# THE WORLD'S BEST WORK TRUCKS



T480 T380 T280 T180



# T280

A Class 6 vehicle rated at 26,000 lbs., the Kenworth T280 is available as a straight truck – ideal for a range of regional haul and general freight applications.

# T180
# T280

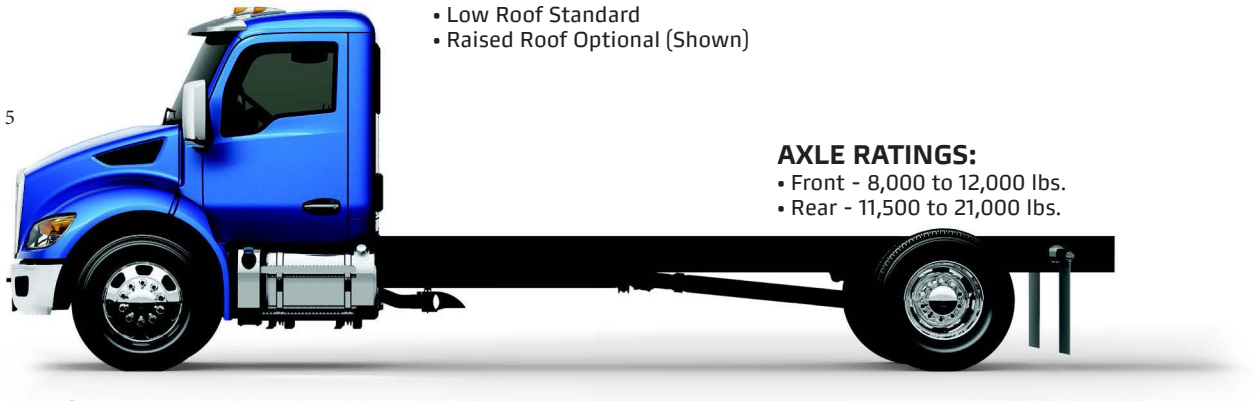


## MEDIUM-DUTY REDEFINED

Kenworth's medium-duty trucks are custom-engineered vehicles designed from the ground up for the toughest challenges. The non-CDL Kenworth T180 and T280 combine a robust, reliable, versatile chassis design with a smart, streamlined exterior that substantially improves visibility. Highly efficient optimized power train and intuitive cutting-edge driver-centric systems enhance operation and safety. The cab environment features The World's Best comfort, space and storage options.

**ENGINES:**
- PACCAR PX-7
- PACCAR PX-9
- Cummins L9N
- Cummins B6.7N
- ISB/ISL Export Euro 5

**ROOF OPTIONS:**
- Low Roof Standard
- Raised Roof Optional (Shown)



**BUMPERS:**
- Aero In-Mold Gray
- Aero Painted Optional
- Aero Chrome Optional
- Available Braden Winch Provision

**AXLE RATINGS:**
- Front - 8,000 to 12,000 lbs.
- Rear - 11,500 to 21,000 lbs.

**FRONT DRIVE AXLES:**
- Up to 12,000 lbs.

**TIRE SIZES:**
- 19.5" and 22.5"

Kenworth's medium-duty models offer enough room for a crew of three and all their gear – comfortably. Features the same premium quality detail found in The World's Best heavy-duty models.



# T380

The Class 7 T380, as a straight truck or tractor, offers a GVW up to 33,000 lbs. – a multi-dimensional performer perfect for most vocations.

# T380
# T480



## MIGHTY MEDIUM-DUTY

Built on the proven legacy of heavy-duty platforms, the Kenworth T380 and T480 are versatile options for rugged applications. These custom-engineered vehicles combine the fully-optimized powertrain with highly maneuverable chassis for proven reliability. The 2.1m wide cab offers The World's Best comfort, space and storage options with excellent visibility. The T380 and T480 are premium-quality, rock-solid trucks designed with bottom-line business savvy.

**ENGINES:**
- PACCAR PX-7
- PACCAR PX-9
- Cummins L9N
- Cummins B6.7N
- ISB/ISL Euro 5

**ROOF OPTIONS:**
- Low Roof Standard
- Raised Roof Optional (Shown)

**BUMPERS:**
- Aero In-Mold Gray
- Aero Painted Optional
- Aero Chrome Optional
- Available Braden Winch Provision



**PUSHER AXLES AVAILABLE**

**AXLE RATINGS:**
- Front - 10,000 to 20,000 lbs.
- Rear - 20,000 to 46,000 lbs.

**FRONT DRIVE AXLES:**
- 10,000 lbs to 14,000 lbs.

**TIRE SIZES:**
- 19.5", 22.5", and 24.5"

Tough, efficient and reliable, the Class 7 Kenworth T380 and Class 8 T480 models can maximize the versatility and money-making potential of your business – while offering the comfort and driveability of a fine automobile.



# T380V
# T480V

The Class 8 T480V with vocational hood merges just the right mix of brain and brawn to forge a whole new class at the heavy end of what is usually termed “medium duty.” Available as a straight truck or tractor, with a GVW up to 66,000 lbs.

# T380V
# T480V



## A RESOURCEFUL MEDIUM-DUTY

The versatile Kenworth T380V and T480V are a serious workhorse providing solutions for more demanding municipal and vocational applications. The T380V and T480V vocational hood models are ideal for applications requiring full parent rails and FEPTO/REPTO, as well as 4x4 or 6x6 capability.

