

SERIOUS TRUCKS



VOCATIONAL

Construction | Mining | Logging | Oil & Gas
Heavy Haul | Towing & Recovery | Municipal



Serious trucks.™



**NEVER FOLLOW
IN ANYONE'S FOOTSTEPS.**

You know how that story goes.

We don't like being told how things are going to be. We bet you don't either. Here, doing things our way is our way. Like still building trucks one at a time. Or when they tell us we can't build a completely custom truck, we set out to prove them wrong.

Sure, we know this means a Star isn't for everyone. We're okay with that. Because we build our trucks for those individuals who expect something better than average. Who look at their truck as an investment, rather than an expense.

So if you're someone who thinks that there are more important reasons to buy a truck than quality and value, well, you might as well not bother turning the page.



A HERITAGE OF POWER, STRENGTH AND INCREDIBLE VALUE.



Serious trucks.™

If you like what you've seen so far, just keep reading. >>





1967 – Western Star® trucks are introduced by White Motor Company and built in Kelowna, BC, for the rugged demands of logging customers in the West



1977 – Demand for rugged logging, mining and oilfield trucks sparks expansion of the Western Star plant



1981 – White sells Western Star to two Canadian-based companies and the trucks are re-badged as Western Star Trucks



1987 – Western Star launches the Cornerstone Chassis and Heritage Cab



1996 – The Constellation Cab is introduced and sets the standard for comfort and durability



2001 – Proprietary TufTrac suspension made available in Western Star for vocational applications



2011 – Interiors are updated across the entire family of Western Star Trucks

1967 1968 1969 1970 1971 1972 1973 1974 1975 1976 1977 1978 1979 1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011



1968 – The 4900 is launched



1970 – Western Star Trucks quickly become popular in mining and oilfield work because of their rugged construction and durability



1983 – Western Star enters the Australian market



1986 – Supertilt hood introduced for improved serviceability



1990 – The Western Star 6900XD is launched for Extreme Duty applications



2000 – Western Star is purchased by Daimler Trucks North America. Headquarters is moved to Portland, Oregon



2010 – The high-horsepower Detroit™ DD16® makes its world debut in a Western Star



2011 – A new era begins with the launch of the Western Star 4700

SEEN IT ALL. DONE IT ALL.

For over forty-five years, we've been tackling the most extreme jobs out there. From our start in logging to building custom solutions for the heaviest, most demanding hauls, making tough trucks is in our genes. As is our uncompromising dedication to quality and to our customers. When you grow up as far from the asphalt as we did, you see things a little differently.



**THERE'S A WORD FOR A COMPANY THAT
STILL BUILDS THEM ONE AT A TIME.**

UNIQUE.



Nope. There isn't anyone else out there who brings you the level of handcrafted factory customization you find with Western Star. Because we build them one at a time, our attention to detail gives you a truck that's an incredible value. Long-lasting, quiet, reliable, durable. It's made to keep on delivering well after the others have been put to pasture.

Our process also lets us work with you to create the truck solution you need. Sure, there are over 3,600 options, but we don't believe little things like it's never been done before should get in the way of getting what you want. That's the difference with owning Western Star.



