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KENWORTH

THE WORLD'S BEST





**In the no-excuses business of off-road trucking, it doesn't take long
for true quality – and engineering experience – to show through.**

Since the early 1920s, Kenworth has been known as the best truck to buy if you expect to take a beating and survive – a reputation earned by tackling some of the most demanding applications and operating conditions on the planet. Today, the C500 stands as testament to all that back-breaking experience Kenworths have withstood the world over. • Whether it's moving 200 tons of coal through the jungles of Southeast Asia. Oil rigs over the Alberta muskeg.



Tall timber out of the woods in Quebec. Or 40 tons of overburden at 15,000 feet in the Andes.

This truck is the ultimate beast of burden.

- Still, with all its muscle, sheer toughness and power, the C500 is sure-footed and surprisingly agile – a comfortable, quiet and productive truck that rides like a thoroughbred.

No wonder drivers everywhere are proud to climb aboard. • The C500. When it comes to the big jobs, it's your high value – real world – solution.



Mining. Logging. Oilfield. Heavy construction.
This is how you tackle the big jobs.

Kenworth's ultimate workhorse, the C500 is a most extraordinary, highly versatile, top-to-bottom tough, heavy-duty truck. It's custom built from the ground up to meet your specific requirements. Without compromise. • Your design choices encompass the latest technologies and a spectrum of proven components. Engines to 16 liter (600 hp). High capacity radiators to 1,520 sq in. Front axles to 30,000 pounds or tandem steer axles to 40,000 pounds. Rear axles to 150,000 pounds. Single rear axles, tandems and tridems. Air suspensions, rubber springs or steel springs from 46,000 to 150,000 pounds. Manual transmissions, automatic transmissions and auxiliaries. Front and rear engine PTOs. Split shaft and transmission-mounted PTOs. Sheet metal hood and fenders for severe service. Sloped hood, rear view mirror extensions and cab corner windows for improved visibility. COE crew cab option. A range of frame options with up to two inserts. Raised fuel tanks and brake chambers for greater ground clearance. The list seems endless.



Let's face it, there are some places in the world where fiberglass just isn't meant to go. So your C500 can be spec'd fully dressed with sheet metal hood and fenders, brush guards and skid plate.



Your off-road application is unique, whether you're moving mud pumps over dunes in the Saudi desert or electronic data logging equipment over the Siberian tundra. And it takes a unique truck to deliver on the promises you make. With so many configurations to choose from, you can be sure that Kenworth can build the right truck for your application



Maneuvering most on/off road trucks can be a real workout. But not in the C500. Even mounted with wide 24R21 tires, this beauty can achieve a surprisingly agile 35-degree turn angle.



The ultimate in versatility, the rugged C500 is even available with a 90-inch COE option – perfect for tough applications requiring a shorter overall length.





**The instinct to survive comes naturally to a Kenworth truck.
In the C500, it's just much more fully evolved.**

Survival engineering in the C500 starts with the backbone – continuous straight rails of heat-treated steel for strength, custom drilled to meet your specifications, unique body designs and specialized equipment. Crossmembers, gussets and all frame-mounted components are free-fit bolted to help absorb road shock and vibration. • The cab – so often the measure of longevity in an off-road truck – receives special attention. Kenworth melds aluminum, fiberglass and steel – including 150 pounds of steel reinforcement – into an assembly meant to withstand a lifetime of hard labor. Huckbolts strengthen cab joints for a tighter, more rattle-free environment. Thick bulkhead-type doors hang on continuous stainless steel piano hinges and fit snugly to reinforce the cab structure. Even the mirrors are mounted on the cowl, not on the door, to protect the mirrors and the doors – especially important with extended mirrors for wide loads. • The Kenworth C500. It's a decision you can live with year, after year, after year.



Kenworth's cab is legendary for its longevity – even in the most punishing applications. Coil-coated aluminum panels, a reinforced steel frame and a one-piece fiberglass roof and windshield mask combine to produce a weather-tight work environment that is virtually immune to rust.



The C500 frame is a continuous straight rail from stern to stern, constructed of heat-treated steel and custom drilled to specification. It is standard with aluminum crossmembers and gussets in a free-fit bolted construction that's engineered for integrity and endurance. 16-mm huck bolts are also available.



Kenworth's intake and exhaust system uses large-diameter piping and very few bends to produce less restriction and backpressure and more useable horsepower.



For the most rugged applications, radius rods replace the spring eyes on front springs to better take the pounding and shock loads of off-road work.



