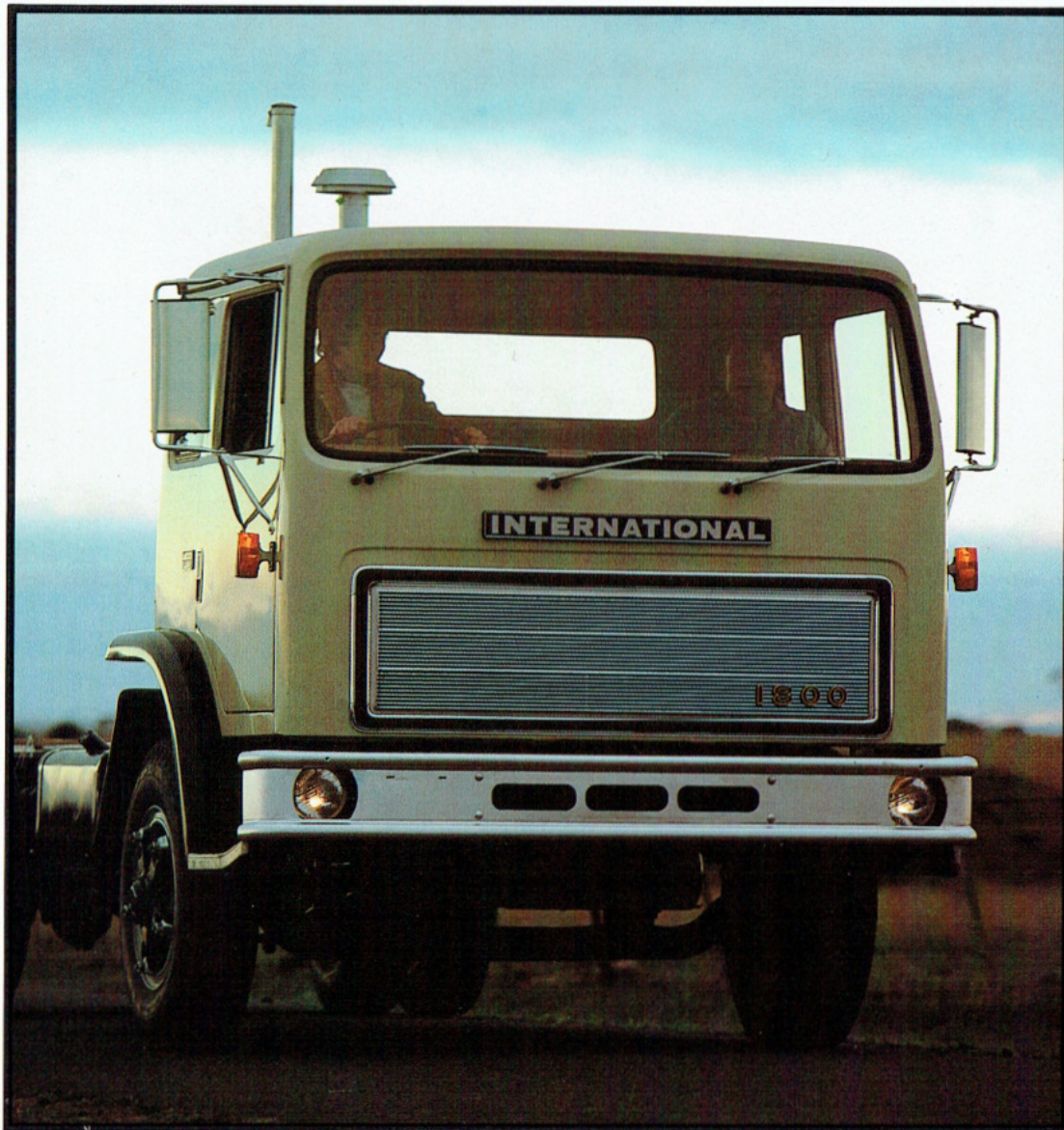


INTERNATIONAL ACCO

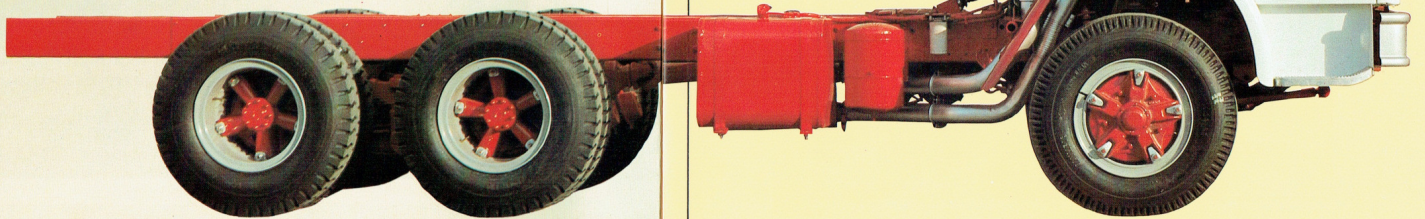
C-LINE



STRONG ROOTS RUN DEEP

Designed, tested and manufactured in Australia for Australian transport conditions the ACCO Series culminates over 70 years of continuous involvement by International Harvester in Australia's transport industry. A period that saw International Harvester produce Australia's first locally manufactured truck, the first Australian designed truck and the introduction of the first cab-over/forward entry trucks.

In 1972 the International ACCO-A mid-range series of chassis began steadily building a reputation for in-service reliability and dependability. Continual development to the range saw the introduction in 1978 of the ACCO-B series which continued the successful reign of the ACCO chassis as Australia's No.1 Truck.



THE 80'S CHALLENGE

To meet the challenges of the 80's to a mid-range of chassis, IH engineers had to look deep into current and proposed future legislation, Australia's variable operating conditions and the changing transportation requirements of operators. Building on the knowledge gained from existing ACCO customers, access to world-wide technology through the International Harvester organization and our own extensive engineering and proving ground facilities at Geelong and Anglesea in Victoria, International have produced the exciting ACCO C-line. The range of chassis to handle your transport operations for years to come.