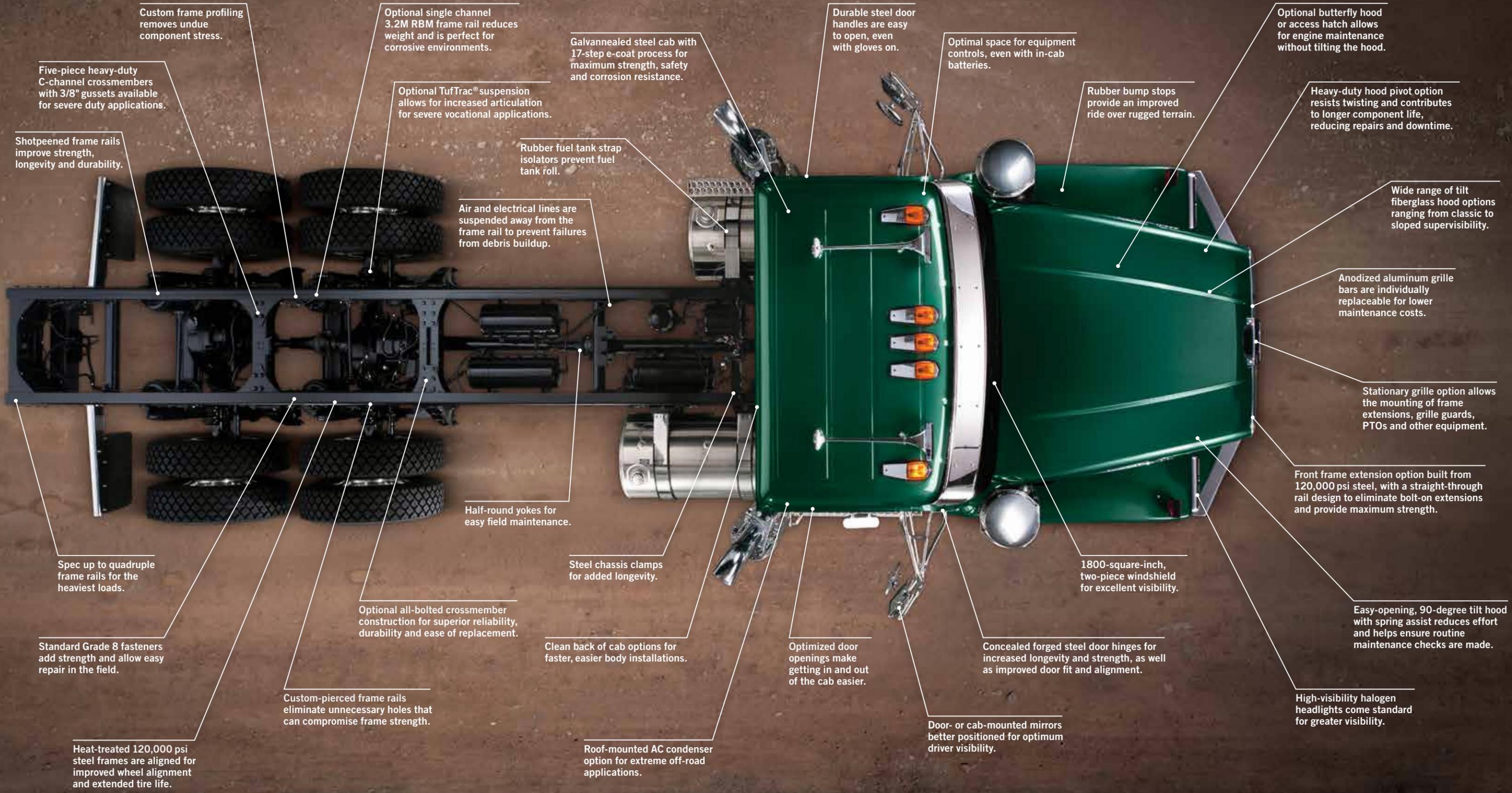


**WHERE THE ROAD ENDS.
THAT'S WHEN THE REAL WORK STARTS.**



**S
T
A
R**

SOME SAY WE OVER-ENGINEER OUR TRUCKS.



Custom frame profiling removes undue component stress.

Five-piece heavy-duty C-channel crossmembers with 3/8" gussets available for severe duty applications.

Shotpeened frame rails improve strength, longevity and durability.

Optional single channel 3.2M RBM frame rail reduces weight and is perfect for corrosive environments.

Optional TufTrac® suspension allows for increased articulation for severe vocational applications.

Galvannealed steel cab with 17-step e-coat process for maximum strength, safety and corrosion resistance.

