

LT™ SERIES



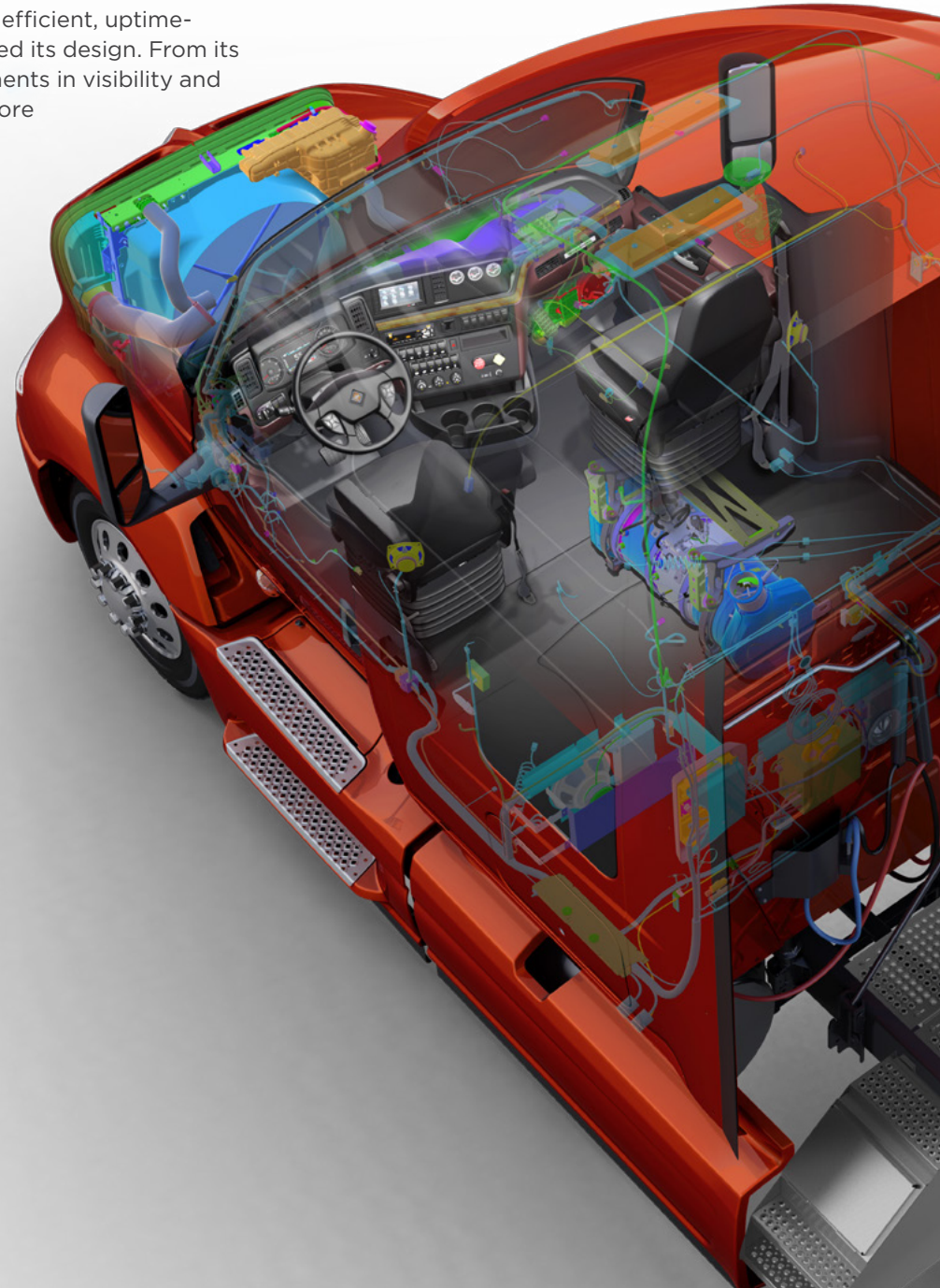
COMPARISON GUIDE



THE NEW INTERNATIONAL® LT™ SERIES DELIVERS EVERYTHING YOU ASKED FOR IN A DRIVER'S TRUCK. AND THEN WE TOOK IT FURTHER.

Introducing the LT Series from International Truck, the most driver-centric, fuel-efficient, uptime-focused truck we've ever delivered. Hundreds of driver recommendations shaped its design. From its new, ergonomically advanced interior and instrument panel to major enhancements in visibility and aerodynamics, the new LT Series is designed and engineered to keep drivers more comfortable and productive for the long haul. It's part of an uncompromising commitment to put our customers' business needs at the heart of every decision we make – a philosophy we call DriverFirst™.

- ▶ **Available new LED headlamps and fog lamps** deliver brighter light pattern and intensity. Tough new polycarbonate lenses protect against breakage.
- ▶ **Driver controls and instrumentation** are based on robust industry-standard SAE J1939 electrical architecture, with a new cluster and switches designed to keep drivers focused and maximize uptime.
- ▶ **Steering wheel control labels** are laser-etched instead of painted for maximum readability and durability.
- ▶ **Key interior fasteners** are exposed for more intuitive access and easier servicing.
- ▶ The powerful, **all-new HVAC system** employs advanced automotive heating and cooling technology to deliver optimal comfort and reliability. The system endured rigorous testing in extreme temperatures to deliver best-in-class visibility and comfort.
- ▶ A **new max defrost** feature in the HVAC system helps clear windows faster in colder climates, providing quicker, clearer visibility for increased uptime and less waiting.
- ▶ **Cab wiring** includes all-new harnessing and an all-new in-cab power distribution module that's inside the cab and away from the elements.
- ▶ A **new single canister after-treatment system** is up to 60% smaller and 40% lighter than the system it replaces, with better heat management to help improve fuel economy and greater ash retention to stretch out time between service intervals. The system is also simplified for quicker servicing.





REAL WORLD CONFIRMATION

To confirm the many advantages of the LT Series, we put it to a series of demanding tests. These tests were conducted by independent industry experts to assure the highest level of objectivity and attention to detail. Measurements were taken from standard production vehicles and performed in precisely the same manner, by the same personnel, across all models. Vehicle specifications were matched as closely as possible to help ensure competitive consistency. How does the LT measure up in the real world? You'll find the results over the following pages.

Introduction	Real World Confirmation	3
	Available Specifications	4
	Competitive Set	5
Cab Design	Aerodynamic Efficiency	6-7
	Innovative Cab	8-9
	Visibility and Cab Glass	10-11
Interior and Sleeper	Cab Size and Dimensions	12-13
	Driver Environment	14-15
	Cab Equipment	16-17
	Sleeper Equipment	18-19
Chassis	Chassis and Frame Equipment	20-21
	Axles and Maneuverability	22-23
	Electrical and Lighting	24-25
Powertrain	Engines	26-27
	Comparative Engine Specs	28-29
	Transmissions and Equipment	30-31
	Routine Maintenance	32-33
Support Services	OnCommand Connection	34-35
	Customer Support	36-37
Summary		38-39

ENGINEERED FOR EFFICIENCY. DESIGNED FOR THE DRIVER.

We began with a vision to build an efficient, high performance truck that is as dependable and reliable as the people that drive them. We delivered an industry-leading model of efficiency, engineered with the best equipment, built for the driver, and available in a configuration that is designed to meet their needs, whether they're hauling across town or across the country.

