



Press release

Iveco Trucks Australia launches the International 9900i Eagle and the 9200i Eagle “Classic American styling - manufactured in Australia.”

Iveco Trucks Australia Limited has launched two classic prime movers into the top end of the heavy-vehicle market. The International 9900i Eagle and the 9200i Eagle are both first-choice conventional-cab prime movers.

The classic looks of the 9900i Eagle will prove popular in the prestigious linehaul and road-train market. The 9200i Eagle is also a linehaul vehicle, but will serve the B-double and bulk haulage markets, where length regulations limit prime-mover length.

“These trucks are not just right-hand-drive imports,” says Iveco managing director Alain Gajnik.

“We took these classic American linehaul trucks, converted them to right hand drive, altered them to suit Australian conditions, and now build them from scratch on our own production line right here in Dandenong. We’ve made these great trucks even better.”

Local production enabled Iveco engineers to implement hundreds of changes to the American design. The result is a truck that has the performance and quality to match its impressive looks.

“We chose to produce the 9900i and 9200i in the top-shelf Eagle trim, where almost everything is standard,” says Mr Gajnik, adding that, “The 9900i Eagle will have a strong emotional appeal to operators on single-trailer linehaul right through to those operating triples in road-train applications.”

International 9900i Eagle

The 9900i Eagle has the classic look typified by a long wheelbase, long bonnet and a massive sleeper. Its 120” (3050 mm BBC) day cab is available with an optional 51- inch (4160 mm BBC) high-rise Pro-Sleeper. The 9900i Eagle’s entire front edge is dominated by polished stainless steel that stretches all the way from the headlight surrounds across the large square grille. The inspiring front-end is complimented by a traditional polished stainless-steel Texas bar, whilst the slightly-angled bonnet stretches back to a curved one-piece windscreen flanked by twin polished stainless-steel air filters.

Other polished stainless-steel items include twin exhausts and shrouds, the sunvisor, the mirrors and the skirts at the bottom of the cab and Pro Sleeper. Polished-alloy disc wheels and fuel tanks under the Pro Sleeper add to the classic looks.

International 9200i Eagle

The practical 9200i Eagle has the flexibility to work in all areas of the heavy-duty market. Its strong looks as a cab-chassis will prove popular in B-double, haulage and tipper markets. It can, however, also accommodate linehaul fleets (single-trailer or special B-double applications) by fitting the same 51-inch Pro Sleeper as the 9900i Eagle.

Eagle interiors are standard

The 9900i Eagle and the 9200i Eagle have identical interiors, including the ISRI 6800/337 driver's seat, which has a wide range of mechanical and pneumatic adjustments, fully integrated lap-sash safety belt and a seat-memory function. The driver sits comfortably in front of the leather-bound steering wheel and burled-walnut dashboard that carries a complete set of analogue gauges trimmed with chrome and backed by pale yellow dials.

The centre panel has regularly-used controls for the engine brake, air system and cruise control as well as those for heating, cooling, ventilation, lights and heated power mirrors. Cup holders and a change tray add to the experience. The doors have storage bins for maps and log books and there are map-reading lights above both seats.

Pro Sleeper

The high-specification Eagle trim is carried through to the 51-inch Pro-Sleeper. Burled walnut highlights surround a 37-inch mattress and a variety of storage areas and shelves, including a wardrobe and a corner dedicated to housing a small television. Curtains permit privacy in the entire cabin or just the sleeper, which also has controls for a dedicated air-conditioning and heating system.

Unrelenting powertrain

The 9900i Eagle powertrain is a combination of the Caterpillar (475/500/550 hp) C15 mated to Eaton's 18-speed RTLO-20918B overdrive manual transmission. A choice of medium and heavy-duty Meritor (RT46-160P and RT50-160P) axles sit on one of four rear suspensions.

These include air-ride options from Hendrickson (HAS 460 and Primaax PAX 460) and Neway (AD-246). More engine and power-rating options, plus a heavy-duty six-rod Meritor (AC-6S) steel-spring suspension will be offered from mid 2004.

The 9200i Eagle has two engine options, including the 475-hp Cummins ISX and the unique-to-Australia 500-hp Detroit Diesel Series 60. Four Eaton 18-speed transmissions (two manual and two AutoShift models) send the power along to the Meritor RT46-160P drive axles, which sit on a choice of Hendrickson (HAS 402 and PRIMAXX 460) air suspensions.

These Australian engineered and built prime movers will raise expectations from Australian heavy-vehicle operators to new levels.

ENDS

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