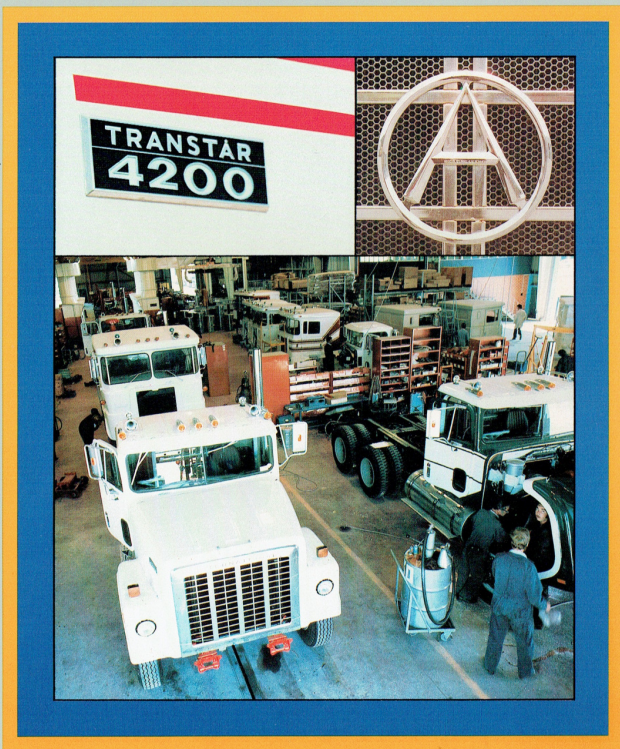


Transtar & Atkinson by International





Custom engineered balanced design, proven components for longer life and easier maintenance plus the backing of extensive research, and testing. These are some of the prime requirements professional truck operators look for in a heavy duty vehicle. Engineered with the experience gathered in over 70 years of commercial vehicle manufacture, the International Transtar and Atkinson series of heavy duty chassis are built for maximum endurance to give maximum performance, for maximum profitability. The last thing an operator looks for in a heavy duty vehicle is downtime.

the names chosen by International to complement the Transtar and Atkinson specifications.

and Atkinson operators is the fact that these vehicles are produced at Dandenong, Victoria in the recently completed International Heavy Duty Truck Plant — one of the most modern truck plants in Australia.



While some of the most sophisticated equipment available has been incorporated into the International Transtar and Atkinson series the major deciding factors were that it had to be completely reliable, and easily maintained so that downtime is at a minimum. Detroit Diesel, Cummins, CAT, Rockwell and Eaton Fuller were

All of these well known companies have a proven reliability record on Australia's roads and have for a long time been accepted by both owners and drivers as top performers. Conventional bonneted Transtar or cab-over-engine Atkinson — the choice is yours. Whether you prefer to point your truck with the engine out front or need optimum semi-trailer payload for a given overall vehicle length, International has the heavy duty truck tailored for your particular operation. An added bonus for Transtar

Customers can still "customise" their truck purchase by specifying from the wide range of componentary available. Both Transtar and Atkinson are built to customer specifications using assembly line techniques while incorporating modern industrial engineering principles. To ensure that Transtar or Atkinson will meet the needs of your operation, experienced company specialists are available to discuss your requirements at over 80 specialist Heavy Duty International Dealerships and Branches throughout Australia. Any truck, large or small, is only as good as its back-up service. International, with its national back-up service and computerised parts network, is geared to keep downtime to a minimum.

Transtar conventional... the truck that's setting the pace

This is the truck that has made a name for itself — the Transtar conventional by International Harvester. This is the professional truck operator's truck. Operators in Australia have proved the Transtar conventional will withstand the punishment of our highways and still come back for more. Designed to operate in the heavy truck range, the Transtar conventional uses only proven components.

