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Find information and resources for our engines below. The Kenworth T880 is a robust, versatile truck designed for a wide variety of applications, making it a popular choice among trucking professionals. One of the most crucial aspects of choosing a truck is understanding its dimensions, as these can significantly impact performance, maneuverability, and suitability for different job types. In this article, we will delve into the dimensions of the Kenworth T880, including its lengths, widths, heights, and weight specifications, while also exploring its advantageous features and practical applications. Overview of the Kenworth T880 is renowned for its durability, advanced features, and exceptional driving performance. Built with the driver in mind, this model incorporates a spacious cab and innovative technology to enhance comfort and efficiency. Understanding the dimensions of the T880 can help operators make informed decisions regarding payload capacity, road suitability, and fleet management strategies. Key Features of the Kenworth T880Spacious and ergonomic cab designAdvanced driver assistance systemsFlexible configurations for maximum performanceKenworth T880 Dimensions: In-Depth Analysis1. Overall LengthThe overall length of the Kenworth T880 can vary based on the configuration and type of chassis. Typically, it ranges between: Standard Day Cab Length: 21 to 25 feetSleepers Cab Length: 23 to 30 feetImpact of Length on PerformanceThe length of a truck affects its turning radius and stability. A longer truck can provide better load distribution but might struggle in tight urban environments. Always consider your primary freight routes when determining the suitable length for your T880.2. Width SpecificationsThe Kenworth T880 generally has a width of:Width: Approximately 96 inches (8 feet) for standard modelsConsiderations for WidthThe width impacts the trucks aerodynamics and fuel efficiency. A wider truck may offer more interior space but could face challenges when navigating narrow roads or bridges. Always check local regulations regarding vehicle width limitations. Height Measurements from 130 to 160 inches, depending on the model and configuration. See also 2023 Peterbilt 567: A Comprehensive GuideHeight Considerations for LoadsUnderstanding the height is essential for loads that require clearance. If you often operate in areas with height restrictions, consider the overall height of your T880 before making a purchase. 4. Wheelbase VariationsThe wheelbase of the Kenworth T880 can vary to suit different applications. Common wheelbase: 156 inchesStandard Wheelbase: 200 inchesLong Wheelbase: Up to 240 inchesBenefits of Different Wheelbase: 156 inchesStandard Wheelbase: 156 inchesStandar wheelbases provide better stability and weight distribution for heavy loads on highways. Weight Specifications of the Kenworth T880 typically has: GVWR: Ranges from 33,000 to 80,000 pounds, depending on the configuration and customer specifications. Importance of Understanding GVWRKnowing the GVWR is crucial for compliance with road regulations and for ensuring that you do not exceed the trucks capacity, which can lead to costly fines and safety issues. See also Heil Python: Mastering the Basics and Beyond6. Curb WeightThe curb weight of the Kenworth T880 varies based on design choices and configurations. It typically ranges from: Curb Weight affects PayloadUnderstanding curb weight is essential when calculating payload capacity. The lighter the curb weight, the heavier the load you can carry, which is critical for maximizing efficiency and profitability. Custom Configurations of the Kenworth T8807. Chassis and Cab OptionsThe Kenworth T880 offers numerous customization options to cater to different industries. Available cab styles include: Day CabMid-Roof Sleeper Choosing the Right Configuration for Your NeedsWhen selecting a configuration, consider factors such as required comfort, intended distance traveled, and cargo type. Mid-roof sleepers are ideal for long hauls, while day cabs are suitable for local deliveries.8. Body OptionsThe T880 supports various body type has unique dimensions affecting load capabilities and operational efficiency. Consider your business requirements and consult industry standards to choose the most practical body type. See also Everything You Need To Know About the Peterbil 567Kenworth T880 Comparison to Competitors 2. Dimensions Compared to Other Models When evaluating the Kenworth T880, its beneficial to compare its dimensions with competitors, such as the Freightliner Cascadia and Peterbilt 579. Heres a simplified comparison: ModelLengthWidthHeightGVWRKenworth T88021-30 ft96 in130-160 in33,000-80,000 lbsFreightliner Cascadia and Peterbilt 579. Heres a simplified comparison: ModelLengthWidthHeightGVWRKenworth T88021-30 ft96 in130-160 in33,000-80,000 lbsFreightliner Cascadia and Peterbilt 579. in33,000-80,000 lbsWhy Comparison MattersComparing dimensions helps prospective buyers to determine which truck best meets their operational NeedsEvaluating your specific requirements. will guide your choice of the ideal Kenworth T880 configuration. Follow these steps: Analyze your typical routes: Consider frequency of highway vs. urban driving. Evaluate load types: Heavy loads versus lighter cargo may require different truck configurations. Consider frequency of highway vs. urban driving. Evaluate load types: Heavy loads versus lighter cargo may require different truck configurations. convenience. Frequent Maintenance and Dimension ChecksRegular maintenance is crucial for keeping your Kenworth T880 in optimal condition. Users should routinely check dimension-related aspects