



**Medium Duty**



***325    330    220    337    348***



# 325

**19,500 Lbs. GVW**

**Hydraulic ABS Brakes**

**PACCAR PX-7 Engine**

**108" BBC CAB**

**Life of the Body**





# 330

**26,000 Lbs. GVW**

**Air or Hydraulic Brakes**

**PACCAR PX-7 Engines**

**Spring or Air Suspensions**

**108" BBC**

**Versatile Non CDL Truck**



# 337

**26,000 – 35,000 Lbs. GVW**

**Air or Hydraulic Brakes**

**Truck or Tractor**

**4x4 Configuration**

**PACCAR PX-7 Engine**

**PACCAR PX-9 Engine**

**Versatility**



# 348

**33,000 – 66,000 GVW**

**Single or Tandem**

**Truck or Tractor**

**4x4 or 6x6 Configuration**

**PACCAR PX-9 Engine**

**Ultimate Versatility**



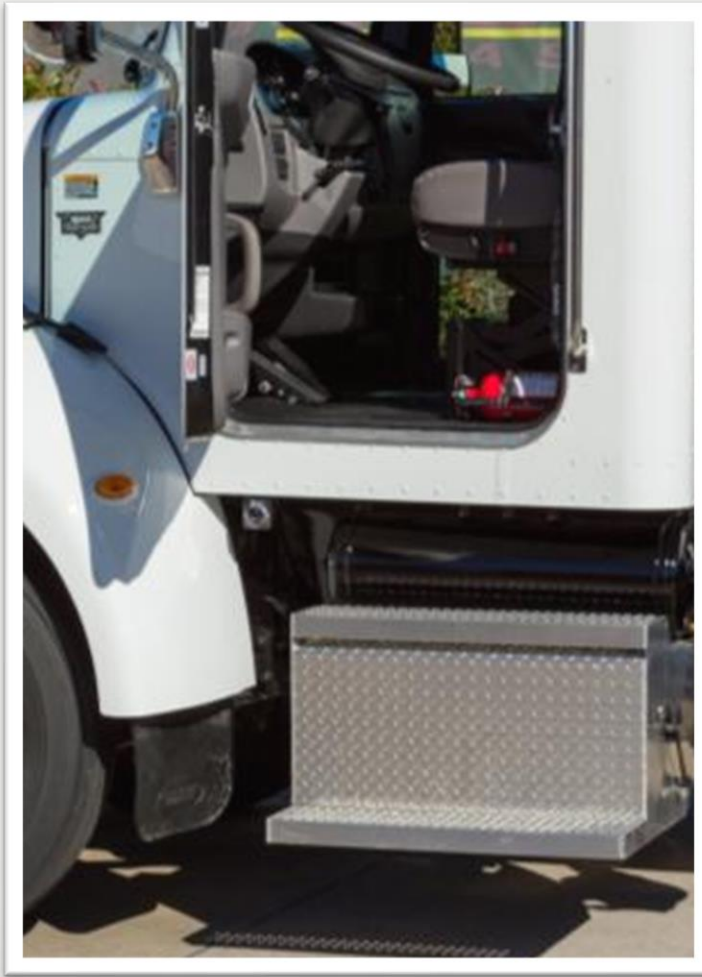
# The Peterbilt Advantage – Cab Construction



Rugged Aluminum Cab Designed

Strong & Leak Resistant Lap Seam Construction

# The Peterbilt Advantage – Cab Access



**Opening 74 Degrees**



**Low Initial Step Height  
Evenly Spaced Steps**

# The Peterbilt Advantage - PACCAR Engines



**PACCAR PX-7**

6.7 Liter

200 – 325 HP

Torque 520 – 750 lb. Ft.



**PACCAR PX-9**

8.9 Liter

260 – 380 HP

Torque 720 – 1250 lb. Ft.