DAY CAB	56" LOW ROOF SLEEPER	56" HI-RISE SLEEPER	73" SKY-RISE SLEEPER	73" HI-RISE SLEEPER
<ul style="list-style-type: none"> 125" BBC Local, Regional, Bulk and Specialized Applications 	<ul style="list-style-type: none"> 125" BBC Regional Line Haul, Bulk, Flatbed and Specialized Applications 	<ul style="list-style-type: none"> 125" BBC Regional Line Haul and Owner Operator 	<ul style="list-style-type: none"> 125" BBC Long Haul Owner Operator 	<ul style="list-style-type: none"> 125" BBC Long Haul Flatbed, Owner Operator and Specialized Applications



BBC/BA

- ▶ 125" BBC / 50" BA

Cab Configurations

- ▶ Day cab
- ▶ 56" Low Roof Sleeper
- ▶ 56" Hi-Rise Sleeper
- ▶ 73" Hi-Rise Sleeper
- ▶ 73" Sky-Rise Sleeper

Axle Configurations

- ▶ 4X2
- ▶ 6X2
- ▶ 6X4

Frames

- ▶ Heat Treated Alloy Steel 120,000 PSI

Engines

- ▶ International® A26 12.4L
 - 370 - 475 HP
 - 1,350 - 1,750 lb.-ft.
- ▶ Cummins® X15 15L
 - 400 - 565 HP
 - 1,450 - 2050 lb.-ft.

Transmissions

- ▶ Eaton®: 9, 10, 13, 15, 18 Speed Manual
- ▶ Eaton UltraShift® PLUS: 10, 13, 18 Speed Automated Manual
- ▶ Eaton Fuller Advantage™ Series: 10-speed
- ▶ Eaton UltraShift PLUS LSE 16-speed Transmission
- ▶ Eaton Cummins SmartAdvantage™ Powertrain 10-speed Transmission

Front Axles

- ▶ Hendrickson: 12,000 - 14,000 lbs.
- ▶ Dana Spicer: 12,000 - 14,000 lbs.
- ▶ Meritor: 12,000 - 14,000 lbs.

Front Suspension

- ▶ Spring Monoleaf: 12,000 - 13,200 lbs.
- ▶ Parabolic Taperleaf: 12,000 - 14,000 lbs.

Single Rear Axles

- ▶ Meritor: 23,000 lbs.
- ▶ Dana Spicer: 23,000 lbs.

Tandem Rear Axles

- ▶ Meritor: 40,000 - 46,000 lbs.
- ▶ Dana Spicer: 40,000 - 46,000 lbs.

Rear Suspensions

- ▶ AIR SINGLE
 - International: 20,000 lbs.
 - International: 23,500 Vari-rate spring
- ▶ AIR TANDEM
 - International: 40,000 lbs.
 - Hendrickson: HTB 40,000 lbs.
 - Hendrickson: HAS 46,000 lbs.

Brakes

- ▶ Air Drum Brakes with ABS with Optional Automatic Traction Control and Roll Stability
- ▶ Air Disc Brakes with Automatic Traction Control and Electronic Stability Control

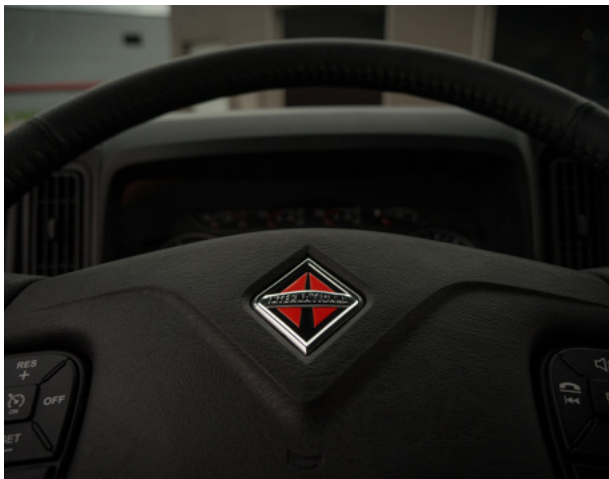
Interiors

- ▶ Two Trim Levels:
 - Classic or Diamond
- ▶ Optional Black Cherry Accent Package available with Diamond Level Trim

COMPETITIVE SET

The LT Series was independently tested side-by-side against the Freightliner Cascadia®, Volvo VNL 780 and the Peterbilt 579. Although all four models have unique design elements and component availability, every measure was taken to perform an accurate head-to-head comparison of key specifications, components, and features.

Model	LT 625	Freightliner Cascadia®	Volvo VNL 780	Peterbilt 579
Cab	73" Sky-Rise	72" Raised Roof	77" Tall Roof	72" High Roof
BBC	125"	125"	122"	123"
BA	51.2"	49.2"	52.2"	50.2"
Engine	Cummins X15 400 HP	Detroit DD15 505 HP	Volvo D13 500 HP	ISX15 450 HP
Transmission	Eaton Fuller FAOM-15810S 10-Speed	Eaton Fuller FRO-16210C 10-Speed	Volvo I-Shift ATO2612D 12-speed	Eaton Fuller FAOM15810S 10-speed
Frame	10.125" x 3.44" x .281"	10.1875" x 3.5" x .343"	11.81" x 3.54" x .28"	10.625" x 3.45" x .3125"
Front Axle	Dana Spicer E-1202 12.35K	Hendrickson STEERTEK NXT 12.5K	Hendrickson STEERTEK 13.2K	Meritor MFS13 13K
Rear Axle	Dana Spicer D40-155 40K	Detroit DA-RT-40 40K	Meritor MT40-14X 40K	Dana Spicer DSP40 40K
Rear Suspension	International IROS Air 40K	Freightliner AirLiner Air 40K	Volvo Air 38K	Peterbilt Low Air Leaf 40K
Tire Manufacturer	Continental	Michelin	Bridgestone	Goodyear
Front Tires	295/75R22.5"	275/80R22.5"	295/75R22.5"	295/75R22.5"
Front Tire Tread	EcoPlus HS3	XZA3+	R283A	G399A
Rear Tires	295/75R22.5"	275/80R22.5"	295/75R22.5"	295/75R22.5"
Rear Tire Tread	EcoPlus HS3	XDN2	M710	G572A
Base Warranty	1 Year, 100,000 Miles	1 Year, 100,000 Miles	1 Year, 100,000 Miles	1 Year, 100,000 Miles