Providing payload capacities within the seven to fourteen tonne range the International ACCO C-line has been designed for cost efficiency for whole of life operation. Efficiency starts with the right work environment and nothing has been overlooked in the ACCO cab design. Spaciousness, comfort and quiet. Extra carpeting and

sound insulation on the cab floor ensures noise levels are reduced to "work environment levels". Premium fixtures like West Coast mirrors are regular equipment on ACCO C-line.

Proved power and driveline units with easy access servicing by means of the International ACCO full-tilt cab. Component parts commonality.

throughout the C-line range and with the International S & T-line chassis makes for replacement parts availability and cost-efficiency. Design that ensures operation costs are reduced, design that dictates a high resale value. International ACCO C-line.



BUILT FOR HARD WORK

Building on the reputation established with ACCO-A and ACCO-B, International ACCO C-line retains the features that helped the ACCO Range become a legend in trucking.

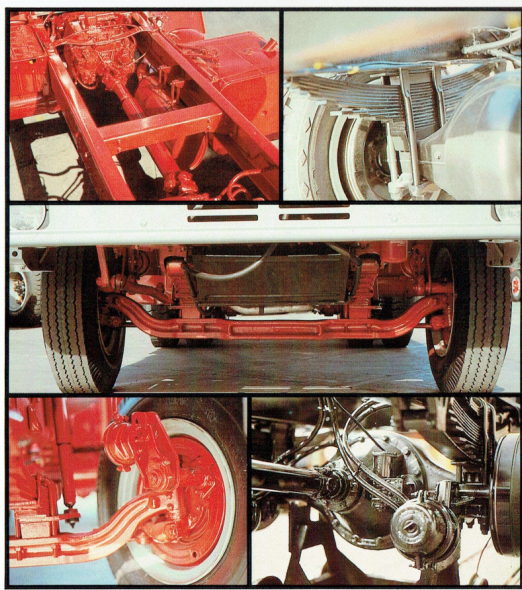
Plus Improvements. High capacity front axles have been introduced on ACCO C-line. The ACCO 1700 Series specification includes the FA 309 front axle

of 4.05 tonne capacity. The IH FA 339 is fitted to the 1800 and 1900 Series. This 5.45 tonne capacity axle is also common to the International S-line & T-line chassis where durability is proved in long distance intra and interstate haulage.