# The Peterbilt Advantage – Durability



**Metton Hood  
Stainless Steel Grill**



**120,000 Pound Per Square Inch  
Frame Rails**

# The Peterbilt Advantage – MD Natural Gas





# The Peterbilt Advantage – Safety Leaders



**Disc Brakes**



**Rolltek Seating**



**Collision Mitigation**

# Medium Duty Extended Day Cab

- 10'' Extension
- 6'' Additional Headroom
- New Headliner
- Seat Recline to 23°
- 4 Cubic Feet Rear Wall Storage





# The Peterbilt Advantage

- Aluminum Cab Construction – Superior Durability, Longer Life Cycle
- Electrical System – Durable Class 8 Design
- Entry/Egress – Stair Step vs. Ladder Design
- Serviceability – Complete Engine Access
- Frame Rails – Robust and Built for all Vocations
- Wide Breadth of Specs – Class 5 to Class 8







# 220

**26,000 – 33,000 GVW**

**63.5" BBC**

**Truck Configurations**

**Maneuverability**

**Quiet Interior**

**Visibility**

**PACCAR PX-7 Engine**



# Benefits Of A Cabover Vehicle

- **Increased Payload**

- **Lighter Weight**
- **Optimized Wheelbase**
- **CL7 Weight Rating**

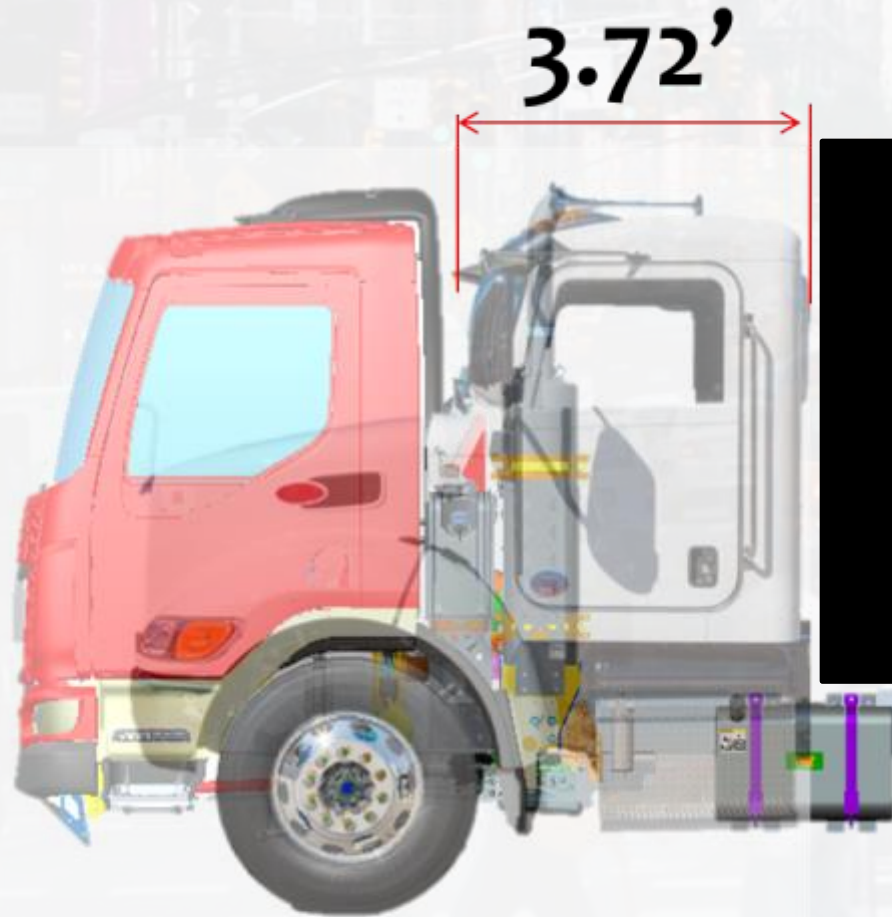
- **Improved Safety**

- **More Maneuverable**
- **Increased Visibility**
- **Tighter Turning**





## Model 220 vs Conventional Cab



28' Van Body

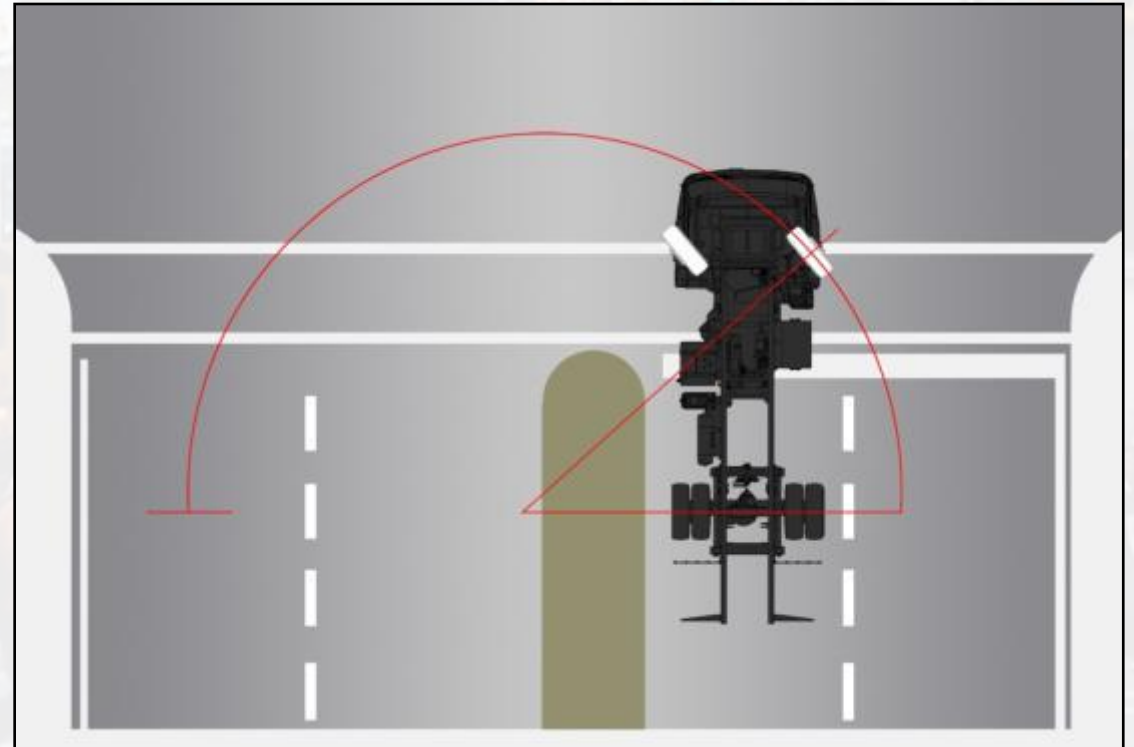
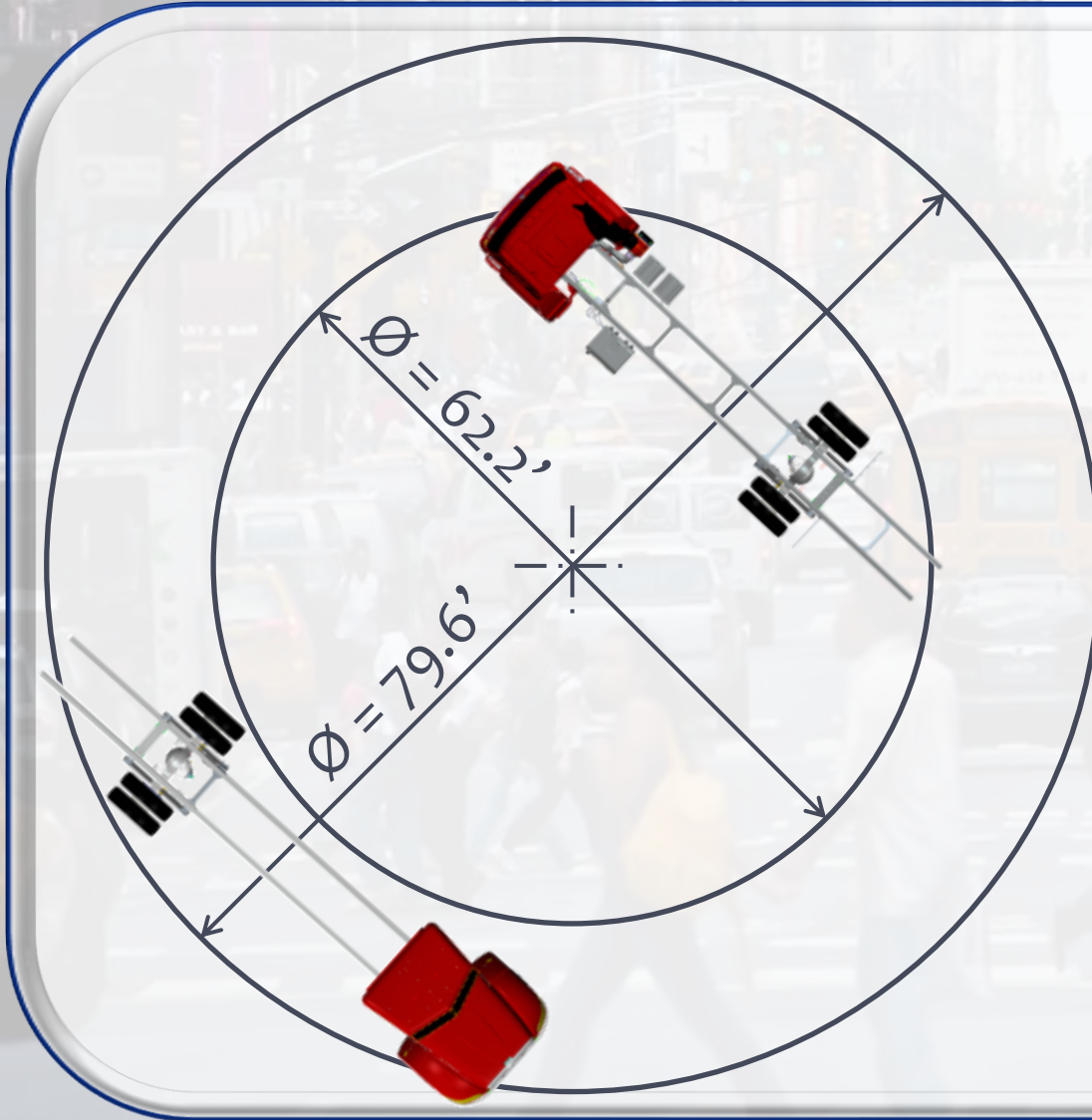
### Required Wheelbase

