

Steve Bryer

International 9200

## Steve stays with International

Steve Bryer runs a new International 9200 Eagle. Before that he had an International S-line, which clocked up over 650,000 kms without any trouble. Before that Steve's father ran Internationals in the same vocation - tipper and dog quarry work in and around Brisbane's suburbs. So it's little wonder that when Steve's old S-line came up for renewal, he was predisposed to the International brand.

'But it was far from a straightforward decision,' Steve explained. 'The Inters had been in the family for years, so in many ways I was deliberately looking to see if there was anything better around. I looked at all the major North American breeds and I guess I was looking for a benchmark with the ideal specification, equipment level and price before comparing the International offering.'

'As it turned out, even if I wanted to, on a spec-for-spec basis, I couldn't go past the International 9200. I'm a pretty straightforward type of bloke, so I thought I'd rather see the cost difference between the International and the others in my pocket than in someone else's!'

With some coaxing and help from Tony Reeves, Sales Manager at Black Truck Sales of Brisbane, Steve specified his new International 9200 Eagle with a Cummins ISX 500 with an Autoshift Eaton transmission. 'A few of the other contractors I work with told me they'd heard that the Autoshift gives you a bit of trouble in a quarry application but Tony convinced me I'd be doing the right thing. Now that the truck's been working for some time, I'm here to tell you that the critics are wrong, completely wrong!'

'You do have to experiment with it a little and be prepared to manually override it in instances when you're approaching a hill, but once you get used to it, well, I for one won't be going back to a manual.'

Steve's International has now done over 50,000 kms and he's delighted with its performance and reliability. 'The only thing I should have done differently is specified a quad dog from the outset. I've been surprised at the torque of the ISX. All up I'm grossing 45 tonne with the 3-axle dog and with a quad configuration I could increase that to 50 tonne. There's no doubt that the ISX would handle that load, in fact I don't expect I'd be able to tell the difference. It's got just so much pulling power.'

'When I look at the quad dog, sure I'm looking at putting my hand in my pocket. But I'm also looking at the same driver cost, probably the same fuel and running costs and nearly 5 additional tonnes on every load. The truck will take it easily and the extra income from the additional load would go pretty much straight to the bottom line, which is what trucking is all about these days, isn't it?'

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