such as axle spacing and suspension height to ensure compliance and safe handling. Frequently Asked Questions (FAQ)What is the turning radius of the Kenworth T880?The turning radius of the Kenworth T880 varies based on its wheelbase configuration, generally ranging from 20 to 24 feet, making it suitable for various terrains. Can I customize the dimensions of the Kenworth T880?Yes, the Kenworth T880?Yes, the Kenworth T880 varies based on its wheelbase, cab style, and body configuration to meet specific operational needs. What is the maximum payload capacity of the Kenworth T880? The maximum payload capacity depends on the trucks curb weight and GVWR but typically ranges from 40,000 to 65,000 lbs, depending on configurations. How does the Kenworth T880 compare to other trucks in its class? Compared to competitors, the Kenworth T880 offers similar dimensions but may excel in driver comfort, advanced technology, and customization options. What are the advantages of a longer wheelbase on the T880? A longer wheelbase on the T880? A longer wheelbase on the T880? A longer wheelbase on the T880 offers similar dimensions but may excel in driver comfort, advanced technology, and customization options. What are the advantages of a longer wheelbase on the T880 offers similar dimensions but may excel in driver comfort, advanced technology, and customization options. What are the advantages of a longer wheelbase on the T880 offers similar dimensions but may excel in driver comfort, advanced technology, and customization options. What are the advantages of a longer wheelbase on the T880 offers similar dimensions but may excel in driver comfort, advanced technology, and customization options. Roll Off Trucks: A Complete GuideHow do truck dimensions affect my business operations? Truck dimensions affect my business operations, making it essential to choose a configuration that meets both operational and legal requirements. The Kenworth T880 dump truck stands as a titan in the world of heavy-duty vehicles, designed for those who demand power, durability, and versatility on the job site. With its robust construction and advanced engineering, the T880 is not just a truck; its a workhorse that can handle the toughest tasks in construction, mining, and other demanding industries. Design and Build Quality At first glance, the T880 commands attention with its bold, aerodynamic design. The trucks exterior is not just about aesthetics; its engineered for efficiency. The sloped hood and wide windshield enhance visibility, which is crucial for maneuvering in tight spaces. Built on a strong chassis, the T880 is equipped to withstand the rigors of daily use. The cab is spacious and ergonomic, providing comfort for long hours on the road or job site. Performance and VersatilityUnder the hood, the T880 is powered by a range of engine options, allowing operators to choose the right powertrain for their specific needs. Whether you need a fuel-efficient engine options, allowing operators to choose the right powertrain for their specific needs. Its advanced transmission systems ensure smooth shifting and optimal performance, making it suitable for various applicationsfrom hauling dirt to transporting heavy materials. The versatility of the T880 is further enhanced by its customizable configurations. With options for different axle setups, bed lengths, and dump body styles, this truck can be tailored to meet the unique demands of any job. The T880 is not just a one-size-fits-all solution; it adapts to your requirements, making it a smart investment for businesses looking to maximize productivity. Technology, the T880 is equipped with features that enhance both performance and safety. Advanced telematics systems provide real-time data on vehicle performance, allowing fleet managers to monitor efficiency and maintenance needs. Additionally, options for collision mitigation systems and adaptive cruise control contribute to safer operation, which is crucial in high-stakes environments. Related: Mack CV713 Dump Truck: Overview, Specs, and RecommendationsThe interior of the T880 is designed with the operator in mind. With intuitive controls, ample storage, and comfortable seating, drivers can focus on the task at hand without unnecessary distractions. In summary, the Kenworth T880 dump truck is a formidable contender in the heavy-duty truck market. Its combination of strength, versatility, and advanced technology makes it a top choice for those who refuse to compromise on performance. Whether youre in construction, mining, or any other demanding field, the T880 is engineered to get the job done efficiently and effectively. Kenworth T880 Dump Truck Specifications The Kenworth T880 dump truck is engineered to get the job done efficiently and effectively. Kenworth T880 Dump Truck Specifications The Kenworth T880 dump truck is engineered to get the job done efficiently and effectively. to meet the rigorous demands of heavy-duty applications. Below is a detailed breakdown of its specifications, covering everything from engine options to dimensions and weight. Engine ModelHorsepower (HP)Torque (lbft)Fuel TypePaccar MX-11370 5651,450 1,850DieselPaccar MX-13500 6051,850 2,050DieselCummins ISX12400 5001,450 1,850DieselDimensions. Heres a summary of its key dimensions. Dimension MeasurementOverall LengthApprox. 24 30 ftOverall LengthApprox. WidthApprox. 8.5 ftOverall HeightApprox. 10 12 ftWheelbaseApprox. 16 22 ftWeight Specifications: Weight CategoryMeasurementGross Vehicle Weight Rating (GVWR)Up to 66,000 lbsPayload CapacityVaries (typically 10,000 20,000 and options). lbs)Curbed WeightApprox. 