

2008 Makes & Models

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

Few changes made after last year's revamp

Heavy-duty trucks won't see many major changes in the coming year. Unlike many light- and medium-duty OEMs that are launching new models and introducing big redesigns, new engines and revamped platforms, most heavy-duty truck makers are just tweaking their product lineups after last year's massive revamp.

Still, there are some changes to brand names and lineups, along with a few other touchups worth noting, such as new horsepower ratings and safety features. Here are some highlights of what to expect:

- **Chevrolet/GMC:** Topkicks and Kodiaks will continue to have factory-engineered four-wheel drive, with the 4x4 option available on both regular and crew cab configurations. A 6-speed Allison automatic transmission has replaced the traditional 5-speed model; manuals aren't

available anymore. C6500/7500/8500 models are available with an optional Caterpillar C7 (7.2L diesel I6) that delivers horsepower ratings from 207 to 250, and torque ratings up to 800 lb-ft.

- **Ford:** The F-Series Super Duty is getting a makeover, including a 6.4L Power Stroke V8 turbocharged diesel engine built by International; additional towing capacity of 24,000 pounds and maximum payload of more than 6,000 pounds; and an integrated tailgate step and stowable bed extender. The powertrains use a mounting system that reduces vibration, while air vents, mounted on the fender behind the wheel arch, help dissipate engine compartment heat.
- **Freightliner:** Freightliner Trucks introduced the Cascadia, a Class 8 on-highway tractor. The Cascadia, which will



Freightliner Cascadia



International ProStar



Kenworth T660



Mack Pinnacle



Peterbilt 386



Chevrolet Kodiak



Chevrolet T-Series T7500



Ford F-650 Super Duty



Ford F-750 Super Duty



Freightliner Century Class S/T

replace the Columbia and Century Class trucks in 2010, offers a 3 percent improvement in fuel economy over previous models and was designed to accommodate DaimlerChrysler's new global heavy-duty engine platform, the Portland, Ore.-based truck maker says. The new platform, launched in October, is designed to meet 2010 U.S. environmental regulations. In addition to better fuel economy, the Cascadia offers improved serviceability to reduce vehicle downtime and improved cab comfort and ergonomics to help fleets attract and retain drivers.

- **Hino:** The biggest change to Hino's U.S. line of conventional trucks are cleaner diesel engines. The trucks are equipped with Hino's J-Series 8L engine rated at 260 hp. Modifications include diesel injection pressures constant at 26,000 lbs. — up from 22,000 lbs. — and a larger exhaust gas recirculation cooler.
- **International:** International Truck and Engine Corp. continues to trumpet its ProStar line of aerodynamic Class 8 tractors. The Warrenville, Ill.-based truck maker says the ProStar was designed to excel in four basic areas: fuel economy, driver satisfaction, uptime and low ownership cost. Full-scale wind tunnel testing with a trailer attached revealed an 8 percent drag reduction improvement compared to International's previous best-performing model. In the area of driver satisfaction, developers focused on improving ergonomics and comfort. Responding to top causes of downtime — such as tires, electrical harnesses, connectors, batteries, air leaks, air brakes and fuel systems — International developed monitoring, prognostic and diagnostic systems to provide information to drivers and fleet managers.
- **Isuzu:** Isuzu's enhancements are focused on increasing driver comfort and safety, with a cab-mounting system said to deliver a smoother ride. The cab

itself is larger and more spacious, with more side-to-side and front-to-back room. F-Series trucks offer a number of enhancements to Allison transmissions; both transmissions are now 6-speed, with a second overdrive ratio to improve driveability and fuel economy. Also, F-Series customers may spec their vehicles with an Eaton-Fuller manual transmission, available in 6-, 9- or 10-speed (8+2) configurations.

