

KENWORTH K100E

With the exciting new-generation Kenworth K100E, a whole new era of heavy duty cab-over excellence begins. The all-Australian K100E is a giant leap forward in COE trucking, offering new levels of aerodynamic efficiency and therefore hitherto undreamed of potential for fuel savings. The longer, wider, more spacious cab is packed with features to add to driver comfort and efficiency and there is a range of options for comfort and improved driving. The new Kenworth K100E is one of the most efficient and highly evolved trucks ever to roll off a production line.



STANDARD EQUIPMENT

ENGINE

Engine

Cummins F300 140-litre 224 kW at 1900 rpm 1356 Nm at 1300 rpm
Six-cylinder in-line, turbocharged, aftercooled.
Spin-on oil filters and fuel filter

Electrical Equipment

12-volt lighting system, 24-volt starting system
Automatic circuit breakers
75-Amp Delco-Remy brushless alternator
4 x Kenworth 12-volt batteries

Cooling System

0.87m² frontal area radiator
Removable top and bottom tanks
Kenworth spin-on water filter

Air Cleaner

Single Donaldson Cyclopac 406mm dry type air cleaner,
frame mounted on right side
Moulded rubber sleeves and stainless steel clamps at all connections

Exhaust System

Single vertical exhaust system with 254mm muffler, stainless steel flex
section for vibration isolation, and wide band seal clamps.

TRANSMISSION

Main Transmission

Fuller RT 1160SA, 9-speed direct, twin counter-shaft

Clutch

Spicer angle spring, 390mm organic, coaxial, dampened
hub clutch assembly
Manual adjusting clutch cover with greasable throwout bearing

Driveline

Spicer T1710 series dampened driveline with needle-bearing
universal joints
Glidecote splined slip-joint

SUSPENSION/STEERING

Front Axle

Rockwell FP941 TW, 54 tonne rated capacity
6-spoke cast hubs

Front Suspension

60 tonne nominal capacity, rolled eye, constant rate leaf springs
Threaded steel pins and bushings

Steering system

Ross HFB70 integral gear, hydraulic power steering

Rear Axle

Rockwell SP40G single reduction, single-speed tandem axle with
pressure lube inter-axle differential
18.1 tonne rated capacity
6-spoke cast hubs
inter-axle differential lockout

Service Brakes

Front: Rockwell TW-cam air brakes, 380mm x 102mm
Rear: Rockwell S-cam air brakes, 420mm x 180mm
Cast brake drums

Parking Brake

Dual axle, spring applied/air released

Rear Axle Suspension

Kenworth TBB, 115 suspension, Tandem rear axle suspension
using two torsion bar springs
200 tonne rated capacity

Tyres & Rims

Bridgestone R290E, 11R22.5, 16 ply rated radial (10 supplied)
Mackay 8.25" x 22.5" demountable tubeless rims (11 supplied)

MAJOR OPTIONS

ENGINES

Engines

Cummins in-line 6 - (224 to 372 kW)
Detroit V6 and V8 - (231 to 354 kW)
Caterpillar in-line 6 - (231 to 316 kW)
All engines are turbocharged and available
in performance or economy ratings.

Engine Equipment

Jacobs engine brake
Cummins "C" Brake
Brakesaver
Horton fan clutch
Air start
Fuel Haul kits
Cruise control

Air Cleaners

Donaldson Donadone two-stage air cleaners

Exhaust System

Dual exhaust system
Independent air intake and exhaust systems

Transmission

Fuller Roadranger, 9- to 15-speed
Spicer Spolet, 7- to 20-speed
Direct or overdrive
Allison Automatic, 5-speed
Auxiliary Transmission

Driveline

Spicer 1810 series
Centre bearing

Front Axle

Rockwell FL941 P 8.2 tonne capacity
Rockwell FG941 P 66 tonne capacity

Front Suspension

54 tonne Constant rate multi-leaf
Twin steer - 11 tonne nominal capacity,
load-sharing. Threaded steel pins and
bushings in springs and load-sharing rocker
beam. Dual Ross HFB70 integral hydraulic
power steering.

Rear Axles

Single or dual drive
Rockwell or Eaton
104 tonne single axle capacity
173 to 29.5 tonne dual axle capacity
Wide range of ratios

Rear Axle Suspension

Kenworth, Hendrickson or Ryleco
11,000 kg single axle capacity
17,300 to 29,500 kg dual axle capacity

Tyres

Premium brands to customer requirements
including low profile steel belted radials

2005 Kenworth Owners Manual

WJ Hussar



2005 Kenworth Owners Manual:

Cars & Parts ,1975 Fleet Owner ,2005 Special-interest Autos ,1974 Product Liability Case Digest, 2005-2006 Edition Baldwin,Scott Baldwin,Jr Hare,Francis E McGovern,2005-03-31 Here s a unique first stop research tool that describes all the latest product liability cases by type of case so you can quickly find key cases and typical issues involving similar products The book covers the full range of products in six main categories construction equipment and materials consumer products farm machinery and products medical products motor vehicles workplace products An invaluable tool for the busy practitioner Product Liability Case Digest provides an immensely valuable head start to research by helping you quickly identify the most relevant and current decisions likely to affect your product liability case It will save you incalculable amounts of time and money **Technologies and Approaches to Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles** National Research Council,Transportation Research Board,Division on Engineering and Physical Sciences,Board on Energy and Environmental Systems,Committee to Assess Fuel Economy Technologies for Medium- and Heavy-Duty Vehicles,2010-07-30 Technologies and Approaches to Reducing the Fuel Consumption of Medium and Heavy Duty Vehicles evaluates various technologies and methods that could improve the fuel economy of medium and heavy duty vehicles such as tractor trailers transit buses and work trucks The book also recommends approaches that federal agencies could use to regulate these vehicles fuel consumption Currently there are no fuel consumption standards for such vehicles which account for about 26 percent of the transportation fuel used in the U S The miles per gallon measure used to regulate the fuel economy of passenger cars is not appropriate for medium and heavy duty vehicles which are designed above all to carry loads efficiently Instead any regulation of medium and heavy duty vehicles should use a metric that reflects the efficiency with which a vehicle moves goods or passengers such as gallons per ton mile a unit that reflects the amount of fuel a vehicle would use to carry a ton of goods one mile This is called load specific fuel consumption LSFC The book estimates the improvements that various technologies could achieve over the next decade in seven vehicle types For example using advanced diesel engines in tractor trailers could lower their fuel consumption by up to 20 percent by 2020 and improved aerodynamics could yield an 11 percent reduction Hybrid powertrains could lower the fuel consumption of vehicles that stop frequently such as garbage trucks and transit buses by as much 35 percent in the same time frame **Mergent OTC Unlisted Manual** ,2009 The Northern Logger and Timber Processor ,2006 **Who's Who of American Women 2004-2005** Inc. Marquis Who's Who,Who's Who Marquis,2004-06 A biographical dictionary of notable living women in the United States of America Automotive News ,2001 Labor Relations Reference Manual ,2005 Vols 9 17 include decisions of the War Labor Board Building Witness ,1940 Bibliography on Snow, Ice and Frozen Ground, with Abstracts ,1980 **Bibliography on Cold Regions Science and Technology** ,1980 Ward's Automotive Yearbook ,2005 Includes advertising matter **Service Manual** Kenworth Motor Truck Corporation. Field Service Division,1955*

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