

AIR SUSPENSIONS

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K E N W O R T H

T H E W O R L D ' S B E S T





If you're looking for ways to work smarter – and more profitably – invest in a Kenworth air suspension. Your future may ride on it.

Kenworth's new generation of proprietary air-ride suspensions merge innovative design, cutting-edge technology and premium components to deliver significant benefits for almost every application. • More Payload: Lighter weight designs – by up to 400 pounds, installed – can produce extra payload, each and every truckload. • Smoother Ride: Kenworth's optimized suspension geometry provides the ultimate combination of ride quality, quiet operation and vehicle control. The stability and cushioning of these unique designs greatly enhance driver comfort, reduce fatigue and lessen the potential for cargo damage. • Lower Operating Costs: Engineered for low maintenance and long-lived performance, Kenworth air-ride suspensions incorporate substantially fewer parts than other alternatives. In fact, these designs contain



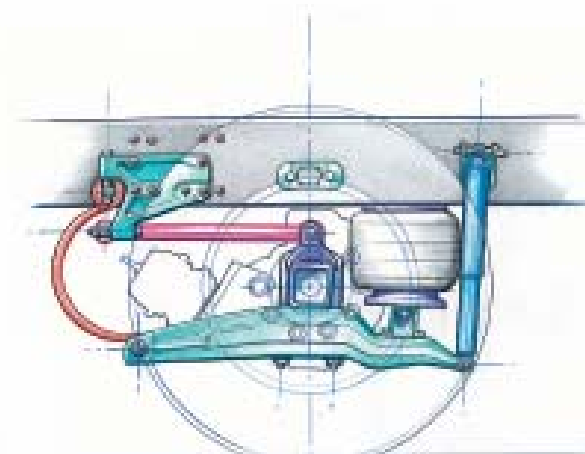
very few items that are likely to wear out and need replacement.

With no lubrication points, routine maintenance is generally nothing more than a normal inspection. Linkage connections make axle realignment easier and less frequent under normal operating conditions – extending tire life. And one final thought: savvy buyers of used trucks know that air suspensions result in less wear and tear on equipment and components – usually contributing to higher resale value. • Superior Vehicle Control: Painsstaking attention to detail has resulted in dramatic advancements of air suspension geometry that minimize self-steer effects and produce truly superior handling, lateral control and roll stability – all factors that enhance safety. • Kenworth air suspensions. High value – real world – solutions.

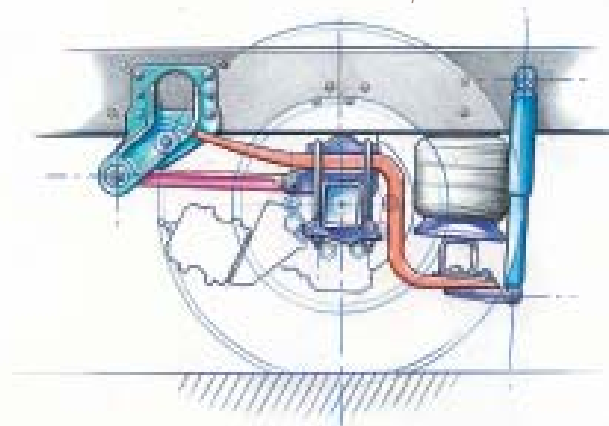


In the perfect application of a “less is more” philosophy, this new air-ride suspension is better for your driver, your cargo and your bottom line.

Would you like to haul up to 400 more pounds of freight, get a great ride with extra roll stiffness *and* reduce your maintenance and operating costs? Then you’re ready for a Kenworth AG380, an extraordinary new suspension system that advances the science of air-ride technology like never before. • The AG380 only weighs about 750 pounds fully installed, or 200 to 400 pounds less than traditional Class 8 suspension systems – contributing to extra payload potential each and every truck load. Adding to its productivity, the AG380 comes with a low 8.5 inch ride height, ideal for high-cube payload operations. • Kenworth AG380. Rated at 38,000 pounds, it’s perfect for on-highway customers who require less weight and a lower chassis height in applications such as tankers, flatbeds, reefers, vans and car carriers.