- **Kenworth:** The truck maker expanded its T660 aerodynamic offering with an extended-cab version that adds six inches to the standard truck's 122-inch BBC, five inches to its height and two inches behind the wheel. Advanced technology inside all T660s includes a GPS navigation system and the Driver's Information Center, which is available as an option on all new Class 8 models. Kirkland, Wash.-based Kenworth also has added an extended day cab option to its vocational W900S that provides an additional six inches of length and five inches of cab height compared to the traditional day cab. Kenworth also will offer the Cummins ISM and Caterpillar C9 engines for its T800 and W900S vocational models.
- **Mack:** The life of a refuse truck is non-stop abuse, with harsh work cycles, constant demands for increased efficiency and no compromises on reliability and durability. Mack Trucks says its TerraPro Series delivers everything needed to handle that, plus a new driver environment to improve comfort and boost productivity. The TerraPro Series includes the TerraPro Low Entry and the TerraPro Cabover. Meanwhile, the Lehigh Valley, Pa.-based truck maker announced no major changes to its highway flagship model, the Pinnacle, or to its Granite and Granite Axle Back vocational models.
- **Peterbilt:** The Model 384 day cab/sleeper and Model 387 extended day cab tractors complete the truck

maker's aerodynamic revamp. The Model 384 is a 116-inch BBC tractor and will be offered as a day cab or with Unibilt sleepers, while the extended Model 387, intended for regional hauling and tanker applications, adds six inches to the interior cab length. Meanwhile, the Denton, Texas-based company's traditional Models 388 and 389 also have been upgraded, with revamped hood mechanisms for easier service access and redesigned grilles for better engine airflow. Peterbilt also is trumpeting Models 365 and 367 for heavy-duty vocational purposes: Model 365 has a 115-inch BBC, and Model 367's BBC measures 127 inches.

- **Sterling:** Sterling Truck unveiled a heavy-duty vocational truck specially developed for the construction and government markets. The Set-Forward Sterling truck features an updated look, improved functionality, increased visibility and easier maintenance, the Redford, Mich.-based company says. The truck, which boasts an eye-catching sturdy chrome grille and chromed headlight bezels, also was designed with practical benefits: The hood's shape was configured with added visibility in mind, with a 12 percent better sight range than comparable products. The Set-Forward Sterling offers safety benefits for its designated applications, the company says.
- **UD Trucks:** Back-up alarms now are standard equipment on all UD's, as are tensile steel frames, which previously was an option.
- **Volvo Trucks North America:** Fleet management capabilities come standard on trucks from Volvo Trucks North America with the combination of Volvo's Link Sentry satellite monitoring system and the Volvo Action Service roadside assistance program. Volvo's Link Sentry onboard vehicle monitoring and communications system enables fleets to

track fuel use and distance traveled per gallon of fuel; to pre-set road speeds and study driver variance; and to monitor idle time, battery voltage and diesel particulate filter status. In an on-highway event or failure, Sentry sends diagnostic code data in real time via satellite to technical experts at Volvo Action Service, the company's 24/7 roadside assistance program. The driver can communicate with technicians at the VAS control center to diagnose the problem and determine a course of action.

- **Western Star:** Expanded radiator packages – available in sizes from 1,375 to 1,875 square inches – allow for increased cooling capacity in high horsepower applications. The Redford, Mich.-based truck maker also added a drop front frame casting for axle configurations on its 4900FA, 4900SA and 4900EX models to facilitate additional cooling capacity without exterior modifications. Accommodating larger radiators also allowed Western Star to upgrade its front suspensions: A 56-inch asymmetric spring provides additional roll stiffness and improved handling while making turns.

– Paul Richards

ABOUT MAKES & MODELS

Makes & Models is intended to give truck buyers a general overview of what's available for 2008. 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 took a look 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.



Freightliner Classic XL



Freightliner Coronado



Freightliner FLD 120SD



International 5500



International 5600

2008 Makes & Models



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
Length overall (in.): 240-456
Gas engine: 8.1L V8
HP @ rpm: 295 @ 3600
Diesel engine: 7.8L I6
HP @ rpm: 200-300 @ 2200
Diesel engine: 7.2L I6
HP @ rpm: 207-300 @ 2400
GVWR (lb.): 25,095-61,000

T-SERIES

Model: T6500/T7500/T8500

Wheelbase (in.): 128-260
CA (in.): 96-228
Diesel engine: 7.8L I6
HP @ rpm: 200-300 @ 2200
GVWR (lb.): 19,501-56,000