25,000 30,000 lbsWorking FeaturesThe T880 is equipped with features that enhance its working capabilities, making it suitable for various sizes and materials, including steel and aluminum. Axle ConfigurationsOptions include 42, 64, and more, allowing for tailored setups. Transmission OptionsAvailable with manual and automatic transmissions for optimal performance. Advanced Suspension Systems Designed for stability and load distribution, enhancing ride quality. The Kenworth T880 dump truck is a powerful and versatile vehicle that is built to handle the toughest jobs. With its range of engine options, robust dimensions, and advanced working features, it is a reliable choice for any heavy-duty application. Problems and Recommendations for the Kenworth T880 Dump Truck While the Kenworth T880 Dump T these potential issues and how to address them can help operators maximize the trucks performance and lifespan. Related: John Deere 410E Dump Truck: Specs, Issues, and TipsCommon ProblemsDespite its strong build, the T880 can face several common problems that operators should be aware of:1. Fuel Efficiency Issues Some users report that the T880 can be less fuel-efficient than expected, especially when fully loaded. Heavy loads combined with aggressive driving can exacerbate fuel consumption. 2. Maintenance Costs The T880s advanced technology and features can lead to higher maintenance costs compared to simpler models. Regular maintenance is crucial, but parts and service can be pricey.3. Transmission Problems Some operators have experienced issues with the automatic transmission, particularly in older models. Delayed shifting or rough transitions can occur, impacting overall performance.4. Weight Distribution issues, affecting stability and handling. Overloading can cause premature wear on suspension components. Recommendations for Optimal PerformanceTo mitigate these problems and ensure the Kenworth T880 operates at its best, consider the following recommendations: 1. Regular Maintenance Schedule routine inspections and maintenance to catch potential issues early. Keep up with oil changes, filter replacements, and brake checks to maintain performance.2. Monitor Fuel Consumption Use telematics systems to track fuel efficienty and identify driving patterns that may lead to excessive consumption. Train drivers on best practices for fuel-efficient driving, such as avoiding rapid acceleration and maintaining steady speeds.3. Proper Loading Techniques Ensure that loads are evenly distributed to prevent weight-related issues. Adhere to the trucks payload capacity to avoid overloading and potential damage. 4. Transmission Care If using an automatic transmission, ensure that the fluid is checked and changed as recommended. Pay attention to shifting patterns and report any irregularities to a qualified technician.5. Driver Training Invest in comprehensive training for drivers on the importance of proper loading and unloading techniques to enhance safety and performance. By being proactive about these common problems and implementing the recommended practices, operators can significantly enhance and longevity of the Kenworth T880 dump truck. This approach not only ensures a smoother operation but also helps in reducing overall costs associated with maintenance and repairs. Skip to main content The all-new Kenworth T880 is designed for use by a range of vocational fleets in a variety of configurations, such as this flatbed. The all-new Kenworth T880, which is the new flagship of Kenworth Truck Companys vocational trucks, entered into production in December and was introduced at the 2013 Mid-America Trucking Show. The T880 is designed for vocational fleets, including dump, mixer, refuse, and the 2013 Mid-America Trucking Show. The T880 is designed for vocational fleets, including dump, mixer, refuse, and the 2013 Mid-America Trucking Show. heavy-haul applications. The new T880 is will complement Kenworths current vocational lineup that includes the T800, T440, W900S, and C500. The lightweight PACCAR MX-13 engine, rated up to 500 hp and 1,850 lb.-ft. of torque, is standard in the Kenworth T880. The T880 can be ordered with a 116.5-inch bumper-to-back-cab (BBC) hood optimized for the PACCAR MX-13 engine or with the 122.5-inch BBC hood. The T880 is also available with the Cummins ISX15 engine with up to 600 hp and 2,050 lb.-ft. of torque. The Kenworth T880 offers truck operators and fleets a very comfortable work environment for drivers, lower operating cost, and enhanced productivity, said Preston Feight, assistant general manager for sales and marketing for Kenworth Truck Company. Key features of the T880 include: Stamped Aluminum Cab; which is robotically assembled. The cab has 23 inches of room between the seats. The lightweight cab is new for vocational applications. First introduced with the T680 in 2012, the cabs extensive durability testing regimen focused on achieving the highest requirements for vocational trucks. Robotically assembled, the stamped aluminum panels are connected by Henrob self-penetrating fasteners designed for durability and enhanced resistance to noise, vibration, and corrosion. Panoramic Windshield: The T880 is standard with a panoramic one-piece, bonded-in windshield to provide enhanced visibility. The T880 windshield thickness is designed to minimize damage caused by rock strikes. Aluminum Door: The lightweight, stamped aluminum door can support up to 400 pounds. The door provides smooth airflow around the cab and minimizes noise-inducing turbulence. A pressure relief valve equalizes interior and exterior air pressure to make the door easy to open and close. It is triple sealed against the elements and road noise. Hood and Bumper: The new vocational hood is made of Metton, which is a lightweight, durable composite