

2009

Makes & Models



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

International launches a LoneStar, Mack unleashes a Titan, Sterling says farewell and more

For 2009, International and Mack introduce the two biggest newcomers to the heavy-duty scene – International with its owner-operator-minded LoneStar, and Mack with its severe-service behemoth Titan. And Daimler Trucks North America is ending the Sterling Trucks brand in March as part of a response to continued low truck sales and structural changes in the market. (We continue to list specs for Sterling products because dealers will take orders through Jan. 15 and because Daimler may continue some models under the Freightliner and Western Star brands.)

Meanwhile, the other major players are making their own model modifications and spec adjustments. Here are some highlights:

Freightliner: The truck maker is adding several enhancements to its Cascadia tractor and other models. The Cascadia now is available in a 72-inch XT sleeper model targeting flatbed and tanker operations. Dometic under-bunk refrigerators, also available for the Cascadia, include a slide-out drawer to ease driver access and can serve as both a refrigerator and freezer (based on thermostat setting).

Air disc brakes are available as factory-installed options for the Cascadia, Columbia, Coronado and Century Class S/T. The Bendix ADB22X-V Air Disc Brake, designed for 22.5-inch steel and aluminum wheels, is compatible with all 22.5-inch wheel combinations and approved for all on-highway applications; the disc brakes also are compatible with drum brake-equipped trailers.

Freightliner, in conjunction with Meritor WABCO, announced the availability of the OnGuard Collision Safety System for select Cascadia and Century Class S/T fleets; OnGuard is a forward-looking radar-based adaptive cruise control system with active braking. Also, high-visibility bright-orange seatbelts manufactured by LifeGuard Technologies are a factory-installed option on the Cascadia, Columbia, Century Class S/T and M2.

GM: The Chevrolet Kodiak/GM Topkick now boasts revised air seats and Allison Prognostics on all 3000/3500 Series transmissions. GMC's T-Series also offers Allison Prognostics on all 3000 Series transmissions.



Chevrolet Kodiak



Chevrolet T-Series



Ford F-650 Super Duty



Ford F-750 Super Duty



Freightliner Cascadia



Freightliner Century Class ST



International: International Truck and Engine touts its new LoneStar tractor as merging the classic styling preferred by chrome lovers with aerodynamic design and technologies sought by fuel-conscious owner-operators. The company says the LoneStar offers improved ergonomics, an industry-leading suspension, advanced electronics and a quiet cab. Automotive-style features include standard ABS, roll stability, traction control, automotive-style dash and gauges with rosewood or titanium trim, and a 50-degree wheel cut.

The PayStar 5900i Set-Back Axle is a vocational on/off-highway vehicle that features an axle configuration targeting severe-service applications. The wide-track set-back axle design addresses customers' needs for front axle load distribution and improved maneuverability. Powered by Caterpillar or Cummins diesel engines up to 15 liters and up to 625 horsepower, the PayStar 5900i SBA is built on a standard 12.25-inch frame rail PayStar chassis. A sloped hood was designed for better jobsite visibility.

Kenworth: The truck maker revealed new front and rear suspensions. The AG130 is a front-axle air spring suspension, while the AG400L is a tandem rear suspension using a trailing arm design. The AG130 features a four-bag air spring configuration, compared to the typical two; lighter by 20 pounds than traditional 12,000-lb. taperleaf front-end suspensions, the disc brake-compatible AG130 will be available in 12,000- and 13,200-lb. ratings for T660, T800 and T2000 models. The disc brake-compatible AG400L is a 40,000-lb. highway rear suspension system for T660, T800, T2000 and W900 models; the four-bag suspension supports fifth-wheel heights as low as 42 inches, has fewer parts and eliminates axle seat welding, the company said.

Kenworth also has added a driver information center designed to provide instant trip information for miles per gallon, engine and idle hours, idle percentage and optimum rpm range; a "sweet spot indicator" offers visual cues when the optimum rpm is reached, while a bar graph displays current mpg against trip average mpg. Meanwhile, a revised state-of-the-art dash for the T2000 is more ergonomic and also easier to service, according to the company; the system is supported by the Kenworth Electronic Service Analyst, a computerized diagnostics tool designed to enable technicians to quickly troubleshoot dashboard electronics.

The Kenworth Clean Power no-idle system is now a factory-installed option for W900s and T800s equipped

with the 72-inch AeroCab sleeper. Kenworth Clean Power uses dedicated, advanced deep-cycle batteries that power a thermal storage cooler with 21,000 BTUs of cooling capacity, according to the company; the system has the capability to provide engine-off cooling and heating, plus 120-volt power for hotel loads.