- Model 337 274" WB
- Model 220 230" WB

Front Axles Aligned



# Model 220 vs Conventional Cab



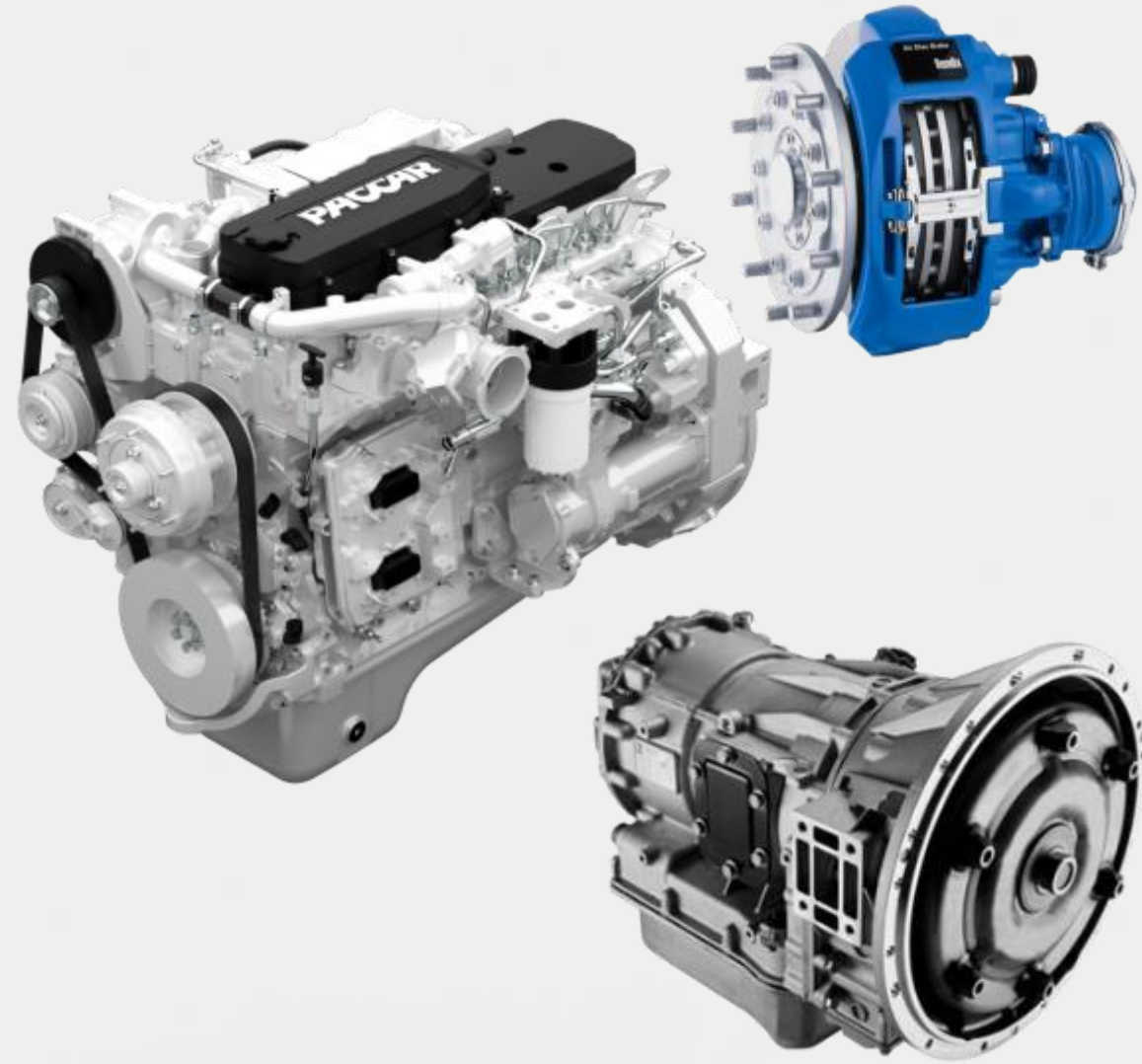
21% Improvement in Turning Radius





## Powertrain & Chassis

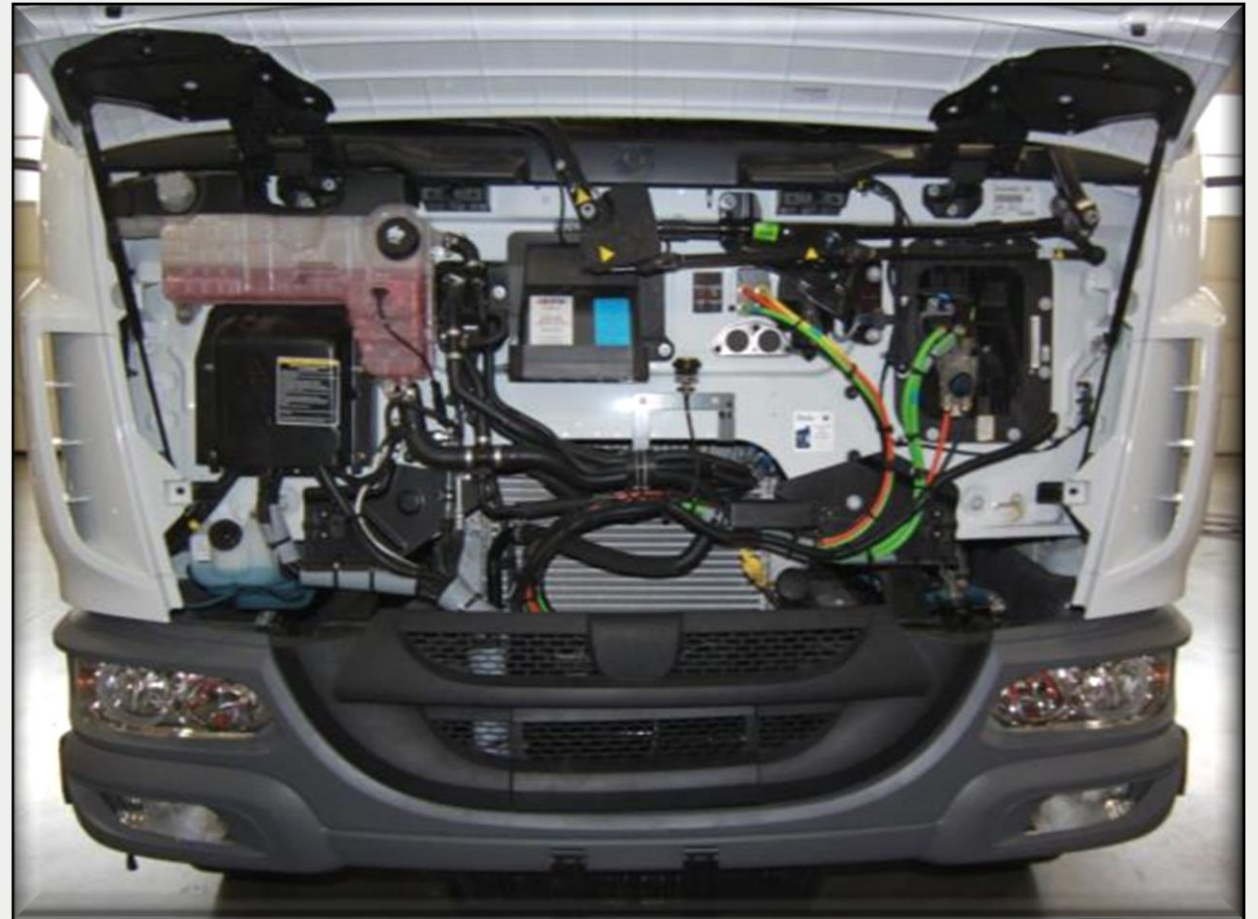
- PACCAR PX-7 Engine
  - 210-260 hp
- Allison Automatic Transmissions
  - 2000 Series HS & RDS
  - 3000 Series HS & RDS
- Available with 19.5" or 22.5" Tires
- Front Disc Brakes Standard