**ENGINES:**
- PACCAR PX-7
- PACCAR PX-9
- Cummins L9N
- Cummins B6.7N
- ISB/ISL Euro 5

**HOOD:**
- Sloped Vocational Hood with Fixed Grille
- 4 1/4" Molded Wheelwell Fender Extension

**BUMPERS:**
- Steel Channel Bumper Standard
- 24 Inch Bumper Extension
- Available Braden Winch Provision



**ROOF OPTIONS:**
- Low Roof Standard
- Raised Roof Optional (Shown)

**TIRE SIZES:**
- 22.5", and 24.5"

**PUSHER AXLES AVAILABLE**

**FRONT DRIVE AXLES:**
- 10,000 to 14,000 lbs.

- Front - 10,000 to 20,000 lbs.
- Rear - 20,000 to 46,000 lbs.

The T380V and T480V are available as a straight truck or tractor. With full parent rail extensions, they offer a solid and durable mounting platform for hydraulic pumps, winches, front stabilizers and snow plows.

# VERSATILITY



## KENWORTH MEDIUM-DUTY TRUCKS. STRONG AND STEADY. NAVIGATING ROADS WITH POWER AND COMFORT. PROVEN RETURN ON INVESTMENT.

Every Kenworth medium-duty model starts with a highly adaptable vehicle of exceptional quality.  A truck that stands up to the most demanding regional haul, pickup and delivery, municipal and vocational applications.  Day in, day out. Custom built from the ground up with state-of-the-art engine options for maximum power, excellent fuel economy, and longevity.  A wide range of axle and suspension capacities optimized for any load. A variety of manual and automatic transmission choices for just the right gearing no matter how long your driver has spent behind the wheel.


T480V


T380 4X4


T280


T380


T280


T180

# YOUR WORK TRUCK. YOUR WAY.

Your medium-duty Kenworth is available with job-specific and appearance options. Here are just a few of them.



- Kenworth SmartWheel
- Automatic Climate Control
- Two Optional Factory Ram Mounts




- 7-Inch Class-Leading Digital Display
- Integrated ADAS Warnings
- Programmable Telltales




- Air Ride Driver and Passenger Seats with Hydraulic Brakes
- Two Man Bench Toolbox
- Air Lumbar



- 3 Person Seating with Boot and Leg Room
- Red Ambient Lighting
- Passenger Side Toolbox Door



- Chrome or In-Mold Mirror Cab
- Heated Mirror
- Convex Mirror



- Rear Single and Triple Window Options Available
- Durable Polycarbonate Option Available



- D-Shaped Fuel Tank
- Non Slip Step



- Low-Roof Height is Standard
- Optional Raised Roof is Available
- Optional Stainless Steel Sunvisor is available with Raised Roof Option

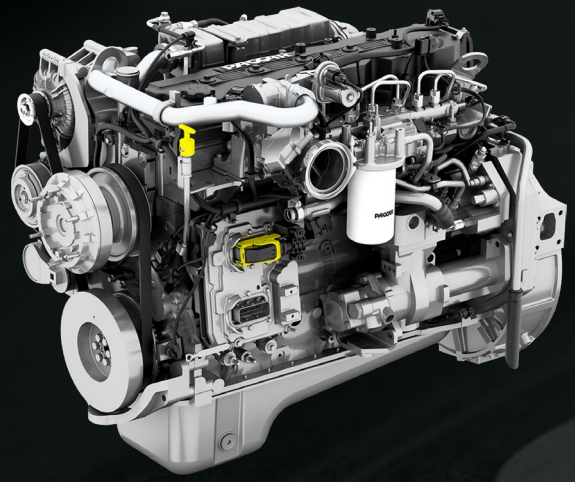


- Polycarbonate Lens
- No Tool Bulb Replacement
- Daytime Running Lights

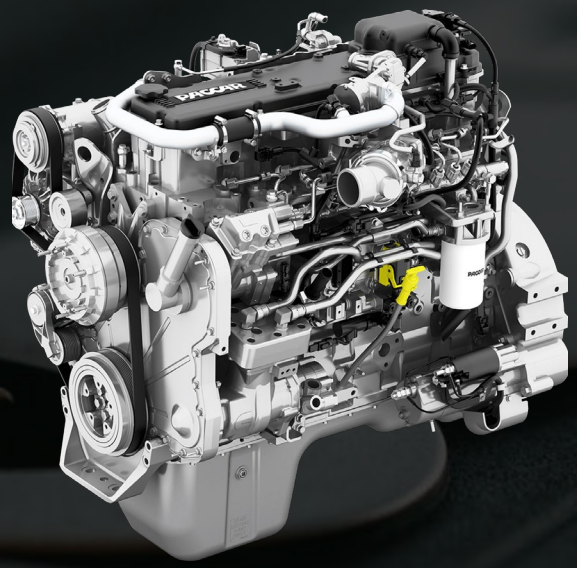



- Stainless Steel Mesh Grille
- Optional Stationary Grille Available on T380V and T480V

