

INTERNATIONAL T-LINE





TODAY'S BIG TRUCK STYLING

A cabin built for comfort and durability

The T-Line cabin has always been designed for the comfort of the driver. And the latest is no exception. Interior noise has been dramatically reduced! Even at 80 km/hr with a full load, noise level is down to a low 78 dbA.



Unsurpassed rust and corrosion resistance

The T-Line cabin now provides corrosion protection that leads the industry! All exterior panels are fabricated from zinc-coated steel, and, as a further precaution, spot-welding and metal-finishing procedures have been upgraded to eliminate points where corrosion might begin. Finally, undercoat is applied to the cab by total immersion in a paint bath using the EPD (Electrophoretic Paint D p) process.



Bostrom seating

We've also introduced fatigue-lowering Bostrom air-suspension seating. It's fully adjustable and self-leveling. Adding to your comfort are fore and aft isolators, cloth covering and an adjustable lumbar support. You'll be amazed how fresh you'll feel, even at the end of a long haul.



Trouble-free starting

The above-frame battery box* is mounted close to the starting motor. And shorter leads means less voltage-drop, quicker, easier starting. To prolong battery life, all four batteries are centre-mounted on rubber cushions to absorb damaging vibrations.

*On models with engines over 300HP.

Improved rear-vision

We've re-located the left-side west coast mirror mounting to greatly improve your rear vision.

Greater fuel range

To increase the fuel range on models with 14 litre Cummins NTC Series engines, twin aluminium 450 Litre (100 gal) fuel tanks are available as an optional extra.

Ventilation

The efficient T-Line ventilation system has been retained, unchanged.

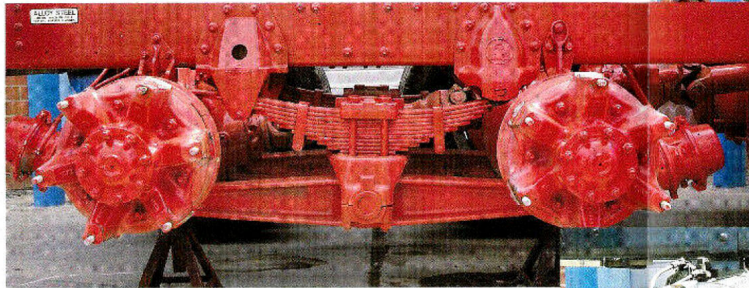
Perfect over years' dealing with the Australian climate, it would be hard to improve. And of course, air-conditioning is still available as a factory-fitted option.

NOW YOU CAN CHOOSE THE RIGHT SUSPENSION FOR THE JOB

We've beefed up the front suspension on all models using Cummins 14 Litre NTC Series engine. Front springs are 40% longer (1.8 metres) for added driver comfort. Other features include threaded pins and bushes for premium durability and easier servicing, heavy-duty

shockers for a better ride and Aeon bump stops for added safety. The 100mm wide springs provide good roll stability.

There are now three different types of suspension available. Which you choose depends on your haulage job.

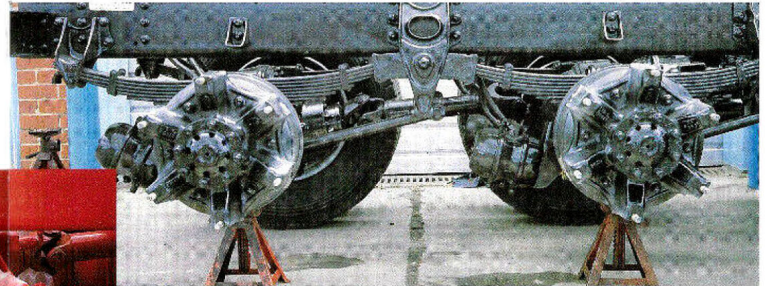


On-off highway work

The Hendrickson RT380S soft ride walking beam suspension is now available with a rating of 17.2 tonnes. It provides strength and durability for both on and off highway applications. The new spring hangers with double-clamped pins are also suitable for high GCM ratings.