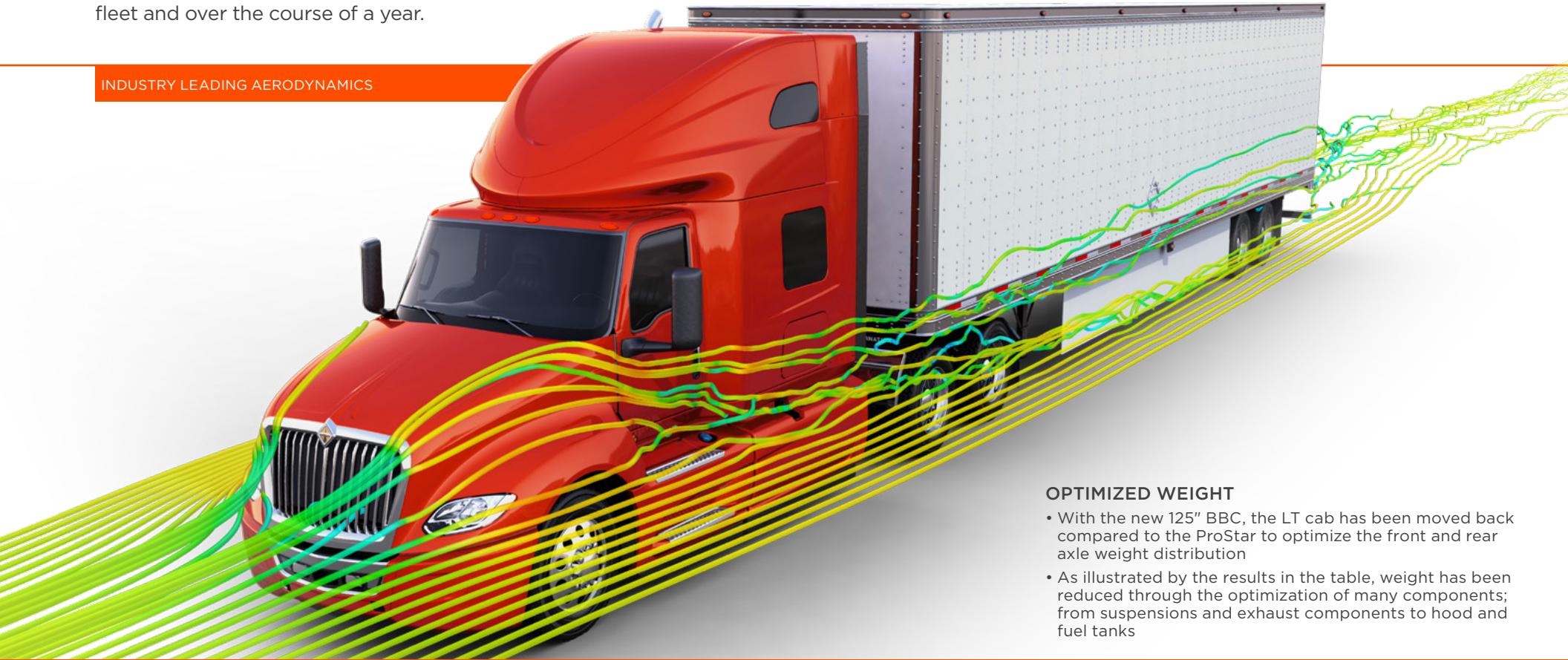


EFFICIENCY

There were hundreds of design goals during the development of the LT Series – and vehicle efficiency was at the top of the list. By reducing aerodynamic drag, optimizing weight and dozens of additional measures, the LT Series is able to deliver up to a 9% improvement in fuel efficiency over a 2018 ProStar.^{††} Every 1% of aerodynamic improvement nets a .5% improvement in fuel economy – small increments that add up to huge dividends across the fleet and over the course of a year.



INDUSTRY LEADING AERODYNAMICS



OPTIMIZED WEIGHT

- With the new 125" BBC, the LT cab has been moved back compared to the ProStar to optimize the front and rear axle weight distribution
- As illustrated by the results in the table, weight has been reduced through the optimization of many components; from suspensions and exhaust components to hood and fuel tanks

- Aerodynamic properties of the LT Series have been wind tunnel refined and validated through extensive on-road testing
- The LT Series has been designed with a 125" BBC to help better direct airflow around the cab
- The new chassis fairings have been wind tunnel-tested and optimized

- A shorter 38" cab-to-trailer gap is now possible for improved aerodynamics and optimized weight distribution
- Cab extenders have also been lengthened to improve aerodynamic airflow to the trailer
- New optimized fenders and wheel openings have been aerodynamically sculpted to better smooth airflow around vehicle

- Sealed hood to cooling module for improved efficiency
- New pedestal mirrors improve aerodynamics and reduce wind noise

A CLOSER LOOK

The LT Series maintains a weight advantage against two out of three competitors. It is nearly 650 lbs. lighter than the 579 and over 600 lbs. lighter than the VNL 780 which was equipped with a lighter 13L D13 engine.

| LT Series



| Freightliner Cascadia®



| Volvo VNL 780



| Peterbilt 579



CAB DESIGN

INTERIOR / SLEEPER

CHASSIS

POWERTRAIN

Available BBCs	125"	113"**, 125"	122"	117", 123"
Windshield Slope	63°	62°	70°	64°
Height of Bumper	7.25"	10"	8"	10.5"
Air Dam	Air Dam with Sealing for Aero Bumper	Bumper Available with Enhanced Aero Devise	Air Flow Deflector or Drag Reduction Plate	Air Dam Included with Bumper, Optional delete
Chassis Skirts	Cab Length (BOC/BOS)	Cab Length (BOC/BOS) , Wheel-to-Wheel	Cab Length (BOC/BOS) , Wheel-to-Wheel	Cab Length (BOC/BOS), Wheel-to-Wheel
Sleeper Side Extenders	Available 18" or 22"	Available 12" or 20"	Available 17"	Available 18" with 6.5" or 8" Rubber Flares
Aerodynamic Packages	Aerodynamic efficiency is designed into the base model with many additional fuel saving features available	"Evolution" – Roof Fairing with Spoiler and Ext., Chassis Fairings, Wheel Covers, Aero Mirrors, Enhanced Bumper	"XE" Packages – Powertrain only, no aerodynamic features	"EPIQ" – Chassis Fairings and Kick-out, Roof Fairing W/Ext, Air Dam, Hood Seals, Wheel Close-outs
Bumpers – Type	3-Piece Plastic Aero, Stainless Clad	Aero, Molded, Stainless	Aero, Molded	Aero, Molded or Steel
Finish	Body Color, Gray, Bright Overlay	Gray, Painted, Chrome Overlay, Hendrickson Aeroclad	Painted, Bright Insert	Body Color, Gray, Painted or Bright Chrome Finish
Exterior Sun Visor	Optional	Optional	Integral	Optional
Subject Vehicle Weight* (lbs.)				
Front Axle	10,210	9,800	10,840	11,140
Rear Axles	8,250	8,060	8,100	8,070
Total	18,460	17,860	18,940	19,210
Less Fuel Weight (lbs.)	18,006	17,483	18,636 [†]	18,649

* See vehicle specifications within Competitive Set on page 5

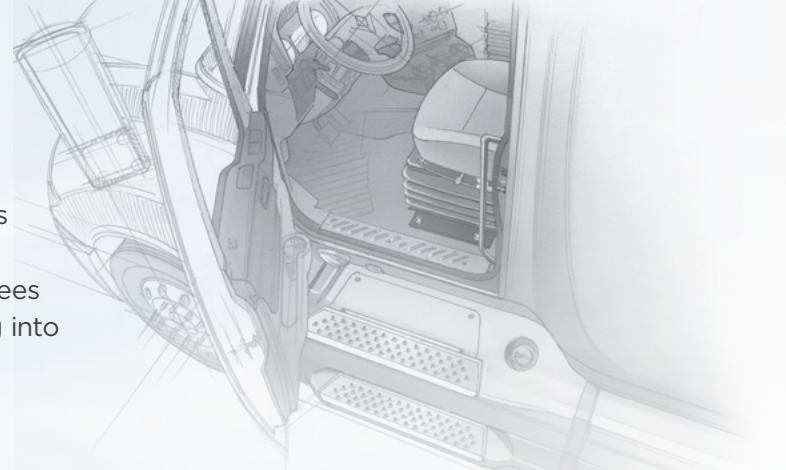
** Model not covered in this guide

† VNL 780 weight is with a 13L D13 engine

†† 2018 ProStar with a N13 engine.

INNOVATIVE CAB

The innovative, comfortable and highly efficient LT Series cab design factored in a meticulous study of over 500 interaction points between driver and truck. Every possible aspect of ergonomics is considered to help the driver stay comfortable and in control – from what he sees to the way he moves and how he can best handle virtually any situation, whether it's climbing into the cab, cruising comfortably or getting a good night's rest.