Mack: The Titan heavy-transport heavy-construction tractor is powered by the MP10, a 16-liter diesel engine with a top rating of 605 hp. The truck is tall, with a long hood and high ground clearance, while the cab is set high in a classic "heavy haul" position for added driver visibility. The MP10 is matched to Mack's T300ES series 10-, 13- and 18-speed transmissions with triple countershaft performance; Eaton transmissions are available as options. Titan rides on Mack's Cornerstone chassis, offered in three frame rail thicknesses — 8, 9.5 and 11 millimeters.

The truck maker also introduced its Pinnacle Rawhide Edition, building on its Pinnacle Axle Forward model with an updated exterior and a new level of interior comfort. Target markets are fleets concerned about driver recruitment and retention, as well as discerning

owner-operators. The truck is available in three cab configurations: 60- and 70-inch midrise sleepers, plus daycab.

Peterbilt: A low-profile configuration for the Model 388, designed for the car carrier industry, has been optimized with a lower cab height to allow for an aftermarket installation of an over-the-cab car carrier body to maximize the number of vehicles that may be hauled. The tractor can be specified with a variety of drivetrain and suspension options, and can accommodate engines up to 600 hp.

The truck maker will offer three liquefied natural gas configurations on its Models 387, 386 and 367. The Westport Innovations ISX G engine, based on the Cummins ISX diesel engine with cooled exhaust gas

About Makes & Models

Makes & Models is intended to give truck buyers a general overview of what's available for 2009. 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 Class 7-8. We covered light-duty (Class 1-3) in September, and we took a look at medium-duty (Class 4-6) in October. Keep in mind that these are preliminary listings, as new models, specs and features may be released later this year.

recirculation, is available with 400 and 450 horsepower ratings for heavy-duty port, freight and vocational applications.

The Model 320 Hydraulic Launch Assist, suited for vocational stop-and-go refuse applications, utilizes HLA technology developed by Eaton Corp. exclusively for Paccar by capturing the truck's kinetic energy during braking to assist in launching and accelerating the vehicle.

A proprietary front air leaf suspension offers a 20 percent improvement in ride, while maintaining the roll stiffness and handling performance of a taperleaf suspension, Peterbilt says; it is available on Models 384, 386, 388 and 389. Meanwhile, the ComfortClass system, available in 63-inch sleeper configurations, provides heating, cooling and 110-volt electrical power for up to 10 hours without running the engine through a combination of batteries and a thermal storage cooler, the company said.

Volvo: Volvo Trucks North America says its 42-inch VHD 430 sleeper cab vocational model is offered as a 6x4, 8x4 and 8x6 truck or tractor and in axle-forward and axle-back configurations. The 118-cubic-foot sleeper's one-piece design helps minimize noise while providing added insulation, according to the truck maker.

The 15-liter Cummins ISX engine certified for 2010 emissions is now standard in the VN. SAF-Holland's FWAL aluminum fifth wheel, also available for the VN, is designed for standard-duty applications and is rated for 55,000 pounds maximum vertical load and 150,000 pounds maximum drawbar pull; the FWAL utilizes proprietary NoLube technology designed to create a grease-free fifth wheel.

Volvo is offering Bendix ADB22X heavy-duty air disc brakes on front and rear axles on VNs and VTs with 12,000- to 13,200-lb. front axle ratings and 40,000-lb. rear axle ratings; the disc brakes also can be ordered for front axle only.

Western Star: A daycab conversion kit is designed to convert Stratosphere sleepers into daycabs. Also, new proprietary air disc brakes are suited for premium on-highway and extreme hauling applications and are designed to accommodate weight ratings up to 120,000 lbs. GCW; they are available with all drive axle brands and only in combination with AAC proprietary steer axles.

A 1,875-square-inch on-highway copper brass radiator – the largest in the industry, according to the truck maker – is intended to provide top performance for extreme-duty applications. The radiator, designed to be packaged seamlessly into existing hood envelopes on 4900 SA daycab and sleeper cab models, was built to accommodate added heat generated by 2007 engines.

Almost a foot lower than standard trucks, the 4900 EX and 4900 FA LowMax both are available as either a daycab or sleeper. An updated design includes an improved cooling package featuring a 1,625-square-inch lightweight aluminum radiator with optimized fan technology for improved fuel economy. Improvements made to the front suspension and steering system also have resulted in better handling, Western Star says.

