



KENWORTH
THE WORLD'S BEST

T270

Class 6

T370

Class 7

Hybrid



KENWORTH T270 CLASS 6 AND T370 CLASS 7 MEDIUM DUTY HYBRID CONVENTIONAL

GVWR – 25,000 lbs. Class 6 & 33,000 lbs. Class 7

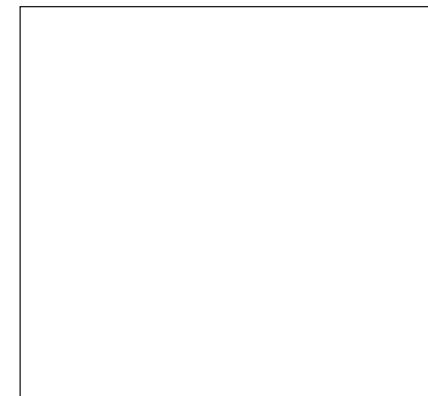
The new Kenworth Medium Duty T270 and T370 Hybrids are powered by the PACCAR PX-6 engine and include an integral transmission-mounted motor/generator, a frame-mounted 340-volt battery pack, and a dedicated power management system, creating a unique fuel efficient system.

In slower, stop-and-go traffic, the parallel hybrid power system developed in partnership with Eaton, acts as an electric motor utilizing power from the battery pack.

The system automatically switches between the two modes of operation. Stored electricity provides nearly 60 horsepower with 310 foot-pounds of torque. The Kenworth Hybrid uses braking events called “regenerative braking” to generate and store electricity. Electrical power is then used for acceleration, assisting the diesel engine. The T270 and T370 Hybrid can also be spec'ed with an electric power-take-off (ePTO). The ePTO allows energy to be drawn from the batteries for engine-off operation.

- PACCAR PX-6 300hp@2600 RPM, 620 lb-ft@1600 RPM
- Stored electricity is nearly 60 hp and 310 ft-lb torque
- Eaton 6 speed Ultrashift
- Hybrid Component Weight - 400 lbs.
- Wheelbase - 152" Minimum
- LH power electronics carrier (PEC) - 340 V DC
- 130 amp Brushless Alternator
- Dana Spicer Front Axles from 8,000 to 14,600 lbs.
- Dana Rear Axles from 16,000 to 26,000 lbs.
- Air or Hydraulic Brakes
- Steel or Polished Aluminum Wheels
- Bridgestone R240F 245/70R19.5 Tires, 22.5" Optional
- Kenworth Aero Heated Mirrors
- Dash Mounted 7" Color Display

Note: Photography and illustrations in this brochure may depict optional equipment. All equipment and specifications shown in this brochure are subject to change without notice. Please consult with your Kenworth dealer at the time of ordering for actual standard and optional equipment.



TOP: Primary components of the Hybrid system are a Hybrid Drive Unit (HDU), which combines a clutch, a nearly 60 horsepower motor/generator and automated manual transmission; the motor inverter/controller; the DC/DC converter (utility only); and a 340 volt lithium-ion battery pack.



BOTTOM LEFT: The Hybrid system is monitored through a dash mounted display. As the power requirements for different driving conditions change, the screen constantly updates with the state of the system.



BOTTOM RIGHT: An advanced forward lighting system provides up to 30% more down-road coverage than conventional sealed beam designs. Choose the standard halogen or optional HID Xenon lamps.



A DIVISION OF PACCAR

KENWORTH TRUCK COMPANY

P.O. Box 1000

Kirkland, Washington 98083-1000

(425) 828-5000

CANADIAN KENWORTH COMPANY

6711 Mississauga Road N.

Mississauga, Ontario L5N 4J8

(905) 858-7000