56" LOW ROOF SLEEPER



Smart features designed into the new LT Series cab:

- Studies show that one of the largest causes of driver injury occurs from slip and falls while entering and exiting the cab. That's why we improved ingress and egress through wider opening doors, redesigned cab steps and and grab handles that are precisely positioned for proper 3-point access
- The LT Series cab steps are designed with more consistent spacing and a large stair-step offset for predicable footing and improved step visibility from above
- All-new door panels help increase hip and elbow room. The new full-grip interior handle makes doors easier to open and close, while new door pockets offer easier access to the driver's log or manifest
- Improved driver pivot access to the sleeper provides more leg room and eliminates points of interference along the lower console

A CLOSER LOOK

The LT Series hood opens wide and features gas strut control and torsion bar lift assist. The torsion bar reduces opening effort and the gas strut dampens hood action to help prevent it from opening or closing too quickly.



| LT Series



| Freightliner Cascadia®



| Volvo VNL 780



| Peterbilt 579



CAB DESIGN

INTERIOR / SLEEPER

CHASSIS

POWERTRAIN

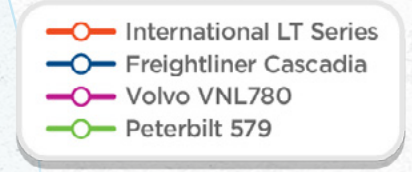
Cab Construction	Welded HSS Steel	Aluminum	Welded HSS Steel	Aluminum
Available Configurations	Day Cab Low Roof: 56" Hi-Rise: 56", 73" Sky-Rise: 73"	Day Cab Mid Roof: 48", 60", 72" High Roof: 60", 72"	Day Cab Flat-Roof: 42" Mid-Roof: 61", 77" High-Roof: 61", 77"	Day Cab Low Roof: 44", 58" Mid Roof: 58" High Roof: 72", 80"
Cab Suspension Standard Optional	Air None	Air None	Mechanical (DC), Air (Sleepers) Air (DC)	Solid (DC), Air Sleeper Air (DC)
Step Spacing Consistency Distance: Ground to Step, Step to Step, Step to Cab Total Cab Height Average Spacing Difference (consistency)	16.5", 18.75", 16.25" 51.5" 1.67"	16", 17.25", 17" 50.25" .83"	18.75", 17.75", 13.5" 50.05" 3.5"	17", 17", 16.75" 50.75" .17"
Door Opening Area (sq. in.)*	1,837	1,750	1,837	1,683
Door Hinges	Internal	Internal	Internal	Internal
Widest Door Opening Angle (stop)	64°	69°	75°	73°
Hood Design	3-Piece Composite	3-Piece Composite	3-Piece Composite	3-Piece Composite
Hood Tilt Effort	43.6 lbs.	42.5 lbs.	37.2 lbs.	38.5 lbs.
Hood Blow-down	Strut-Dampened Open/Close	Strut-Dampened Close	Strut-Dampened Open/Close	Mechanical Latch
Mirrors Mount Positioning Mount Mount Types	Rear of Leading Edge of Glass Door-Mounted C-Loop, Pedestal	Rear of Leading Edge of Glass Door-Mounted Pedestal	Forward of Leading Edge of Glass Dual Mount Cab and Door C-Loop	At Leading Edge of Glass Door-Mounted Pedestal
Available Auxiliary Mirrors	Hood, Down-view	Hood, Fender, Down-view	Hood	Hood, Down-view

*Approximated based on height and width at widest point

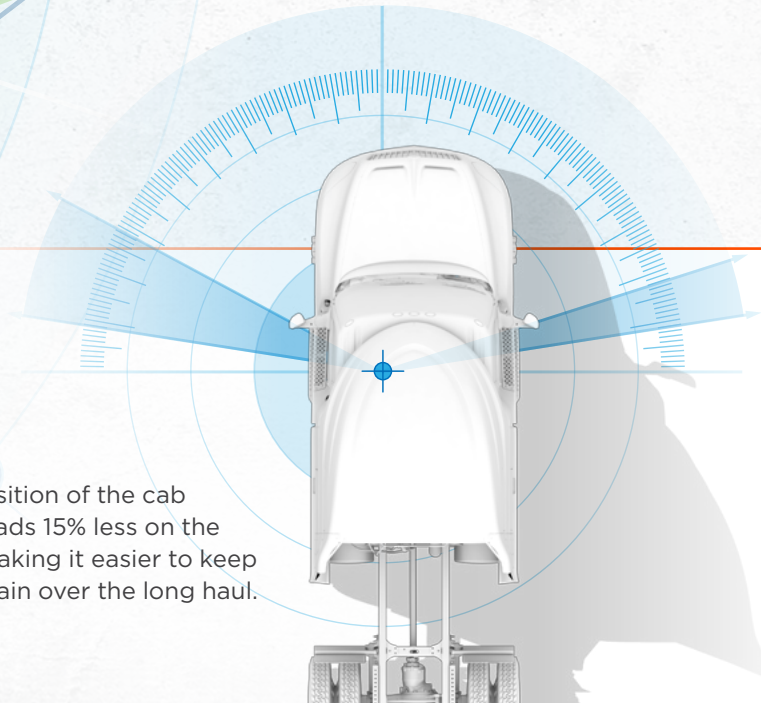
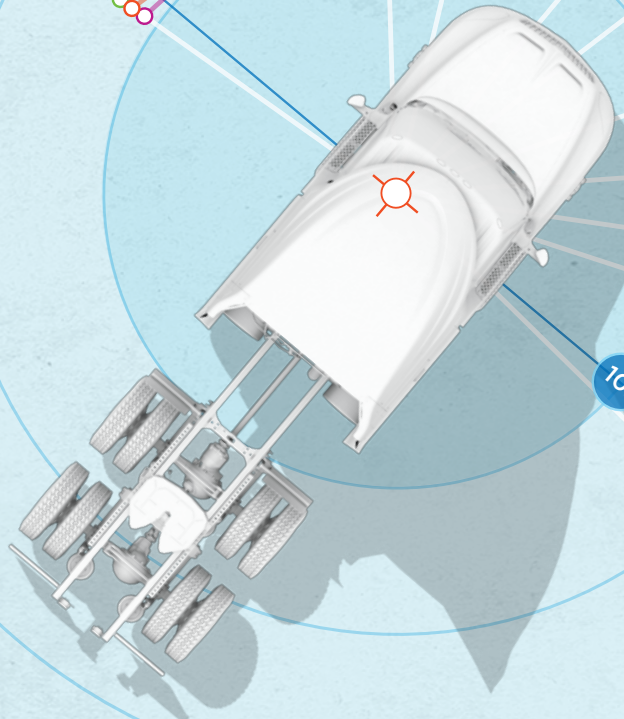
**Model not covered in this guide

VISIBILITY

Proper driver visibility is essential to safety and productivity. The LT Series has been designed with a large swept-back windshield, optimized mirror placement and an aerodynamic sloped hood to provide excellent driver visibility.



The points plotted on this chart represent the closest an object at ground level becomes visible to the driver



By reshaping the doors and side glass, the position of the cab mirrors was optimized so drivers turn their heads 15% less on the left side and 5% less on the passenger side, making it easier to keep their eyes on the road while reducing neck strain over the long haul.