material with excellent impact resistance and finished surface. The hood, which offers easier and faster repair, is offered in two configurations, both with bolt-on fenders. The T880 is available in a 122.5-inch BBC. It also is available in a 122.5-inch BBC standard length. Both include a five-piece Metton hood. Both hoods have bolted-on fenders to provide great serviceability and quick replacement. The T880 is also available with all the current T800 metal bumpers. Under this new offering for vocational applications, the BBC is 6-inches less than the standard BBC configuration for the T880. As a result, theres enhanced visibility and a tighter turning radius with improved maneuverability. Plus, the T880 provides better overall performance when fully optimized with the 12.9L PACCAR MX-13 engine, said Kevin Baney, Kenworths chief engineer. The grille is made from corrosion-resistant aluminum wire mesh for superior protection of cooling system components. The grilles surround is made of polished stainless steel. With the advanced hood assist system, lifting the hood requires just 35 pounds of opening force. Lighting: The T880 comes standard with dual lamp complex reflector headlamps, which offer best-in-industry performance at a lower cost and more durable package. All standard exterior lights utilize LED technology that provides a 20,000-hour life, which equates to about 15 years of truck life. LED lights are also used extensively in the T880 cab.T880 Vocational Options: The T880 is available with five new, factory-installed and lightweight Watson & Chalin lift axles, including a 10,000-pound offering for the first time and a 20,000-pound weight savings. Also offered are new steering gears for improved steering feedback and increased wheelcut for greater maneuverability. In addition, the Kenworth T880 features an air-assisted hydraulic clutch. Driver Performance Center: The Driver Performance Center uses a full-color, high-resolution, 5-inch thin film transistor display screen, which includes current truck information, diagnostic data, and pop-up alerts. The Center also displays situational-specific recommendations, which help improve vehicle performance. Dash: The dash cluster has an easy-to-read layout with nine standard gauges and 12 additional gauges available. The switches utilize the toggling feature that drivers prefer, while maintaining rocker switch functionality. The T880 uses new electric-over-air an advanced air suspension system that automatically adjusts to various driver weights. A full range of seating options is available to meet driver-specific preferences. For the T880, Kenworth offers the DuraSupreme heavy-duty seat fabric in charcoal, gray, and tan. The Kenworth T880's dash cluster has an easy-to-read layout with nine standard gauges and 12 additional gauges available. The T880 uses new electric-over-air dash switches, and offers additional options to aid with vocational and body builder requirements. Kenworth offers several alt-fuel options. The Class 6 T270 and the Class 7 T370 are each available as a diesel-electric vehicle. The T270 has a 26,000-pound GVW and the T370, which is available either as a straight truck or tractor, offers a GVW range of 26,001 to 33,000 pounds. The trucks come standard with a PACCAR PX-7 engine rated up to 325 hp and 750 lb.-ft. of torque. The optional PACCAR PX-9 is rated at 350 hp and 1,150 lb.-ft. of torque. The diesel-electric option from Eaton features a lithium ion battery and controls for the fuel-saving hybrid system. The Class 7 T440 model is available with a Cummins ISL-G Natural Gas Powered engine rated at 320 hp. Popular with utility fleets, the Kenworth T440 is available with a Cummins ISL-G Natural Gas Powered engine rated at 320 hp. Popular with utility fleets, the Kenworth T440 is available with a Cummins ISL-G Natural Gas Powered engine rated at 320 hp. Popular with utility fleets, the Kenworth T440 is available with a Cummins ISL-G Natural Gas Powered engine rated at 320 hp. Popular with utility fleets, the Kenworth T440 is available with a Cummins ISL-G Natural Gas Powered engine rated at 320 hp. Popular with utility fleets, the Kenworth T440 is available with a Cummins ISL-G Natural Gas Powered engine rated at 320 hp. Popular with utility fleets, the Kenworth T440 is available with a Cummins ISL-G Natural Gas Powered engine rated at 320 hp. Popular with utility fleets, the Kenworth T440 is available with a Cummins ISL-G Natural Gas Powered engine rated at 320 hp. Popular with utility fleets, the Kenworth T440 is available with a Cummins ISL-G Natural Gas Powered engine rated at 320 hp. Popular with utility fleets, the Kenworth T440 is available with a Cummins ISL-G Natural Gas Powered engine rated at 320 hp. Popular with utility fleets, the Kenworth T440 is available with a Cummins ISL-G Natural Gas Powered engine rated at 320 hp. Popular with utility fleets, the Kenworth T440 is available with a Cummins ISL-G Natural Gas Powered engine rated at 320 hp. Popular with utility fleets, the Kenworth T440 is available with a Cummins ISL-G Natural Gas Powered engine rated at 320 hp. Popular with utility fleets, the Kenworth T440 is available with a Cummins ISL-G Natural Gas Powered engine rated at 320 hp. Popular with a Cummins ISL-G Natural Gas Powered engine rated at 320 hp. Popular with a Cummins ISL-G Natural Gas Powered engine rated at 320 hp. Popular with a Cummins ISL-G Kenworth T880 is standard with the PACCAR MX-13 engine rated up to 500 hp and 1,850 lb-ft of torque. The PACCAR MX-13 provides a lightweight, fuel-efficient engine for vocational applications, including dumps and heavy haul applications over 100,000 lbs. The T880 can be ordered with a 116.5-inch BBC