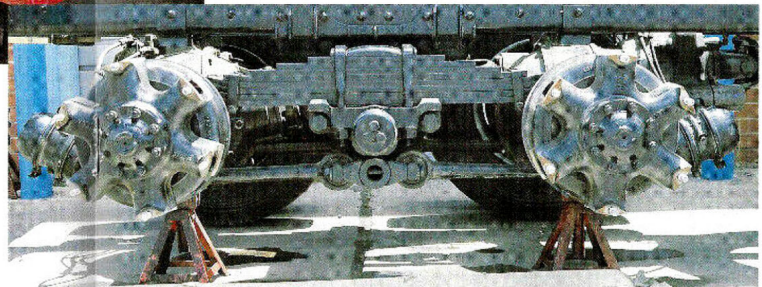
Severe service applications

For such extreme applications as Road Train and logging, we offer Rockwell ACES six rod suspension with a rating of 20.9 tonnes. Gross combination mass ratings can be approved up to 90 tonnes.



Line haul work

The standard T-Line four spring suspension is still the ideal choice for on-highway line haul work – interstate and around town. It combines superior ride without adding unnecessary weight and requires minimal maintenance.



CUMMINS POWER

High durability

Essential for the long distances Australian trucks travel in their working life.

Fuel efficiency

Up-to-date design maximises fuel economy to save you dollars.

Proven design

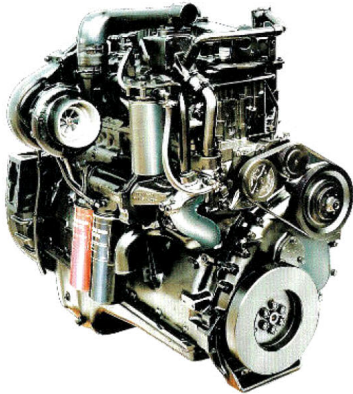
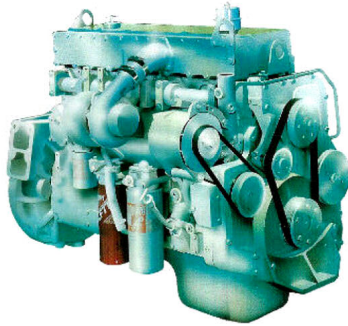
A result of Cummins on-going refinement and development programme.

Service and spares

Readily available through an extensive network of International Harvester Dealers around Australia.

■ Heavy-duty diesel—designed for long service life with half a million miles between major overhauls.

■ Hotset turbochargers—give improved response and contribute to better fuel consumption.



Engines and transmission combinations have been tailored for specific tasks, with the latest design Cummins engines from 250HP upwards. These are applicable to the following broad job specifications:

Cummins 10 Litre L10 Series
Recommended Application
Short haul and intrastate prime mover of 4 x 2 and 6 x 4 configuration, generally with low frontal area loads.

Cummins 14 Litre NTC Series
Recommended Application
Highway prime mover, with good on-road performance including high frontal area loads.

Also for all purpose, on-off road prime movers, heavy duty highway, low loader, logging, road train, etc.

CHOOSE YOUR TRANSMISSION

■ Twin countershaft transmissions from both Eaton and Spicer.

Trouble-free constant mesh design, the ultimate in performance and reliability.

■ 9-speed, 10-speed and 15-speed transmission options available.

Transmissions available

■ Spicer 8010 and Eaton RT7609

■ Eaton RTF11609 and Eaton RTF11615

■ Eaton RTF14615

Spicer and Eaton transmissions give you proven design qualities, easy gear-changing and a spare parts coverage unsurpassed throughout the country.



Chassis frame

Rugged construction high tensile heat treated frame with Graoe 8 flange head bolted construction. For extended durability in harsh Australian driving conditions.



**WE DESIGN, BUILD AND TEST
TRUCKS IN AUSTRALIA.**



International Harvester (Australia) Ltd. (Under Scheme of Arrangement),
211 Sturt St, South Melbourne, 3205. (03) 697 7209