A CLOSER LOOK

LT visibility is superior in nearly all areas. It beats the Cascadia and 579 at nearly every point plotted; especially forward straight ahead where it's nearly two feet better than Cascadia and almost four feet better than the 579. Passenger side forward visibility – one of the most critical locations in collision mitigation – is better than all competitors measured

| LT Series



| Freightliner Cascadia®



| Volvo VNL 780



| Peterbilt 579



Visibility

Driver's Side Rear	128"	142"	124"	133"
Driver's Side Forward	156"	185"	157"	177"
Forward Straight Ahead	273"	294"	271"	316"
Forward Over Center	295"	309"	286"	336"
Forward at Hood Corner	309"	320"	300"	348"
Passenger Side Forward	291"	331"	308"	301"
Passenger Side Rear	337"	367"	321"	328"
Windshield Design	1-piece	2-piece	1-piece	1-piece
Windshield Rake Angle	63°	62°	70°	64°
Windshield Area (sq. in.)	1,909	2,010	2,058	1,946
Wiper Coverage (sq. in.)	1,193	1,224	1,467	1,343
Wiper Efficiency (%)	62%	61%	71%	69%
Side Glass (sq. in.)	1,144	1,226	1,456	1,232
Total Cab Glass (sq. in.)	3,053	3,236	3,514	3,178

KEY LT SERIES DESIGN ELEMENTS FOR SUPERIOR VISIBILITY

- Doors and side glass have been optimized with a lower visibility horizon, dropping the driver's line of sight to improve lateral visibility
- Vent window seam has been removed and a larger drop down has been added to reduce blind spots
- Cab mirrors have been redesigned and moved forward to improve visibility. The forward placement also allows drivers to turn their head less, reducing neck strain and improving eyes-on-the-road
- Available hood mirrors have been repositioned and moved forward to increase field of view

CAB SIZE AND DIMENSIONS

From the very beginning, priority #1 for the LT Series was to design a truck that drivers would really want to drive. To achieve this goal, we turned to the people who know driving best – real truck drivers. These professionals gave us honest, priceless input over numerous research sessions and driver clinics. Then we set about redesigning, fine-tuning and retesting until drivers agreed, "this is the truck I've always wanted to drive."

Overall, cab dimensions are very competitive with other manufacturer models. However, when compared to the 579, the LT Series feels larger primarily due to the greater height and width. The LT Series' cab width at both the A-pillars and B-pillars beats the 579. The height difference compared to the 579 is also noticeable at the cab-sleeper threshold, where clearance is reduced when entering the sleeper. The LT Series sleeper height also beats the 579 at the bunk by nearly 2 feet.





A CLOSER LOOK

The LT Series' cab is wider at the A and B-pillars than the 579 and features nearly 2 feet more head room in the sleeper

| LT Series



| Freightliner Cascadia®



| Volvo VNL 780



| Peterbilt 579



CAB DESIGN

INTERIOR / SLEEPER

CHASSIS

POWERTRAIN

Width				
A-pillar to A-pillar at Dash	69.25"	72.75"	73.5"	66"
B-pillar to B-pillar at Dash	72"	78.5"	78.25"	70"
Cab Width at Shoulder Level	78"	85"	84"	78.5"
Cab Width at Hip Level	72.5"	76.25"	74.25"	70.5"
Centerline of Seat to Door at Hips	14"	15"	13.5"	15.5"
Sleeper Width at Lower Bunk	88.50"	88.25"	84.75"	89.5"
Sleeper Width at Upper Bunk	84.50"	87"	84.25"	88.75"
Depth				
A-pillar to Back of Seat at Dash (seat back)	43.75"	45"	44"	45.25"
Back of Seat to Rear of Sleeper at Dash Level	65.25"	67.75"	70"	66.25"
Fuel Pedal Centerline to Rear of Sleeper	111"	110"	115.5"	108"
Height				
Floor to Header at Dash	51.25"	52.75"	53"	54.25"
Floor to Roof at Seat (seat centered)	52.75"	61.75"	60.25"	67.5"
Floor to Roof at Back of Seat (seat back)	86.50"	90.75"	89"	68"
Maximum Sleeper Height at Bunk Edge	96"	96.25"	96.75"	75.75"
Total Volume (cu. ft.)*	376.0	419.8	400.0	291.3

*Volume is calculated from the above as well as many additional measurements not included in this table

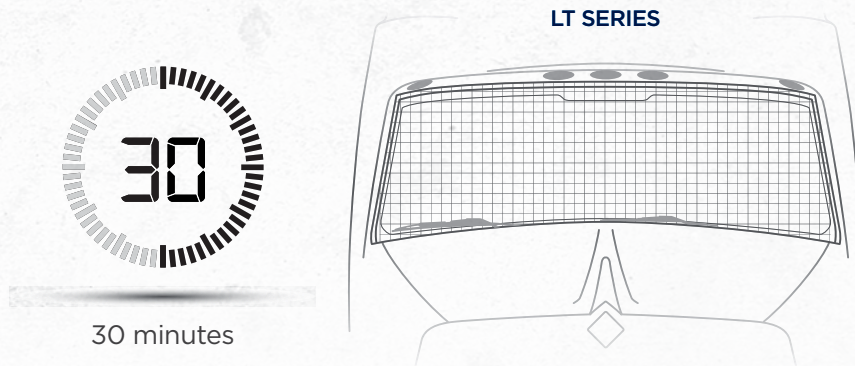
DRIVER ENVIRONMENT

The new LT Series is one of the most driver-centric trucks on the road today. With more intuitive controls, a quieter cab, critical information at your fingertips and dozens of other smart features that help keep a driver comfortable and in control over the long haul.

- The LT Series dash has been completely redesigned with intuitive control positioning, optimized gauge fonts and colors, and improved ergonomics
- The center console has been refined to provide more knee room when moving from driver's seat into sleeper
- A new, large flat surface area on the passenger dash-top allows items to rest while parked or serve as a convenient flat writing surface

DRIVER'S SPACE OPTIMIZED:

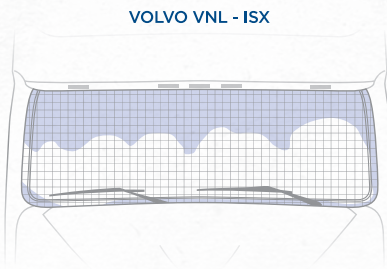
- More seat travel and belly room than all three competitors
- Leg room beats both the Cascadia and 579
- 38 degrees of tilt steering column travel beats all three competitors and is 20 degrees better than the 579. A high degree of steering column tilt equates to superior belly room which is measured from the seat to the wheel when they are furthest apart



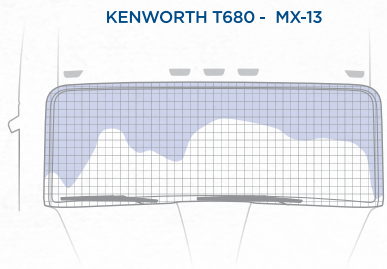
INDUSTRY-LEADING HVAC SYSTEM

Completely redesigned HVAC system employs advanced automotive heating and cooling technology for outstanding performance and vastly improved reliability:

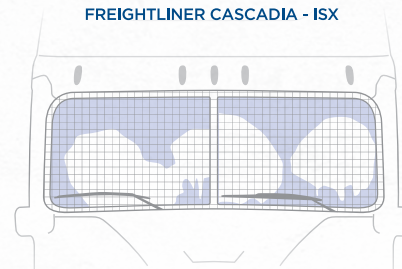
- Tests have shown new brushless motor lasts 3-times longer than system used in ProStar
- Incorporates best-in-class MAX Defrost performance for unsurpassed **windshield clearing time - clears 100% of the windshield in less than 30 minutes**
- Defrost performance is vastly improved over ProStar and beats the VNL, T680 and Cascadia (579 data was not available at time of publishing)