hood optimized for the PACCAR MX-13 hydraulic clutch, complex reflector headlamps, 5-piece Metton hood for easier and faster repairs, and lightweight, factory-installed lift axles. The Kenworth Company is the manufacturer of The World's the Company is the world's the company is the world's the Best heavy and medium duty trucks. Kenworth's Internet home page is at www.kenworth.com. Kenworth is a PACCAR company. Tom Berg, Truck EditorOutside of a contract with the National Football League or the Ultimate Fighting Championships, is there any more manly (and nonviolent) job than operating a heavy-haul rig? You drive a burly multi-axle truck-tractor pulling a hefty lowboy trailer carrying a massive piece of machinery that had to be cranked up, eased aboard, and tied down. Combinations such as that can weigh more than 200,000 pounds and require a lane and a half of road space. Im envious when I see a rig like that. Tractor: Kenworth T880, conventional-daycab heavy haul tractor, BBC 116.5 inches, GVW 84,500 lb., GCW 144,000 lb.Engine: Paccar MX-13, 12.9 liters (788 cu. in.), 500 hp @ 2,100 rpm, 1,850 lb.-ft. @ 1,150 rpmTransmission: Eaton Fuller FO18E318B 18-speed automated manualSteer axle: 20,000-lb. Dana Spicer D2000 w/ twin Sheppard hydraulic power on 22,000-lb. taperleafsPusher axle: 20,000-lb. pound Watson & Chalin SL2065Rear axles: 46,000-lb. Dana Spicer D46-170HP w/ 4.10 ratio, on 46,000-lb. Kenworth Air Glide AG460 8-bagWheelbase: 244 in. Tires & wheels: Alcoa polished aluminum discs with Goodyear G296 425/65R22.5 on front and Goodyear G182 RSD 11R24.5 rearBrakes: Steer and tandem axles, Bendix air disc w/ 6-sensor/6 included a beefy frame, pusher-type lift axle, strong steer and tandem axles, an 18-speed transmission, andwhats this? a 13-liter diesel. Tractors like this are supposed to have a 15- or 16-liter engine was a Paccar MX-13 rated at 500 horsepower with torque to match, and the tranny still had real gears and I could feel the power pulse through them as it wouldve had there been a shift lever with range and splitter switches. Ive come to look at these automated manual transmissions as man-servants who do a lot of the work for me. So this job, you could say, was for a gentleman trucker. What was the red test tractor pulled a partly loaded van for a GCW of about 56,000 poundskinda punybut it still hinted at how the vehicle performs, which was smoothly, quietly and effortlessly. Yes, the Eaton UltraShift had a big hand in it, as it changed gears intelligently and unobtrusively while I just pressed the pedals and steered us along our prescribed course. Even with the 20,000-pound front axle and big duplex tires that normally limit turning ability, the tractor showed surprising agility in a couple of tight, right-hand turns that suddenly punctuated our otherwise easy cruise on highways north of the plant. Fennimore rode shotgun, and we got to yakkin while breezing up four-lane U.S. 23 and whoawe shot right by our turnoff for Ohio 361. But about a half-mile later I spotted a gravelly apron that connected to a crushed-stone road that doubled back toward that state route. I snapped on the blinkers and pressed firmly on the brake pedal, and the air discs on the front and tandem axles slowed us straight and true. The setback steer axle aids wheel cut and the T880s turning radius was just short enough to make the double right turns without any backing up. Whether on unpaved or paved roads, the T880s Sheppard dual power steering was precise and the rig was precise and the rig was precise and the rig was precise and the right turns without any backing up. Whether on unpaved or paved roads, the T880s Sheppard dual power steering was precise and the right turns without any backing up. Whether on unpaved or paved roads, the T880s Sheppard dual power steering was precise and the right turns without any backing up. Whether on unpaved or paved roads, the T880s Sheppard dual power steering was precise and the right turns without any backing up. Whether on unpaved or paved roads, the T880s Sheppard dual power steering was precise and the right turns without any backing up. Whether on unpaved or paved roads, the T880s Sheppard dual power steering was precise and the right turns without any backing up. Whether on unpaved or paved roads, the T880s Sheppard dual power steering was precise and the right turns without any backing up. Whether on unpaved or paved roads, the T880s Sheppard dual power steering was precise and the right turns without any backing up. Whether on unpaved or paved roads, the T880s Sheppard dual power steering was precise and the right turns without any backing up. The right turns with turns without any backing up. The right turns with lid on engine revs so the engine stayed unobtrusively quiet. The cab itself is nicely insulated, including triple door seals, so wind noise was low, and Fennimore and I could talk in conversational tones. Kenworth T880s Paccar MX-13 Engine Is Made for Heavy HaulingThe Paccar MX-13 under the hood is getting more popular among customers of Kenworth and its sister company, Peterbilt, because it saves weight and the builders sales reps are really pushing itits their own product, after alland its proving to be reliable and economical. That it makes 500 horses and 1,850 lb.