–Dean Smallwood



Freightliner Classic XL



Freightliner Columbia



Freightliner Coronado



Freightliner FLD 120SD



International 5500



International 5600



International 5900



International 5900i Set-Back Axle



International 7600



International 8500



International 8600



International 9900ix

CHEVROLET/ GMC

www.chevrolet.com
www.gmc.com

KODIAK/TOPKICK

Model: C6500/C7500/C8500

Wheelbase (in.): 128-308
BBC (in.): 105 for Regular Cab; 146 for Crew Cab
CA (in.): 60-240
Gas engine: 8.1L V8
HP @ rpm: 295 @ 3600
Diesel engine: 7.8L IL6
HP @ rpm: 215-300 @ 2200
Diesel engine: 7.2L IL6
HP @ rpm: 207-250 @ 2200
GVWR (lb.): 26,001-63,000

T-SERIES

Model: T6500/T7500/T8500

Wheelbase (in.): 128-260
CA (in.): 108-228
Diesel engine: 7.8L IL6
HP @ rpm: 215-300 @ 2200
GVWR (lb.): 26,001-56,000

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.): 26,001-37,000

FREIGHTLINER

www.freightlinertrucks.com

CASCADIA

Model: Cascadia
Diesel engine: Detroit Diesel DD15
HP @ torque (lb-ft): 450-560 @ 1,550-1,850
Diesel engine: Detroit Diesel MBE 4000
HP @ torque (lb-ft): 450 @ 1,650
Diesel engine: Detroit Diesel Series 60
HP @ torque (lb-ft): 515 @ 1,650
Diesel engine: Caterpillar C15
HP @ torque (lb-ft): 550 @ 1,850
GVWR (lb.): 35,000-71,000
GCWR (lb.): 92,000
• Eaton/Fuller manual transmission is standard; UltraShift and

AutoShift transmissions are available;
• 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.

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+

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
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

Model: CC132 (aluminum cab)

Axle: 6x4/4x2/6x2
Wheelbase (in.): 151-300
BBC (in.): 131.8
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 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
GVWR (lb.): 35,000-66,000

FLD SD SFA/SBA

Model: FLD 120SD (aluminum cab)

Axle: 4x2/6x4/6x2/8x4/8x6
Wheelbase (in.): Range
BBC (in.): 120
CA (in.): Varies
Diesel engine: 350-550 hp
GVWR (lb.): 35,000-89,000
GCWR (lb.): to 145,000

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.): 76.6/84.6
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, 310 hp @ 1,150 lb-ft/410 hp @ 1,550 lb-ft; Cummins ISL, 330 hp @ 1,150 lb-ft/350 hp @ 1,250 lb-ft; Cummins ISX, 400 hp @ 1,450 lb-ft/600 hp @ 1,850 lb-ft; Caterpillar C13, 305 hp @ 1,150 lb-ft/470 hp @ 1,750 lb-ft; Caterpillar C15 Acert, 435 hp @ 1,550 lb-ft/625 hp @ 2,050 lb-ft

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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: Caterpillar C13, 305 hp @ 1,150 lb-ft/470 hp @ 1,750 lb-ft (multi-torque options, 470 hp @ 1,550-1,750 lb-ft); Caterpillar C15 Acert, 435 hp @ 1,550 lb-ft/625 hp @ 2,050 lb-ft; Cummins ISM, 310 hp @ 1,150 lb-ft/425 hp @ 1,650 lb-ft; Cummins ISX, 400 hp @ 1,450 lb-ft/600 hp @ 1,850 lb-ft
GVWR (lb.): 52,350-80,000/35,350-53,000/52,350-69,000
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: Caterpillar C13, 305 hp @ 1,150 lb-ft/470 hp @ 1,750 lb-ft; Caterpillar C15 Acert, 435 hp @ 1,550 lb-ft/625 hp @ 2,050 lb-ft; Cummins ISX, 400 hp @ 1,450 lb-ft/600 hp @ 1,850 lb-ft
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, 330 hp @ 1,250 lb-ft/390 hp @ 1,400 lb-ft; MaxxFORCE 13, 410 hp @ 1,450 lb-ft/475 hp @ 1,700 lb-ft; MaxxFORCE DT, 210 hp @ 560 lb-ft/255 hp @ 660 lb-ft
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, 330 hp @ 1,250 lb-ft/390 hp @ 1,400 lb-ft; MaxxFORCE 13, 410

hp @ 1,450 lb-ft/475 hp @ 1,700 lb-ft; MaxxFORCE DT, 230 hp @ 620 lb-ft/300 hp @ /860 lb-ft; MaxxFORCE 9, 300 hp @ 800 lb-ft/330 hp @ 950 lb-ft
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, 330 hp @ 1,250 lb-ft/390 hp @ 1,400 lb-ft; MaxxFORCE 13, 410 hp @ 1,450 lb-ft/475 hp @ 1,700 lb-ft; MaxxFORCE 10 High Torque, 310 hp @ 1,050 lb-ft/350 hp @ 1,150 lb-ft
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, 330 hp @ 1,250 lb-ft/390 hp @ 1,400 lb-ft; MaxxFORCE 13, 410 hp @ 1,450 lb-ft/475 hp @ 1,700 lb-ft; Caterpillar C11/C13, 305 hp @ 1,050 lb-ft/470 hp @ 1,750 lb-ft; Cummins ISM, 320 hp @ 1,150 lb-ft/425 hp @ 1,550 lb-ft
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, 330 hp @ 1,250 lb-ft/390 hp @ 1,400 lb-ft; MaxxFORCE 13, 410 hp @ 1,450 lb-ft/475 hp @ 1,700 lb-ft; Caterpillar C11/C13, 305 hp @ 1,050 lb-ft/470 hp @ 1,750 lb-ft; Cummins ISM, 305 hp @ 1,050 lb-ft/425 hp @ 1,550 lb-ft
GVWR (lb.): 35,000-50,000/52,000-66,000/52,000-66,000

