



**ACCO-A Series: Multi-Axle Range**

**International**



# For the Big, Heavy jobs.

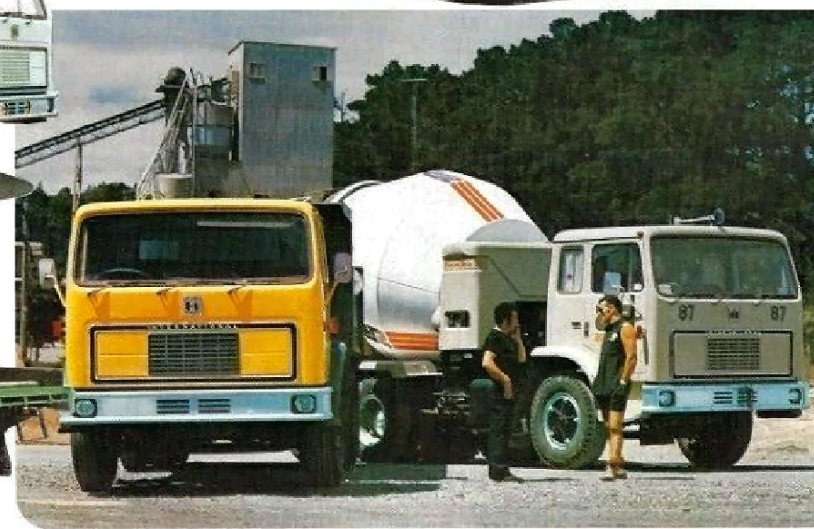
International ACCO-A Series multi-axle trucks. You see them as tippers, agitators, tankers, doubles; hauling pans, containers, trays, stock crates; in specialised applications as waste disposal vehicles, service vehicles, refuelling vehicles and more. The major reasons for their excellent acceptance in these and similar applications aren't hard to pinpoint:

A large range of models and detail options to allow accurate matching to application. Proved, job matched axles, engines and transmission systems. A comfortable, convenient cab that tilts quickly and easily. Excellent back-up service and parts facilities throughout Australia.

These are the trucks for the big, heavy jobs. Eleven models. Lazy axle six wheelers (6 x 2). Live axle (through-drive) sixes (6 x 4). Twin steer/through-drive eight wheelers (8 x 4). Ratings from 16 250 to 26 320 kg (40 250 to 58 000 lb.) Gross Vehicle Mass; 20 900 to 30 800 kg (46 000 to 68 000 lb.) Gross Combination Mass. International Truck Sales Centres in capital cities and International Dealers throughout Australia can help you choose the International ACCO-A Series multi-axle model and body style most suited to your needs. They'll tell you too about the finance facilities of International Harvester Credit Corporation. Arranging your

purchase this way makes a lot of sense — you're dealing with people who, as well as offering you a wide range of finance facilities, understand your business. Talk with the staff at your nearest International Truck Sales Centre or with your International Dealer — they'll give you the full story. Ask too about the parts and service backing they give International trucks. Their parts facilities are backed by IH all the way — area parts centres and the IH National

Parts Distribution Centre in Melbourne. At the national centre, orders are processed by the IH Computer for speed and efficiency. From a service viewpoint too, your International Truck Sales Centre and your International Dealer will bend over backwards to give you their best — and they are backed by IH service technicians. For the best deal on International ACCO-A Series multi-axle trucks, now is the time for action.





This is where the action takes place. Here the equipment allows action without effort. The driver sits on a deep foam-rubber seat contoured to give support where needed. Adjustable fore and aft with an adjustable angle backrest. He can easily take two for the ride on the big passenger's seat. Controls fall naturally to hand. Big non-slip pedals. Clear reading instruments. Heavy-duty floor mat with really thick sound-absorbing underlays. Dual full-width padded sun visors. Built-in cab ventilation system. Fully

detailed door and roof trims. Individual ashtrays and arm rests. Flush-mounted door handles. Deepriest back shelf for parcels. Big capacity lockable glovebox. Dash-mounted positive action handbrake lever. If that's not enough you can add, as special equipment, carpets, padded back lining, radio, stereo, tape player and more.