## Serviceability

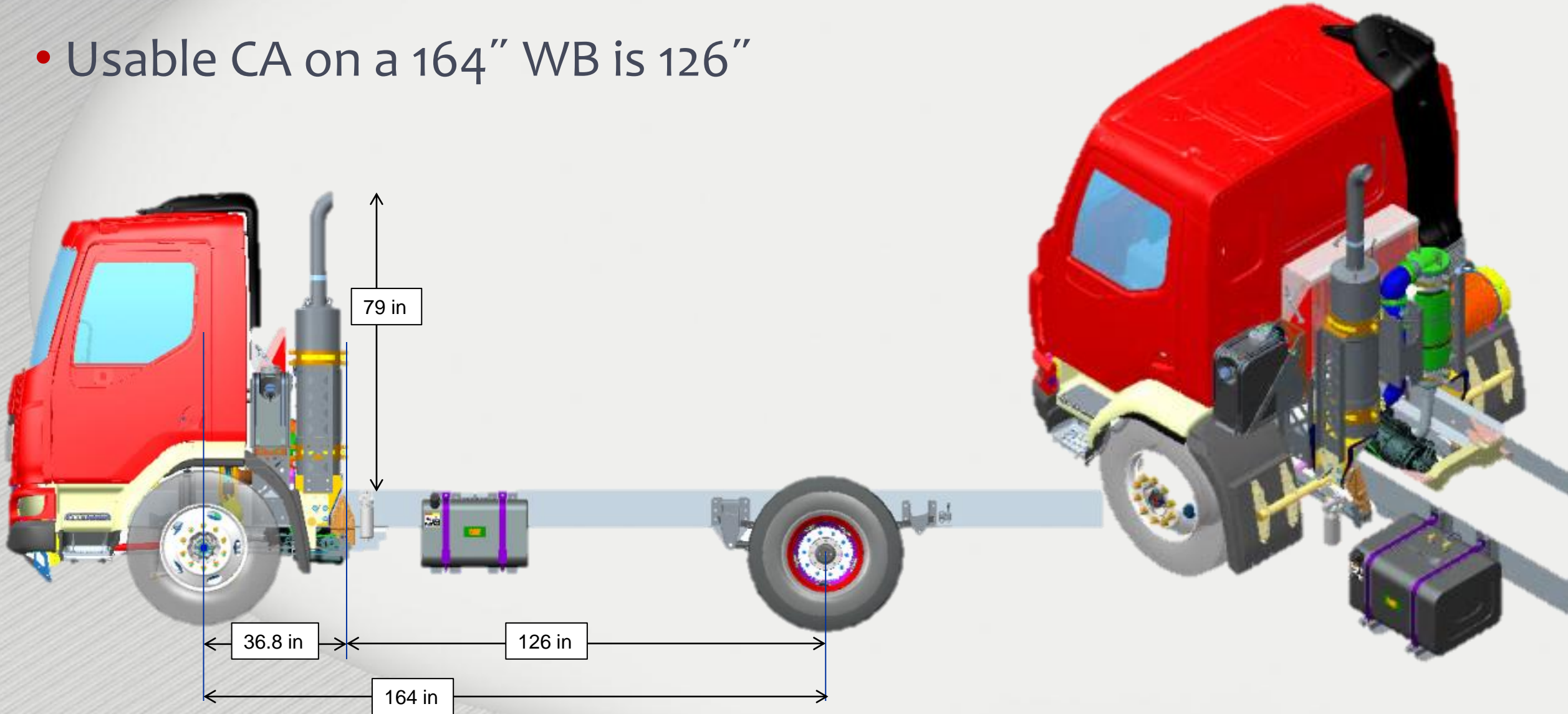
- 12-Volt Chassis Electrical System
- All North American Chassis & Powertrain Components
- Tilt Cab for Easy Access to Serviceable Items





# Clear Rail Package

- Usable CA on a 164" WB is 126"



# Peterbilt Model 220 Growth





# New Engines For Medium Duty



PACCAR PX-9

380 HP & 1250 Torque



ISL-G

320 HP & 1000 Torque

# Model 337 & 348 Update

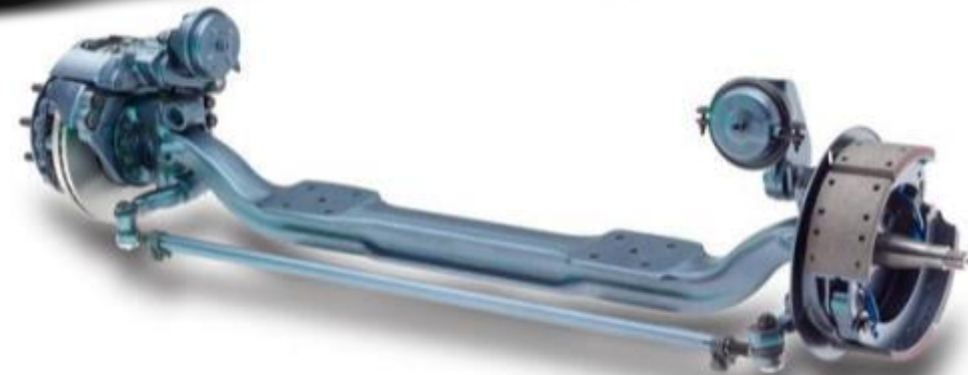
- ISL-G Natural Gas Engine (CNG Only)
- PX-9 380 HP & 1250 Torque
- 110 Inch BBC
- Manufactured in St Therese
- Class 6, 7, or 8





# Upcoming 2016 Enhancements

- Wingman Collision Mitigation on Medium Duty
- Lift Axle on the Model 220
- Meritor Steer Axle on Medium Duty