# PACCAR PX-7



# PACCAR PX-9



## PACCAR PX-7 RATINGS

| ENGINE HORSEPOWER | PEAK TORQUE (LB-FT @ RPM) |
|---|---|
| 200 | 600 @ 1,300 |
| 220 | 600 @ 1,300 |
| 240 | 600 @ 1,300 |
| 250 | 660 @ 1,400 |
| 260[1] | 660 @ 1,400 |
| 280[1] | 660 @ 1,400 |
| 300[1] | 660 @ 1,600 |
| 325[1] | 750 @ 1,600 |
| 340[2] | 700 @ 1,500 |
| 360[2] | 800 @ 1,800 |

[1]ALSO FIRE SERVICE RATING

[2]FIRE SERVICE RATING ONLY

## SAVING MONEY ON MAINTENANCE STARTS RIGHT HERE.

At the heart of these vehicles beats a fully optimized and integrated drivetrain featuring the quality and proven reliability of the PACCAR PX engine. Expect longer service intervals, increased uptime, lower operating costs and higher resale value. Ask about extended warranty options to further protect your investment.

With the Kenworth T180, T280 and T380, things are quicker to access, less strenuous to service — which means less downtime and lower repair bills. The hood tilts a full 90 degrees for wide-open access to the engine and all service points. Even daily inspections are simplified with all fluid level checks — coolant, oil, power steering and windshield washer reservoir — located in one easy-to-reach place.

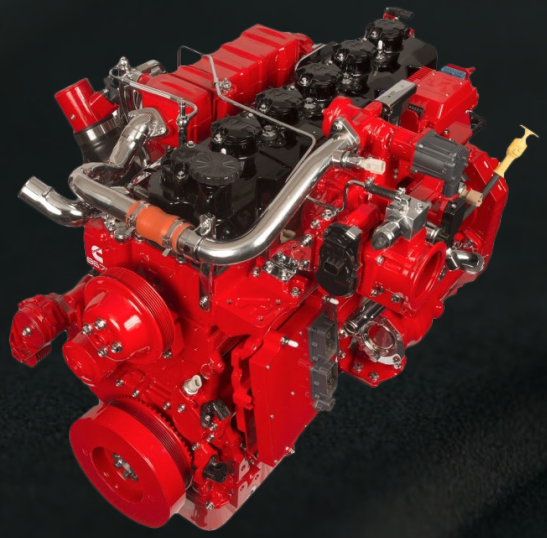
## PACCAR PX-9 RATINGS

| ENGINE HORSEPOWER | PEAK TORQUE (LB-FT @ RPM) |
|---|---|
| 260 | 860 @ 1,200 |
| 270[1] | 860 @ 1,200 |
| 300[1] | 860 @ 1,200 |
| 330[1] | 1,000 @ 1,200 |
| 350 | 1,050 @ 1,200 |
| 360[1] | 1,150 @ 1,200 |
| 370[1] | 1,250 @ 1,200 |
| 380 | 1,250 @ 1,200 |
| 380[2] | 1,150 @ 1,200 |
| 400[2] | 1,250 @ 1,200 |
| 450[2] | 1,250 @ 1,200 |

[1]ALSO FIRE SERVICE RATING

[2]FIRE SERVICE RATING ONLY

# B6.7N



## CUMMINS B6.7N RATINGS

| ENGINE HORSEPOWER | PEAK TORQUE (LB-FT @ RPM) |
|---|---|
| 200 | 520 @ 1,600 |
| 220 | 520 @ 1,600 |
| 240 | 560 @ 1,600 |

The B6.7N natural gas engine was introduced in 2018 and is ideal for the school bus, shuttle, and medium-duty truck markets. Rated up to 240 hp / 560 lb-ft torque, the B6.7N offers a reliable, low-emissions, and low cost option for your fleet. The B6.7N is certified to California Air Resources Board Optional Low NOx standard of 0.02 g/bhp-hr – 90% lower NOx emissions than current EPA regulations.

## CLEAN, RELIABLE NATURAL GAS ENGINES

Natural gas engines help lower emissions and reduce a vehicle's overall environmental impact without sacrificing the performance needed to get the job done. The Cummins B6.7N, L9N and ISX12N set the standard for natural gas engine performance and reliability while offering near-zero emissions.

## ENVIRONMENTAL

- 90% Cleaner NOx Emissions than EPA Standard
- Lower PM Emissions
- 27% Lower CO2 Emissions than Petroleum
- 13 – 17% Lower WTW GHG Emissions
- Drivers Do Not Smell Like Diesel Fuel After Refueling
- No Exhaust Odor
- Quiet Engine Reduces Driver Fatigue