TRANSTAR SERIES

Model: 8500

Axle: 4x2/6x4
Wheelbase (in.): 128-201
BBC (in.): 107-133

Diesel engine: MaxxFORCE 11, 330 hp @ 1,250 lb-ft/390 hp @ 1,400 lb-ft; MaxxFORCE 13, 410 hp @ 1,450 lb-ft/475 hp @ 1,700 lb-ft; International HT 570 High Torque, 295 hp @ 950 lb-ft/310 hp @ 1,050 lb-ft
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, 330 hp @ 1,250 lb-ft/390 hp @ 1,400 lb-ft; MaxxFORCE 13, 410 hp @ 1,450 lb-ft/475 hp @ 1,700 lb-ft; Caterpillar C13 Acert, 305 hp @ 1,150 lb-ft/470 hp @ 1,750 lb-ft; Cummins ISM, 320 hp @ 1,150 lb-ft/425 hp @ 1,550 lb-ft
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: Caterpillar C13 Acert, 380 hp @ 1,450 lb-ft/470 hp @ 1,750 lb-ft; Cummins ISM/ISX, 320 hp @ 1,150 lb-ft/500 hp @ 1,850 lb-ft
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: Caterpillar C13 Acert/C15 Acert, 410 hp @ 1,450 lb-ft/550 hp @ 1,850 lb-ft; Cummins ISX, 408 hp @ 1,450 lb-ft/600 hp @ 1,850 lb-ft
GVWR (lb.): 52,000-60,000
GCWR (lb.): 90,000-140,000

Model: 9900ix

Axle: 6x4
Wheelbase (in.): 189-258
BBC (in.): 130
Diesel engine: Caterpillar C15 Acert, 435 hp @ 1,550 lb-ft/550 hp @ 1,850 lb-ft; Cummins ISX, 408 hp @ 1,450 lb-ft/600 hp @ 1,850 lb-ft
GVWR (lb.): 52,000-60,000
GCWR (lb.): 90,000-140,000



International LoneStar



International ProStar



Isuzu F-Series



Isuzu H-Series



Kenworth C500 Vocational Ext. Day Cab



Kenworth T660



Kenworth T800



Kenworth T2000



Kenworth W900L



Mack Granite Axle Back



Mack Granite MP Engine Series



Mack Pinnacle Rawhide Edition

PROSTAR SERIES

Models: ProStar, ProStar Premium, ProStar Eagle, ProStar Limited

Configurations: Daycab, High-Rise Sleeper
Axle: 4x2/6x4
Wheelbase (in.): 146-226/160-240
BBC (in.): 122

Bumper-to-axle (in.): 50
Diesel engine: MaxxFoRce 11, 330 hp @ 1,250 lb-ft/390 hp @ 1,400 lb-ft; MaxxFoRce 13, 410 hp @ 1,450 lb-ft/475 hp @ 1,700 lb-ft; Cummins ISX, 385-525 hp; Caterpillar C13: 380-470 hp
Front axle (lb.): 12,000-14,000
Rear axle (lb.): 40,000-46,000

LONESTAR SERIES

Models: LoneStar, LoneStar Limited, LoneStar Suite

Configurations: Daycab/Sleeper
Axle: 6x4
Wheelbase (in.): 167-205/280
BBC (in.): 132/195.8
Bumper-to-axle (in.): 41
Diesel engine: Cummins ISX, 435-600 hp; Caterpillar C15, 435-550 hp
Front axle (lb.): 12,350-14,600
Rear axle (lb.): 40,000-46,000

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 @ 1,450
GVWR (lb.): 26,001 and up

Model: FVR

Wheelbase (in.): 170-236
CA (in.): 139-205
Diesel engine: 7.8L Turbo Intercooled 6HK1-TC
HP @ rpm: 215 @ 2200
Torque (lb-ft) @ rpm: 560 @ 1,450
GVWR (lb.): 26,001 and up

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 @ 1,450

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 @ 1,450
GVWR (lb.): 56,000

H SERIES

Model: HTR Regular Cab/ Crew Cab

Wheelbase (in.): 152-260
Diesel engine: 7.8L Turbo Intercooled 6HK1-TC
HP @ rpm: 200 @ 2200
Torque (lb-ft) @ rpm: 520 @ 1,450
GVWR (lb.): 26,001 and up

