



T600

As the original and benchmark for aerodynamic trucks in the Class 8 market, the T600 is Kenworth's standard-cab aerodynamic truck. It is available in a variety of variations from daycabs to the 86" Studio AeroCab sleeper. AeroCab models have an innovative cab conversion kit available to change sleeper units into daycabs. Most Kenworth models offer higher resale values over their competitors.

Push Less Air Pull More Profit

A Guide to Increasing Fuel Economy



"Highest in Customer Satisfaction among Over the Road Segment Class 8 Trucks"



"Highest in Customer Satisfaction with Heavy-Duty Truck Dealer Service"



"Highest in Customer Satisfaction among Pickup & Delivery Segment Class 8 Trucks"

Which Kenworth is Right for You?

T2000

As the premier wide cab truck in the Class 8 market, the T2000 is Kenworth's aerodynamic team driver truck. The T2000 boasts a wider cab and is an attractive option for owner operators, especially husband and wife teams, who want to capitalize on the wide cab and aerodynamic benefit of this state-of-the-art vehicle. New features include enhanced aerodynamics and a separated hood and bumper design with integral reinforcements which reduce repair costs.



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For more information, please call or visit your local Kenworth dealer, or go to www.kenworth.com.

J.D. Power and Associates 2005 Heavy Duty Truck Customer Satisfaction StudySM. Study based on 2,429 responses from principal maintainers of heavy duty trucks. Over the Road segment includes all those vehicles that have a sleeper but are not defined as Vocational. Pick Up & Delivery segment includes day cab (non sleeper) vehicles that are not defined as Vocational. Heavy Duty Truck Service segment includes principal maintainers who visited an authorized dealer after the vehicle was put into service, and who were surveyed in April-June 2005. www.jdpower.com

Kenworth's Spec'ing Tips for Better Aerodynamics and Fuel Economy

Fuel Economy: A Matter of Dollars and Sense

Fuel economy has always been an important consideration for truck owners. In the trucking industry, fuel is one of the leading operating costs and is even more critical to profitability with projected diesel prices. Every year Kenworth Truck Company invests significant resources and conducts extensive wind tunnel, PACCAR Technical Center, computer-generated and road testing in pursuit of advances in this area.



T600
The industry's first aerodynamic, standard-cab Class 8 truck.

to offer information and helpful tips truckers can really use to enhance their bottom line. After all, it was Kenworth that brought aerodynamics to the forefront with the industry's first truly aerodynamic Class 8 truck – the Kenworth T600A with its aerodynamic hood, bumper and chassis side fairings. The T600A quickly became the truck of choice for drivers who wanted better fuel economy. Kenworth's heritage of aerodynamics continues with the T2000, which builds upon the lessons learned from the T600, in a wide-cab model designed for team drivers.

This guide was created by Kenworth Truck Company, the industry leader in aerodynamics and fuel efficiency,



T2000
Aerodynamic styling in a wide-cab version.

They say that imitation is the highest form of flattery. If that's true, Kenworth should be proud that most of the aerodynamic trucks on the road today utilize technology that Kenworth has pioneered.

Real-World Testing: Not Just Hot Air.

Kenworth puts its aerodynamic styling and fuel efficiency to the test in real-world situations hauling the same demanding loads that truckers pull every day. Testing is conducted routinely in a variety of environments in multiple locations. The average fuel economy run is approximately 500 miles in distance and altitudes can range from sea level to 7,000 feet. The trucks are tested at 60, 65, 70 and 75 miles per hour where legal. Different features of Kenworth vehicles are tested extensively and the data shown in this fuel economy guide is consistent for all test runs, regardless of terrain. These conclusions support Kenworth's spec'ing recommendations for better aerodynamics and improved fuel economy.



Spec'ing Tips for Better Aerodynamics

- Choose an aerodynamic model Kenworth truck. A T600 or T2000 can get up to 20% better fuel economy compared to a traditional long nose conventional truck with no aerodynamic devices.
- Add a full roof fairing (when pulling a van trailer). The roof fairing can increase fuel economy by 5%-10%.
- Add aerodynamic options such as side extenders and chassis fairings. These components can increase fuel economy by 2%-4%.
- Under hood air cleaners vs. cowl mounted air cleaners. This change can increase fuel economy by 1%-2%.
- The wheelbase and fifth wheel settings are extremely important. Ensuring the trailer gap is at the optimal 38 inches can increase fuel economy by 1%-2.5%.
- Specify all position tires, both front and rear, instead of cross-lug in the rear. This will increase fuel economy by 1.0 to 3.0%