Durable steel door handles are easy to open, even with gloves on.

Optimal space for equipment controls, even with in-cab batteries.

Optional butterfly hood or access hatch allows for engine maintenance without tilting the hood.

Heavy-duty hood pivot option resists twisting and contributes to longer component life, reducing repairs and downtime.

Rubber fuel tank strap isolators prevent fuel tank roll.

Rubber bump stops provide an improved ride over rugged terrain.

Air and electrical lines are suspended away from the frame rail to prevent failures from debris buildup.

Wide range of tilt fiberglass hood options ranging from classic to sloped supervisibility.

Anodized aluminum grille bars are individually replaceable for lower maintenance costs.

Stationary grille option allows the mounting of frame extensions, grille guards, PTOs and other equipment.

Front frame extension option built from 120,000 psi steel, with a straight-through rail design to eliminate bolt-on extensions and provide maximum strength.

Spec up to quadruple frame rails for the heaviest loads.

Half-round yokes for easy field maintenance.

Steel chassis clamps for added longevity.

1800-square-inch, two-piece windshield for excellent visibility.

Easy-opening, 90-degree tilt hood with spring assist reduces effort and helps ensure routine maintenance checks are made.

Standard Grade 8 fasteners add strength and allow easy repair in the field.

Optional all-bolted crossmember construction for superior reliability, durability and ease of replacement.

Clean back of cab options for faster, easier body installations.

Optimized door openings make getting in and out of the cab easier.

Concealed forged steel door hinges for increased longevity and strength, as well as improved door fit and alignment.

High-visibility halogen headlights come standard for greater visibility.

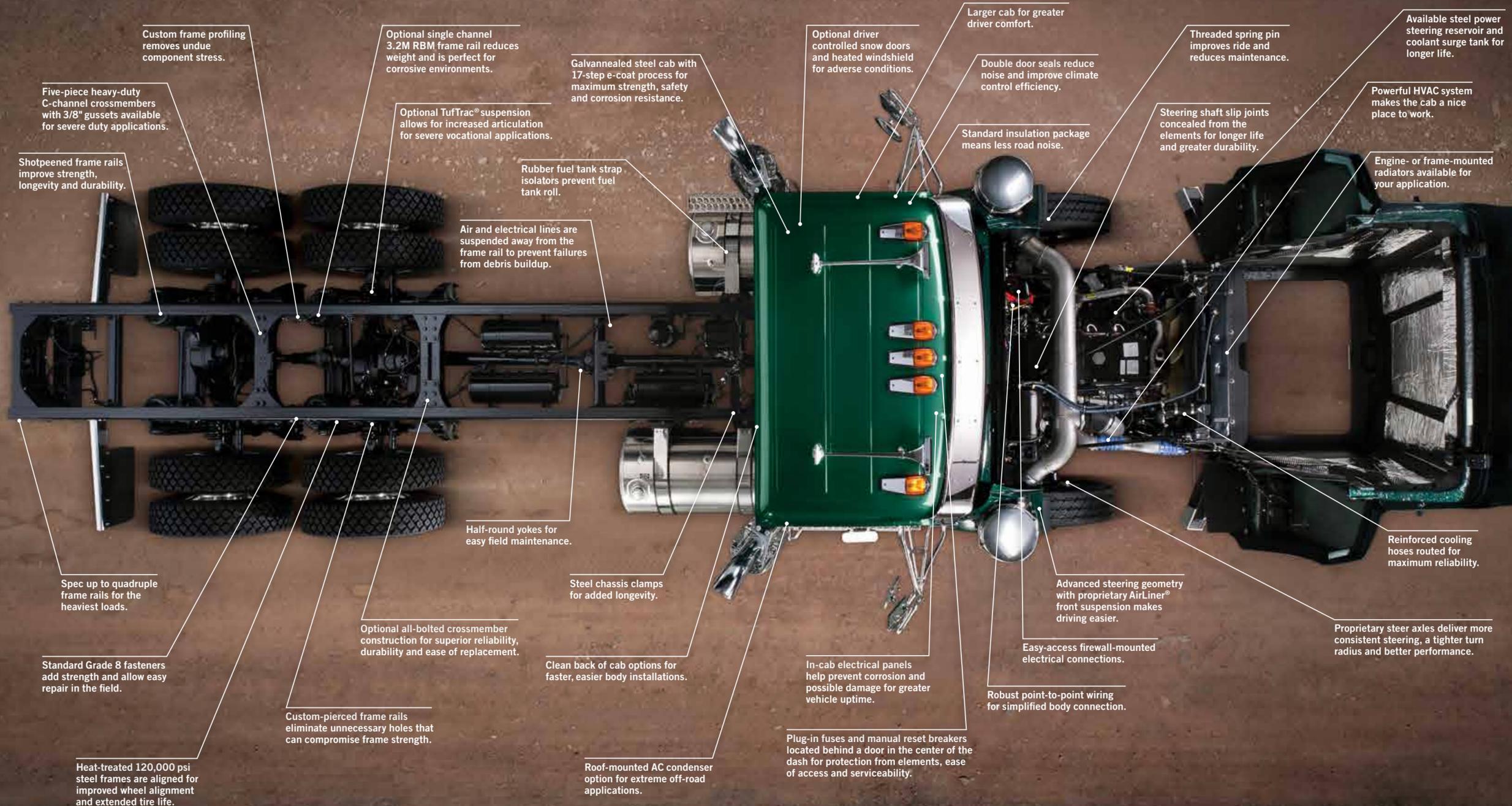
Custom-pierced frame rails eliminate unnecessary holes that can compromise frame strength.