Model: HVR Regular Cab/ Crew Cab

Wheelbase (in.): 152-260
Diesel engine: 7.8L Turbo Intercooled 6HK1-TC
HP @ rpm: 215-250 @ 2200
Torque (lb-ft) @ rpm: 520-800 @ 1,450
GVWR (lb.): 25,950-33,000

Model: HXR Regular Cab/ Tandem Regular Cab

Wheelbase (in.): 152-260
Diesel engine: 7.8L Turbo Intercooled 6HK1-TC
HP @ rpm: 250-300 @ 2200
Torque (lb-ft) @ rpm: 800-860 @ 1,450
GVWR (lb.): 35,000-54,600

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

T660

Model: T660
Axle: 6x4/4x2
Sleeper width (in.): 38, 42, 60, 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
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.): 135,000-500,000

MACK

www.macktrucks.com

TITAN

Diesel engine: Mack MP10
HP: 515-605
Torque (lb-ft) @ rpm: 1,860-2,060 @ 1,200
Transmission: Mack T300ES 10-, 13-, 18-speed; Eaton available
Front axle position (in.): 41
Front axle (lb.): 12,000-20,000
Rear axle (lb.): 38,000-65,000
Chassis frame rail thickness (mm.): 8, 9.5, 11; rated at 120,000 PSI, 2.12-4.26 million RBM (lbs. in.)

CONSTRUCTION SERIES

Model: Granite MP Engine

2009 Makes & Models



Mack Pinnacle

Series
 Axle: 4x2/6x4
 Diesel engine: Mack MP7-325M
 HP @ torque (lb-ft): 325-405 @ 1,200-1,560
 Diesel engine: Mack MP8-325M
 HP @ torque (lb-ft): 415-485 @ 1,540-1,700
 Front axle (lb.): 18,000-23,000



Mack TerraPro

Model: Granite Axle Back (GU802)
 Axle: 4x2
 Wheelbase (in.): 159
 BBC (in.): 116.5, 122.5
 CA (in.): 93
 Diesel engine: Mack MP7-325M
 HP @ torque (lb-ft): 325-405 @ 1,200-1,560
 Diesel engine: Mack MP8-325M
 HP @ torque (lb-ft): 415-485 @ 1,540-1,700
 Front axle (lb.): 12,000
 Rear axle (lb.): 23,000



Mack Titan

Model: Granite Axle Back (GU803)
 Axle: 6x4
 Wheelbase (in.): 192
 BBC (in.): 116.5, 122.5
 CA (in.): 127
 Diesel engine: Mack MP7-325M
 HP @ torque (lb-ft): 325-405 @ 1,200-1,560
 Diesel engine: Mack MP8-325M
 HP @ torque (lb-ft): 415-485 @ 1,540-1,700
 Front axle (lb.): 12,000
 Rear axle (lb.): 38,000



Peterbilt 365

HIGHWAY SERIES
Model: Pinnacle Axle Forward (CHU612)
 Axle: 4x2
 Wheelbase (in.): 166
 BBC (in.): 117.3
 CA (in.): 78
 Diesel engine: Mack MP8-425E
 HP @ rpm: 425 @ 1500-1800
 Front axle (lb.): 12,000
 Rear axle (lb.): 23,000



Peterbilt 367

Model: Pinnacle Axle Forward (CHU613)
 Axle: 6x4
 Wheelbase (in.): 178
 BBC (in.): 117.3
 CA (in.): 90
 Diesel engine: Mack MP8-425E
 HP @ rpm: 425 @ 1500-1800
 Front axle (lb.): 12,000
 Rear axle (lb.): 40,000



Peterbilt 384

Model: Pinnacle Axle Back (CXU612)
 Axle: 4x2
 Wheelbase (in.): 150
 BBC (in.): 117.3

CA (in.): 84
 Diesel engine: Mack MP8-415C
 HP @ rpm: 390-415 @ 1500-1950
 Front axle (lb.): 12,000
 Rear axle (lb.): 23,000

Model: Pinnacle Axle Back (CXU613)

Axle: 6x4
 Wheelbase (in.): 162
 BBC (in.): 117.3
 CA (in.): 96
 Diesel engine: Mack MP8-415C
 HP @ rpm: 390-415 @ 1500-1950
 Front axle (lb.): 12,000
 Rear axle (lb.): 40,000

REFUSE SERIES

Model: TerraPro Low Entry (LEU602)

Axle: 4x2
 Wheelbase (in.): 157
 BBC (in.): 58.6
 CA (in.): 154
 Diesel engine: Mack MP7-325M
 HP @ torque (lb-ft): 325 @ 1,200
 Diesel engine: Mack MP7-345C
 HP @ torque (lb-ft): 345 @ 1,360
 Front axle (lb.): 20,000
 Rear axle (lb.): 23,000