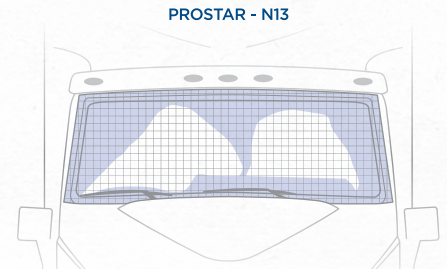
VOLVO VNL - ISX



KENWORTH T680 - MX-13



FREIGHTLINER CASCADIA - ISX



PROSTAR - N13

A CLOSER LOOK

Industry-leading HVAC system: designed to be the most dependable, and proven to provide excellent defrost performance to get you on the road quicker. Windshield is completely frost-free in 30 minutes which beats both the VNL and Cascadia.



| LT Series



| Freightliner Cascadia®



| Volvo VNL 780



| Peterbilt 579



CAB DESIGN

INTERIOR / SLEEPER

CHASSIS

POWERTRAIN

Seat Travel									
Horizontal		9"	8"	7"	8.25"				
Vertical		5.5"	5.75"	5"	7.5"				
Belly Room		24"	23.75"	22.5"	18.5"				
Leg Room		30.6"	28.5"	31.3"	28.7"				
Steering Column Tilt Range		38°	23°	35°	17°				
Sound Levels (db)*	Interior	Exterior	Interior	Exterior	Interior	Exterior			
Idle	56.5	81.8	54.6	81.1	56.6	79.8	60.1	87	
750 RPM	59	82.8	55.8	87.5	57.4	84.7	62.4	88	
1500 RPM	62.1**	87.7**	64.3	101.5	65.2**	90.7**	67.1**	93.8**	
Governed	62.1**	87.7**	70.2	109.5	65.2**	90.7**	67.1**	93.8**	

*Average of high and low readings recorded over a 10 second duration. **Engine limited to 1400 RPM

SOUND LEVELS

- The new LT Series cab is well insulated to protect the driver and occupants from extreme environmental temperatures. This insulation also helps to isolate the cab interior from harsh road noise and vibration during routine operation. Sound level testing has shown that the LT Series is among the quietest trucks measured – especially at higher RPM levels when interior noise levels are lower than all three competitors.

WINDSHIELD DEFROST METHODOLOGY

- Trucks are positioned in a cold room and cooled until oil stabilizes at 0° F. Windshields are sprayed with .01 ounce of water per square inch. Engine is run at 1500 RPM with defrost set at full hot and maximum blower. Defrost performance is recorded every 5 minutes until glass is clear or 40 minutes have elapsed



CAB EQUIPMENT

• Every detail inside the LT Series cab has been carefully designed, measured and clinic-tested to optimally benefit the driver. All-new gauges received numerous tests and refinements to optimize their readability, usability and positioning so key information and alerts are precisely where they need to be to view without distraction.

The standard Premium Gauge Cluster features a customizable digital display that lets drivers intuitively select the information they prefer in a variety of situations.

- All new console-mounted shifter is conveniently located and includes transmission control with available engine braking control
- All-new gauges have been optimized for readability, usability and positioning so key information and alerts are precisely where they need to be to view without distraction
- The standard premium gauge cluster is customizable with a multitude of virtual gauges including fuel economy, axle loading, gear selection, trip info, TPMS, lane departure, etc...
- Window control buttons now combine up and down functions into single button
- LT Series features a traditional lanyard air horn control which driver clinics determined to be more intuitive than steering wheel controls that move with the wheel

NEW PREMIUM SOFT TOUCH VINYL

- Easy-to-clean premium soft touch vinyl trim panels are used throughout the vehicle
- Fabric surfaces have been reduced to help eliminate moisture and odors common with woven materials



A CLOSER LOOK

The LT Series' available premium display provides a wealth of information for the driver, including:

- Real-time fuel economy
- Axle Load*
- Custom gauge settings*
- Safety indicators*
- Digital speedometer
- Tire pressure*

* When optional feature code is added for required sensors



| LT Series



| Freightliner Cascadia®



| Volvo VNL 780



| Peterbilt 579



CAB DESIGN

INTERIOR / SLEEPER

CHASSIS

POWERTRAIN

Gauge Cluster	(2) Gauge Levels Available: 8-Gauge with 3.5" Monochromatic Display 8-Gauge with 5" Color Display and Virtual Gauges	(1) Gauge Package with Optional Gauges Driver Information Displays: 132x48 Display, 1x7 Display or 2x20 Driver Message Center	(2) Gauge Levels Available: 8-Gauge with Basic Driver Info Display 10-Gauge with Basic or Premium Monochrome Driver Info Display	(1) 8-Gauge Gauge Package and Driver Information Display Available SmartNav Display Including up to 5 Virtual Gauges
Premium Driver Information Display	5" Includes: TPMS, Multiple Virtual Gauges, Collision Avoidance, Trip Info, Diagnostics, etc.	Premium Includes: ZGO Display, Keypad, Graphical Display, Data Linked	Premium Includes: 6 Virtual Gauges, Fuel Consumption, Time/distance, Diagnostics, Data, etc.	SmartNav Includes: Virtual Gauges, Telematics, Infotainment, Trip, Navigation
Shifter Location Functionality	Steering Column Engine Brake Engagement, Transmission Mode and Gearing	Steering Column SmartShift™ Transmission Actuation	Dash or Side of Seat I-Shift Transmission Actuation	Floor or Dash Automatic or AMT Transmissions Actuation
Steering Wheel Controls Design Available Features	Standard Laser Etched Cruise, Marker Interrupt, Headlight Interrupt, Radio Volume/Mute, Bluetooth, Track/ Preset Skip	Standard Not Published Cruise, Horn, Marker Interrupt, Engine Brake	Available Not Published Marker, Headlamp Interrupts, Radio, Phone	Available Not Published Radio and Cruise Controls
Radio	AM/FM, CD, Satellite, Aux, USB, MP3, Apple Device Interface, Bluetooth - Phone/Music	AM/FM, CD, Satellite, Aux, USB, Apple Interface, Bluetooth	AM/FM, CD, Satellite, MP3, USB, Bluetooth	Concert Class, CD, Bluetooth, USB, MP3 and Satellite
Auxiliary Switches	Up to 26	Up to 4 Published	Up to 3 Published	Up to 12 Published
Trim Levels	2; Classic or Diamond Diamond Level Available with or without Black Cherry Accents	2; Basic or Premium	3; Choice, Limited, Touring	2; Prestige and Platinum
Cup and Bottle Holders Cab Sleeper	4 3	2 None	6 5	4 3