FORD

www.fordvehicles.com

F SUPER DUTY SERIES

Model: F-650/F-750

Axle: 4x2
Wheelbase (in.): 146-281
CA (in.): 72-207
Diesel engine: 6.7L ISB
HP @ rpm: 200 @ 2400
Torque (lb-ft) @ rpm: 520 @ 1,600
Diesel engine: 6.7L I6
HP @ torque (lb-ft): 200-525 @ 520-750
Diesel engine: 7.2L I6
HP @ torque (lb-ft): 190-300 @ 520-860
GVWR (lb.): 22,000-33,000

FREIGHTLINER

www.freightlinertrucks.com

CASCADIA

Model: Cascadia

Diesel engine: 370-550 hp
Torque (lb-ft): 1,650-1,850



Volvo VN 670

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.
- 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: 305-550 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: 305-550 hp
GVWR (lb.): 33,000-77,000
GCWR (lb.): 80,000+

Model: CL112

Axle: 4x2/6x4/6x2/8x4
Wheelbase (in.): 154-280
BBC (in.): 112
CA (in.): Varies
Diesel engine: 305-450 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: 435-550 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

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.): Up 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.): 188-236/170-
206/188-236
BBC (in.): 114
CA (in.): 102-150/84-120/102-150
Diesel engine: 305-470 hp (Caterpillar
C13)/435-550 hp (Caterpillar
C15)/320-450 hp (Cummins ISM/ISX)
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

Axle: 6x4/4x4/6x6
Wheelbase (in.): 164-212/146-
182/164-212
CA (in.): 102-150/84-120/102-150
BBC (in.): 114
Diesel engine: 305-470 hp (Caterpillar
C13)/435-550 hp (Caterpillar
C15)/320-450 hp (Cummins ISM/ISX)
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

Axle: 4x2/6x4
Wheelbase (in.): 164-208/192-240
CA (in.): 74-118/102-150
BBC (in.): 120
Diesel engine: 305-470 hp (Caterpillar
C13)/ 435-550 hp (Caterpillar
C15)/320-560 hp (Cummins ISM/ISX)
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
CA (in.): 61-187/73-187
BBC (in.): 107-150.9
Diesel engine: 210-255 hp
(International DT466)
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
CA (in.): 61-187/85-187/73-187/61-
187/85-187
BBC (in.): 107-150.9
Diesel engine: 225-300 hp
(International DT466)/ 285-330 hp
(International DT570)
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
CA (in.): 61-187/85-187/73-187/120-
187/61-187/85-187
BBC (in.): 107-150.9
Diesel engine: 295-340 hp
(International HT570)
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
CA (in.): 61-187/85-187/61-187/85-187
BBC (in.): 107-133
Diesel engine: 305-470 hp (Caterpillar
C11/C13)/ 320-425 hp (Cummins ISM)
GVWR (lb.): 35,000-50,000/52,000-
66,000/35,000-50,000/52,000-66,000



Isuzu F Series



Isuzu H Series



Kenworth T300



Kenworth T370



Kenworth T800



Kenworth T2000



Kenworth W900L



Mack Granite Axle Back



Mack Granite MP Engine Series



Mack TerraPro

Model: 7700

Axle: SFA 4x2/SFA 6x4/SBA 6x4
 Wheelbase (in.): 156-311
 CA (in.): 61-187/85-187/85-187
 BBC (in.): 107
 Diesel engine: 305-470 hp (Caterpillar C11/C13)/ 305-425 hp (Cummins ISM)
 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
 CA (in.): 68.9-88.9/84.9-115.9
 BBC (in.): 107-133
 Diesel engine: 295-310 hp (International HT570)
 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
 CA (in.): 79-140/85-146
 BBC (in.): 107-133
 Diesel engine: 305-470 hp (Caterpillar C13)/ 305-425 hp (Cummins ISM)
 GVWR (lb.): 30,000-36,000/50,000-53,200
 GCWR (lb.): 50,000-67,200/64,000-80,000

9000 SERIES

Model: 9900i

Axle: 6x4
 Wheelbase (in.): 181-240
 CA (in.): 85-158
 BBC (in.): 119.9
 Diesel engine: 410-550 hp (Caterpillar C13/C15)/408-600 hp (Cummins ISX)
 GVWR (lb.): 52,000-60,000
 GCWR (lb.): 90,000-140,000