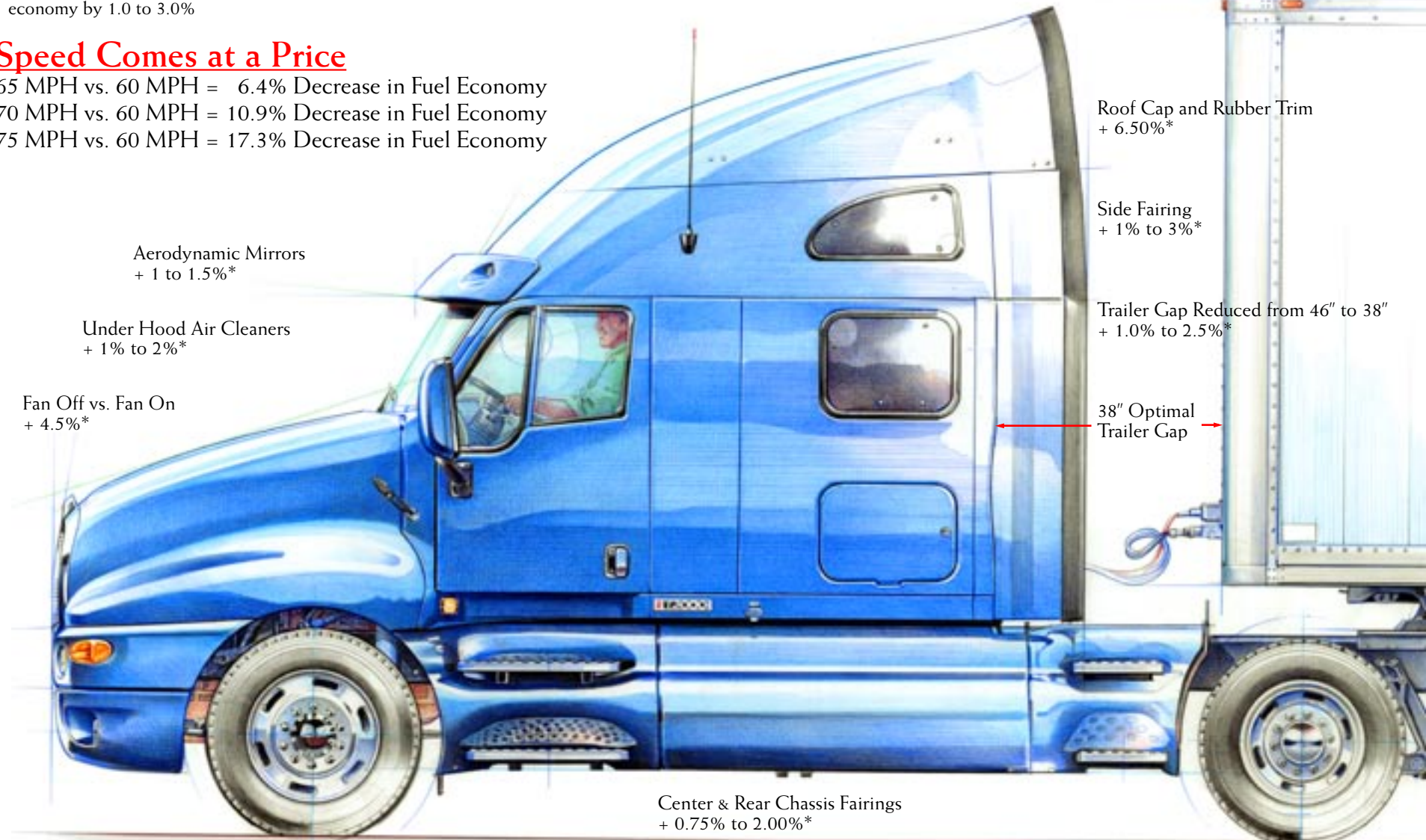
Speed Comes at a Price

65 MPH vs. 60 MPH = 6.4% Decrease in Fuel Economy
70 MPH vs. 60 MPH = 10.9% Decrease in Fuel Economy
75 MPH vs. 60 MPH = 17.3% Decrease in Fuel Economy

Aerodynamic Mirrors
+ 1 to 1.5%*

Under Hood Air Cleaners
+ 1% to 2%*

Fan Off vs. Fan On
+ 4.5%*



Proper Maintenance Will Increase Fuel Economy

- Maintain proper tire inflation of both the tractor and trailer.
- Replace fuel filters at the proper intervals.
- Keep all axles properly aligned to minimize rolling resistance.
- Repair body damage, dings, dents and loose fairings which may create additional drag.
- Use good synthetic lubricants in the transmission and axles.

Pushing Air Isn't Easy

Between 55 and 60 MPH, 50% of the fuel burned is used to overcome air resistance, the remaining 50% of fuel consumed is used to move the load. The percentage of fuel needed to overcome air resistance increases dramatically as vehicle speeds increase.

Driver Tips for Improved Fuel Economy

Slow down. Fuel economy is improved when drivers maintain 60 MPH as their cruise speed.**

Use a fuel economy display device. Kenworth offers both the Caterpillar Messenger and the Cummins Road Relay allowing drivers to monitor and correct fuel economy performance by the minute.

Turn on the cruise control. The use of cruise control will typically enhance fuel economy performance.

Maintain optimal RPM for the specific engine. Each engine has a unique torque curve. Drivers should operate at the appropriate RPM to maintain speed and maximize fuel economy as recommended by their engine manufacturer. This range is typically between 1,200 and 1,600 RPM's.

Minimize idling. Five minutes of warm-up is generally adequate and cool-down is accomplished when pulling in for parking. Idling consumes between 0.5 and 1.2 gallons per hour depending on idle speed.

* Actual Fuel Economy Testing Results Using Aerodynamic Kenworth Truck Models, Your Results May Vary.
** Maximum speeds vary in different jurisdictions, please obey local speed limits.