Door- or cab-mounted mirrors better positioned for optimum driver visibility.

Heat-treated 120,000 psi steel frames are aligned for improved wheel alignment and extended tire life.

Roof-mounted AC condenser option for extreme off-road applications.

SOME SAY WE OVER-ENGINEER OUR TRUCKS.



Custom frame profiling removes undue component stress.

Five-piece heavy-duty C-channel crossmembers with 3/8" gussets available for severe duty applications.

Shotpeened frame rails improve strength, longevity and durability.

Optional single channel 3.2M RBM frame rail reduces weight and is perfect for corrosive environments.

Optional TufTrac® suspension allows for increased articulation for severe vocational applications.

Galvannealed steel cab with 17-step e-coat process for maximum strength, safety and corrosion resistance.

Rubber fuel tank strap isolators prevent fuel tank roll.

Air and electrical lines are suspended away from the frame rail to prevent failures from debris buildup.

Optional driver controlled snow doors and heated windshield for adverse conditions.

Larger cab for greater driver comfort.

Double door seals reduce noise and improve climate control efficiency.

Standard insulation package means less road noise.

Threaded spring pin improves ride and reduces maintenance.

Available steel power steering reservoir and coolant surge tank for longer life.

Steering shaft slip joints concealed from the elements for longer life and greater durability.

Powerful HVAC system makes the cab a nice place to work.

Engine- or frame-mounted radiators available for your application.

Spec up to quadruple frame rails for the heaviest loads.

Standard Grade 8 fasteners add strength and allow easy repair in the field.

Heat-treated 120,000 psi steel frames are aligned for improved wheel alignment and extended tire life.

Optional all-bolted crossmember construction for superior reliability, durability and ease of replacement.

Custom-pierced frame rails eliminate unnecessary holes that can compromise frame strength.

Half-round yokes for easy field maintenance.

Steel chassis clamps for added longevity.

Clean back of cab options for faster, easier body installations.

Roof-mounted AC condenser option for extreme off-road applications.

In-cab electrical panels help prevent corrosion and possible damage for greater vehicle uptime.

Plug-in fuses and manual reset breakers located behind a door in the center of the dash for protection from elements, ease of access and serviceability.