-ft. is testimony to the talent and persistence of engineers whove also made it and other diesels burn so cleanly that exhaust emissions can barely be measured anymore. The cleansing after-treatment devices are not without their problems in any series of diesels, but fleet maintenance managers say theyre getting better. Even though we werent actually heavy-hauling, the T880 was capable of it, with a GCW ratingthats with trailer and loadof 144,000 pounds. The MX-13 was housed under a moderate-length hood for a bumper-to-back-of-cab measurement of 116.5 inches. The engine can also be had with a longer hood and 122.6-inch BBC, which is standard for the bigger, optional Cummins ISX15. The standard T880 radiator is more than adequate to cool the engine for this level of heavy-haul service, Fennimore said. Eventually therell be a wide-hood version with a bigger radiator, as there now is with the T800, for extra-heavy, slow-speed duties. Before we had departed, Fennimore walked me around the tractor and pointed out the beefy equipment I described earlier. The rear-view photo also shows the fifth wheel sitting on long slider racks. The frame had 10-3/4-inch-tall rails with full inserts, common when pusher axles are used and to take heavy fifth-wheel loads anticipated in this type of service. He said the one in the desert could handle 96,000 pounds more, with stronger frame rails and suspensions, among other things. Heavy-hauling is among the many tasks for which the T880 has been designed and outfitted. It can now take on about 85 percent of the applications handled by the venerable T800, and more are on the way, he said. Though it only entered production in December, the new model with its wider, roomier and more comfortable cab is catching on fast, making converts of truckers long loyal to the T8 that has been in production for 28 years. A lot of guys still like the T800, but then they get into this and they look around and say, Wow!The T880 has already grabbed about half the orders formerly placed for the older model, but it will probably be five or six years before the popular T800 is totally phased out. A visit to the Chilli factory showed a lot of them on the assembly line and parked in the staging yard, waiting for transport to dealers and customers. The T8 is still a fine, rugged truck that retains old-school interior design, particularly in its flat instrument panels, which some truckers prefer. Besides, the T8 is tried and true while the T880 is something new. Kenworth T880 Dash Features The T880s dash is more automotive in style and houses a lot more electronics, including a large multifunction color screen to the right. It displays navigation maps and instructions and other techie stuff, but can also show virtual gauges to provide arcane info such as the temperature of the oil in the rear-rear drive axle. This takes less space on the dashboard than banks of electro-mechanical gauges, and heres hoping that the screen, and the computers that feed info and graphics to it, last as long as the comfortable T880 as a whole is likely to. Its easy to see why its catching on so fast with customers. Kenworth Truck Company launched the new Kenworth T880 at the annual Mid-America Trucking Show in Louisville "Skillfully designed and robustly engineered, the new Kenworth T880 builds upon Kenworth's distinguished 90-year heritage of quality, innovation and technology to produce industry-leading, rugged and reliable vocational applications, including dump, mixer, refuse, and heavy haul. Its addition will complement Kenworth's current vocational line-up that includes the T800, T440, W900S and C500. The T880 will be available for production later this summer. The Kenworth T880 is standard with the 12.9-liter PACCAR MX-13 engine. With its high-end ratings of 500 hp and 1,850 lb-ft of torque, the PACCAR MX-13 engine provides a lightweight, fuel-efficient engine option for vocational applications, including dumps and heavy haul applications over 100,000 lbs. The T880 also is available with the Cummins ISX15 engine with up to 600 hp and 2,050 lb-ft of torque. First introduced with the T680 in 2012, the cab's extensive durability testing regimen focused on achieving the highest, demanding requirements for vocational trucks. Robotically assembled, the stamped aluminum panels are connected by Henrob self-penetrating fasteners to produce an extremely durable cab with enhanced resistance to noise, vibration and corrosion. The T880 is standard with a panoramic one-piece resistance and finished surface. The T880 is available in a 122.5-inch BBC. It also is available in a 122.5-inch BBC standard length. Both include a 5-piece Metton hood. Catalogs/Magazines Kenworth T880 Page 2 It is a three-axle open-pit dump truck with the gross weight 32 t. The engine is a 6-cylinder diesel. The wheelbase is 3,683 mm. The load capacity is 19 t. The wheel arrangement is 6x4. I want to purchase Ashok Leyland ALRD-20 I want to buy Ashok Leyland Alrd-20 Page 3 In 1950 the Indian firm Ashok Motors Limited got down to trucks of 30 core models at its six enterprises. In 1950-ies in Madras at the factory, built with the help of Englishmen, they began to assemble Leyland numerous truck-lines out of imported parts in most simple and maximally heavy-duty specifications with different more spacious cabs and high-sided bodies adapted for local operation conditions. Several licenses to manufacture of most part of OEM components for them were bought in parallel. In spite of the fact that all Ashok Leyland lorry models have long ago been removed from production, they go on manufacturing and improving Indian variants. When the company Leyland stopped its activity the firm Ashok Leyland, not having the possibility to improve outdated machines, went into the membership of the concern IVECO in 1987. As a result the plant began to assemble the trucks Euro Cargo, and all the rest trucks got new diesel engines IVECO of power 117-255 hp. Page 4 United Kingdom 1916 - 1979 Links: middx.net/aecThe AEC Societywww.aecsouthall.co.uk AEC SouthhallPage 5 1916 - 1979 XX, . 1908., " " (London General Omnibus Company), LGOC.: 885 1066. 