The ACCO C chassis frame is standard with full length L insert reinforcement, full channel on tandem drive 1900 Series. Bolted for serviceability and durability.

International have introduced S-Cam brakes with dual circuits throughout the range for paramount safety.

Proven driveline components: engines, transmissions, axles; they ensure your operation is not let down, ensure readily available replacement parts that are realistically priced.



TRUCK DESIGN-AUSTRALIA

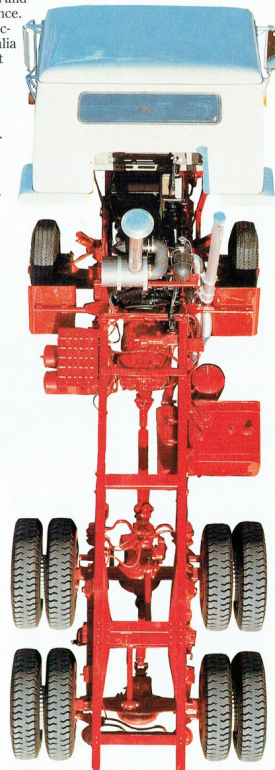
ACCO C-line, dependable by design not chance. From the front bumper to the rear tail lights International ACCO C-line chassis are the result of over 70 years of Australian truck design and manufacturing experience.

Design and manufacturing chassis in Australia for Australian transport operations results in a range of chassis that incorporates heavy-duty features not usually found on distant shores. Greater strength in cab mounts, front springs, gantry stays... small points that ensure dura-

bility and less downtime.

A range of driveline components that are accepted in Australia. International petrol V-345 or V-392. International diesel D358 or

Perkins 6.354. The Cummins VT 190 turbo charged with 24% torque rise. Eaton transmissions, Rockwell and Eaton rear axles. Correctly matched driveline components in Australian designed chassis. Serviceability through "known" componentry and accessibility. International ACCO is famous for the full tilt cab and accessibility to chassis components. Seventy years of Australian design and manufacture-ACCO C-line durability and dependable by design, not chance.



YOUR CHOICE OF SPECIFICATION

1700 SERIES

The International 4.05 tonne front axle and standard 7.95 tonne capacity two speed rear axle forms the basis of a range of specifications ensuring total matching of chassis to application. Two models are available in the single drive 1700 series the 1710C petrol engined version or the 1730C with diesel power.

The 1710C is fitted with either the International V-345 V-8 developing 114 kW at 3600 RPM with a maximum torque at 2200 RPM of 335 Nm or International V-392 V-8 which has a gross power of 138 kW at 3400 RPM and a gutsy 418 Nm torque at 2600 RPM.

The standard six cylinder diesel engine in the 1730C is the International D358 which develops 100 kW at 3000 RPM and has a 358 Nm torque at 1600 RPM. Optionally available to the D358 is the

Perkins 6.354.4. This six cylinder diesel has a maximum torque of 355 Nm developed at a low 1300 RPM, maximum gross power is 89.5 kW at 2800 RPM.

A four speed direct-drive synchromesh transmission is fitted as standard to both the 1710C and 1730C chassis. Coupled with the standard two speed rear axle this transmission ensures the operator good startability and highway cruising speeds. Optional on each chassis is a five speed direct-drive synchromesh transmission. A four speed Allison automatic is also offered as an option on the 1710C but only when the optional single speed rear axle is specified.

1800 SERIES

Like the 1700 series the 1800 series is available in both petrol and diesel versions. The 1810C has the standard

V-345 petrol engine or V-392, the 1830C the D358 diesel with the 6.354.4 Perkins optional.

The single drive, two speed, rear axle has a 8.60 tonne capacity. The suspension

has variable rate springs with auxiliary springs to ensure excellent ride characteristics, whether you're running empty or loaded.

The FA339 5.45 tonne front axle fitted to the 1800

and 1900 series is the same axle used on International S-line and T-line chassis. This high capacity axle features the Ross Power Steering with centre point steering design for minimum effort, reduced

wear on the linkages and good road holding.

Standard transmission fitted to both chassis is the T-253 five speed direct-drive synchromesh with four speed Allison automatic optionally

available in the 1810C.

