



2009 Truck Equipment Guide

WHERE

What do you want from your truck fleet? Some mettle? A pedal to push your business determination of a Caterpillar lugging 470 units of horsepower, truck manufacturers are pulling ergonomics, and 80,000 pounds of unwieldy freight is no bargain. But performance comes that will help you rein in your fleet needs. Join *Inbound Logistics* for a ride as we go bumper to



THE RUBBER MEETS THE ROAD

BY JOSEPH O'REILLY

to the limit? Both? Whether you're looking for the swagger of a Benz, the grit of a Detroit Diesel, or the out all the stops to keep your freight on the go. Towing EPA mandates, fuel economy standards, driver with a price. This roundup of some of the latest thoroughbreds on the market provides need-to-know specs bumper with some of the latest commercial tractors to hit the road.



Freightliner Trucks

www.freightlinertucks.com

Cascadia

TYPE:	Aerodynamic conventional day cab, sleeper cab
GVWR:	35,000 to 71,000 lbs.
GCWR:	92,000 lbs.
BBC:	125"
ENGINE:	Detroit Diesel Series 60 445 to 515 hp; Detroit Diesel Series DD15 455-560 hp; Mercedes-Benz 4000 370 to 450 hp; Caterpillar C15 435 to 550 hp
TRANSMISSION:	Eaton Fuller 10-, 13-, and 18-speed manuals; Eaton Fuller UltraShifts, AutoShifts
FRONT AXLE:	12,000 to 14,700 lbs.
REAR AXLE:	23,000 to 46,000 lbs.

The Cascadia's sculpted exterior reduces aerodynamic drag to a minimum. Its lightweight aluminum construction and weight-saving components boost payload potential for every truckload. Built-in reliability, ease of maintenance, and drivability maximize uptime.

Columbia

TYPE:	Aerodynamic conventional day cab, sleeper cab
GVWR:	46,000 to 64,000 lbs.
GCWR:	140,000 lbs.
BBC:	112", 120"
ENGINE:	Detroit Diesel Series 60 425 to 515 hp; Detroit Diesel Series DD15 455 to 560 hp MBE 4000 350 to 450 hp; Caterpillar C13 305 to 470 hp; Caterpillar C15 435 to 500 hp

TRANSMISSION:	Eaton Fuller 10-, 13-, and 18-speed manuals; Eaton Fuller UltraShifts, AutoShifts
FRONT AXLE:	12,000 to 20,000 lbs.
REAR AXLE:	40,000 to 46,000 lbs.

The Columbia's aerodynamic styling reduces wind resistance and provides excellent fuel economy. The lightweight design enables the hauling of more payload. Available in a 112-inch or 120-inch BBC with 7-Day Cab/SleeperCab configurations, the Columbia can be customized to meet unique requirements. Adding to the Columbia's efficiency are fuel economy, ease of maintenance, and overall lower cost per mile.



LEGEND:**GVWR** Gross Vehicle Weight Rating**GCWR** Gross Combined Weight Rating**BBC** Bumper-to-Back-of-Cab Dimensions**Kenworth**www.kenworth.com**W900**

TYPE:	Traditional conventional day cab, extended day cab, sleeper cab
GVWR:	35,000 to 89,000 lbs.
GCWR:	80,000 to 200,000 lbs.
BBC:	120", 130", 136"
ENGINE:	Cummins ISM 305 to 410 hp; Cummins ISX 385 to 600 hp; Caterpillar C13 335 to 470 hp; Caterpillar C15 435 to 550 hp
TRANSMISSION:	Eaton Fuller 9-, 10-, 11-, 13-, 15-, and 18-speed manuals; Eaton Fuller 10- and 18-speed AutoShifts; Eaton Fuller 10- and 13-speed UltraShifts
FRONT AXLE:	12,000 to 22,000 lbs.
REAR AXLE:	23,000 to 58,000 lbs.

Suitable for line, regional, bulk, and heavy haul applications, the Kenworth W900 provides comfort, reliability, and performance in a traditional package. From the rugged loggers to the luxurious long-haul sleeper configuration, this truck is designed to deliver.

Hinowww.hino.com**Hino 338CT (City Tractor)**

TYPE:	Conventional
GVWR:	33,000 lbs.
GCWR:	48,000 lbs.
BBC:	108"
ENGINE:	Hino J08E-TW turbocharged intercooled diesel 260 hp
TRANSMISSION:	Eaton Fuller 6-speed manual; Allison 5-speed automatic



FRONT AXLE:	12,000 lbs.
REAR AXLE:	21,000 lbs.

The Hino 338CT is designed to leverage fuel economy and power. It also provides standard driver conveniences such as cruise control, an air suspension driver's seat, CD player, exhaust brake, driver information display, and a tilt and telescopic steering column. More than 4,500 inches of cab glass and a high seating position enable excellent driver visibility.