Easy-access firewall-mounted electrical connections.

Robust point-to-point wiring for simplified body connection.

Advanced steering geometry with proprietary AirLiner® front suspension makes driving easier.

Reinforced cooling hoses routed for maximum reliability.

Proprietary steer axles deliver more consistent steering, a tighter turn radius and better performance.



One big, tough cab.

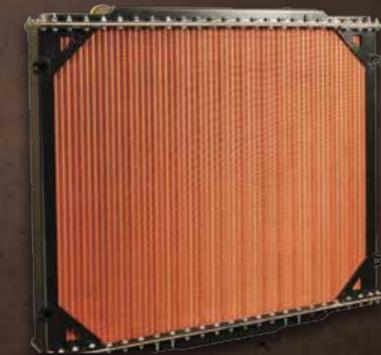
The galvannealed steel cab you find on a Western Star is all business. Spacious, quiet, strong and simple to repair. It's made for demanding jobs where safety is critical, and is available in a severe duty model with extra gusseting for even greater strength.



4x4. 6x6. 8x8.

Or any combination of the above. The level of factory customization available in a Western Star means you can spec your drivetrain any way you want it, with as many drive wheels as you need. 4x2, 6x4, 8x6 – we could list all the possibilities, but you have things to do.

WE SAY THEY OUGHT TO RAISE THEIR STANDARDS.



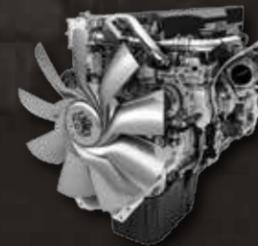
Keep your cool.

It's one of the many things a Western Star is known for. Whether extreme cold or extreme heat, we make sure to keep the engine at its designed operating temperature to maximize fuel economy and prolong engine life. How? By offering a range of field repairable radiators, from the standard 1,750 sq. in. aluminum crossflow radiator to the 1,875 sq. in. copper brass model. It's that whole giving you a lot of options thing again.

LIFE IS FULL OF SACRIFICES. EXCEPT IN OUR CASE.

Getting a Star is all about choices, and we make sure there's profitability in every one. That's why you'll find a selection of powerplants like the Detroit™ DD13®, DD15® TC, DD16® and Series 60® Tier III engines. And we even have you covered if you're a Cummins fan. Either way, front engine or rear engine, you'll also get all the power takeoff options you're looking for. Versatile, efficient, powerful and dependable. There's no shortage of getting what you want around here.

DETROIT DD13
350-470HP, 1250-1650lb-ft.



DETROIT DD15 TC
455-505HP, 1550-1750lb-ft.



DETROIT DD16
475-600HP, 1850-2050lb-ft.



**DETROIT SERIES 60
TIER III***
425-500HP, 1475-1550lb-ft.



CUMMINS ISL
260-380HP, 720-1250lb-ft.



CUMMINS ISX15
400-600HP, 1450-2050lb-ft.



DETROIT

BLUETEC

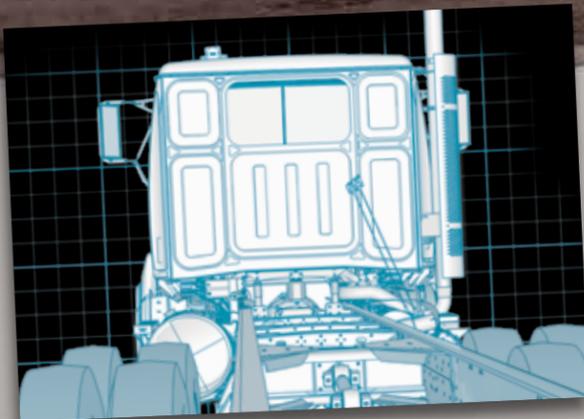
DEMAND POWER AND EFFICIENCY.