**A.** The strongest and most expensive cab will ultimately experience fatigue failures under arduous conditions if not correctly mounted on the chassis. The

International ACCO-A cab mounting system permits extreme chassis twist without imposing excessive strain on the cab. Front mounts (1) are combined with the cab tilt pivots and retain the cab in all directions. The springs (2) balance the mass of the cab. Swing-link rear mounts (3) provide the accommodation to chassis twist and the top pivot pin (4) in both of the swing links is extended via a rod to a knob inside the cab. Forward movement of the knob extracts the pin from the link, leaving the cab free to tilt.

**B.** Cab structural durability was tested over the equivalent of 800 000 kilometres on a cab shaker. Using specially recorded data obtained by running trucks over various test courses at International's Anglesea Proving Ground, the shaker was programmed to duplicate the effects of those courses on the cab and so provide an accelerated test and measurement of cab strength. The cab was four-point mounted on electro-hydraulic vibrators and the test run on the basis of a frequency sweep covering the roll,

pitch and vertical modes of cab vibration. The test confirmed what International engineers believed to be true: that here was a cab of exceptional strength.

**C.** The gloss on a heart of steel is almost as tough as the steel itself — thanks to the International Electro Phoretic Deposition Undercoating and Acryli-armour acrylic enamel top coating. A six stage cleaning process prepares the cab. Then the undercoat is applied in much the same way as metal is chrome plated. The cab is totally

submerged in paint. It coats everywhere. Inside box sections. Pre-drilled holes. Everywhere. Then it's baked rock hard, providing high resistance to rust, corrosion and chipping. Then tough durable Acryli-armour is sprayed evenly over this barrier. Baked too, it becomes highly chip resistant with a long lasting shine. There are six brilliant exterior colours available. Colours inspired by the Australian landscape. Mt. Isa Cold, Mt. Newman Red, Kosciusko White, Forrest Beige, Rum Jungle Green, Narrandera Red.

**D.** Clean sweeping lines — no gimmickry, rather that certain, hard to achieve timeless quality that will see these cabs looking smart and modern in the years to come. Practical and aesthetically pleasing one-piece flat windshield. Cheap and easy to replace. No distortion. Just a panoramic view of the passing scene.

**All steel  
easy tilt  
big, safe and  
comfortable.**





# Strength, flexibility, serviceability and power

## Through-drive tandems (6 x 4)

International 13 600 kg (30 000 lb.) and 15 420 kg (34 000 lb.) through-drive tandems are a legend in their own time. They've proved themselves in 6 x 4 and 8 x 4 applications in years of hard sloggng work. Inter-axle differential, rugged final drives, heavy duty axles, power divider lock. Their steel walking-beam suspensions with steel leaf springs are renowned throughout the industry. The top two spring leaves are extended and ride on a third hanger, so providing a two-stage spring rate to give good ride characteristics empty and loaded.

## ... plus twin steer front axles (8 x 4)

When you've got a big load to move on a rigid chassis, twin-steer International ACCO-A Series multi-axle trucks will move it. The extra front axle gives you twice the capacity of a single front axle. Both axles steer (with power assisted steering). Ideal for tippers, agitators, tankers, bulk dry goods, sawn timber, bricks — anywhere you've a maximum load to move on a rigid chassis. Four models to choose from. Gross Vehicle Mass ratings of 22 900 to 26 320 kg (50 500 to 58 000 lb.) Petrol and diesel engined models. Manual or automatic transmissions. Choice of wheelbases.

## Trailing (lazy) axle tandem (6 x 2)

You want the capacity of a tandem rear end, but you don't need the

traction of a through-drive system. The ACCOT-1810A or 1830A are the trucks for you. 13 600 kg (30 000 lb.) capacity, two-speed driving axle, trailing axle and full floating induction hardened axle shafts. Plus the same suspension system as used on the through-drive systems. Six cylinder diesel or V-8 petrol powered, these are the ideal chassis for rigid tankers, big trays, doubles and similar applications.

## Front axles/suspension

Big front axles, 5 450 or 4 650 kg (10 250 or 12 000 lb.) dependant on model.

Wide tread for excellent stability. Generous wheel turn angle for good manoeuvrability. Power assisted steering standard on all models. Big long 1.52 m x 75 mm (60 x 3 in.) outboard mounted front springs soak up the load and the road. Double acting telescopic shock absorbers cushion their movement.

## Transmissions

Transmissions are power matched to their appropriate engine and model. All of them are proved in years of use. Smooth shifting. Ratios for your particular application. Ratios to keep road speeds up and engine speeds down.