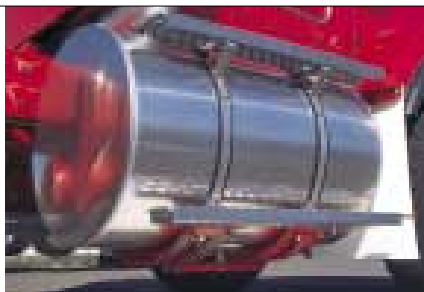


When you have tough jobs to do, keeping your truck up and running shouldn't be one of them.

Uptime equals dependability and ease of service. So Kenworth builds trucks with a great deal of never-say-die detail – detail that pays off every day you go to work. • Take the way Kenworth engineers a radiator – all copper and brass; no plastic. Hoses are straight for quick replacement. Radiator tie rods are mounted to the frame, not cab, for less vibration and longer radiator life. • Wiring is neatly bundled out of the way of debris and chemicals. The steering reservoir is oversized to reduce heat and add life to seals. • Notice, too, how the engine sits high in the frame, totally ahead of the cab, making filters, valves and components more accessible. The firewall is neatly organized – with heater, air conditioner, electrical master connectors and windshield wiper motors all at your mechanic's fingertips. And there's so much more that increases reliability, reduces maintenance and keeps you running. • Sure, it's more expensive to buy a truck built this way. But for tough jobs, worth every cent.



Kenworth offers wirebraid hose for its air brake systems – an extra that pays off in peace of mind when your application takes you miles from anywhere.



Fuel tanks are cradled by durable, high-strength brackets made to endure and save you a load of trouble.



The power distribution box puts all circuit protection elements in one, central, lighted location that's close at hand.



Here's a power system designed to get you started and keep you going: 12-volt maintenance-free batteries in a corrosion-resistant, shock-absorbing rubber tray, held firmly in place and mounted on the left-hand side, close to the starter motor for minimum voltage drop. Corrosion-resistant, molded battery terminal ends increase the life of the battery cables.



A standard item on Kenworth trucks, constant torque hose clamps go on tight and stay that way



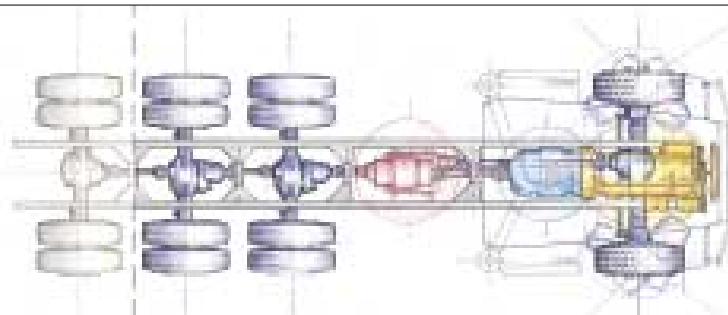
KENWORTH





At the pace of today's business, you need the options that will put your truck to work in less time than ever.

As a custom truck builder, Kenworth offers more job-specific and factory-installed options than any other manufacturer. The result is a more integrated, fully-engineered, job-ready solution you can depend on – right from the start. • Even your body builder will be pleased. With clear frame space reserved for body equipment, bunk angles already mounted, or an electrical junction box to simplify final wiring assembly, he's set to do his best work – quickly and efficiently. • Among the hundreds of rugged duty options available for the C500 are cast eye or slipper front springs, driveline u-joints with increased operating angles for rough terrain, heavy-duty fuel tank straps, steel under-bellhousing crossmember, sheet-metal hood and fenders and severe service packages to match Arctic cold or desert heat. • Naturally, you have an almost unlimited choice of chrome and polish options. And Kenworth never forgets the driver. A Diamond interior, cab air suspension and QuietCab sound barrier can turn the toughest job into a walk in the park.



When it comes to heavy loads and rough roads, one size never fits all. That's why Kenworth offers more powertrain options than any other truck manufacturer. Be assured, whatever your application, Kenworth can engineer the powertrain to move your load.

Captions for photography on adjoining page:

1. Roof-mounted rotating beacon or strobe lights make the truck more visible on the job site or when moving specialized loads. Available with polished or painted mounting brackets.

2. Tubular oilfield bumpers are made of high-strength steel to withstand the abuse of bulldozers, tow chains and crowded job sites.

3. Split fuel/hydraulic tanks – quality-built by Kenworth for exceptional performance, durability and style – conserve frame space.

4. Heavy-duty 7-inch-wide fuel tank straps secure the tanks for the roughest conditions by providing exceptional strength and improved ground clearance. Available with polished finish.

