000

Model: VNL 630 Integral Sleeper

Axle: 4x2/6x4
 Wheelbase (in.): 197-260
 BBC (in.): 173.1
 Front axle position (in.): 52.2
 CA (in.): 76-139
 Diesel engine: Volvo D11
 HP @ torque (lb-ft): 325-405 @
 1,250-1,450
 Diesel engine: Volvo D13
 HP @ torque (lb-ft): 335-485 @
 1,350-1,650
 Diesel engine: Volvo D16
 HP @ torque (lb-ft): 450-535
 I-Torque @ 1,650-1,850
 Diesel engine: Cummins ISX/
 ST2
 HP @ torque (lb-ft): 385-550 @
 1,450-1,850
 GVWR (lb.): 35,000-60,000
 GCWR (lb.): 80,000-150,000

Model: VNL 670 Integral Sleeper

Axle: 4x2/6x4
 Wheelbase (in.): 197-260
 BBC (in.): 173.1

Front axle position (in.): 52.2
 CA (in.): 76-139
 Diesel engine: Volvo D13
 HP @ torque (lb-ft): 335-485 @
 1,350-1,650
 Diesel engine: Volvo D16
 HP @ torque (lb-ft): 450-535
 I-Torque @ 1,650-1,850
 Diesel engine: Cummins ISX/
 ST2
 HP @ torque (lb-ft): 385-550 @
 1,450-1,850
 GVWR (lb.): 35,000-60,000
 GCWR (lb.): 80,000-150,000

Model: VNL 730 Integral Sleeper

Axle: 6x4
 Wheelbase (in.): 223-260
 BBC (in.): 188.8
 Front axle position (in.): 52.2
 CA (in.): 86-123
 Diesel engine: Volvo D13
 HP @ torque (lb-ft): 335-485 @
 1,350-1,650
 Diesel engine: Volvo D16
 HP @ torque (lb-ft): 450-535
 I-Torque @ 1,650-1,850
 Diesel engine: Cummins ISX/
 ST2
 HP @ torque (lb-ft): 400-550 @
 1,450-1,850
 GVWR (lb.): 50,000-60,000
 GCWR (lb.): 80,000-150,000

Model: VNL 780 Integral Sleeper

Axle: 6x4
 Wheelbase (in.): 223-260
 BBC (in.): 188.8
 Front axle position (in.): 52.2
 CA (in.): 86-123
 Diesel engine: Volvo D13
 HP @ torque (lb-ft): 335-485 @
 1,350-1,650
 Diesel engine: Volvo D16
 HP @ torque (lb-ft): 450-535
 I-Torque @ 1,650-1,850
 Diesel engine: Cummins ISX/
 ST2
 HP @ torque (lb-ft): 385-550 @
 1,450-1,850
 GVWR (lb.): 50,000-60,000
 GCWR (lb.): 80,000-150,000

WESTERN STAR TRUCKS

www.westernstartrucks.com

4900EX

Model: Standard, LowMax
 Axle: 4x2/6x4/8x6
 Wheelbase (in.): 151-450
 BBC (in.): 132
 CA (in.): 52-351
 Diesel engine: 380-600 hp
 GVWR (lb.): Up to 89,000
 GCWR (lb.): Up to 200,000

4900SA

Axle: 4x2/4x4/6x4/6x6/
 8x4/8x6/10x6
 Wheelbase (in.): 151-450
 BBC (in.): 109, 123
 CA (in.): 78-377
 Diesel engine: 380-600 hp
 GVWR (lb.): Up to 109,000
 GCWR (lb.): Up to 200,000

4900FA

Model: Standard, LowMax
 Axle: 4x2/6x4/8x4/8x6/10x6
 Wheelbase (in.): 151-450
 BBC (in.): 109, 123
 CA (in.): 52-351
 Diesel engine: 380-600 hp
 GVWR (lb.): Up to 109,000
 GCWR (lb.): Up to 200,000

6900XD

Axle: 6x4/8x4/8x6/10x6
 Wheelbase (in.): 151-460
 BBC (in.): 141
 CA (in.): 69-378
 Diesel engine: 380-600 hp
 GVWR (lb.): Up to 146,000
 GCWR (lb.): 500,000+

—Compiled by
 Dean Smallwood



Volvo VHD



Western Star 4900EX



Western Star 4900FA



Western Star 4900SA



Western Star 6900XD