1900 SERIES

At the top end of the ACCO-C range is the 1900 Series with gross combination masses to 28.9 tonnes available. The 1900 series is available in three configurations 4 x 2 single drive, 6 x 4 through drive tandem or 6 x 2 single drive tandem with lazy axle.

You can select petrol or diesel power: the International V-392 petrol in the 1910C, F1910C and T1910C or the Cummins VT-190 diesel in the 1950C, F1950C and T1950C. The Cummins VT-190 has a gross power of 142 kW at 2800 RPM and gross torque of 599 Nm at 1800 RPM. A mighty torque rise of 24% ensures good lugging power to let you hang on to that gear longer.

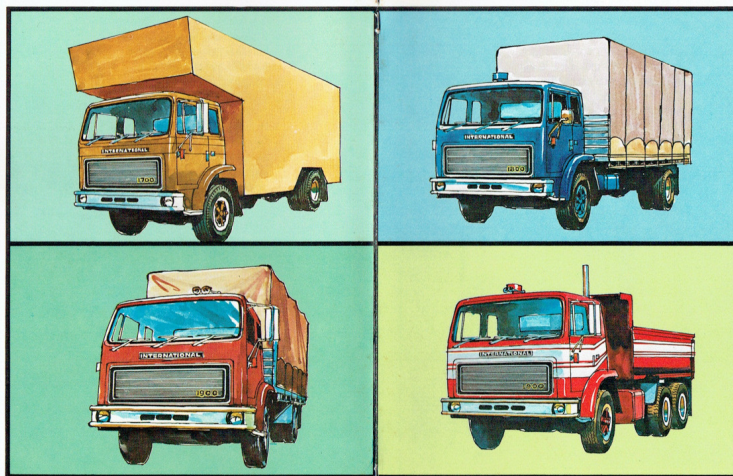
Rear Axle for the single drive has a capacity of 8.60 tonne with a 10.43 tonne

capacity axle optional on the 1950C.

F1910C and F1950C through drive tandems feature the Rockwell 15.42 tonne SLHD rear axle with the Rockwell 17.30 tonne SQHD available as an option. To complement the rear axles Hendrickson suspensions have been specified. Standard is the RTE-340 suspension having a capacity of 15.42 tonne with the RTE 360 at 16.5 tonne capacity optional. These suspensions have walking beams and 50/50 load distribution and are available on both the tandem drive and lazy axle versions.

Roadranger transmissions are standard to the 1900 series, ten speed standard on single and lazy axle chassis, optional on F1910C and F1950C. A five speed Allison automatic is optional throughout the series.

The F1910C and F1950C have a thirteen speed transmission as standard.



MODEL	ENGINE	STD GVM	STD GCM	TRANSMISSION	REAR AXLE
ACCO-1710C (4 x 2)	V-345 (114 kW)	11.38	17.50	4 speed	7.95 tonne 2 speed
ACCO-1730C (4 x 2)	D-358 (100 kW)	11.38	17.50	4 speed	7.95 tonne 2 speed
	or 6.354.4 (89.5 kW)				
ACCO-1810C (4 x 2)	V-345 (114 kW)	13.9	20.90	5 speed	8.60 tonne 2 speed
ACCO-1830C (4 x 2)	D-358 (100 kW)	13.9	20.90	5 speed	8.60 tonne 2 speed
	or 6.354.4 (89.5 kW)				
ACCO-1910C (4 x 2)	V-392 (138 kW)	13.9	24.00	10 speed	8.60 tonne
ACCO-1950c (4 x 2)	VT-190 (142 kW)	13.9	*22.40	10 speed	8.60 tonne
ACCO-T-1910C (6 x 2)	V-392 (138 kW)	20.87	25.40	10 speed	15.42 tonne
ACCO-T-1950C (6 x 2)	VT-190 (142 kW)	20.87	28.90	10 speed	15.42 tonne
ACCO-F-1910C (6 x 4)	V-392 (138 kW)	20.87	25.40	13 speed	15.42 tonne
ACCO-F-1950C (6 x 4)	VT-190 (142 kW)	20.87	*25.40	13 speed	15.42 tonne

* Variable to 28.90 tonne dependent on specifications selected.

