

Caterpillar launches the new Cat[®] 707 wide body truck with a rebuildable, cost-effective design

- Rugged durability with integrated Cat[®] powertrain that is built to be rebuilt
- Ideal pass match with Cat large excavators and wheel loaders
- First model in new product family that broadens Caterpillar's hauling portfolio

IRVING, Texas, January 30, 2026 – Built for long life and high uptime availability, the durable new Cat[®] 707 wide body truck features a fully integrated Cat powertrain, including a Cat C13 engine, Cat automatic transmission and proprietary Cat axles. With its 66-tonne maximum payload, the versatile new wide body truck design offers the option of standard or heavy-duty configurations and the choice of 40- or 42-m³ sizes to match the material and jobsite conditions.

“We have engineered our new wide body truck with a unique philosophy – it’s built to be rebuilt, offering consistent mechanical availability and longevity through a second lifecycle, which can help lower operating costs,” says Angel Gonzalez, global product specialist for Caterpillar. “With its foundation of reliable operation and a cost-effective rebuild option, the new 707 wide body has been engineered, manufactured and field-tested using the latest technologies to ensure the truck is ready for work. This is the first Cat wide body truck model in a new product family that broadens the Cat hauling systems portfolio.”

Durable performance

The 707 can be configured with the 400-kW Cat C13B engine to meet China Nonroad Stage IV emissions standards or the 358-kW C13, which emits equivalent to U.S. EPA Tier 3. Both options include a standard engine brake set at a high rating. The truck’s six-speed automatic transmission can be equipped with an optional integrated hydraulic retarder. For reliability, the 707 features proprietary Cat axles, integrated Cat powertrain controllers, and Cat wiring and electric harnesses.

Three brake and retardation levels – integrated Cat engine brake, optional Cat hydraulic retarder, and parking and service brakes – provide superior downhill loaded control for enhanced safety and faster hauling cycles. The new 707 offers ideal pass matches with Cat 986, 988 and 988 XE loaders and Cat 350, 374 and 395 excavators for improved productivity.

The new wide body truck’s left-side operator seat placement and optional right-side instructor seat provide easier operation and comfort for the operator and trainer. The cab features sturdy, four-point mounting and protection is provided by a standard falling object protective structure (FOPS) and optional rollover protective

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structure (ROPS) for enhanced safety. An available reversing camera helps improve maneuvering safety. Automatic shifting with simple gear selection transmission controls helps to increase efficiency, and the truck's hoist system offers fast, 20-second raise and lower cycle times to quickly unload material.

Low lifecycle costs

The fully integrated Cat powertrain components are mounted to a durable, reinforced chassis. When coupled with flexible Cat Customer Value Agreements (CVAs), customers can achieve higher uptime during the new truck's service life, while maintaining reliable mechanical performance and longevity through a second lifecycle.

Shutting down the truck safely, a ground-level engine shut-off switch stops fuel to the engine when activated. Grouped service points help customers spend less time and money on maintenance. The new 707 wide body truck offers parts commonality with other Cat machines with common C13 engine, CX31RT transmission and common cab. LED lights provide longer life and brighter illumination with less power consumption and are more resistant to vibration and water damage.

The new Cat 707 wide body truck is available for select regions with U.S. EPA Tier 3 equivalent and China Nonroad Stage IV emissions standards. Companies can contact their Cat dealer for truck availability in the region.

More information on the new Cat 707 wide body truck can be found by contacting a Cat dealer or visiting [cat.com](https://www.cat.com).

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NOTE TO EDITORS

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