Model: 9900ix

Axle: 6x4
 Wheelbase (in.): 189-258

CA (in.): 85-158
 BBC (in.): 130
 Diesel engine: 435-550 hp (Caterpillar C15)/408-600 hp (Cummins ISX)
 GVWR (lb.): 52,000-60,000
 GCWR (lb.): 90,000-140,000

PROSTAR SERIES

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

Axle: 4x2/6x4
 Wheelbase (in.): 146-226/160-240
 BBC (in.): 122
 Bumper to axle (in.): 50
 Configurations: Day cab, High-Rise Sleeper
 Diesel engine: 380-470 hp (Caterpillar C13)/385-525 hp (Cummins ISX)
 Front axle (lb.): 12,000-14,000
 Rear axle (lb.): 40,000-46,000

ISUZU

www.isuzucv.com

F SERIES

Model: FTR

Wheelbase (in.): 128-260
 Diesel engine: 7.8L Turbo Intercooled 6HK1-TC
 HP @ rpm: 200 @ 2200
 Torque (lb-ft) @ rpm: 520 @ 1,450
 GVWR (lb.): 25,950

Model: FVR

Wheelbase (in.): 128-260
 Diesel engine: 7.8L Turbo Intercooled 6HK1-TC
 HP @ rpm: 200 @ 2200
 Torque (lb-ft) @ rpm: 520 @ 1,450
 GVWR (lb.): 26,001-33,000

Model: FXR Single

Wheelbase (in.): 128-260
 Diesel engine: 7.8L Turbo Intercooled 6HK1-TC
 HP @ rpm: 230 @ 2200
 Torque (lb-ft) @ rpm: 660 @ 1,450
 GVWR (lb.): 33,001

Model: FXR Tandem

Wheelbase (in.): 152-260
 Diesel engine: 7.8L Turbo Intercooled 6HK1-TC
 HP @ rpm: 250 @ 2200
 Torque (lb-ft) @ rpm: 660 @ 1,450
 GVWR (lb.): 52,350

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.): 25,950

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

T300

Model: T300 Crew Cab/Extended Cab

Axle: 4x2/6x4
 Wheelbase (in.): 140-280
 BBC (in.): 105.2
 Diesel engine: Paccar 6.7L PX-6
 HP: 200-325
 Torque (lb-ft): 520-750
 Diesel engine: Paccar 8.3L PX-8
 HP: 240-330
 Torque (lb-ft): 600-1,000
 GVWR (lb.): 25,000-54,600



Peterbilt 365

T370

Model: T370

Axle: 4x2/4x4
 Diesel engine: Paccar 6.7L PX-6
 HP: 200-325
 Torque (lb-ft): 520-750
 Diesel engine: Paccar 8.3L PX-8
 HP: 240-330
 Torque (lb-ft): 600-1,000
 GVWR (lb.): 27,000-54,600



Peterbilt 367

T2000

Model: T2000

Axle: 6x4/4x2
 Wheelbase (in.): 148-389
 BBC (in.): 120
 Diesel engine: 305-600 hp
 GCWR (lb.): 80,000-160,000



Peterbilt 384

T660

Model: T660

Axle: 6x4/4x2
 Sleeper width (in.): 38, 42, 60, 62, 72, 86
 Diesel engine: 11-15L Cummins ISX,
 Caterpillar C15
 HP: 565-600
 Front axle (lb.): 12,000-14,600
 Rear axle (lb.): 23,000-46,000



Peterbilt 387

W900

Models: W900B, W900L, W900S

Axle: 6x4/4x2
 Wheelbase (in.): 148-407
 BBC (in.): 120, 125, 126, 130, 131, 136
 Diesel engine: 305-600 hp
 GVWR (lb.): 60,000-85,000
 GCWR (lb.): 80,000-250,000



Peterbilt 388

T800

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

Axle: 6x4/6x6/4x2/8x4
 Wheelbase (in.): 160-300
 BBC (in.): 115.5, 122.5, 125, 133.4
 Diesel engine: 305-600 hp
 GVWR (lb.): 32,000-105,500
 GCWR (lb.): 140,000-330,000

C500

Models: C500, C500 Twin Steer, C500K

Axle: 6x4/6x6/8x4/8x6/8x8
 Wheelbase (in.): 160-360
 BBC (in.): 91.5, 123
 Diesel engine: 305-600 hp
 GVWR (lb.): 108,000-160,000
 GCWR (lb.): 350,000-500,000