Detroit™ engines are engineered to deliver the excellent power and fuel economy you depend on while still meeting today's efficiency requirements. That's why each engine we build is 2013 OBD (OBD13) Certified and compliant with 2014 Greenhouse Gas (GHG14) regulations. So you can count on a powerplant that will run clean and strong for many miles to come.



NOTHING GETS IN THE WAY OF BUILDING EXACTLY THE TRUCK YOU WANT.

No unusual angles. No unnecessary brackets. No hidden wiring. There's a reason we design Western Star® trucks the way we do – to save you upfit time and more importantly money. The beauty is when you're finished, you get a stronger truck that's going to last you longer. So you're really money ahead in the long run.



CLEAN BACK OF CAB.

You won't find poorly placed stacks or brackets that have been located, it seems, just to be in the way. Our flexible exhaust options and clean cab design mean builders have an easier time adding the body you want, saving as much as a foot of chassis length and a whole lot more in build time.



WIRING MADE EASY.

Western Star trucks are constructed with easily accessible, point-to-point wiring, and supported by a full body builder book. Additionally, all wires are laser etched and color coded. This not only makes the connections more dependable, it makes them easier to trace if a repair is ever needed.



CUSTOM. RIGHT FROM THE FACTORY.

We might have mentioned Western Star will work to get you what you need. And you'll find plenty of factory-installed options like twin steer chassis, lift axles and all-wheel drive. These OEM options are specifically designed for our trucks, so they not only save you time and money, they're fully covered by your factory warranty.

EVERYTHING A WORK TRUCK SHOULD BE. AND THAT INCLUDES COMFORTABLE.

There's a big difference between functional and brutal. Sure, it's a work truck. But that doesn't mean it should be punishing. We treat it as your office because it is your office – just with a few hundred horsepower.

That's why you'll find an updated, upgraded and even better interior. One that's spacious and very flexible – with plenty of storage, comfortable seats and increased quiet. In other words, all the features that make your job a little bit easier and a lot more relaxing. Try one on for size and see how it fits.

Seat Fabric Options



Vinyl



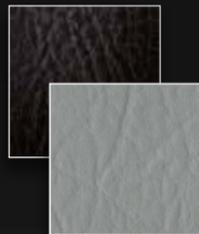
Mordura Cloth



Ultraleather

Interior Color Options

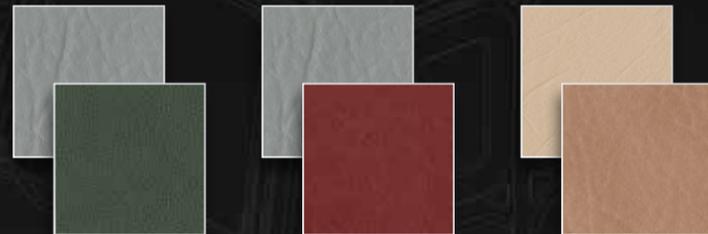
BASE



Gray

Smoky Mountain Gray

PREMIUM



Pacific Forest Green

Maple Leaf Red

Prairie Buckskin



Clutch and brake pedals are suspended to keep items from getting stuck underneath.

Electronics device prep provides secure mounting and easy access to power connections for aftermarket instruments.



Automatic Temperature Control maintains climate settings.

Exposed fasteners on hinged dash for easy access.

In-cab electrical panels with plug-in fuses and manual reset circuit breakers are easily accessible and help prevent possible damage.

Marine grade switches provide protection from electrical shorts caused by water and salt, and are easy to use – even with gloves on.



MORE SPACE.

The Western Star® cab gives you more than six-and-one-half-feet of width at the shoulders, providing ample room between the seats for body builder controls, even with the two-person passenger seat (shown).



MORE STORAGE.

Our new door panels maximize storage and provide strong handholds to help anyone who weighs more than a lapdog get in and out a little easier.