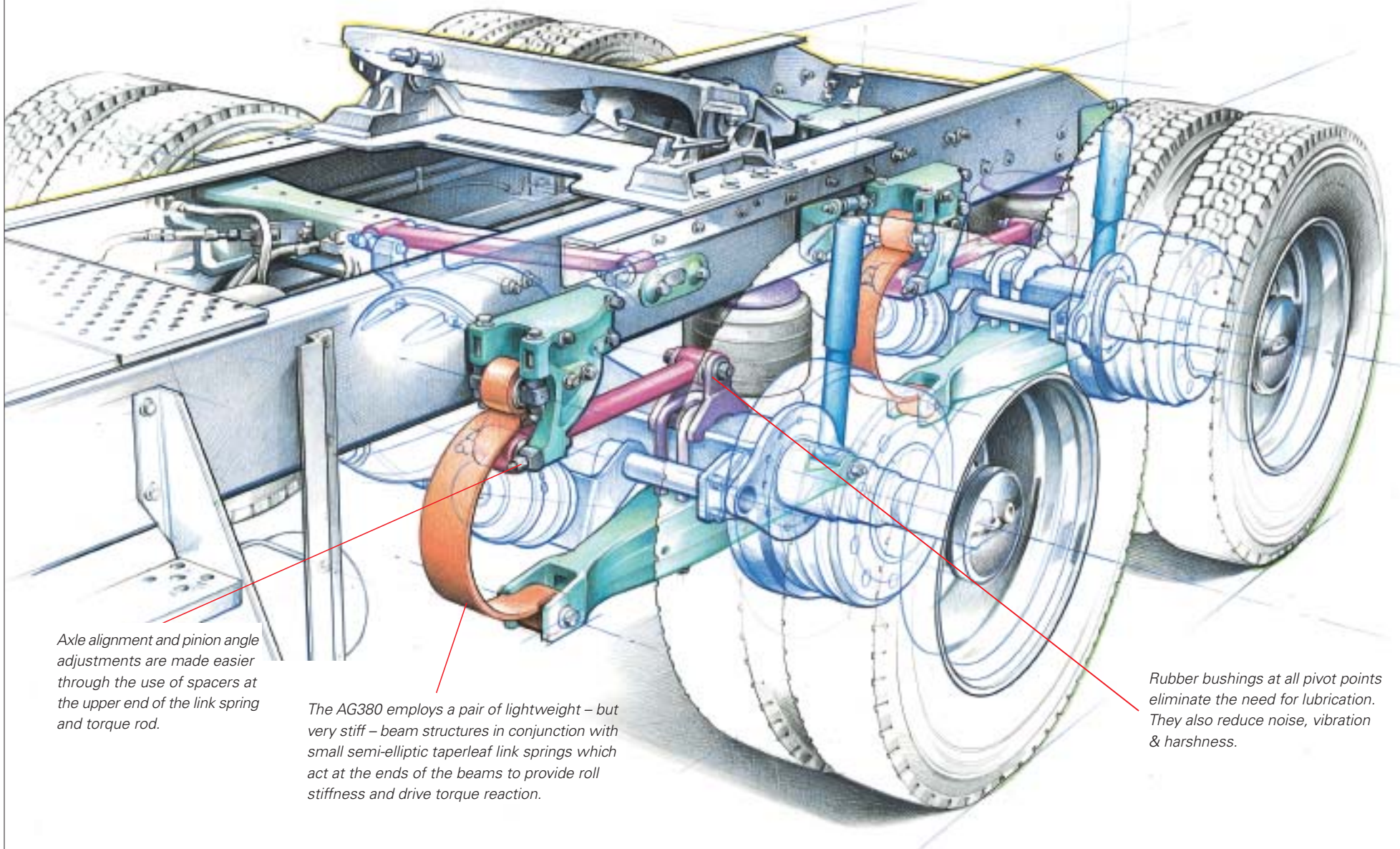
Kenworth AG380 Suspension



Traditional Trailing Arm Suspension

Extensive super computer modeling and real-world validation has shown that the Kenworth AG380 suspension design is a more structurally efficient way to utilize the stiffness of the axle housing for roll stability. This innovative approach, which employs a small elliptic spring in the front end connected to a stiff, but lightweight aluminum beam, pays off in a weight-saving yet robust suspension solution.

Kenworth's Airglide 380 utilizes a weight-efficient structure consisting of a very stiff lightweight aluminum beam with a small semi-elliptic taperleaf spring mounted at one end and an air spring at the other end. Aluminum suspension brackets, shock brackets and extruded air spring support beams result in a unique and extremely lightweight design – increasing payload, productivity and profit potential.



Axle alignment and pinion angle adjustments are made easier through the use of spacers at the upper end of the link spring and torque rod.

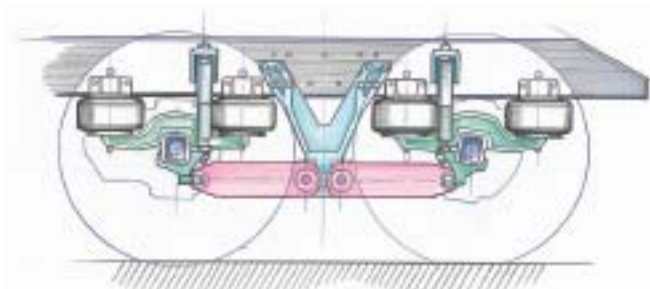
The AG380 employs a pair of lightweight – but very stiff – beam structures in conjunction with small semi-elliptic taperleaf link springs which act at the ends of the beams to provide roll stiffness and drive torque reaction.