SLEEPER EQUIPMENT

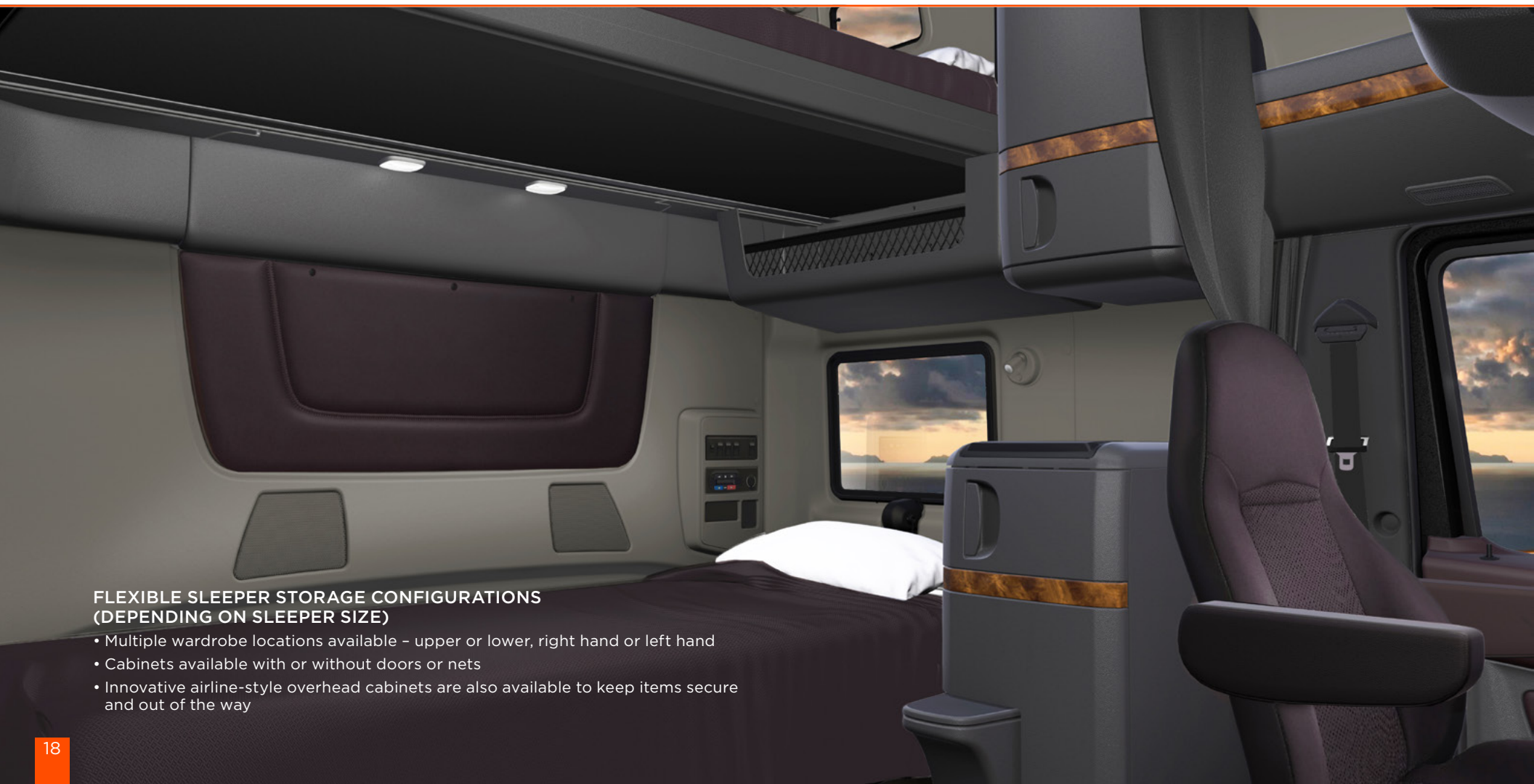
International's engineers spent hundreds of hours alongside drivers to gain a better understanding of their needs. Evidence of this commitment to unparalleled driver satisfaction can be found throughout the truck – the sleeper is no exception.

A COMFORTABLE CAB AND SLEEPER BEGINS WITH THE PROPER CAB SUSPENSION

- LT Series long-stroke strut cab suspension has been optimized and gives precise control over lateral and longitudinal forces, and longer travel offers improved ride quality
- Outboard suspension mounting position more efficiently addresses cab sway during turns and increased travel for an improved ride
- Shock absorbers are fully exposed and easily accessed for service

AVAILABLE FACTORY-INSTALLED BATTERY-POWERED HVAC

- CARB approved heating and cooling, virtually maintenance-free
- Provides 17,000BTU heating and 6,000BTU cooling output
- Very short 2-3 hour recharge time provides 10+ hours of "on" time
- Factory-installed battery HVAC system meets TMC guidelines



FLEXIBLE SLEEPER STORAGE CONFIGURATIONS (DEPENDING ON SLEEPER SIZE)

- Multiple wardrobe locations available – upper or lower, right hand or left hand
- Cabinets available with or without doors or nets
- Innovative airline-style overhead cabinets are also available to keep items secure and out of the way

A CLOSER LOOK

LT Series' innovative airline type overhead storage compartments provide secure, out-of-the way storage and are an International exclusive.

Depending on specs, a full-width pass-through space is possible between luggage doors for longer items. The Cascadia's under-bunk storage is subdivided.



| LT Series



| Freightliner Cascadia®



| Volvo VNL 780



| Peterbilt 579



CAB DESIGN

INTERIOR / SLEEPER

CHASSIS

POWERTRAIN

Available Sleeper Lengths	LT 625 Series Low Roof: 56" Hi-Rise: 56", 73" Sky-Rise: 73"	Cascadia 125" Mid Roof: 48", 60", 72" High Roof: 60", 72"	VNL Series Flat-Roof: 42" Mid-Roof: 61", 77" High-Roof: 61", 77"	579 Low Roof: 44", 58" Mid Roof: 58" High Roof: 72", 80"
Mid Sleeper Configurations Left Hand	Microwave Provision, Tower Wardrobe (upper or lower)	Appliance center, cabinets, tall closet or microwave shelf	Upper tower cabinet with shelves/doors, microwave prep, lower-fridge/sink, shelves	Tower with lower cabinet, drawer, writing pad and vinyl or door enclosure available upper tower
Right Hand	Tower Wardrobe (upper or lower), Utility Cabinet, Dresser with Work Table or Refrigerator Cabinet	Cooler cabinet, TV shelf, storage cabinets, or fridge	Upper TV prep, lower wardrobe, drawers or shelves	Tower unit with lower cabinet and wardrobe with or without doors
Rear Sleeper Configurations Left Hand	Cabinet, Airline-type Overhead Cabinets	Upper bunk access to mid-cab tower	Over-bunk storage rear shelf	No options
Right Hand	Cabinet, Airline-type Overhead Cabinets	Upper bunk access to mid-cab tower	Over-bunk storage rear shelf	Rear Storage, cabinet or shelf
Rear Wall Configurations	Available Rear Wall Storage in Hi-Rise or Sky-Rise or Upper and Lower pockets in Sky-Rise Sleeper	No options	Rear wall storage bins with netting over upper and lower bunks	Rear Storage, cabinet or shelf
Under Bunk Configurations	Three compartments, gas strut lift with full width pass-through when no auxiliary HVAC specified	Three compartments, gas strut lift, no full-width pass-through	Three compartments, no struts, full-width narrow pass-through	One large, un-segmented space with dual gas struts, pass-through obstructed by HVAC
Auxiliary HVAC Systems Fuel-Fired	Webasto Airtop 2000, Espar Air Tronic D2, Hydronic	Webasto Air Top, Espar D2 / D4 Fuel-fired	Webasto fuel-driven cab heater	Fuel-fired heater
Battery-Powered	Battery-powered No-idle A/C	Parksmart battery-powered HVAC with or without Optimized Idle,	Volvo Battery-Powered Parking Cooler	Battery-powered SmartAir No-Idle Sleeper A/C
Refrigerators	1.24 cu. ft. (56" sleeper) or 1.77 cu. ft. (73" sleeper)	Mid-Level Cabinet, Under-bunk or Both	3.2 cu. ft. cabinet-type	.9 cu. ft. (58" sleeper) or 1.8 cu. ft. (72" sleeper)

CHASSIS AND FRAME EQUIPMENT

- The LT Series offers a wide range of 120,000 PSI single rail frames. Single rail frames are generally lighter than reinforced double rails and offer a higher strength-to-weight ratio. Single rail frames are also not susceptible to intra-rail corrosion.
- A partial inner C-Channel reinforcement is available for specialized applications, such as tractors with large fifth wheel offsets or applications that place considerable loads at the rear section of the frame.