4700

SF SB

4800

SF SB TS

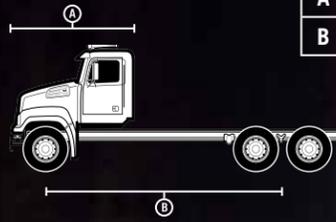
4900

SF SB EX XD TS

6900

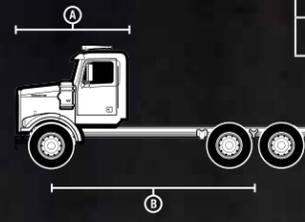
XD TS

SF SET FORWARD AXLE



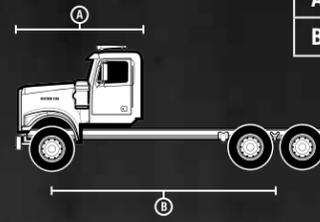
A	BBC: 110"
B	WB: Up to 448"

SF SET FORWARD AXLE



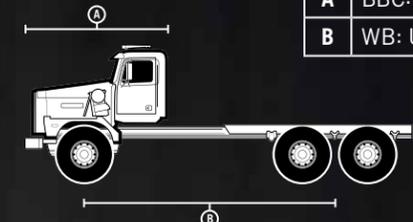
A	BBC: 109"
B	WB: Up to 448"

SF SET FORWARD AXLE



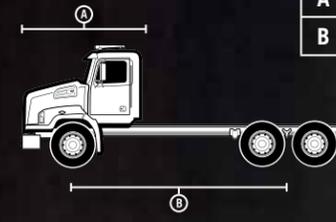
A	BBC: 123"
B	WB: Up to 448"

XD EXTREME DUTY



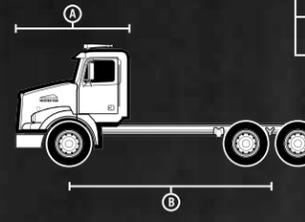
A	BBC: 141"
B	WB: Up to 486"

SB SET BACK AXLE



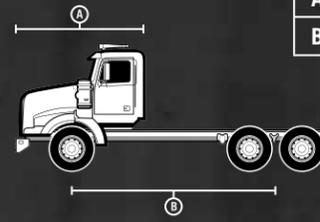
A	BBC: 110"
B	WB: Up to 448"

SB SET BACK AXLE



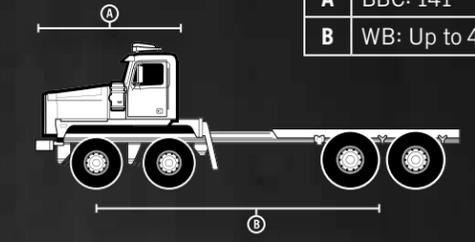
A	BBC: 109"
B	WB: Up to 448"

SB SET BACK AXLE



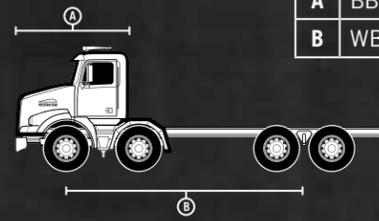
A	BBC: 123"
B	WB: Up to 448"

TS TWIN STEER



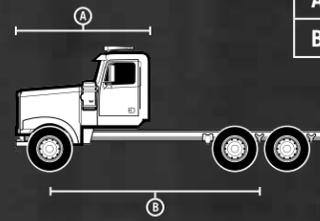
A	BBC: 141"
B	WB: Up to 486"

TS TWIN STEER, SF SB



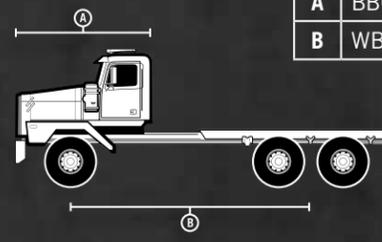
A	BBC: 109"
B	WB: Up to 448"

EX EXTENDED HOOD



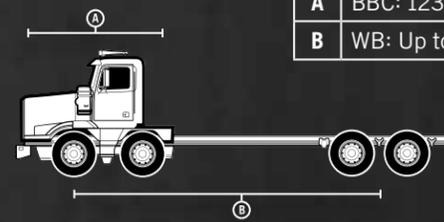
A	BBC: 132"
B	WB: Up to 448"

XD EXTREME DUTY



A	BBC: 123"
B	WB: Up to 448"

TS TWIN STEER, SB



A	BBC: 123"
B	WB: Up to 448"

A TRUCK FOR EVERY JOB.