# L9N

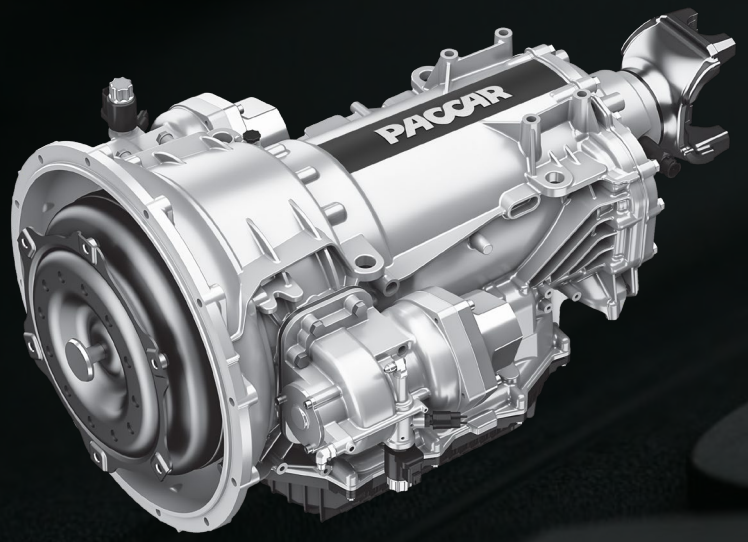


## CUMMINS L9N RATINGS

| ENGINE HORSEPOWER | PEAK TORQUE (LB-FT @ RPM) |
|---|---|
| 300 | 860 @ 1,300 |
| 320 | 1000 @ 1,300 |

Certified to the California Air Resources Board and Environmental Protection Agency's (EPA) Optional Low NOx emissions standard of 0.02 g/bhp-hr, it has 90% fewer NOx emissions than the current North American EPA standard. Offering 320 hp / 1,000 lb-ft torque, with improved performance and reliability, the near-zero emissions L9N is a great fit for any Kenworth medium duty truck.

# PACCAR TX-8




## PACCAR TX-8 SPECIFICATIONS

| | |
|---|---|
| WEIGHT (WET) | 375 LBS. |
| LENGTH | 30 IN. |
| GEARS | 8 |
| GEAR RATIOS | 4.89-0.64 |
| OVERALL RATIO | 7.65 |
| REVERSE RATIO | -4.25 |
| MAX TORQUE RATING | 1,050 LB.-FT. |
| OIL CAPACITY | 4.49 GAL. (17 L.) |
| GCWR | 57,000 LBS. |
| PARK LOCK CAPACITY | 33K GCW MAX |
| SHIFTER | PACCAR COLUMN-MOUNTED |
| PTO COMPATIBILITY | CHELSEA 272U OR Z35 & MUNCIE P58 |
| PTO TORQUE LIMITS | 516 LB.-FT. (SINGLE) |

## VERSATILE. EFFICIENT. RELIABLE. SMART.

Introducing the latest technology in automatic transmissions, engineered and built in the United States, to optimize PACCAR's PX engine-based powertrain solution for medium-duty applications. Perfect for pick-up and delivery, utility service, tow trucks, and a wide range of other vocational applications with a maximum torque rating of 1,050 LB.-FT. and up to 57,000 LBS. GCWR.

No matter what the job, the PACCAR TX-8 delivers excellent performance, increased fuel efficiency and lower cost of operation.

## DRIVING SMARTER HAS NEVER BEEN THIS EASY.

Drivability and ease of use are the top factors impacting driver comfort. The PACCAR TX-8 delivers thanks to best-in-class features.

## IMPROVED DRIVER PERFORMANCE.

The PACCAR TX-8 delivers the same responsiveness you'd expect in a premium passenger car, which makes your vehicle easier and safer to operate. Shifting is quick and quiet as the transmission selects the best gear for every driving condition, without the noise and vibration. Intelligent features enable drivers to keep both hands on the wheel, focus on the job and drive with confidence every day.

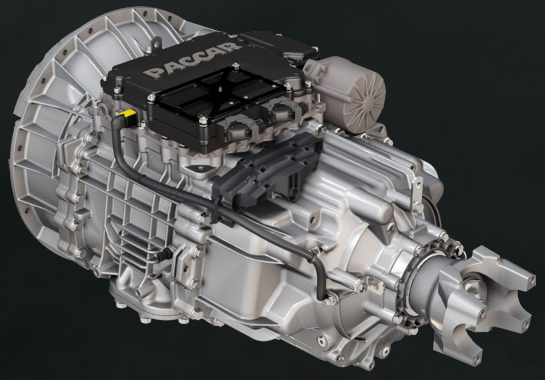
## BETTER FUEL ECONOMY, FLEET-WIDE.

The system monitors changes in road grade, vehicle acceleration, torque demand, weight and engine load to keep the truck in the most fuel-efficient gear possible. Even the most experienced professional would find it difficult to deliver the same level of performance.

## ENHANCED RECRUITMENT AND RETENTION.

Running trucks that are easier to operate helps fleets expand their pool of recruits. Training is less complicated and time consuming. New drivers reach optimal performance sooner. And drivers of all experience levels find the job less fatiguing and more satisfying.

# PACCAR TX-12



## PACCAR TX-12 SPECIFICATIONS

| | |
|---|---|
| GEARS | 12 FORWARD / 2 REVERSE |
| TORQUE CAPACITY | 1,850 LB.-FT. |
| OIL CAPACITY | 16 PTS. (7.5L) |
| SYSTEM WEIGHT (TRANSMISSION, CLUTCH & OIL) | 657 LBS. |
| MAXIMUM OPERATING WEIGHT | 110,000 LBS. |
| PTO MAXIMUM CAPACITY | 8 BOLT BOTTOM MOUNT: 95 HP |
| BURN UP PROTECTION | OIL PRESSURE SENSOR |

## DESIGNED FOR THE DISTANCE.

PACCAR's TX-12 transmission was designed from the ground up to work seamlessly with PACCAR MX engines and axles. The purpose-built automated transmission represents a major advancement in powertrain performance, productivity, efficiency, driveability, and return on investment.