Rubber bushings at all pivot points eliminate the need for lubrication. They also reduce noise, vibration & harshness.



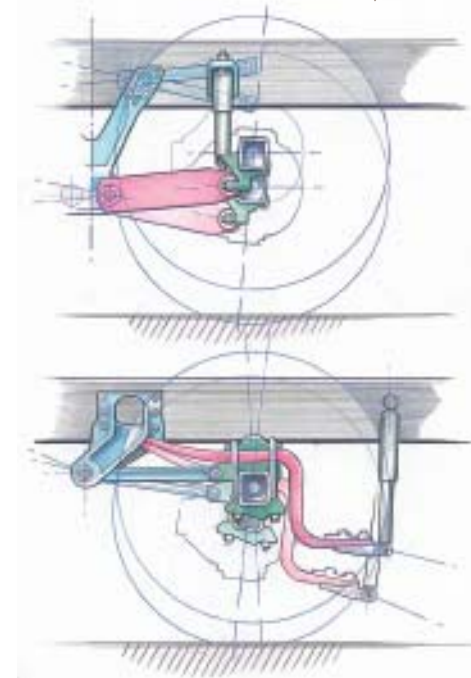
**Combine premium quality components
with a weight-saving yet robust maintenance-free
design and you've got an air-ride solution that
can challenge just about any job.**

The AG400, AG460 and AG690 tridem employ a unique, compact parallelogram geometry that maintains constant axle alignment, driveline angle and tire contact as the road surface changes – even during extreme cross-articulation. This improves traction. Adds to roll resistance, stability and ride. Greatly reduces stress on the universal joints, linkages and drivetrain components. And creates a much more comfortable cab environment. • Incorporating the latest in air-ride technology and the highest quality materials, these remarkably durable suspension systems weigh less than comparable alternatives. Contain substantially fewer parts for increased reliability. And they are virtually maintenance-free, with no periodic adjustments or lubrication required. • Rated at 40,000, 46,000 and 69,000 pounds respectively, the AG400/460/690 are perfect for on-highway or off-road operators looking to increase payload, keep trucks more productive, retain drivers and cushion their bottom line.