Model: TerraPro Low Entry (LEU603)

Axle: 6x4
 Wheelbase (in.): 197
 BBC (in.): 58.6
 CA (in.): 206
 Diesel engine: Mack MP7-325M
 HP @ torque (lb-ft): 325 @ 1,200
 Diesel engine: Mack MP7-345C
 HP @ torque (lb-ft): 345 @ 1,360
 Front axle (lb.): 20,000
 Rear axle (lb.): 46,000

Model: TerraPro Cabover (MRU602)

Axle: 4x2
 Wheelbase (in.): 169
 BBC (in.): 63
 CA (in.): 166
 Diesel engine: Mack MP7
 HP @ torque (lb-ft): 325-405 @ 1,200-1,560
 Diesel engine: Mack MP8
 HP @ torque (lb-ft): 415-485 @ 1,540-1,700
 Front axle (lb.): 12,000
 Rear axle (lb.): 23,000

Model: TerraPro Cabover (MRU603)

Axle: 6x4
 Wheelbase (in.): 173
 BBC (in.): 63
 CA (in.): 170

Diesel engine: Mack MP7
 HP @ torque (lb-ft): 325-405 @ 1,200-1,560
 Diesel engine: Mack MP8
 HP @ torque (lb-ft): 415-485 @ 1,540-1,700
 Front axle (lb.): 12,000
 Rear axle (lb.): 38,000

OSHKOSH

www.oshkoshtruck.com

S SERIES (Concrete Mixer)

Model: S-2346 Front Discharge Mixer
 Axle: 6x6
 Wheelbase (in.): 190-234
 Diesel engine: Cummins ISM V-350, 350 hp @ 1600 rpm
 Torque (lb-ft @ rpm): 1,450 @ 1,200
 GVWR (lb.): 66,000-84,000

Model: Revolution

Axle: 6x6
 Wheelbase (in.): 210
 CA (in.): 44
 Diesel engine: Cummins ISM V-350, 350 hp @ 1600 rpm
 Torque (lb-ft @ rpm): 1,450 @ 1,200
 GVWR (lb.): 66,000-84,000

H SERIES (Snow Removal)

Model: HB2718 (HB2718B with Snow Blower option)
 Axle: 4x4
 Wheelbase (in.): 164
 CA (in.): 125.66
 Length overall (in.): 314.35
 Diesel engine: Caterpillar C11 Acert, 335-350 hp @ 1800-2100 rpm
 Peak torque (lb-ft) @ rpm: 1,250 @ 1,200
 GVWR (lb.): 45,000

HT SERIES (Snow Removal)

Model: HT2723
 Axle: 4x4
 Wheelbase (in.): 158
 BBC (in.): 81.2
 Length overall (in.): 262.03
 Diesel engine: Caterpillar C13 Acert, 470-485 hp @ 1800-2100 rpm
 Peak torque (lb-ft) @ rpm: 1,650 @ 1,600
 GVWR (lb.): 50,000

MPT SERIES (Snow Removal)

Model: MPT1823
 Axle: 4x4



Peterbilt 386 Hybrid

Wheelbase (in.): 158
BBC (in.): 118
CE (in.): 131
Diesel engine: 275-315 hp
GVWR (lb.): 41,000

**P SERIES
(Snow Removal)**

Model: P2526
Axle: 4x4
Wheelbase (in.): 158
CA (in.): 91
Length overall (in.): 258
Diesel engine: Caterpillar C13
Acert, 380 hp @ 2100 rpm
Peak torque (lb-ft) @ rpm: 1,450 @ 1,200
GVWR (lb.): 50,600



Peterbilt 387

Model: P2530
Axle: 4x4
Wheelbase (in.): 158
CA (in.): 91
Length overall (in.): 258
Diesel engine: Caterpillar C13
Acert, 380 hp @ 2100 rpm
Peak torque (lb-ft) @ rpm: 1,450 @ 1,200
GVWR (lb.): 52,200



Peterbilt 388 Low-Profile

Model: P2546
Axle: 6x6
Wheelbase (in.): 175
CA (in.): 109
Length overall (in.): 296
Diesel engine: Caterpillar C13
Acert, 380 hp @ 2100 rpm
Peak torque (lb-ft) @ rpm: 1,450 @ 1,200
GVWR (lb.): 70,600



Peterbilt 388

Model: P2552
Axle: 6x6
Wheelbase (in.): 175
CA (in.): 109
Length overall (in.): 296
Diesel engine: Caterpillar C13
Acert, 380 hp @ 2100 rpm
Peak torque (lb-ft) @ rpm: 1,450 @ 1,200
GVWR (lb.): 77,000



Peterbilt 389

Model: P2558
Axle: 6x6
Wheelbase (in.): 175
CA (in.): 109
Length overall (in.): 296
Diesel engine: Caterpillar C13
Acert, 380 hp @ 2100 rpm
Peak torque (lb-ft) @ rpm: 1,450 @ 1,200
GVWR (lb.): 83,000



Volvo VHD

**PETERBILT
MOTORS CO.**

www.peterbilt.com

**CLASS 8
CONVENTIONAL**

Model: 365
Axle: 4x2/4x4/6x4/6x6 (optional factory-installed lift axles available)
Sleeper width (in.): 36, 48, 63, 70
BBC (in.): 115
Diesel engine: 280-470 hp
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
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

**STERLING
TRUCK CORP.**

www.sterlingtrucks.com

(Sterling dealers will continue to accept orders until Jan. 15, 2009.)