PACCAR's TX-12 transmission is the lightest in its class featuring a weight-saving robust aluminum housing and coolerless lubrication system, the 1,850 LB.-FT. torque capable heavy-duty transmission weighs 105 pounds less than comparable automated transmissions. Fully integrated communication between the engine and TX-12 smooths operation. The PACCAR TX-12 offers the best overall gear ratio coverage available, with excellent low-speed maneuverability.

# PACCAR TX-12 PRO



## PACCAR TX-12 PRO SPECIFICATIONS

| | |
|---|---|
| GEARS | 12 FORWARD / 2 REVERSE |
| TORQUE CAPACITY | 1,700 LB.-FT. |
| OIL CAPACITY | 16 PTS. (7.5L) |
| SYSTEM WEIGHT (TRANSMISSION, CLUTCH & OIL) | 665 LBS. |
| MAXIMUM OPERATING WEIGHT | 70,000 LBS. |
| PTO MAXIMUM CAPACITY | 8 BOLT BOTTOM & 4 BOLT REAR MOUNT: 95 HP |
| BURN UP PROTECTION | OIL PRESSURE MONITORING |

## DRIVE EFFICIENTLY, WORK CONFIDENTLY.

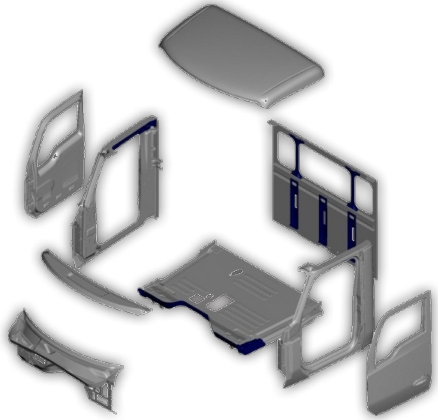
For vocational fleets currently running Fuller Advantage or UltraShift PLUS VCS automated transmissions. The PACCAR TX 12 Pro automated transmission features an impressive mix of capability and efficiency.

It's loaded with features used around the job site like an Extreme Duty clutch for improved low speed maneuvering, Rock Free mode to help get unstuck in mud or sand, an Off highway calibration tuned for changing soil conditions, and dual PTO openings to power what you need. Drivers will appreciate the confident launch performance on grades thanks to Hill Start Aid, the smooth shifting and intelligent gear selection logic. The new secondary mode gives drivers the ability to toggle between two shift calibrations for a tailored driving experience that accounts for the load and terrain.

# CAB CONSTRUCTION



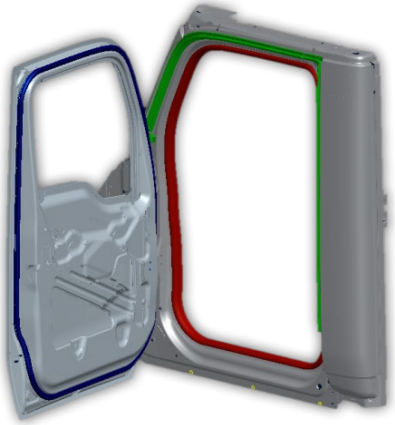
# THE TOUGHEST CABS. FOR THE TOUGHEST WORK TRUCKS.



## LIGHTWEIGHT ALUMINUM CAB

- Robotic Assembly for Perfect Fit & Finish
- 40% Better Noise, Vibration & Harshness
- Watertight Henrob Joints
- Laser Reconfiguration for Mounting
- Optional Extreme Weather Insulation Package





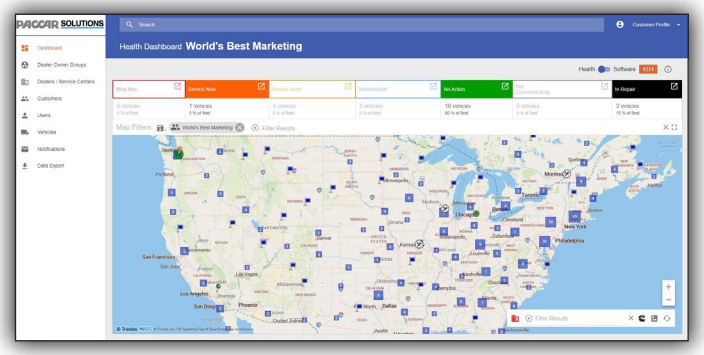
## ROBUST DOOR DESIGN

- Hinges Capable of Supporting 450 lbs
- Triple Door Seal to Prevent any Leaks
- Pressure Relief Valve for Smooth Closing
- Durable and Effortless Door Movements



# TruckTech+
## REMOTE DIAGNOSTICS

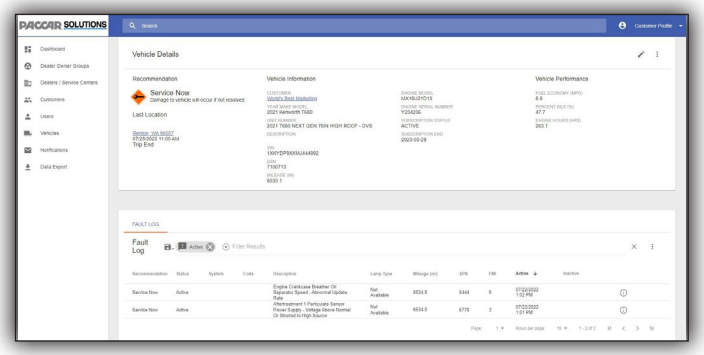
Track live truck performance and health, no matter where you are! TruckTech+ Remote Diagnostics actively monitors 800+ engine and aftertreatment fault codes via factory installed telematics hardware.