261 to 298 kW (350 to 400 BHP) of solid power is produced from the Turbocharged Detroit Diesel 8V-71TA, Cummins NTC 350 or NTC 400, while the Fuller RT-12515 fifteen-speed Road-ranger gearbox has all the capacity to transmit that power to the tandem drive rear axles. The 19.95 tonne (44 000 lb.) capacity rear axle is the popular highway axle the Rockwell SSHD and Eaton 44DT. Everything IH knows about trucks has been incorporated into the design of Transtar conventional.

Driving a truck between capital cities and beyond isn't all beer and skittles as any operator will tell you. International Harvester has put more pleasure into driving by designing the cab of Transtar as it should be, around the driver.

Wiper controls are top mounted, above the wind-screen, and are easy to locate, with more effective screen wiping area 6 652 cm² (1031 sq. in.). The quality Burgundy interior truly personalises the appearance. These are quality



Up front, where it counts, Transtar conventional has it all. Climb aboard and you'll find one of the widest, roomiest cabs in its class with more comfort and convenience than normal.

The all-around visibility keeps you ahead with 8 846 cm² (1371 sq. in.) of laminated glass windscreen.

Upholstered door panels and seats, padded instrument panel, back panel, headliner and an exterior sun visor.

Beneath the surface, extra thick layers of insulation guarding against noise, heat and cold. You'll appreciate the quiet ride and protection against the elements.

The functional instrument panel has been designed for you to see at a glance what's happening. Each important control is easily identified and right where you expect it to be.

touches that include interior door trims, coat hanger bars and extra ash trays.

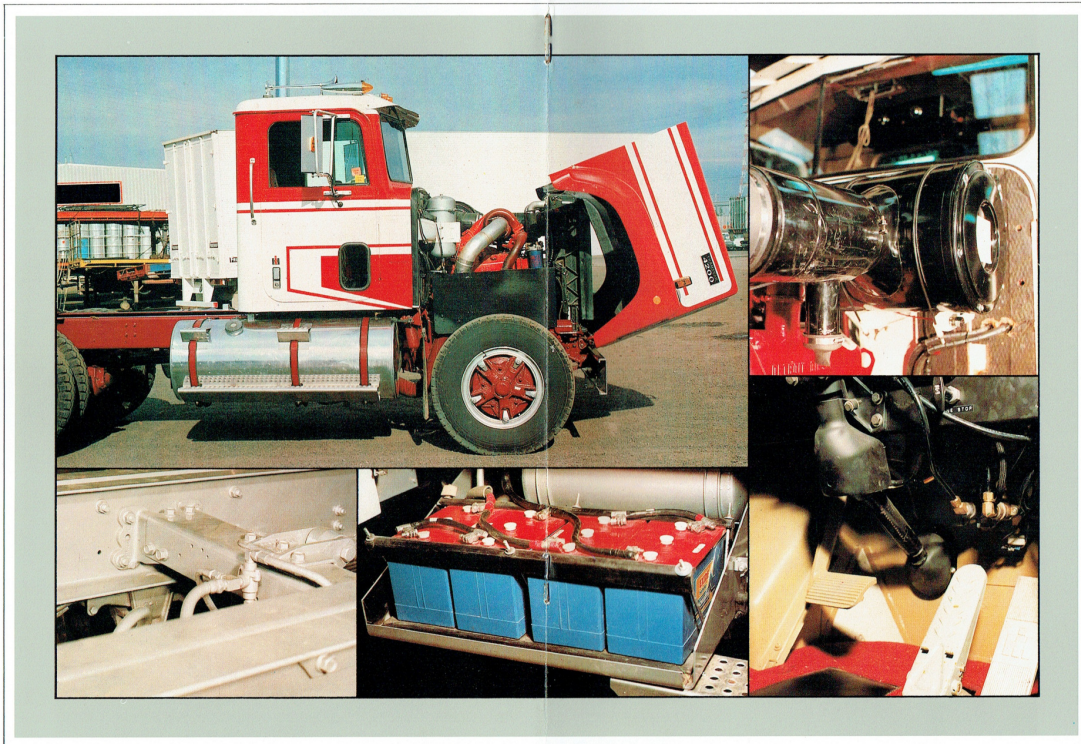
To sum it all up, drivers who spend their working lives up front are being offered what they asked for in the Transtar conventional. Maximum reliability. Maximum performance for maximum profitability. Maximum driver comfort.