ACTERRA

Axle: 4x2/4x4/6x4/6x6
BBC (in.): 106, 163 (Crew Cab)
Diesel engine: Cummins ISB, 200-300 hp; Mercedes-Benz MBE 900, 190-300 hp; Cummins ISC, 240-330 hp (340 and 350 hp ratings are for RV, fire and emergency applications only)
GVWR (lb.): 18,000-64,000

SET-FORWARD L-LINE

Axle: 4x2/6x4
BBC (in.): 101, 111
Diesel engine: Caterpillar C13/C15, 305-550 hp; Mercedes-Benz MBE 900, 190-300 hp; Detroit Diesel Series 60, 425-515 hp; Mercedes-Benz MBE 4000, 350-450 hp; Cummins 8.9L ISL, 1,150-1,250 lb-ft torque
GVWR (lb.): 27,500-72,000 (without pushers)

SET-BACK L-LINE

Axle: 4x2/6x4
BBC (in.): 113, 122
Diesel engine: Mercedes-Benz MBE 4000, 350-450 hp; Mercedes-Benz MBE 900, 190-300 hp; Detroit Diesel Series 60, 425-515 hp; Cummins engines, 240-360 hp; Cummins 8.9L ISL, 1,150-1,250 lb-ft torque
GVWR (lb.): 27,500-105,600

SET-BACK A-LINE

Axle: 4x2/6x4
BBC (in.): 113, 122
Diesel engine: Mercedes-Benz MBE 4000, 350-450 hp; Detroit Diesel Series 60, 425-515 hp; Caterpillar C13/C15, 305-550 hp
GVWR (lb.): 31,000-78,000
GCWR (lb.): Up to 125,000

NIGHTSHIFT

Axle: Set-Back 4x2/6x4
BBC (in.): 113, 122
Diesel engine: Mercedes-Benz MBE 4000, 350-450 hp; Mercedes-Benz MBE 900, 190-300 hp; Detroit Diesel Series 60, 425-515 hp; Cummins engines,

2009 Makes & Models



Volvo VN 430

240-360 hp; Caterpillar C13/C15, 305-550 hp
GVWR (lb.): 27,500-105,600

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 @ 1,500
GVWR (lb.): 32,900



Volvo VN 670

VOLVO TRUCKS NORTH AMERICA

www.volvotrucks.us.com

VHD

Model: VHD Truck

Axle: 4x2/6x4/8x4/8x6/10x4/12x4, in axle-forward or axle-back configurations

Wheelbase (in.): 134-320
BBC (in.): 113
Front axle position (in.): 29, 51
CA (in.): 72-242
Diesel engine: Volvo VED12, 365-465 hp
GVWR (lb.): 35,000-90,000

Model: VHD Daycab

Axle: 6x4/8x4, in axle-forward or axle-back configurations
Wheelbase (in.): 134-320
BBC (in.): 113
Front axle position (in.): 29, 51
CA (in.): 99-234
Diesel engine: Volvo VED12, 365-465 hp
GVWR (lb.): 52,000-90,000
GCWR (lb.): 62,000-220,000

Model: VHD 430 Sleeper

Axle: 6x4/8x4, in axle-forward or axle-back configurations
Wheelbase (in.): 134-320
BBC (in.): 113
Front axle position (in.): 29, 51
CA (in.): 99-234
Diesel engine: Volvo VED12, 365-465 hp
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, 325-405 hp @ 1,250-1,450 lb-ft; Volvo D13, 335-485 hp @ 1,350-1,650 lb-ft
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, 325-405 hp @ 1,250-1,450 lb-ft; Volvo D13, 335-485 hp @ 1,350-1,650 lb-ft
GVWR (lb.): 32,000-60,000
GCWR (lb.): 80,000-150,000

Model: VNM 630 Integral Sleeper

Axle: 4x2/6x4



Volvo VN 730

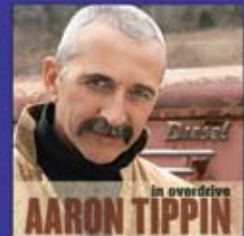


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Volvo VN 780

Wheelbase (in.): 191-225
 BBC (in.): 164.1
 Front axle position (in.): 51.1
 CA (in.): 78-112
 Diesel engine: Volvo D11, 325-405 hp @ 1,250-1,450 lb-ft; Volvo D13, 335-485 hp @ 1,350-1,650 lb-ft
 GVWR (lb.): 32,000-60,000
 GCWR (lb.): 80,000-150,000