- Vehicle performance
- Software status for OTAs
- Kenworth Dealers on map



- TruckTech+ Antenna
- Trimble Information Gateway (2022+)
- PeopleNetMobile Gateway (2017+)




- Fault code status
- Troubleshooting information
- Fault log



- Fleet management capabilities via PACCAR Solutions & factory installed equipment
- No need for aftermarket devices!

PremierCare®



## PREMIERCARE SETS THE STANDARD FOR CUSTOMER SERVICE

When you selected your Kenworth, you chose The World's Best® medium duty truck. You deserve the same level of passion, excellence and attention to detail from those who care for it. Kenworth PremierCare is committed to increasing productivity of every truck in your fleet by offering extended hours of operation, expedited diagnostics, mobile roadside assistance and expert factory-trained technicians. PremierCare Gold Certified Dealers are certified by Kenworth and offer a complete range of PremierCare services that are all focused on maximizing uptime.




## EXPERT ASSISTANCE THAT NEVER TAKES A DAY OFF.

Kenworth PremierCare Roadside Assistance is on call 24 hours a day, 365 days a year to connect you with the help you need anywhere in North America. 1-800-KW-ASSIST puts you in touch with a highly trained Kenworth heavy truck specialist who can manage emergency service needs.




## PROMPT, PROFESSIONAL SERVICE YOU CAN COUNT ON.

Trust factory-certified technicians with advanced engine training and immediate access to a vast inventory of quality parts to streamline your service solution. PremierCare dealers are dedicated to providing top-notch service to get you back out on the road.




## EXPRESSLANE: KNOW ALL YOUR OPTIONS – FAST.

When the unexpected happens, PremierCare ExpressLane provides an expert diagnosis and estimate of the time and cost of repair – within two hours. By knowing what to expect, you can make important decisions regarding the driver and the load faster than ever before.




## ALL THE CONVENIENCES OF A HOME OFFICE.

PremierCare Driver's Lounges offer a comfortable environment that make it easy to relax – or remain productive – for as long as your truck is in the shop. Just another way to say we appreciate your business and value your time.

# MEDIUM DUTY SPECIFICATIONS

| Engine | T180 | T280 | T380 | T480 |
|---|---|---|---|---|
| PACCAR PX-7 200 HP / 600 LB-FT | ● | ● | ● | ○ |
| PACCAR PX-7 220-360 HP / 600-800 LB-FT | ○ | ○ | ○ | ○ |
| PACCAR PX-9 260 HP / 860 LB-FT | | ○ | ○ | ● |
| PACCAR PX-9 260-450 / 860-1250 LB-FT | | ○ | ○ | ○ |
| Cummins B6.7N 220-240 HP / 520-560 LB-FT | ○ | ○ | ○ | |
| Cummins L9N 300-320 HP / 860-1000 LB-FT | | ○ | ○ | ○ |
| Powertrain Emergency Vehicle Ratings | ○ | ○ | ○ | ○ |
| CARB / EPA Clean Idle Label | ○ | ○ | ○ | ○ |
| Engine Idle Shutdown Timer | ○ | ○ | ○ | ○ |
| Vehicle Speed Limiter | ○ | ○ | ○ | ○ |
| Variable Speed Fan Clutch | ○ | ○ | ○ | ○ |
| Inside/Outside Air Intake System | ○ | ○ | ○ | ○ |
| Horizontal Under Rail DPF/SCR and Tailpipe | ● | ● | ● | ○ |
| RH Under Cab DPF/SCR – Horizontal Tailpipe | ● | ● | ● | ● |
| RH Under Cab DPF/SCR – Vertical Side-of-Cab TP | ● | ● | ● | ● |
| RH Under Cab DPF/SCR – Vertical Back-of-Cab TP | ● | ● | ● | ● |
| Block / Oil Pan / Fuel Heaters | ○ | ○ | ○ | ○ |
| Front Engine PTO - FEPTO | | | ● | ● |
| Rear Engine PTO - REPTO | | | ● | ● |

| Transmission | T180 | T280 | T380 | T480 |
|---|---|---|---|---|
| PACCAR TX-8 | ● | ● | ○ | ○ |
| PACCAR TX-8 PTO Window | ○ | ○ | ● | ● |
| PTO TX-8 CHELSEA 272U / Z35 or MUNCIE P58 | ○ | ○ | ○ | ○ |
| PACCAR TX-12 PX-9 Only | | ○ | ○ | ○ |
| PACCAR TX-12 PRO PX-9 Only | | ○ | ○ | ○ |
| Eaton 6 and 10 Speed Manual | ○ | ○ | ○ | |
| Eaton 11, 13, and 18 Speed Manual | | | | ○ |
| Allison 5-Speed RDS, HS, EVS | ○ | ○ | ○ | ○ |
| Allison 6-Speed RDS, HS, EVS | ○ | ○ | ○ | ○ |
| Allison Seat Mounted Lever Shifter | ● | ● | ● | ○ |
| Transfer Case Fabco, Meritor, or Namco | | ○ | ○ | ○ |