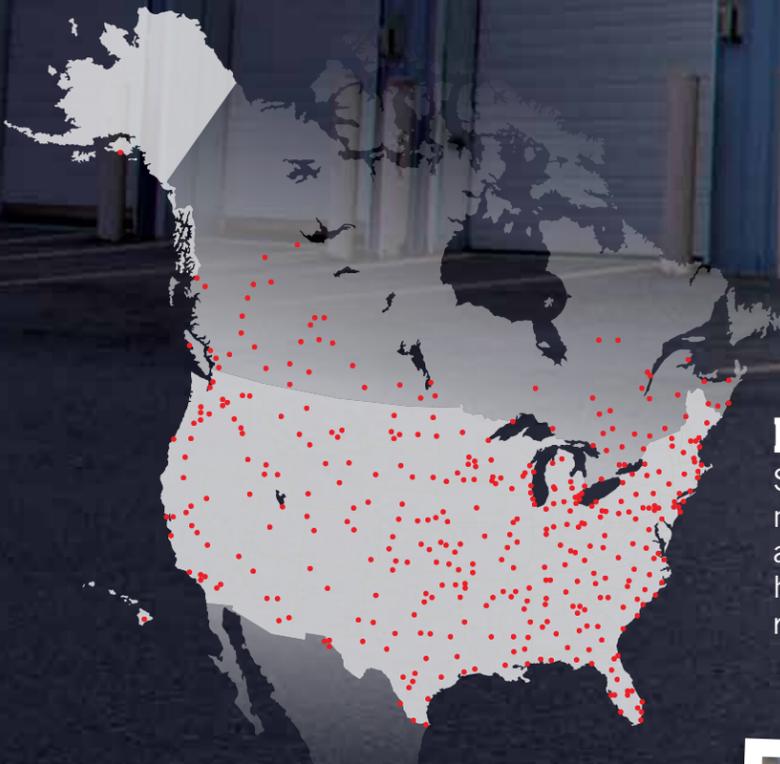
KEY

SF	SET FORWARD AXLE – SF PREVIOUSLY FA
SB	SET BACK AXLE – SB PREVIOUSLY SA
EX	EXTENDED HOOD
XD	EXTREME DUTY
TS	TWIN STEER



WE'VE GOT YOUR BACK WHEN YOU NEED IT MOST. IN OTHER WORDS - ALWAYS.

A truck is a big investment. That's why we think you should expect more support from your manufacturer and dealer than a payment book and a holiday card. We make sure you have what you need, from dedicated service to dependable parts availability and affordable financing. Oh, and we bet you'll get that holiday card, too.



It's a big world out there.

So we have a big network. Sure, you'll work mostly with your local dealer. But if for any reason a job takes you away from your home base, there will be a Star dealer ready to help.

You don't have time to wait for parts. So we don't make you.

Seems simple enough. That's why our goal is unmatched parts availability. Your dealer carries a wide selection of parts, and has access to an even greater variety through our expanding network of parts distribution centers. You get the support you need to keep working - no matter where you do business.



The kind of financing you want.

Being part of the Daimler family means we can get you into the right truck at the right price with rates that are competitive with anyone, including banks. Plus, because we know the transportation and vocational business it's simple to get the financing you need - and into the Western Star you want.

Daimler Truck Financial

Financing that works for you.



Serious trucks.™