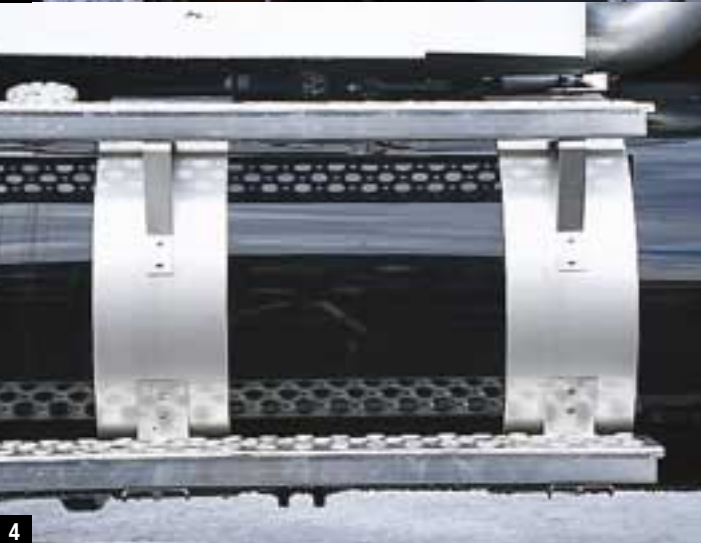
5. Planetary hub-reduction axles improve traction on rough surfaces by eliminating wind-up in the axle shafts.

6. Daylite® doors and cab corner windows give your drivers an added measure of visibility around congested job sites.

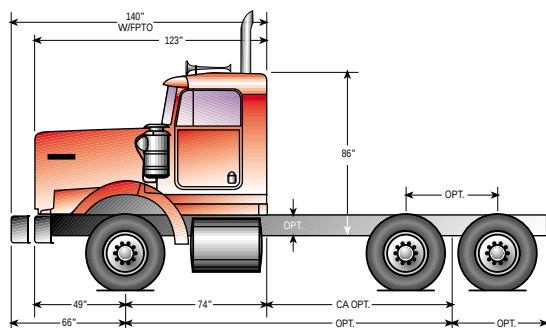
7. Gauges and controls can be specified to monitor or operate virtually any component on the truck. And up to four spare switches are available for equipment you install on-the-job.

8. Chromed, heavy-duty box bumper combines robust functionality with show-truck styling.

9. Heavy-duty brush guards protect the radiator from branches and a myriad of other obstacles. Hey, it's a jungle out there.



S P E C I F I C A T I O N S



C 5 0 0

BBC: 123" +

Bumper Setting: 49", 56.5" & 66"

Front Axle to BOC: 74"

Application: Tractors and full trucks

Hood: Straight or sloped wide forward-tilting fiberglass; sheet metal butterfly

Available Engines: Caterpillar C10, C12, C15, C16; Cummins ISM, N14, ISX, Signature; Detroit Diesel Series 60

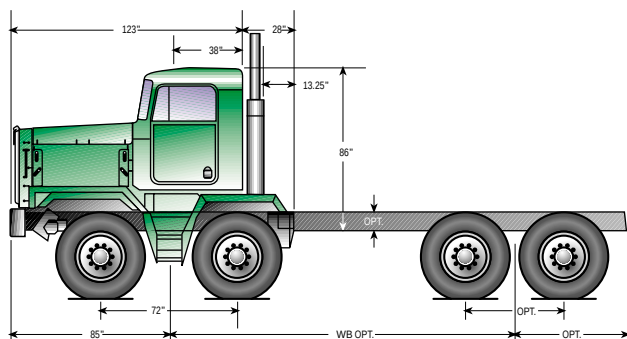
PTO's: Front, rear, split shaft, and transmission mounted 6 & 8 bolt

Available Radiator: 1200, 1430, 1520, & 1640 sq. in.

Front Axle Rating (max): 30,000 lbs.; Rear Axle Rating (max): 120,000 lbs.

GVWR: 150,000 lbs. for 3 axles; GCWR: 500,000 lbs. (higher with special approval)

Frame: Single, double, & triple rails



C 5 0 0 T W I N S T E E R (8x4, 8x6, 8x8)

BBC: 123" +

Bumper Setting: 85" (49" from forward axle)

Front Axle to BOC: 38" (2" behind 2nd axle centerline)

Application: Tractors and full trucks

Hood: Straight, forward-tilting fiberglass; sheet metal butterfly

Available Engines: Caterpillar C15, C16; Cummins N14, ISX, Signature; Detroit Diesel Series 60

Radiator: 1430 sq. in.

Front Axle Rating (max): 40,000 lbs.; Rear Axle Rating (max): 120,000 lbs.

GVWR: 160,000 lbs. for 4 axles; GCWR: 350,000 lbs.

Frame: Single, double, & triple rails

Note: Equipment and specifications shown in this brochure are subject to change without notice.

Consult with your Kenworth dealer at time of ordering for standard and optional equipment.



KENWORTH TRUCK COMPANY

P.O. Box 1000

Kirkland, Washington 98083-1000

(425) 828-5000