| Electrical | T180 | T280 | T380 | T480 |
|---|---|---|---|---|
| 2 Batteries PACCAR GP31 Threaded Post | ● | ● | ● | ● |
| 3 or 4 Batteries PACCAR GP31 Threaded Post | ○ | ○ | ○ | ○ |
| 2 or 3 Batteries AGM | ○ | ○ | ○ | ○ |
| Jump Start Terminals Under Hood or Frame Mounted | ○ | ○ | ○ | ○ |
| 12V Low Voltage Disconnect for Battery Protection | ● | ● | ● | ● |
| Battery Disconnect Switch | ○ | ○ | ○ | ○ |
| Alternator: Delco 40SI 320 amp Brushless V sense | ○ | ○ | ○ | ○ |
| 3 RP1226 In Cab | ● | ● | ● | ● |
| 14-Pin RP170 Body Lighting Connector | ○ | ○ | ○ | ○ |
| Body Builder Pre-Wire Options | ○ | ○ | ○ | ○ |
| LED Stop, Turn, and Taillights | ● | ● | ● | ● |

| Frame/Axle/Suspension/Brakes | T180 | T280 | T380 | T480 |
|---|---|---|---|---|
| Frame Rail 9-7/8" x ¼" Steel Heat Treated | ● | ● | | |
| Frame Rail 10-5/8" x 5/16" Steel Heat Treated | | ○ | ● | ● |
| Frame Rail 10-3/4" x 3/8" Steel Heat Treated | | | ○ | ○ |
| Frame Rail 10-11/16" x ½" Steel Heat Treated | | ● | ● | ○ |
| Frame Rail 11-5/8" x 3/8" Steel Heat Treated | ○ | ○ | ○ | |
| Full Frame Inserts | | | ○ | ○ |
| Front Frame Extension (Vocational Hood Only) | | | ○ | ○ |
| Heavy Duty Aluminum Crossmember | | ○ | ○ | ● |
| Custom Frame Layout | ○ | ○ | ○ | ○ |
| Frame Holes w/o Fasteners | ○ | ○ | ○ | ○ |
| Front Axles Dana 8-20K | ○ | | | |
| Front Axles Hendrickson Steertek 8-14.6K | | ○ | ○ | ○ |
| Front Axles Meritor 12-20K | | ● | ● | ● |
| Front Axle PACCAR FX-20 16-20K | | | | ○ |
| Front Drive Axles | | ○ | ○ | ○ |
| Front Springs Mono-Leaf w/ Shock Absorber | ● | ● | ● | |
| Front Springs Taper-Leaf w/ Shock Absorber | | ○ | ○ | ● |
| Single Rear Axle Dana 11.5-30K | ● | ○ | ○ | ○ |
| Single Rear Axle Meritor 16-30K | | ● | ● | ○ |
| Tandem Rear Axle Dana 40-46K | | | | ○ |
| Tandem Rear Axle Meritor 40-46K | | | | ○ |
| Single Additional Axle – Pusher or Tag | | | | ○ |
| Single Rear Suspension Kenworth 13.5-18K | ● | ● | ○ | |
| Single Rear Suspension Reyco 13.5-31K | ○ | ○ | ● | ● |
| Single Rear Suspension Hendrickson 21-26K | | ○ | ○ | ○ |
| Tandem Rear Suspension up to 46K | | | | ○ |
| Brakes – Hydraulic Disc | ● | ○ | ○ | |
| Brakes – Air (Disc or Drum) | | ● | ● | ● |

| Fuel Tanks | T180 | T280 | T380 | T480 |
|---|---|---|---|---|
| 50 US Gallon D Shape Rectangular | ● | ● | ● | ● |
| 60 US Gallon D Shape Rectangular | ○ | ○ | ○ | ○ |
| 70 US Gallon D Shape Rectangular | ○ | ○ | ○ | ○ |
| 80 US Gallon D Shape Rectangular | ○ | ○ | ○ | ○ |
| 100 US Gallon D Shape Rectangular | ○ | ○ | ○ | ○ |
| Under Cab Integrated Steps | ● | ● | ● | ○ |
| Back of Cab | ○ | ○ | ○ | ● |
| 45/70 Gallon Steel In Frame | ○ | ○ | ○ | ○ |

| Wheels/Tires | T180 | T280 | T380 | T480 |
|---|---|---|---|---|
| Wheels Steel 19.5, 22.5, 24.5 | ● | ● | ● | ● |
| Wheels Aluminum 19.5, 22.5, 24.5 | ○ | ○ | ○ | ○ |
| Tires – Continental | ● | ● | ● | ● |
| Tires – Apollo, Goodyear, Michelin, Yokohama | ○ | ○ | ○ | ○ |