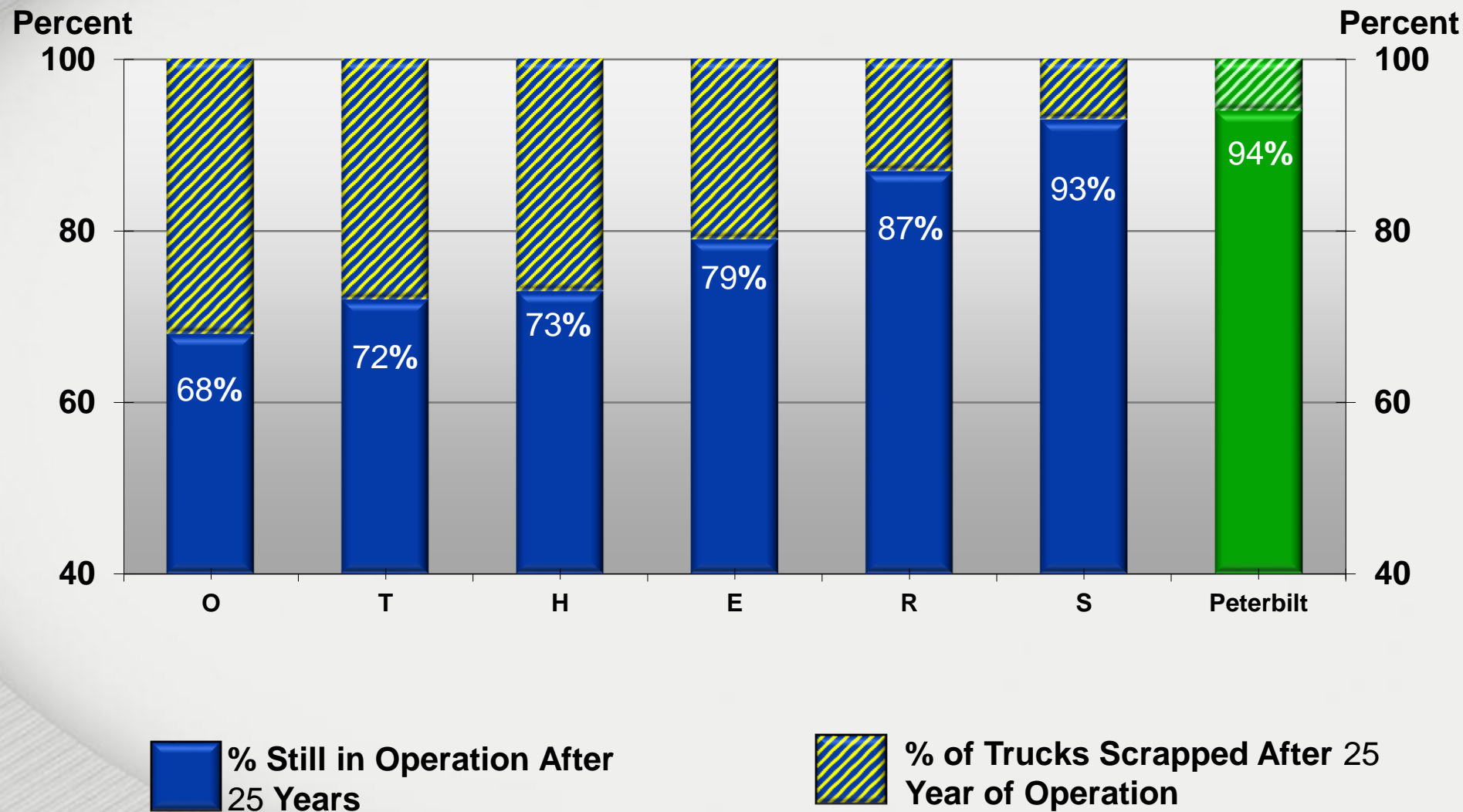
# Upcoming 2016 Enhancements

- New Front Bumper Extension
- Between The Rail Fuel Tank





# Peterbilt Leadership in Durability



Source: 1985 - 2013 R. L. Polk VGVW Class 6/7 Truck & Tractor



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