Volvo VT 830

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, 325-405 hp @ 1,250-1,450 lb-ft; Volvo D13, 335-485 hp @ 1,350-1,650 lb-ft; Volvo D16, 450-535 hp I-Torque @ 1,650-1,850 lb-ft; Cummins ISX and ST2, 385-550 hp @ 1,450-1,850 lb-ft
 GVWR (lb.): 35,000-60,000
 GCWR (lb.): 80,000-150,000



Volvo VT 880

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, 325-405 hp @ 1,250-1,450 lb-ft; Volvo D13, 335-485 hp @ 1,350-1,650 lb-ft; Volvo D16, 450-535 hp I-Torque @ 1,650-1,850 lb-ft; Cummins ISX and ST2, 385-550 hp @ 1,450-1,850 lb-ft
 GVWR (lb.): 35,000-60,000
 GCWR (lb.): 80,000-150,000



Western Star 4900EX

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, 325-405 hp @ 1,250-1,450 lb-ft; Volvo D13, 335-485 hp @ 1,350-1,650 lb-ft; Volvo D16, 450-535 hp I-Torque @ 1,650-1,850 lb-ft; Cummins ISX and ST2, 385-550 hp @ 1,450-1,850 lb-ft
 GVWR (lb.): 35,000-60,000
 GCWR (lb.): 80,000-150,000



Western Star 4900FA

Model: VNL 670 Integral Sleeper

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



Western Star 4900SA

Front axle position (in.): 52.2
 CA (in.): 76-139
 Diesel engine: Volvo D13, 335-485 hp @ 1,350-1,650 lb-ft; Volvo D16, 450-535 hp I-Torque @ 1,650-1,850 lb-ft; Cummins ISX and ST2, 385-550 hp @ 1,450-1,850 lb-ft
 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, 335-485 hp @ 1,350-1,650 lb-ft; Volvo D16, 450-535 hp I-Torque @ 1,650-1,850 lb-ft; Cummins ISX and ST2, 400-550 hp @ 1,450-1,850 lb-ft
 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, 335-485 hp @ 1,350-1,650 lb-ft; Volvo D16, 450-535 hp I-Torque @ 1,650-1,850 lb-ft; Cummins ISX and ST2, 385-550 hp @ 1,450-1,850 lb-ft
 GVWR (lb.): 50,000-60,000
 GCWR (lb.): 80,000-150,000

VT

Model: VT 800 Daycab

Axle: 6x4
 Wheelbase (in.): 250
 BBC (in.): 133.7
 Front axle position (in.): 43.4
 Diesel engine: Volvo D16, 450-625 hp I-Torque @ 1,650-2,050 lb-ft; Cummins ISX and ST2, 425-600 hp @ 1,550-1,850 lb-ft
 GVWR (lb.): 50,000-60,000
 GCWR (lb.): 80,000-150,000

Model: VT 830 Integral Sleeper

Axle: 6x4
 Wheelbase (in.): 250
 BBC (in.): 200.1
 Front axle position (in.): 43.4
 Diesel engine: Volvo D16, 500-600 hp I-Torque @ 1,850-2,050 lb-ft; Cummins ISX and ST2, 485-600 hp @ 1,650-1,850 lb-ft
 GVWR (lb.): 50,000-60,000

GCWR (lb.): 80,000-150,000

Model: VT 880 Integral Sleeper

Axle: 6x4
 Wheelbase (in.): 250
 BBC (in.): 200.1
 Front axle position (in.): 43.4
 Diesel engine: Volvo D16, 500-600 hp I-Torque @ 1,850-2,050 lb-ft; Cummins ISX and ST2, 485-600 hp @ 1,650-1,850 lb-ft
 GVWR (lb.): 50,000-60,000
 GCWR (lb.): 80,000-150,000

WESTERN STAR TRUCKS

www.westernstartrucks.com

4900EX

Axle: 4x2/6x4/8x6
 Wheelbase (in.): 151-450
 BBC (in.): 132
 CA (in.): 52-351
 Diesel engine: 380-625 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: 305-625 hp
 GVWR (lb.): Up to 109,000
 GCWR (lb.): Up to 200,000

4900FA

Axle: 4x2/6x4/8x4/8x6/10x6
 Wheelbase (in.): 151-450
 BBC (in.): 109, 123
 CA (in.): 52-351
 Diesel engine: 305-625 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: 380-625 hp
 GVWR (lb.): Up to 146,000
 GCWR (lb.): 500,000+

— compiled by Dean Smallwood