1909., Vanguard, "X" Daimler, Wolseley Tilling-Stevens. 12 1912. LGOC ""., . Associated Equipment Company ADC. 1928. AEC Daimler. . 1933. - AEC. "R", 2- AEC. 1929. FWD AEC. Matadox (4x4) 3- Marshal (6x6). AEC 10,5., 600, Valentine.,, 1937. Hardi. 1948. Maudslay, . Crossley, 1949. - Park Royal Charles H. Roe, . Associated Commercial Vehicles Ltd., ACV, AEC. 1961. Thornycroft, . 1962. Leyland Motors., AEC., , Leyland Motors. Leyland Marathon. 1979 .: middx.net/aecThe AEC Societywww.aecsouthall.co.uk AEC Southhall By visiting our site, you agree to our privacy policy regarding cookies, tracking statistics, etc. Read the privacy policy Would love your thoughts, please comment.x Kenworth Truck Company launched the new Kenworth T880 at the annual Mid-America Trucking Show in Louisville.Kenworth T880 builds upon Kenworth T880 rugged and reliable vocational trucks," said Gary Moore, Kenworth's 90th anniversary, the T880 represents our heritage very well as the latest evolution of our quality product line, while also reinforcing Kenworth's leadership in vocational truck performance. Vocational robust doors, 5-piece hood for easier and faster repairs, air-assisted hydraulic clutch, complex reflector headlamps, excellent maneuverability, and new lightweight, factory-installed lift axles that vocational customers will especially appreciate," Baney said. "On top of all that, we designed the T880 with distinctively sculpted lines that form an evolutionary, but uniquely Kenworth look." The new T880 is for vocational applications, including dump, mixer, refuse, and heavy haul. Its addition will be available for production later this summer. The Kenworth T880 is standard with the 12.9-liter PACCAR MX-13 engine. With its high-end ratings of 500 hp and 1,850 lb-ft of torque, the PACCAR MX-13 engine provides a lightweight, fuel-efficient engine option for vocational applications, including dumps and heavy haul applications over 100,000 lbs. The T880 also is available with the Cummins ISX15 engine with up to 600 hp and 2,050 lb-ft of torque. The T880 uses Kenworth's 2.1-meter wide, stamped aluminum cab, which is robotically assembled. The cab has a comfortable 23 inches of room between the seats. The T880 offers the premium Diamond VIT and Vantage trim levels and two interior color options of Sandstone Tan and Slate Gray. Here are key Kenworth T880 features: Stamped Aluminum Cab: The lightweight cab is new for vocational applications. First introduced with the T680 in 2012, the cab's extensive durability testing regimen focused on achieving the highest, demanding requirements for vocational trucks. Robotically assembled, the stamped aluminum panels are connected by Henrob selfsuperior visibility. The T880 windshield has excellent thickness to minimize the effect of rock incidents, offers efficient replacement time, and is much larger in size compared to the T800 windshield. Robust Door: The lightweight, stamped aluminum door is extremely durable and robust enough to support up to 400 lbs. The door provides smooth airflow around the cab and minimizes noise-inducing turbulence. A pressure relief valve equalizes interior air pressure to make the door easy to open and close. The door is triple sealed against the elements and road noise. Hood and Bumper: The new vocational hood is made of Metton, which is a lightweight, durable composite material corrosion- resistant aluminum wire mesh for superior protection of cooling system components. The grille's surround is made of polished stainless steel. With the advanced hood assist system, lifting the hood requires just 35 lbs. of opening force. To aid in easy serviceability and replacements, the T880 is available with all the current T800 metal bumpers. Lighting: The T880 is standard with dual lamp complex reflector headlamps which offer best in industry headlamp performance at a lower cost and more durable package. All standard extensively in the cab and sleeper. T880 Vocational Options: The T880 is available with five new, factory-installed and lightweight Watson & Chalin lift axles, including a 10K offering for the first time and a 20K version with a 200-lb weight savings. Also offered are new steering gears for improved steering feedback and increased wheelcut for greater maneuverability. Driver Performance Center: The Driver Performance Center uses a full-color, high-resolution, 5-inch Thin Film Transistor displays situational-specific recommendations, which help improve vehicle performance. HVAC System: With industry-leading standard Automatic Temperature Control, simply set the desired temperature confortable while maintaining their focus on driving. Seats: The Kenworth proprietary seats offer an advanced air suspension system that automatically adjusts to various driver weights. A full range of seat comfort is available to meet driver-specific preferences. For the T880, Kenworth offers the DuraSupreme heavy duty seat fabric in charcoal, gray and tan. Kenworth Dash: The dash cluster has an easy-to-read layout with nine standard gauges and 12 additional gauges available. The switches utilize the toggling feature that drivers prefer, while maintaining rocker switch functionality. The T880 uses new electric-over-air dash switches introduced on the T680, and offers additional options to aid with vocational and body builder requirements. The Kenworth dash includes Kenworth NavPlus - with hands-free cell phone capability via Bluetooth connections and voice commands. NavPlus is standard with premium interior trim. Kenworth's Internet home page is at www.kenworth.com. Kenworth is a PACCAR company. Canada is the home and native land of Western Forest Products, the largest coastal timber and lumber producer in British