To earn profits a truck must be mobile, so any time spent in the workshop is lost revenue. The Transstar conventional is engineered from the ground up to earn money, to be easy to service and to require less of it.

Tilt the one piece fibreglass bonnet forward and you're ready for walk-up servicing. Notice the engine is more accessible than most other conventionals. That's because we designed the frame to step down at the engine, exposing more of it at the sides.

Frequently serviced items such as the luberfiner, spin-on oil, fuel and water filters are easily accessible from one side.

The air cleaner is mounted high under the bonnet with intake out front of the radiator to maintain a flow of clean air and avoid road splash.



With the air cleaner mounted under the bonnet, instead of hanging it on the outside, means better uninterrupted vision through the flat distortion-free windscreen while full opening of the cab doors makes driver access a lot easier.

Hinged dash panels provide easy access to instruments, wiring and circuit breakers. To reduce corrosion and vibration problems and to make circuit tracing easier, bolted wiring terminals are used.

The conveniently located battery box has an instantly removable fibreglass protection cover for ease of access for servicing.

Nuts and bolts to some are just hardware; to International Harvester they are a major consideration. That's why we specified SAE type 8 flange head nuts and bolts on the frame assembly. These are less susceptible to loosening, and because they have 25% more threads than ordinary nuts, withstand more overload.

It's comforting to know the chassis can flex within its design limits without building up stresses that can fatigue the chassis frame.

Atkinson... by International



General freight, frozen foods, oil, timber, bulk grains, coal, livestock, whatever the product or commodity you can be sure there's an Atkinson available for you to deliver the goods on time.

From the heat and dust of the Nullarbor, to the ice and cold of the Snowy Mountains, you'll see Atkinson operating under all conditions, hauling Australia's vital needs economically and reliably. Tailor-made specifications to suit the individual application ensures every Atkinson by International delivers the goods by design, not by chance.

The wide range of engines, transmissions and axles offered ensure that the customer, whether he is a national fleet owner or an independent operator, is able to specify a vehicle that is ideally suited to his own particular application. The Australian designed and produced hydraulic tilt cab is of monocoque, double skinned, fibreglass construction, which offers excellent heat and sound insulation. Conforming to all current Australian safety legislation, the cab provides safety, low noise level, driver comfort, and low-cost repair.

The easy climb into the cab introduces you to a new world of driver comfort, safety and convenience. An overall feeling of spaciousness is immediate in the well appointed cab. Extensive use is made throughout the cab of quality trim, hard-wearing vinyl on imported woven backing. This trim provides serviceability and durability together with excellent sound suppression qualities. Sound suppression is further improved by the use of quality carpets on the floor and engine tunnel.

No matter your size or weight the seat is designed to cope through easy control of height, reach, rake and driver mass. The functionally designed instrument panels feature an attractive woodgrain finish and wrap-around console, with hinged panel for easy service access. Directly in front of the driver are all warning lights, speedometer and tachometer, giving him at-a-glance monitoring of major functions. Fuel, voltmeter, air pressure, oil and water temperature gauges are all mounted in the wrap-



A unique feature of the Atkinson cab is its method of suspension at the rear. Mounted on quarter elliptical springs and air shock absorbers the cab is independently mounted to the chassis and as such affords a smoother ride than is normally associated with C.O.E. configurations. This mounting method also reduces back-slap to a minimum even in short wheelbase versions.