1800 Series models have a five speed manual transmission with two speed rear axle.

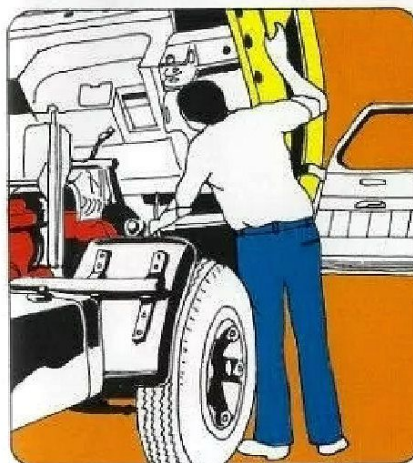
1900 Series models have a thirteen speed Road Ranger system. Optional on all but ACCOF-1930A is the Allison MT-650 five speed automatic — ideal where operating conditions require excessive gear changing. Ten speed Road Ranger optional on ACCOF-1910 and ACCOF-1950A and twin steer ACCOF-1912 and ACCOF-1952A. 2000 Series models are fitted with ten speed Road Rangers. Allison MT-650 five speed automatic optional on all models. Thirteen speed Road Ranger optional on all models.

## Flexible, dependable power

Plentiful power. Proved power from these engines specified for the International multi-axle ACCO-A series. For model application, see back page.

### V-345 International V-8 petrol.

132 kW (177 BHP) at 4 000 RPM. 409 Nm (302 lb. ft.) torque at 2 200 RPM. Standard petrol. Dry type



air cleaner. Restriction indicator.

### V-392 International V-8 petrol.

158 kW (212 BHP) at 4 000 RPM. 450 Nm (332 lb. ft.) torque at 2 600 RPM. Standard petrol. Dry type air cleaner. Restriction indicator. Oil cooler.

**D-358 International six cylinder diesel.** 109 kW (146 BHP) at 3 000 RPM. 386 Nm (285 lb. ft.) torque at 1 600 RPM. Dry type air cleaner. Restriction indicator. Oil cooler.

### D-170 International V8 diesel.

127 kW (170 BHP) at 3 000 RPM. 460 Nm (340 lb. ft.) torque at 2 000 RPM. Large-capacity remote-mounted by-pass oil filter. Full-flow oil filter, oil cooler. Dry type air cleaner, vertical stack and restriction indicator. Horizontal muffler and vertical tailpipe. \*Ratings correct to SAE standard J816a.

**V-355 Cummins V-8 diesel.** 168 kW (225 BHP) at 3 000 RPM. 603 Nm (445 lb. ft.) torque at 1 800 RPM. Dual oil filters — remote mounted by-pass filter and full-flow filter. Integral oil cooler. \*Spin-on corrosion resistor. Cyclopac dry type air cleaner. Restriction indicator. Vertical stack.

## Chassis.

Sturdy, reinforced ladder type chassis frames, tested under extreme conditions at International's Anglesea Proving Ground. Wheelbases to suit application. Heavy duty cross

members. Chassis options include extra wheelbases and fifth wheel mountings. These chassis are built to do the job you want.

## Brakes.

There's nothing like the smooth, hard bite of big, fast acting brakes to give you confidence. International ACCO-A Series multi-axle brakes are full air or air-over-hydraulic according to model. The air-over-hydraulic system is split so braking is retained if one half of the system fails. Full air brakes are fail safe. All have warning light and buzzer for low air pressure. All have ample lining areas. Full air brakes are wedge type, fast acting because of short stroke design, efficient through full lining-to-drum contact, low mass through compact design.

## Modular maintenance.

Comes the time for an engine/gearbox overhaul, the whole lot comes out as one complete unit — radiator, engine, clutch, gearbox, and appropriate connections. Out and back in less than three manhours plus the overhaul time. The overhauled unit can be test run on the bench before replacement too — lets your mechanics know everything's okay before installing the module. And if you want your International ACCO-A back on the road in a real hurry slip in a change-over module — one you've got on standby or one that's been rebuilt to factory standards from your International truck sales centre or International Dealer.

That's the International modular maintenance system — tilt cab, complete engine module removal, changeover engine modules — the system that keeps your International ACCO-A models on the road where they're making money for you.