MACK

www.macktrucks.com

HIGHWAY SERIES

Model: Pinnacle Axle Forward (CHU602)

Axle: 4x2
 Wheelbase (in.): 166
 BBC (in.): 116
 CA (in.): 78
 Diesel engine: Mack MP8-425E
 HP @ rpm: 425 @ 1500-1800
 Front axle (lb.): 12,000
 Rear axle (lb.): 23,000

Model: Pinnacle Axle Forward (CHU603)

Axle: 6x4
 Wheelbase (in.): 178
 BBC (in.): 116
 CA (in.): 90
 Diesel engine: Mack MP8-425E
 HP @ rpm: 425 @ 1500-1800
 Front axle (lb.): 12,000
 Rear axle (lb.): 40,000

Model: Pinnacle Axle Back (CXU602)

Axle: 4x2
 Wheelbase (in.): 150
 BBC (in.): 116
 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 (CXU603)

Axle: 6x4
 Wheelbase (in.): 162
 BBC (in.): 116

CA (in.): 96
 Diesel engine: Mack MP8-415C
 HP @ rpm: 390-415 @ 1200-2000
 Front axle (lb.): 12,000
 Rear axle (lb.): 40,000

CONSTRUCTION SERIES

Model: Granite MP Engine Series

Axle Forward/Axle Back

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

Model: Granite Axle Back (GU802)

Axle: 4x2
 Wheelbase (in.): 159
 BBC (in.): 122
 CA (in.): 93
 Diesel engine: Mack MP7-325M
 HP @ rpm: 300-325 @ 1500-2100
 Front axle (lb.): 12,000
 Rear axle (lb.): 23,000

Model: Granite Axle Back (GU803)

Axle: 6x4
 Wheelbase (in.): 192
 BBC (in.): 122
 CA (in.): 127
 Diesel engine: Mack MP7-325M
 HP @ rpm: 300-325 @ 1500-2100
 Front axle (lb.): 12,000
 Rear axle (lb.): 38,000

REFUSE SERIES

Model: TerraPro Low Entry (LEU602)

Axle: 4x2
 Wheelbase (in.): 157
 BBC (in.): 59
 CA (in.): 154
 Diesel engine: Mack MP7-325M
 HP @ rpm: 300-325 @ 1500-2100
 Front axle (lb.): 20,000
 Rear axle (lb.): 23,000

Model: TerraPro Low Entry (LEU603)

Axle: 6x4



Peterbilt 389

Wheelbase (in.): 197
BBC (in.): 59
CA (in.): 206
Diesel engine: Mack MP7-325M
HP @ rpm: 300-325 @ 1500-2100
Front axle (lb.): 20,000
Rear axle (lb.): 46,000

Model: TerraPro Cabover (MRU 602)

Axle: 4x2
Wheelbase (in.): 169
BBC (in.): 63
CA (in.): 166
Diesel engine: Mack MP7-325M
HP @ rpm: 300-325 @ 1500-2100
Front axle (lb.): 12,000
Rear axle (lb.): 23,000

Model: TerraPro Cabover (MRU 603)

Axle: 6x4
Wheelbase (in.): 173
BBC (in.): 63
CA (in.): 170
Diesel engine: Mack MP7-325M
HP @ rpm: 300-325 @ 1500-2100
Front axle (lb.): 12,000
Rear axle (lb.): 38,000

OSHKOSH

www.oshkoshtruck.com

S SERIES (Mixer)

Model: S-2346
Axle: 6x6
Wheelbase (in.): 190-234
Diesel engine: 335 hp (Cummins ISM 350V)
Torque (lb-ft): 1,600
GVWR (lb.): 66,000-84,000

Model: Revolution

Axle: 6x6
Wheelbase (in.): 210
CA (in.): 44
Diesel engine: 350 hp @ 2100 rpm (Cummins ISM-V)
GVWR (lb.): 66,000-84,000

H SERIES (Snow Removal)

Model: HB2718
Axle: 4x4
Wheelbase (in.): 164
CA (in.): 113-137
Diesel engine: 335-350 hp @ 1800-2100 rpm (Caterpillar C11)
GVWR (lb.): 43,040

HT SERIES (Snow Removal)