| Battery Boxes / Bumpers | T180 | T280 | T380 | T480 |
|---|---|---|---|---|
| Battery Box – Integrated Step | ● | ● | ● | ● |
| Battery Box – Cantilever Aluminum BOC | ○ | ○ | ○ | ○ |
| Battery Box – Between or Temporary Across | ○ | ○ | ○ | ○ |
| Battery Box – In Cab | ○ | ○ | ○ | ○ |
| Bumper – Aerodynamic Natural Finish | ● | ● | ● | ● |
| Bumper – Aerodynamic Painted | ○ | ○ | ○ | ○ |
| Bumper – Aerodynamic Steel 3 Piece Chrome | ○ | ○ | ○ | ○ |
| Bumper – Tapered Steel Painted | ○ | ○ | ○ | ○ |
| 2 Front Frame Integrated Tow Loops | ○ | ● | ● | ● |
| Braden Winch Bumper Provisions | ○ | ○ | ○ | ○ |
| **Advanced Driver Assistance Systems ADAS** | | | | |
| Automatic Emergency Braking | ○ | ○ | ○ | ○ |
| Headway Distance Warning | ○ | ○ | ○ | ○ |
| Adaptive Cruise Control | ○ | ○ | ○ | ○ |
| Lane Departure Warning | ○ | ○ | ○ | ○ |
| Passenger Side Object Detection | ○ | ○ | ○ | ○ |
| Integrated Digital Display | ○ | ○ | ○ | ○ |
| Anti-lock Braking System | ● | ● | ● | ● |
| Air Traction Control | ○ | ○ | ○ | ○ |
| Electronic Stability Program | | ○ | ○ | ○ |
| Tire Pressure Monitoring | ○ | ○ | ○ | ○ |
| **Cab / Hood / Interior** | | | | |
| Aero 3-Piece SMC Hood Short – 107.5" BBC | ● | ● | ● | ● |
| Aero 3-Piece SMC Hood Medium – 109.5" BBC | ○ | ○ | ○ | ○ |
| Sloped Vocational – Stationary Grille SS | | | ○ | ○ |
| Stainless Steel Grille | ● | ● | ● | ● |
| Hood Mounted Mirrors | ○ | ○ | ○ | ○ |
| Heated Cab Mirrors | ○ | ○ | ○ | ○ |
| Low Profile Roof | ● | ● | ● | ● |
| Raised Profile Roof | ○ | ○ | ○ | ○ |
| Kenworth Smart Wheel | ○ | ○ | ○ | ○ |
| Stalk Shifter TX-8 | ● | ● | ● | ● |
| 7" Digital Display | ● | ● | ● | ● |
| Exterior Lighting Self-Test | ● | ● | ● | ● |
| 2 Person Bench Toolbox | ● | ● | ● | ○ |
| Automatic Temperature HVAC Control | ● | ● | ● | ● |
| Single or Dual RAM Mounts | ○ | ○ | ○ | ○ |

● - Standard ○ - Optional

Hydraulic Brake Wheelbases: 153", 162", 176", 188˝, 206˝, 218˝, 236˝, 245˝, 254˝, 260˝ & 272˝ Air Brake Wheelbases available in custom lengths.

## Short Hood

Dimension

| | | |
|---|---|---|
| A | | 107.5" |
| B | | 45" |
| C | LOW ROOF | 74" |
| D | RAISED ROOF | 78" |
| E | | 40" |
| F | | 67.5" |

## Medium Hood

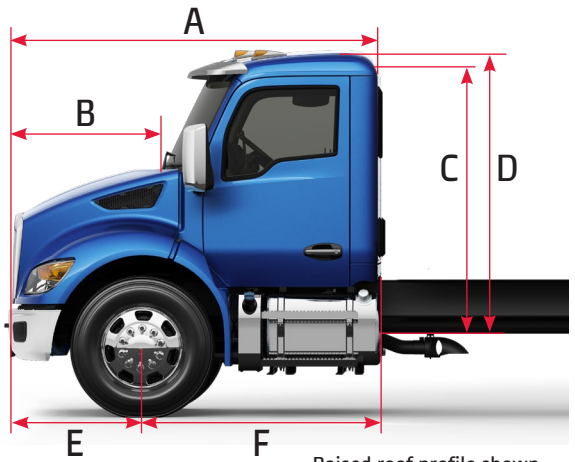
Dimension

| | | |
|---|---|---|
| A | | 109.5" |
| B | | 47" |
| C | LOW ROOF | 75" |
| D | RAISED ROOF | 79" |
| E | | 40" |
| F | | 69.5" |

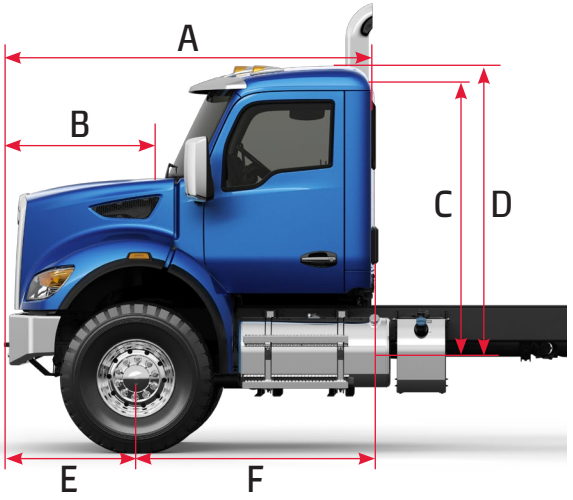
## Vocational

Dimension

| | | |
|---|---|---|
| A | | 109.5" |
| B | | 47" |
| C | LOW ROOF | 80" |
| D | RAISED ROOF | 84" |
| E | | 40" |
| F | | 69.5" |




Raised roof profile shown




## Low Roof

## Raised Roof



For those applications that require more clearance above the cab, the standard low roof provides four inches of additional clearance.

EXPORT: PACCAR GLOBAL SALES
paccar.international@paccar.com
paccint@paccar.com