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 PHOTOS JIM GIBSON, IVECO TRUCKS
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International's new 7600 model completes its Australian model range as a vocational task vehicle aimed at competing with its North American counterparts



The International trilogy line-up 9200, 9900 & the new 7600

The new-bonneted 7600 will take on Mack, Kenworth and DaimlerChrysler's Sterling for a slice of the lucrative light end of the heavy-duty prime mover single trailer (to 48ft with sleeper cab) and rigid tipper and dog market. In 2006, 1023 trucks between 336hp and 440hp were sold.

According to Lloyd Reeman, director, strategic business and key accounts at Iveco Trucks, the SKD importer and assembler of International trucks in this country, the pricing of the new model will be sharp enough to cause considerable wounds to the competition.

As with the 9900 and 9200 International range, the Australian engineers at Iveco's Dandenong plant have worked closely with their US equivalents to tailor the 7600 to meet the challenges of the unique Australian environment and road structure.

The 7600 is basically a one-spec truck – what you see is what you get. Power is courtesy of Caterpillar's 12-litre six-cylinder C12 diesel engine driving through Eaton's twin plate 394mm ceramic clutch and an Eaton Roadranger 18-speed transmission. >>

NEW INTERNATIONAL GOES ON VOCATION

7600

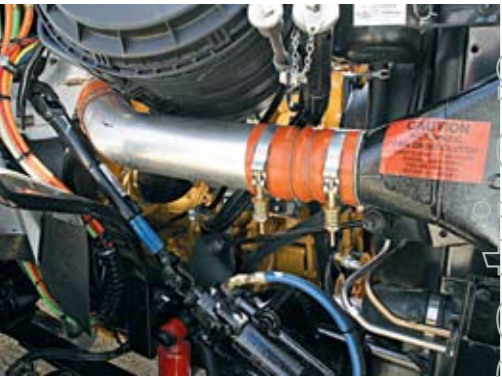


Above: The exhaust gantry has been repositioned to the left-hand side of the cab to move noise away from the driver's ear. Left: The 7600's short sloping bonnet gives excellent forward vision

THE PRICING OF THE NEW 7600 MODEL WILL BE SHARP ENOUGH TO CAUSE CONSIDERABLE WOUNDS TO THE COMPETITION



Below: The C12 CAT engine is shoehorned into the 7600's frame and partially intrudes into the cab area allowing for the short BBC. Bottom: Brakes are dual circuit S-cam with Bendix four-channel ABS and air lines are colour-coded for easy diagnostics



on vocation

Dana 20.9-tonne capacity D46-170 bogie drive axles bring up the rear with 4.30-1 gear sets. These are fitted with traction control ASR and DCDL as standard.

Driveline is Spicer 1710 and 1810 series.

The C12 horsepower ratings can be set at either 380 or 430. It is standard with Jake brake and Horton fan clutch. It's cooled by an 1150in² radiator.

All fluid checks are visual through translucent reservoirs.

The front suspension is 6.35-tonne capacity and rides on long (58in) leaf steel parabolic springs.

The castor on the front axle has been increased from five degrees positive to six-and-a-half degrees positive allowing for greater directional stability.

A sharp steering cut angle gives a kerb-to-kerb turning circle of – from 16.2m to 18.4m, depending on wheelbase. The rear follows with International's 18-tonne capacity IROS (an acronym for International Ride Optimised Suspension) deep volume

airbag suspension, with dump valve.

Brakes are dual circuit S-cam with Bendix four-channel ABS. Air lines are colour-coded for easy diagnostics.

There are two cab configurations.

The day cab sits on a standard 4200mm or 5000mm wheelbase. The extended cab rests on either a 4800mm or 5200mm wheelbase.

The two shorter wheelbases are for prime mover work and the two longer will suit tipper applications.

The all-steel cab is 2100mm in width and wider than the 9200 model. The bonnet to back of cab (BBC) on the day cab is a short 2718mm (107in) >>



INTERNATIONAL

Clockwise from right:
Clear, bright instrument panel – note power windows/door locks.
Well-appointed dash layout.
Retractable cup holder tray.
The driver's seat is Gramag Euro style air suspended with multiple adjustments



making for engine protrusion into the cab. Because the cab is mirror-imaged, it allows for ample left foot room (105mm) beside the clutch pedal, unlike some other converted left-hand-drive cabs.

The exhaust gantry has been repositioned to the left-hand side of the cab to move noise away from the driver's ear. In doing so Iveco's engineering team has lowered the under-floor exhaust pipe

NEW MAN AT THE TOP

Jorge (George) Garcia, right, has been appointed managing director of Iveco Trucks Australia to replace Alain Gajnik who has steered the company in Australia for the last seven years. During Gajnik's tenure, Iveco invested some \$40m in its Dandenong assembly plant and currently builds six trucks a day, escalating to eight or nine a day when the investment is completed later this year.



Gajnik leaves to take up the role of Iveco business development director, Southeast Asia, Oceania and Africa.

Argentinean-born Garcia has been with Iveco in various roles for 34 years. He has worked internationally in both Europe and South America.

Most recently Garcia held the position of operations executive president, Iveco South and Central America. This division sold over 12,000 trucks in 2006.

to reduce heat transmission under the driver's feet.

The 7600's short sloping bonnet gives excellent forward vision. It is a three-piece module for lower cost parts replacement. Wheel arch fillers have been fitted to enhance the cosmetic appearance.

The driver's seat is Gramag Euro style air-suspended with integrated seat belt and offers plenty of lateral movement back from the steering wheel for those well endowed in the belly department.

Dash is good vision wraparound and the steering wheel has some of the controls imbedded in the two spokes.

It has breakaway type side rearview mirrors for onsite work and quarter-vent windows to grab fresh air.

Windows and doors locks are power-operated. The 660mm longer sleeper version has a single 660x184x125mm thick mattress, with storage under the bunk.

Fuel tanks are D-shaped for maximum capacity and the tipper versions have a second split tank for hydraulic oil use.

Wheels are standard steel disc type with optional unpolished or dura-bright finish aluminium disc.

Tare weight varies from 7.05tonne to 7.33tonne depending on the type of cab and wheels fitted.

GVM is 24.35tonne with the exception of the extended cab prime mover, which is 26.46tonne.

GCM is 55tonne for all versions. 