



Trucks built by Fageol Motors were nicknamed ‘*Bill-built*’ after the company president W.H.Bill. Following the company being forced into bankruptcy in 1932, the assets were bought by Theodore Peterman and so the trucks became known as ‘*Peterbilt*’ trucks.

While Ford was manufacturing hundreds of trucks each year, the production figure for Peterbilt in 1940 was a meagre 82. Through both first hand field experience of commercial trucking and expertise gained in fulfilling government contracts during World War II, the Peterbilt truck gained rapid acceptance in the trucking industry.

In 1958, the Pacific Car and Foundry company bought the Peterbilt company and after completion of a new manufacturing facility in California, Peterbilt was delivering 800 trucks a year by 1960. Further expansion resulted in production of 8000 units in 1973.

Peterbilt has shown innovation in pioneering the use of aluminium to reduce cab and chassis weight. In 1959, the company introduced the 90-degree-tilt hood for easier service and the Unibilt Cab Sleeper System was introduced in 1993. Through the introduction of best-in-class features and maintaining a high quality level, the company aims to prove that: ‘*Class Pays*’.

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