Sterling

www.sterlingtrucks.com

Acterra

TYPE:	Conventional
GVWR:	18,000 to 26,000 lbs.



BBC:	106"
ENGINE:	Cummins ISB 200 to 300 hp; MBE 900 190 to 250 hp; Cummins ISC 240 to 330 hp
TRANSMISSION:	Eaton Fuller 5- and 10-speed manuals; Mercedes-Benz MBT 6-speed manual; Eaton Fuller 10-speed AutoShift; Allison automatics
FRONT AXLE:	8,000 to 12,000 lbs.
REAR AXLE:	13,000 to 23,000 lbs.

From box truck to pickup and delivery van, the Acterra, with a Class 5-8 operating range, handles like a pickup, but has the strength of a larger truck. The medium-duty Acterra offers power, cab room, and visibility. It's easy to get in and out of, and easy to drive—thanks to

a 106-inch BBC, 55-degree wheel cut, standard automatic transmission, and sharply sloped hood and large windshield area.

Set-Back L-Line

TYPE:	Conventional day cabs, sleeper cabs
GVWR:	27,500 to 72,000 lbs.
GCWR:	120,000 lbs.
BBC:	113", 122"
ENGINE:	MBE 900 190 to 250 hp; Detroit Diesel DD13 350 to 450 hp; Detroit Diesel DD15 455 to 560 hp; Caterpillar C13 305 to 470 hp; Caterpillar C15 435 to 500 hp
TRANSMISSION:	Eaton Fuller 5- to 18-speed manuals; Eaton Fuller AutoShifts; Allison automatics
FRONT AXLE:	10,000 to 22,000 lbs.
REAR AXLE:	17,500 to 58,000 lbs.

Set-Back L-Line trucks are the Sterling work-horses—tough, dependable, and efficient. With a wide range of engine choices, lighter and tougher frames, and suspension offerings that range from standard-duty to severe-duty, the Set-Back L-Line can meet many challenging work applications.

Volvo

www.volvo.com/trucks

VNM 200

TYPE:	Aerodynamic conventional day cab
GVWR:	54,600 lbs.
GCWR:	80,000 to 120,000 lbs.
BBC:	114"
ENGINE:	Volvo D11 325 to 405 hp; Volvo D13 335 to 485 hp
TRANSMISSION:	Volvo 12-speed I-Shifts; Eaton Fuller 7-, 10-, 13-, and 18-speed manuals; Eaton Fuller AutoShifts, UltraShifts; ZF Meritor FreedomLine 12-speed manual; Allison 5- and 6-speed automatics
FRONT AXLE:	12,000 to 13,200 lbs.
REAR AXLE:	22,500 to 40,000 lbs.

The Volvo VNM 200 works well for short-haul duties that start and end each day in the same city. Lightweight and aerodynamic, this model saves time and money on every run.

LEGEND:**GVWR** Gross Vehicle Weight Rating**GCWR** Gross Combined Weight Rating**BBC** Bumper-to-Back-of-Cab Dimensions**VT 880**

TYPE:	Aerodynamic conventional sleeper cab
GVWR:	53,200 lbs.
GCWR:	80,000 to 140,000 lbs.
BBC:	200"
ENGINE:	Volvo D16 500 to 600 hp; Cummins ISX 500 to 600 hp
TRANSMISSION:	Volvo 12-speed I-Shift; Eaton Fuller 10-, 13-, and 18-speed manuals; Eaton Fuller AutoShifts
FRONT AXLE:	13,200 lbs.
REAR AXLE:	38,000 to 40,000 lbs.

The Volvo VT series combines power and luxury. These premium-size trucks sport a high-profile look and abundant space, comfort, and storage. And whether your company requires a sleeper or a day cab, the Volvo D16 engine performs – with 625 hp and 2,250 lbs.-ft. of get-the-job-done torque.

Western Starwww.westernstartrucks.com**4900SA**

TYPE:	Conventional
GVWR:	52,000 to 92,000 lbs.
GCWR:	80,000 to 250,000 lbs.
BBC:	109", 123"
ENGINE:	Detroit Diesel Series 60 425 to 515 hp; Caterpillar C13 305 to 470 hp; Caterpillar C15 435 to 625 hp; Mercedes-Benz 4000 350 to 450 hp
TRANSMISSION:	Eaton Fuller 10-, 11-, 13-, 15-, and 18-speed manuals; Eaton Fuller AutoShifts, UltraShifts; Allison automatics
FRONT AXLE:	12,000 to 22,000 lbs.
REAR AXLE:	40,000 to 70,000 lbs.

The Western Star 4900 SA is custom-built with a set-back configuration for off- and on-highway applications. The set-back axle results in a hood designed for enhanced aerodynamics, with a non-sloped hood available on the 123-inch BBC.