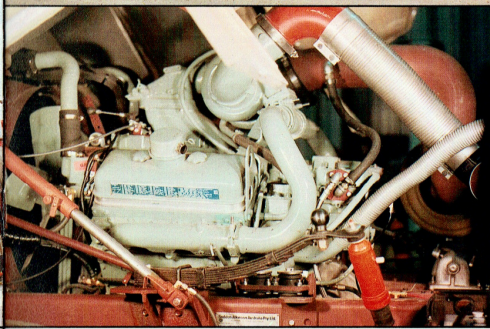
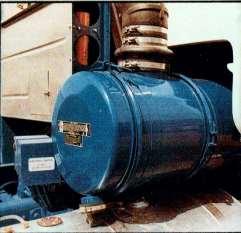
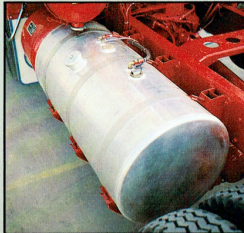
To complement the excellent ride characteristics of the Atkinson Mk III cab, the driver is assured complete control from the comfort of his deep contoured suspension seat. The comfortable cushion and squab enable the driver to maintain his natural driving position.

around console together with all control switches which lie within easy reach of the driver. No more stretching for that last switch, especially if you are in the middle of a double shuffle and negotiating a corner all at the same time.

Forced or flow-through ventilation is accomplished by the use of aircraft-type ventilators in the headliner panel and standard flow vents along the width of the flat, distortion-free, laminated windscreen. A personal two-speed fan and two-speed heater demister are standard.

The sleeper cab version features large dual luggage lockers located immediately beneath the sleeper berth. Large enough to accommodate the driver's luggage, they allow more practical cabin usage. The exterior luggage locker doors are security locked from inside the cabin.

By using 965 mm (38 in.) wide chassis rails in the Atkinson, International Harvester is able to fit larger engines, up to 336 kW (450 BHP). The wider frame also facilitates easier access to the engine and components for servicing. Use of this wider chassis enables the suspensions to be mounted directly under the frame to improve stability and cornering characteristics.



The high cab tunnel and overall height also allows for larger radiators — up to 8 460 cm² (1300 sq. in.) — a feature becoming more and more a necessity with the larger capacity engines.

Straight six or vee, Cummins or Detroit, 201 kW to 336 kW the choice is yours. A selection of ten different diesel engines ensures the necessary power to perform in your application. Fuel squeezer, formula economy or standard Turbocharged, each engine has been work proved and accepted by the Australian transport industry.

To match the range of engines offered, seven different manual transmissions by Fuller and Spicer are available with a selection of six to twenty forward speeds. If you're hauling out of a quarry or highway cruising a volume load, there is a transmission for you. To complement the new high torque engines, transmissions with torque capacities to 1695 Nm are available.

Two Allison automatic five-speed transmissions are also available.

Wherever you travel throughout Australia you are never far from one of the International heavy duty truck dealers.

Conveniently located in all states, as well as in Alice Springs and Darwin, all of these privately owned and operated dealerships offer specialised advice; parts and service back-up to look after your International Transtar and Atkinson series trucks.

With today's specialised transport industry requirements, the need for vehicles tailored to individual applications is becoming more important. International heavy duty truck dealers have the knowledge and expertise to assist you in your correct choice of International Transtar, Atkinson or any other vehicle in the International range.

Parts and service back-up are as important to International as they are to the operator. Our computerised parts system together with factory trained service mechanics at conveniently located dealerships ensures downtime is kept to a minimum no matter where you are.

Existing within the International Harvester organisation is a system called "V.O.R." To the customer it means service, to International it means a "Vehicle Off Road".

When a dealer contacts our National Parts Distribution centre and advises that he has a V.O.R.

because he doesn't have stock of a needed part, then that request is given top priority despatch attention.

International appreciate that vehicles off the road are losing money, so we have geared our service and spare parts facilities to reduce downtime to a minimum.

Contact your local International dealer now and find out why International Transtar and Atkinson are the trucks designed for the true trucking professionals.

In order that product improvements may be introduced at any time, specifications are subject to change without notice. Illustrations may include optional equipment and accessories and may not include all standard equipment. Colours of trucks are not necessarily standard. Metric and Imperial quantities shown are equivalent within the implied accuracy.