AUSTRALIAN TESTING

Stop start city deliveries, pounding over quarry roads, picking up farm produce from the paddocks or cruising the intra-state highways, each type of operation exerting its individual demands on a chassis that will quickly show up any weaknesses.

It takes a special type of knowledge to design and manufacture a chassis that can withstand the rigors of the Australian transport industry. International has that knowledge, gained over many years of designing, testing and

manufacturing chassis right here in Australia.

International Harvester through its Product Engineering Centre at Geelong and Truck Proving Ground at Anglesea, Victoria subjects its chassis to an extensive testing programme both in actual operation and in accelerated testing. Hour after hour over the Belgium paves at high speed, twisting and groaning on the chassis twist or running day and night on the high speed loops or second class roads, all tests carefully monitored and designed to test a vehicle to the limit. After testing, the chassis

is stripped and inspected, any part that doesn't pass is re-engineered then tested again until the engineers are convinced the chassis has earned the right to wear the International badge.

To the operator this means confidence in operation, confidence knowing his truck is designed and tested to do an honest days work, day-in, day-out and confidence in knowing that no matter what specifications he has chosen every part has earned its place in his chassis.



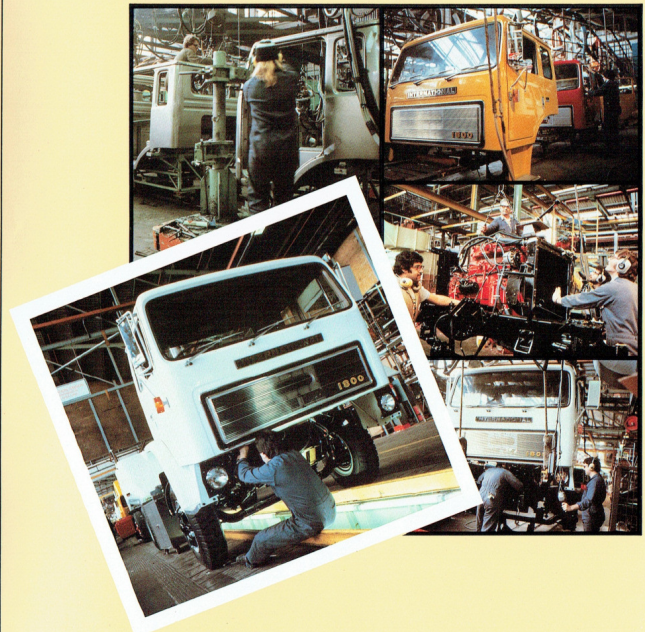
AUSTRALIAN MANUFACTURE

The International ACCO C-line chassis is manufactured in Australia's largest commercial vehicle plant. Built on a 23 ha. site at Dandenong, Victoria the manufacturing plant encompasses some of the most modern technology available for vehicle production.

From cab assembly and trimming through line-assembly of chassis, International continue to place emphasis on quality control.

Quality control that ensures every International chassis is delivered to operators with the ability to perform by design.

And local production means more to transport operators throughout Australia. Greater utilization of local componentry, parts and parts availability, parts pricing. Benefits derived from producing our chassis in Dandenong, Victoria that relate to your transport operation.



PRODUCT SUPPORT

When time comes for servicing, your operation will be looking at two major considerations... speed and efficiency.

When a vehicle is off the road it's losing money so convenience of service location and speedy efficient service is paramount.

International Harvester through its vast Branch and Dealer network, strategically located on major highways and in major cities throughout Australia, can offer the operator a service that is geared to reducing down-time to the absolute minimum. As well as carrying an extensive replacement parts range, International Dealers have access to the

International computer controlled parts system. If by chance your Dealer doesn't have the part you require then through the International computer he can locate that part for you anywhere in Australia quickly so you're back on the road in the best possible time.

Known componentry in International ACCO C-line chassis means service is performed and backed with experience. Your International Dealer Service Centre has vast IH Service experience. For new product, access to the International Product Support Training programs, ensures latest techniques in chassis service and product support. It's a total package to keep your truck where it should be.

ACCESSORIES

When it comes to customising a vehicle everybody's choice differs in what they want to see on their own vehicle. Your International dealer carries an extensive range of accessories that will let you add that personal touch.

