

EQUIPMENT TODAY

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New Truck Clocks In on the Jobsite

Trucks & Transportation

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With its Coronado SD, [Freightliner](#) brings the latest advancements in engineering and technology to the construction segment of the heavy-duty truck market.

"We created a truck strong enough to tackle the most extreme elements," states Richard Shearing, director of product strategy. "Everything about the Coronado SD was carefully developed and built to keep it running and earning revenue in any environment."

The Coronado SD is available in set-back and set-forward axle configurations. The front axles are rated from 12,000 to 22,000 lbs., with the rear axles rated from 23,000 to 70,000 lbs. A TuffTrac rear axle suspension provides maximum traction in high articulation environments. In addition, an up to 50° wheel cut aides maneuverability in tight spaces.

The new vehicle can be powered by a Detroit Diesel DD16, DD15 or DD13, or by a Cummins ISX. All of these powerplants have been designed to use Selective Catalytic Reduction (SCR) to meet the EPA 2010 mandate. This allows up to 600 hp and 2,050 lb.-ft. of torque.

Designed for the long haul

Cab design often differentiates one heavy-duty truck from its competitors. The Coronado SD's aluminum cab resists corrosion and saves weight. Coach joints where the cab roof meets the sidewalls protect against water damage. A two-piece windshield, which is easy to replace when damaged, is bonded to the cab to increase rigidity.