Columbia. For years, the company, which has an annual available harvest greater than 6 million cubic meters (2.5 billion board feet), has relied on a private railway and off-road trucks to move logs to its sort yards, where they then were towed by water to their seven sawmills on Vancouver Island. According to Rick Bitten, senior maintenance manager for Western Forest Products, transporting logs by rail something the company had been doing for decades, will be replaced by highway truck hauling. The railway was used in conjunction with off-highway trucks capable of hauling 60 to 80 ton loads, which were transferred by a reload to the rail cars. The downside of the Fat Trucks is the parts are becoming more difficult to source and they are restricted to off highway hauls. That all now changing. In a move that Bitten called an evolution to increase cost competitiveness and improve efficiencies, Western Forest Products turned to the Kenworth T880 to do double-duty transporting timber off- and on-highway. The Western Forest Products fleet numbers 75 trucks, including some well-used Kenworth T800s, and 24 new Kenworth T800s, and 24 new Kenworth T800s, and 24 new Kenworth T800s purchased from Inland Kenworth Campbell River. The T880s were specifically specd to handle 60-ton payloads. Specialty features include an 11-5/8-inch double frames rail with additional cross-members for added strength, Neway 78,000-pound tridem 54-inch air suspension, and a Meritor 20,000-pound drop axle. Profab Manufacturing added custom cab guards, bunks, and trailer components. The engineering solution from Kenworth was far more in-depth than the solutions we received from the other OEMs we evaluated, Bitten said. There were a whole lot of criteria coming back from Kenworth on what would be required to meet the need. In comparing makes and models, Western Forest Products looked at 40 specific points, including safety, durability, efficiency, serviceability, support, parts availability, and driver comfort, graded on a scale of 1 to 3 with two being average and three being exceptional. Kenworth and the T880 came out ahead, Bitten said. Durability was a key factor, as the trucks average 20 kilometers (12.4 miles) of off-road conditions each trip with most trucks making three to five trips a day depending on haul distance. Some of the mainline roads are fairly well maintained, but spur roads don't have a lot of ballast on top, so there can be some really rough surfaces. Any incline above 22 percent is called steep-slope hauling; Western Forest Products trucks can face 26 to 28 percent grades. To handle critical. The UltraShift transmission allows the driver to focus on controlling the truck, Bitten said. The Eaton UltraShift is a huge step forward for us, Bitten added. We went in that direction because of the age of our workforce, the ergonomics of the transmission and also for the advantages of reduced maintenance costs. Before the T880s went into service, representatives from Kenworth, Eaton, and Neway provided drivers and mechanics extensive training sessions covering operation of the trucks in which a driver can actually have three-point contact while climbing in we operate are equipped with West Coast style mirrors that stick out far enough to allow drivers to see past the wide 10-foot, 6-inch bunks, he said. But, because of the rough roads, they tend to shake out of adjustment creating delays while readjusting. The T880 solved that issue with standard spec modular mirrors with electronic adjustments. Bitten said he feels a true partnership among Kenworth, its local dealer, Inland Kenworth, its local dealer, Inland Kenworth, its a joint venture, Bitten concluded. We had some very in-depth things that we wanted done, and Kenworth worked very hard to put the product together that we wanted. It's been a very successful relationship. Kenworth is The Drivers Truck. See what drivers are saying at www.kenworth.com/drivers. Kenworth things that we wanted done, and Kenworth worked very hard to put the product together that we wanted use a very successful relationship. Kenworth is The Drivers Truck. See what drivers are saying at www.kenworth.com/drivers. Kenworth is The Drivers Truck. duty trucks. Kenworths Internet home page is at www.kenworth.com. Kenworth is a PACCAR company. Advanced technology and street-smart design sloped hood, fuel-efficient drivetrain, aerodynamic and job-specific options, unconventional maneuverability and supremely comfortable driving environment make a Kenworth T880 the ideal business partner. DURABLE AERODYNAMIC SIDE MIRRORS Cowl mounted for better stability and located farther forward and lower to optimize rearward visibility. The convex mirror design COMPLEX REFLECTOR HALOGEN HEADLIGHTS Lighting performance of projector beam systems without the extra cost. Designed with extra thick polycarbonate lens and UV inhibitor, the headlamps will stand up to years of service without any complaints. FORWARD FENDER Keep dirt, mud and spray at bay with Kenworths optional forward fender close-out accessory, a great idea when youre running off the beaten path or with bigger tires. 5-PIECE HOOD Bolt-on fenders for quick replacement to get you back on the work site. Each fender can be replaced in less than two hours. PRE-CLEANER The optional pre-cleaner is a great addition when operating in dusty environments like feed lots, road building or ready-mix operations.

What is the difference between a kenworth t680 and a t880. What engine is in the kenworth t880. What is the difference between a kenworth t800 and t880. Kenworth t880 custom. Kenworth t880 specs. How much does a kenworth t880 weight. Kenworth t880 price. What transmission is in a kenworth t880.