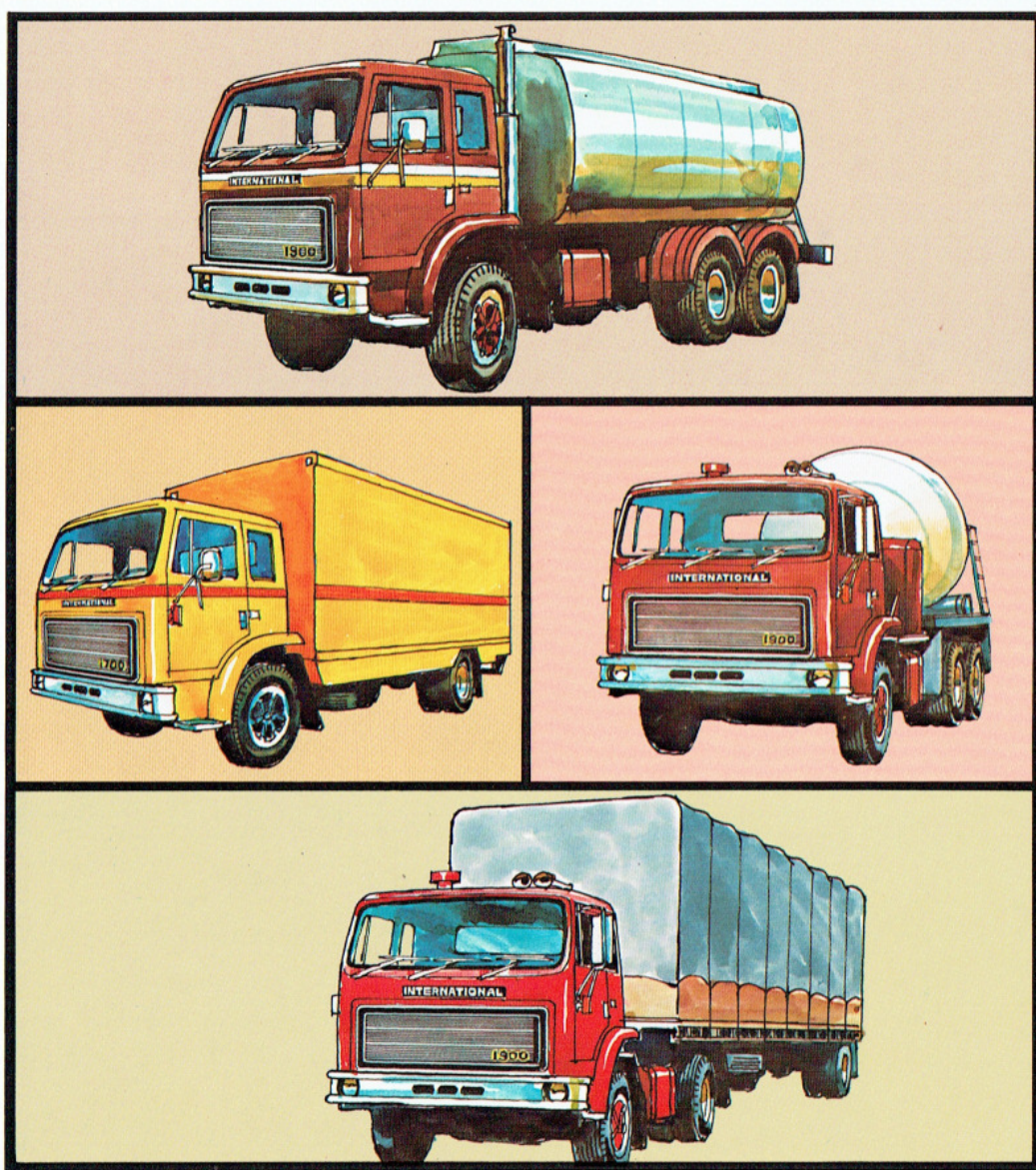
Radios, radio-cassettes, air horns, air-conditioners, seat covers... the list goes on. Each accessory item selected to complement your International truck and your personality.





INTERNATIONAL TRUCKS

'...going further ahead!'



IMPORTANT

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