



Kenworth Launches Medium Duty Cabovers

LOUISVILLE, Ky. – With momentum building for its line of Class 6 and 7 cabover trucks, Kenworth announced exterior and interior enhancements to its K270 and K370 models.



“The new Kenworth K270 and Kenworth K370 bring Kenworth quality, innovation and comfort to a new level of excellence for the cabover market,” said Doug Powell, Kenworth’s medium duty marketing manager, who noted that Kenworth is displaying the latest K270 cabover in its booth (No. 30305) at the Mid-America Trucking Show. “A new dash and gauge cluster, front air disc brakes, electronic braking module, and a fresh exterior are among some of the key additions.”



According to Powell, the Kenworth K270 Class 6 and K370 Class 7 cabovers are ideal for city and neighborhood applications, where tight turning and a shorter overall length are required. “More cities are starting to restrict the overall length of trucks in city limits or are allowing broader operating hours for short overall length trucks,” said Powell. “We expect that trend to continue, which will drive the movement toward cabovers.”



Inside the cab, a new dash and gauge cluster provide more information than ever before to the driver. Both truck models feature a standard air ride driver’s seat and 2-person bench seating with storage underneath. “We added a new option – single driver and passenger seats with a large console with cup holders in between,” said Powell.



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Available with wheelbases ranging from 142 to 242 inches in 12-inch increments, the K270 and K370 can accommodate bodies from 16 to 28 feet. A large 2,500-square-inch wraparound windshield combines with large side windows to give optimum visibility.

“The Kenworth K270 and K370 cabovers are designed for pick-up-and-delivery operations, landscape businesses, food and beverage companies, furniture hauling, and street sweeping and striping, among others,” said Powell. “With a 30 percent better curb-to-curb turning radius than a conventional truck, a 63.4-inch BBC dimension that provides an extra 45 inches of payload room over a conventional, and a 35-foot overall length – which is becoming the new norm for metro cities – these are money-making machines.”



Powered by the 6.7-liter PACCAR PX-7 engine, which has power ratings from 200 to 250-hp, and up to 660 lb-ft of torque, the Kenworth cabovers are now available with a 6-speed Allison transmission, joining a 5-speed transmission already available. “We also added a new, high-quality, push-button control shifter that integrates well in our fully trimmed interior,” said Powell.

New this year on the Kenworth cabovers are Dana axles as well as front air disc brakes for improved stopping power and longer brake life. In addition, as part of the braking system, Kenworth has added an “electronic braking module” that will allow for the addition of stability control later this year.

For specialized applications, Kenworth offers its new “clear rail” package that relocates the air tanks, DEF tank, battery box, and exhaust after treatment up behind the cab. This new option opens up room for custom bodies, such as street sweepers.

Kenworth Truck Company is the manufacturer of The World’s Best® heavy and medium duty trucks. Kenworth’s Internet home page is at www.kenworth.com. Kenworth is a PACCAR company.