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

MPT SERIES (Snow Removal)

Model: MPT1823
Axle: 4x4
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.): 91.5
Length overall (in.): 258
Diesel engine: 380 hp @ 2100 rpm (Caterpillar C13)
Peak torque (lb-ft) @ rpm: 1,450 @ 1,200
GVWR (lb.): 51,000

Model: P2530

Axle: 4x4
Wheelbase (in.): 158
CA (in.): 91.5
Length overall (in.): 258
Diesel engine: 380 hp @ 2100 rpm (Caterpillar C13)
Peak torque (lb-ft) @ rpm: 1,450 @ 1,200
GVWR (lb.): 55,000

Model: P2546

Axle: 6x6
Wheelbase (in.): 175
CA (in.): 106
Length overall (in.): 296
Diesel engine: 380 hp @ 2100 rpm (Caterpillar C13)
Peak torque (lb-ft) @ rpm: 1,450 @ 1,200
GVWR (lb.): 71,000

Model: P2552

Axle: 6x6
Wheelbase (in.): 175
CA (in.): 106
Length overall (in.): 296
Diesel engine: 380 hp @ 2100 rpm (Caterpillar C13)
Peak torque (lb-ft) @ rpm: 1,450 @ 1,200
GVWR (lb.): 77,000

Model: P2558

Axle: 6x6
Wheelbase (in.): 175
CA (in.): 106
Length overall (in.): 296
Diesel engine: 380 hp @ 2100 rpm (Caterpillar C13)
Peak torque (lb-ft) @ rpm: 1,450 @ 1,200
GVWR (lb.): 83,000

PETERBILT MOTORS CO.

www.peterbilt.com

CLASS 8 CONVENTIONAL

Model: 365
Axle: 4x2/4x4/6x4/6x6 truck or tractor
BBC (in.): 115
Diesel engine: 280-470 hp
GVWR (lb.): 33,001-93,000

Model: 367
Axle: 4x2/4x4/6x4/6x6 truck or tractor
BBC (in.): 123
Diesel engine: 280-600 hp
GVWR (lb.): 33,001-93,000



Sterling Acterra



Sterling A-Line



Sterling L-Line Dump



Volvo VHD



Volvo VN 430



Volvo VT 880



Volvo VN 730



Volvo VN 780



Volvo VT 800

Model: 384

Axle: 4x2/6x4 truck or tractor
 BBC (in.): 116
 Diesel engine: 280-600 hp
 GVWR (lb.): 33,001-60,600
 GCWR (lb.): Up to 150,000

Model: 386, 386 Hybrid

Axle: 4x2/6x4 truck or tractor
 BBC (in.): 126
 Diesel engine: 280-600 hp
 GVWR (lb.): 33,001-60,600
 GCWR (lb.): Up to 150,000

Model: 387

Axle: 4x2/6x4 tractor
 BBC (in.): 112, 120
 Diesel engine: 305-600 hp
 GVWR (lb.): 33,001-60,600
 GCWR (lb.): Up to 150,000

Model: 388

Axle: 4x2/6x4 truck or tractor
 BBC (in.): 123
 Diesel engine: 280-600 hp
 GVWR (lb.): 33,001-80,000
 GCWR (lb.): Up to 150,000

Model: 389

Axle: 4x2/6x4 truck or tractor
 BBC (in.): 131
 Diesel engine: 385-600 hp
 GVWR (lb.): 33,001-66,000
 GCWR (lb.): Up to 150,000

LCF COE

Model: 320

Axle: 6x4/8x6/4x2/8x4/dual steer/
 tandem steer truck
 BBC (in.): 53
 Diesel engine: 280-410 hp
 GVWR (lb.): 33,001-102,000
 GCWR (lb.): Up to 102,000

Model: 340

Axle: 4x2/6x4 truck or tractor
 Diesel engine: Paccar 8.3L PX-8
 HP: 240-330
 Torque (lb-ft): 600-1,000

GVWR (lb.): 33,001-66,000

STERLING TRUCK CORP.

www.sterlingtrucks.com

ACTERRA

Axle: 4x2, 4x4, 6x4, 6x6
 Wheelbase (in.): 140-272
 CA (in.): 72-204
 Diesel engine: 190-350 hp
 GVWR (lb.): 18,000-64,000