Available in tandem or tridem configurations with 52, 54, 60 inch axle spacings, this compact and highly innovative parallel-ogram, multi-link suspension system can significantly reduce combined vehicle weight in payload-critical applications. The result: increased productivity and profit potential.

Kenworth AG400/AG460/AG690 Suspensions



Traditional Trailing Arm Suspension

Parallelogram geometry keeps the driveline properly aligned – even under the most rigorous conditions. Pinion angles remain constant as axles move up and down, adding service life to U-joints.

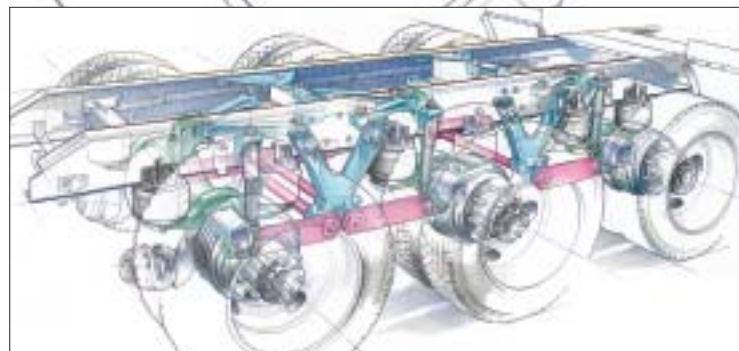
Lightweight aluminum top torque rods, in a V-linkage configuration, eliminates the lateral motion between axle and frame that can stress components.

Flexible swaybar arms reduce strain in suspension components as your vehicle negotiates uneven road surfaces.

High-strength aluminum castings on the AG400 trim extra pounds without undercutting reliability.

Heat-treated steel castings – for all parts attached to the axle housings – contribute extra strength where it's needed the most for long-lived, low-maintenance performance.

Parallel orientation of top V-linkage and swaybar arms ensures constant pinion angles as axles move up and down – prolonging the life of U-joints and suppressing vibration. Greater distance between top and bottom linkages reduce stress on the system during high brake- or drive-torque situations.



Kenworth is one of the few manufacturers to build effective tri-drives – offering the pulling power of a 6 x 6 for less money and without the hassles of a transfer case or the raised front end of a front drive axle. The Kenworth AG690 is rated at 69,000 pounds on three axles, and offers superior cross-articulation for mobility and traction.



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

Kenworth Air Suspension Guidelines				
Item:	AG380	AG400	AG460	AG690
Configuration:	Tandem	Tandem	Tandem	Tridem
Rated Capacity:	38,000 lbs.	40,000 lbs.	46,000 lbs.	69,000 lbs.
Ride Height:	8.5"	9"	10.5"	10.5"
Axle Spacing:	52"	52", 54"	52", 54", 60"	54"
Intended Service:	Linehaul Local P&D	Linehaul Local P&D Snowplows EMT/Rescue/Fire Heavy Haul	Linehaul Local P&D Loggers Snowplows Wreckers EMT/Rescue/Fire Agriculture Dump Heavy Haul	Loggers Heavy Haul
Trailer Type:	Van Tank Flatbed Beverage Car Hauler	Not Approved For: Semi End Dump Multi Bunk Logger	Approved For All	Approved For All
Body Type:	Van Beverage Tank Flatbed	Not Approved For: Mixers Refuse Tankers	Not Approved For: Mixers Refuse	Not Approved For: Mixers Refuse
Maximum GCW:	100,000 lbs.	140,000 lbs.	140,000 lbs.	140,000 lbs.
Installed Weight:	765	819	953	1,557
Lift Axles:	Not Approved	Approved	Approved	Approved
Torque Restrictions:	None	None	None	None



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