



TECH UPDATE - Class 8 Trucks

Caterpillar

The Cat vocational truck line redefines heavy duty while delivering all the power, performance and productivity customers expect in a forestry application, says the company.

Cat's Class 8 trucks are available in set-forward axle and set-back axle configurations with 114", 116", 122", and 124" bumper to back of cab options. The trucks can be built as a truck or day cab in 6X4, 8X6, 6X6, and 4X4 configurations. The CT660, CT680, and CT681 are powered by a Cat CT13 vocational truck engine with ratings specific to truck applications and horsepower/torque combinations to tackle the toughest jobs. The ergonomic features of the cab interior, such as the spacious wide cab with premium sound insulation and easy to reach gauges and switches, enhance driver and job site safety and productivity, says the company.

www.drivecat.com

Kenworth

Kenworth has a long and distinguished 92-year history of building trucks for tough, demanding logging applications. Today, the Kenworth T880 continues that legacy.

Since its introduction in 2013, the T880 has established a new standard of excellence and builds upon the company's heritage of quality, innovation and technology to produce industry leading, rugged and reliable vocational trucks, says Kenworth.

The T880 offers outstanding performance, excellent driver comfort, a quiet cab, and ease of serviceability, according to the company. Available in day cab, and mid-roof 52" and 76" sleeper configurations, the T880 comes standard with the PACCAR MX-13 engine rated up to 500 hp and 1850 lb.-ft. of torque. The T880 can be ordered with a 116.5" BBC hood optimized for the PACCAR MX-13 engine, providing enhanced visibility, or with the standard 122.5" BBC hood. The Kenworth T880 vocational truck with the PACCAR MX-13 engine received the 2015 Truck of the Year award from the American Truck Dealers (ATD).

www.kenworth.com

Peterbilt

Peterbilt Motors Company's roots began in logging more than 76 years ago and it's an industry the manufacturer continues to serve with custom manufactured trucks with the highest levels of quality, durability and performance.



Peterbilt's flagship vocational vehicle is the model 567, available in both truck and tractor configurations and with either a set-forward front axle (SFFA) or set-back front axle (SBFA). Both are also available with 115" or 121" BBC lengths.

The model 567 is specifically designed to take on the harshest conditions and applications, while still providing customers with numerous lightweight options to maximize payloads. The aluminum cab structure provides the strength and ruggedness to meet severe service requirements. The hood is constructed of Metton, a lightweight but strong material that can withstand impacts that would crack or shatter fiberglass hoods, says the company.

The Model 567 SFFA is standard with the PACCAR MX-13 engine with up to 500 horsepower and 1850 lb-ft of torque. It is also available with the new PACCAR MX-11 engine with up to 430 horsepower and 1550 ft-lb of torque. Both compressed natural gas and liquefied natural gas configurations are available.

The Model 567 is available as a day cab or with Peterbilt's complete lineup of detachable sleepers, including the new 58" sleeper.

www.peterbilt.com

Mack

The Titan by Mack model has the power, durability and ground clearance to meet the tough demands of logging applications. Built specifically to handle heavy loads on difficult terrain, the Titan features a high-capacity cooling package and a frame designed with maximum ground clearance for rough, uneven ground.

All Titan by Mack models come standard with Mack's largest-ever engine, the 16-litre MP10, which delivers up to 605 horsepower and best-in-class torque ratings of up to 2060 lb-ft. Also standard is the Mack mDRIVE HD automated manual transmission for a fully integrated Mack powertrain. The mDRIVE HD features reinforced internal components and sophisticated software to handle the toughest applications.

Mack's GuardDog Connect telematics system is also standard and boosts uptime by proactively monitoring the truck for fault codes that could potentially shut it down.

www.macktrucks.com

Volvo

Combining extreme capability and premium comfort, the Volvo VNX has the power demanded by heavy haul applications such as log hauling.