## Attention to detail.

There are other points you will appreciate. Heavy duty colour coded wiring harnesses with moulded terminals. Three-piece lift out dash panels. Removable inner panels in double cab skin areas. Plus comprehensive, fully illustrated service manuals; expert advice if required from International service personnel and extensive genuine parts supply facilities. For servicing the engine and accessories all you have to do to tilt the cab is pull two release pins within the cab, push gently up on the mudguard and fix the safety catch. Undo a few bolts and you can take the cab right off. With the cab at normal tilt, you can walk right up to the engine.





# CONDENSED SPECIFICATIONS

	MODEL	ENGINE	TRANSMISSION		FRONT AXLE kg (lb.)	REAR AXLE kg (lb.)	RATINGS kg (lb.)		WHEELBASES	
			std.	opt.	std.		GVW	GCW	m	(in.)
TRAILING AXLE TANDEM	ACCOT-1810A	V-345 or V-392	5 speed manual		5 450 (12 000)	Trailing axle tandem 13 600 (30 000)	18 250 (40 250)	20 900 (46 000)	5.51	(217)
	ACCOT-1830A	D-358	5 speed manual		5 450 (12 000)	Trailing axle tandem 13 600 (30 000)	18 250 (40 250)	20 900 (46 000)	5.51	(217)
THROUGH-DRIVE TANDEM	ACCOF-1910A	V-392	13 speed manual	5 speed automatic 10 speed manual	5 450 (12 000)	Through-drive tandem 13 600 (30 000)	18 250 (40 250)	25 400 (56 000) 24 000+ (53 000)†	3.84 4.65	(151) (183)
	ACCOF-1930A	D-358	13 speed manual	10 speed manual	5 450 (12 000)	Through-drive tandem 13 600 (30 000)	18 250 (40 250)	20 900 (46 000)	4.65	(183)
	ACCOF-1950A	D-170	13 speed manual	5 speed automatic 10 speed manual	5 450 (12 000)	Through-drive tandem 13 600 (30 000)	18 250 (40 250)	25 400 (56 000) 22 700+ (50 000)†	3.84 4.65	(151) (183)
	ACCOF-2050A	V-555	10 speed manual	5 speed automatic 13 speed manual	5 450 (12 000)	Through-drive tandem 13 600 (30 000)	18 250 (40 250)	28 100 (62 000) 26 100+ (57 500)†	3.43 3.84	(135) (151)
	ACCOF-2150B	V-555	13 speed manual	5 speed automatic 10 speed manual	5 450 (12 000)	Through-drive tandem 15 420 (34 000)	20 350 (44 850)	30 800 (68 000) 27 200+ (60 000)†	3.43 3.84	(135) (151)
	ACCOF-1912A	V-392	13 speed manual	5 speed automatic 10 speed manual	Two-each 4 650 (10 250)	Through-drive tandem 13 600 (30 000)	22 900 (50 500)	25 400 (56 000) 24 000+ (53 000)†	4.65 5.51 6.40	(183) (217) (252)
TWIN STEER FRONT AXLE THROUGH-DRIVE TANDEM REAR AXLE	ACCOF-1952A	D-170	13 speed manual	5 speed automatic 10 speed manual	Two-each 4 650 (10 250)	Through-drive tandem 13 600 (30 000)	22 900 (50 500) 22 700+ (50 000)	25 400 (56 000) 22 700+ (50 000)†	4.65 5.51 6.40	(183) (217) (252)
	ACCOF-2052A	V-555	10 speed manual	5 spd. auto. 13 speed manual	Two-each 4 650 (10 250)	Through-drive tandem 13 600 (30 000)	22 900 (50 500)	28 100 (62 000) 26 100+ (57 500)†	4.65 5.51 6.40	(183) (217) (252)
	ACCOF-2152B	V-555	10 speed manual	5 spd. auto. 13 speed manual	Two-each 4 650 (10 250) or 5 450* (12 000)*	Through-drive tandem 15 420 (34 000)	24 720 (54 500)	30 800 (68 000) 27 200+ (60 000)†	4.65 5.51 6.40	(183) (217) (252)
							26 320* (58 000)*			

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.

†With Automatic Transmission

\*With optional front axle and GVW rating

**International**

INTERNATIONAL HARVESTER AUSTRALIA LIMITED.

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FINANCE