L/LT7500

Axle: 4x2/6x4
 Wheelbase (in.): 136-318
 BBC (in.): 101
 CA (in.): 67-249
 Diesel engine: 190-330 hp
 GVWR (lb.): 27,500-68,000
 GCWR (lb.): Up to 80,000

L/LT8500

Axle: 4x2/6x4
 Wheelbase (in.): 136-318
 BBC (in.): 111/113
 CA (in.): 54-254
 Diesel engine: 210-330 hp
 GVWR (lb.): 27,500-68,000
 GCWR (lb.): Up to 80,000

L/LT9500

Axle: 4x2/6x4 (plus up to 4 pusher or
 tag axles)
 Wheelbase (in.): 136-318
 BBC (in.): 111/113/122
 CA (in.): 54-254
 Diesel engine: 305-500 hp
 GVWR (lb.): 27,500-105,600
 GCWR (lb.): Up to 140,000

L/LT9500CH (Car Hauler)

Axle: 4x2/6x4
 Wheelbase (in.): 219-251
 BBC (in.): 101
 CA (in.): 150-182
 Diesel engine: 350-450 hp
 GVWR (lb.): 52,000-53,300
 GCWR (lb.): Up to 80,000

A/AT9500

Axle: 4x2/6x4
 Wheelbase (in.): 136-318
 BBC (in.): 113/122
 CA (in.): 63-254
 Diesel engine: 305-500 hp
 GCWR (lb.): 80,000-125,000

UD TRUCKS

www.udtrucks.com

Model: UD3300

Payload (lb.): 21, 735-22,705
 Wheelbase (in.): 150.4-238.2
 CA (in.): 118.3-206.1
 Length overall (in.): 245.7-398.8
 Diesel engine: 7.6L Turbo/Intercooled
 HP @ rpm: 230 @ 2500
 Torque (lb-ft) @ rpm: 506 @ 1,500
 GVWR (lb.): 32,900

**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
 CA (in.): 72-242
 Diesel engine: 335-485 hp
 GVWR (lb.): 35,000-90,000

Model: VHD (tractor)

Axle: 6x4, 8x4, in axle-forward or
 axle-back configurations
 Wheelbase (in.): 134-320
 BBC (in.): 113
 CA (in.): 99-234
 Diesel engine: 335-485 hp
 GVWR (lb.): 52,000-90,000
 GCWR (lb.): 62,000-220,000

VN

Model: VNM 200 Day cab

Axle: 4x2, 6x2, 6x4
 Wheelbase (in.): 138-225



Volvo VT 830

BBC (in.): 113.5
CA (in.): 76-163
Diesel engine: 325-485 hp
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.): 146
CA (in.): 78-131

Diesel engine: 325-485 hp
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
CA (in.): 78-112

Diesel engine: 325-485 hp
GVWR (lb.): 32,000-60,000
GCWR (lb.): 80,000-150,000

Model: VNL 300 Day cab

Axle: 4x2, 6x2, 6x4
Wheelbase (in.): 146-256
BBC (in.): 122
CA (in.): 76-186

Diesel engine: 325-550 hp
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.): 155
CA (in.): 75-158

Diesel engine: 325-550 hp
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.): 174
CA (in.): 76-139

Diesel engine: 325-550 hp
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.): 174
CA (in.): 76-139
Diesel engine: 335-550 hp
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.): 189
CA (in.): 86-123
Diesel engine: 335-550 hp
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.): 189
CA (in.): 86-123
Diesel engine: 335-550 hp
GVWR (lb.): 50,000-60,000
GCWR (lb.): 80,000-150,000

VT

Model: VT 800 Day cab

Axle: 6x4
Wheelbase (in.): 250
BBC (in.): 134
Front axle position (in.): 43.4
Diesel engine: 450-600 hp
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
Front axle position (in.): 43.4
Diesel engine: 485-600 hp
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
Front axle position (in.): 43.4
Diesel engine: 485-600 hp
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: 425-625 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: 350-625 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: 350-625 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: 470-625 hp
GVWR (lb.): Up to 138,000
GCWR (lb.): 500,000+

- Compiled by Dean Smallwood ■



Western Star 4900EX



Western Star 4900FA



Western Star 4900SA



Western Star 6900XD