The VNX is equipped with the Volvo D16 engine, with up to 600 horsepower and 2050 lb-ft of torque. Volvo's



I-Shift automated transmission is standard, with the I-Shift for Severe Duty applications standard on VNX models with heavier weight ratings. A number of drive configurations are available, including a recently introduced 8x6 tridem rear axle group on VNX 630 models. All VNX models come standard with Volvo Remote Diagnostics, which helps customers avoid unexpected downtime by providing proactive monitoring, diagnostics and repair planning, all while the truck is in operation.

The VNX is available in three cab configurations to meet the needs of any log hauling application. The VNX 300 comes with a day cab and enables maximum payload and maneuverability. The VNX 430 has a 42" sleeper and provides the right mix of payload capacity and comfort, says the company. No compromises are necessary with the VNX 630, which features a spacious 61" mid-roof sleeper.

www.volvotrucks.com

Freightliner

Tough on the outside, comfortable on the inside, the rugged and versatile Freightliner 122SD is engineered with durable components to haul heavy, oversized loads from the logging site to the sawmill.

Outfitted with a durable, non-corrosive aluminum SD cab, and reinforced with e-coated steel, state-of-the art adhesives and Henrob rivets, the 122SD is ergonomically designed with the driver in mind.

The chassis features a broad offering of vocational suspension choices and single or double channel frame rails with tensile strength of up to 120,000 psi and up to 5 million RBM. With a GVWR of up to 92,000 pounds and a GCWR of up to 160,000 pounds, the 122SD is available with manual, automatic and automated manual transmission options that are said to be ideal for logging applications.

Additional standard and optional components found on the 122SD include: threaded front suspension spring pins and bushing; lower radiator rock guard and up to 1700 square inch radiator; heavy-duty bolted cross members; oil pan skid plates; under-the-passenger seat battery mounting; and an impact-resistant back window.

The 122SD comes equipped with the Detroit DD15 engine. Detroit DD13, DD16 and Cummins ISX15 engines can also be specified.

www.freightliner.com

Western Star

The Western Star 4900 is ideal for the big loads and tough demands required for logging, says the company. The powerful and durable 4900 is hand-built, body-builder friendly, and available with thousands of customization



options to give customers the right truck for their job.

The 4900 can be specified with Detroit DD15 and DD16 or Cummins ISX engines, and Eaton Fuller manual, automated and Allison automatic transmission options, to provide optimal power and handling to negotiate logging roads while hauling a full load. Features such as galvanized steel cabs with extra gussets and reinforcements are precision bonded to withstand harsh conditions. The cab's high ground clearance is perfect to handle ruts, while its roomy interior with easy-to-read gauges, double door seals and extra storage help keep drivers comfortable during long days. Heavy duty truck components, such as bumper options, copper brass radiators with bolted steel tanks, planetary axles and the TufTrac suspension further add to the 4900's durability.

www.westernstartrucks.com

International

Navistar, Inc. has announced that it will launch a new line of premium vocational trucks for the severe service segment beginning in early-2016, leveraging shared technology and intellectual property from its venture with Caterpillar.

In addition, the company announced that it will transition to Caterpillar the production and engineering of the Cat-branded severe service trucks the company has been supplying to Caterpillar since 2011. Navistar will continue to manufacture trucks for Caterpillar through December 31, 2016.

While specific terms of the transition will not be disclosed, both companies will have the opportunity to leverage certain joint intellectual property, collaborate with suppliers and utilize licensing agreements moving forward.

“Navistar and Caterpillar have had a strong, collaborative working relationship through a number of projects and partnerships for many, many years,” says Bill Kozek, president, Navistar Truck and Parts. “This next phase provides Navistar with an exciting opportunity to introduce new technologies and product features into our new line of premium vocational trucks that we’ll launch in 2016.”

Navistar International Corporation is a holding company whose subsidiaries and affiliates produce International brand trucks.

www.internationaltrucks.com