STANDARD HUCK® BOLT FRAME FASTENERS

- Highly resistant to vibration
- Huck® Bolt fasteners provide superior clamping force over time and do not require re-torquing

SINGLE CANISTER AFTER-TREATMENT DEVICE

- New single canister system is up to 80 lbs. lighter than the system it replaces
- Single canister system is 60% smaller than the previous system
- Superior heat management to help improve fuel economy
- Greater ash retention for longer service intervals





A CLOSER LOOK

New single canister after-treatment system is smaller and lighter than previous system and offers superior heat management for improved efficiency and greater ash retention for longer service intervals.

| LT Series



| Freightliner Cascadia®



| Volvo VNL 780



| Peterbilt 579



CAB DESIGN

INTERIOR / SLEEPER

CHASSIS

POWERTRAIN

Frame Ratings
Yield (PSI)
SM (in³)
RBM (in.-lbs.)

120,000
13.07 - 20.93
1,568,400 - 2,134,800

35,000 - 120,000
12.33 - 34.36
1,203,000 - 2,590,000

120,000
13.4 - 20.5
1,610,400 - 2,460,000

120,000
14.8 - 22.35
1,776,000 - 2,683,000

Available Reinforcements
Full
Partial

Not Available
.25" Inner C-Channel

.25" Inner C-Channel
Not Available

Not Available
Not Available

Not Available
Not Available

Fifth Wheels

Jost, Fontaine, SAF Holland

Jost, Fontaine, SAF Holland

Jost, Fontaine, SAF Holland

Jost, Fontaine, SAF Holland

Fuel Tanks-Type
Total Capacity
Diameters

Cylindrical Aluminum
70 - 280 Gallons
26"

Cylindrical Aluminum
50 - 300 Gallons
23", 25"

Cylindrical Aluminum
100 - 300 Gallons
26"

Cylindrical Aluminum
50 - 300 Gallons
23", 26"

Exhaust ATD Configurations
Location

Integral DPF/SCR
Right Hand Frame Under Cab

Integrated DPF/SCR
Inboard Right Hand Under Cab
Outboard Right Hand Under Cab

Integrated DPF/SCR
Right Hand Under Cab

Integrated DPF/SCR
Right Hand Under Cab, Vertical,
Under Frame Crossover

Exhaust Stack Configurations

Vertical: Single
Horizontal: Single

Vertical: Single
Horizontal: Single

Vertical: Single or Dual
Horizontal: Single

Vertical: Single or Dual*
Horizontal: Single

DEF Tank Sizes

10.6, 15.9, 25.2 Gallons

6, 13, 23 Gallons

11.9, 18.5, 22.5 Gallons

11, 20.7, 31.1 Gallons

* Peterbilt 579 dual side of cab exhaust features a LH stack which is non-functional, aesthetic only



AXLES AND MANEUVERABILITY

- The LT Series offers a wide range of axles and suspensions to fulfill the needs of applications ranging from specialized regional haul to fleet long haul
- A 50" set-back front axle and standard wide-track front axles provide a wheel turn angle of up to 50 degrees for unrivaled maneuverability
- Optimized steering geometry allows both wheels to produce nearly identical wheel turn angles for superior performance regardless of the turning direction
- The LT Series offers monoleaf front suspensions in capacities from 12,000 - 13,200 lbs. Monoleaf springs offer a 45 lb. weight reduction over equivalent parabolic taper leaf springs and eliminate inter-leaf friction for improved dampening

SUPERIOR RIDE AND HANDLING

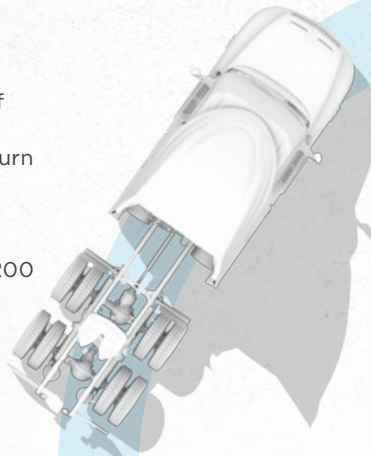
- The LT Series has been designed and engineered to provide the industry's best ride and handling with less wander and an automotive-like on-center feel

STANDARD WIDE-TRACK FRONT AXLES

- Wide-track front axles are designed to provide improved turn angles and improved maneuverability

OUTSTANDING RESULTS

- The LT Series produced very symmetrical left and right turn angle results of 50° and 49° respectively for both inside wheels
- The 579 produced an inside wheel turn angle of 47° on one side and 38° for the other which translates to a 6-foot difference in turning radius from side to side
- A 50° inside wheel turn angle means a tractor with a 236" wheelbase will produce a curb-to-curb turning radius of about 31'





A CLOSER LOOK

The LT Series produced a left wheel turn angle of 50° and right turn angle of 49° which outperformed all competitors measured. The 579 produced results that were nearly 10° different from side to side and only turned at 38° right side.

| LT Series



| Freightliner Cascadia®



| Volvo VNL 780



| Peterbilt 579



CAB DESIGN

INTERIOR / SLEEPER

CHASSIS

POWERTRAIN

Axle Configurations Set-Back	50"		49.2"		52.2"		49.4"	
Front Axles	Dana Spicer, Hendrickson, Meritor		Detroit, Hendrickson, Meritor		Dana Spicer, Hendrickson, Meritor, Volvo		Dana Spicer, Hendrickson, Meritor	
Capacities	12,000 - 14,000 lbs.		12,000 - 14,700 lbs.		12,000 - 16,000 lbs.*		12,000 - 14,600 lbs.	
Front Suspension Taper-Leaf Air Capacities	Available Not Available 12,000 - 14,000 lbs.		Available Airtek 12,000 - 14,600 lbs.		Available Hendrickson Steertek 12,000 - 16,000 lbs.*		Available Hendrickson Softek, Air Leaf 12,000 - 14,600 lbs.	
Standard Steering Gear	Sheppard HD94		TRW THP-60		TRW THP-60		Sheppard HD94	
Inside Wheel Cut	Left 50°	Right 49°	Left 46°	Right 47°	Left 49°	Right 46°	Left 47°	Right 38°
Calculated Turning Radius (236" WB)	30.6'	31.3'	32.5'	32'	31.3'	32.6'	32'	37.6'
Rear Axles Single Tandem	Dana Spicer, Meritor 23,000 lbs. 40,000 - 46,000 lbs.		Detroit, Dana Spicer Meritor 20,000 - 23,000 lbs. 40,000 - 46,000 lbs.		Dana Spicer, Meritor 21,000 - 23,000 lbs. 40,000 - 46,000 lbs.		Dana Spicer, Meritor 21,000 - 26,000 lbs. 40,000 - 46,000 lbs.	
Rear Suspensions Spring Air	International® Vari-rate International Ride Optimized Suspension (IROS), Hendrickson HTB/HAS		Not Available AirLiner		Volvo T-Ride Volvo, Neway, Hendrickson PRIMAAX/HAS		Reyco FLEX® Air, Air Leaf, Air Trac, Neway	
Rubber Capacities	Not Available 20,000 - 46,000 lbs.		Not Available 21,000 - 46,000 lbs.		Not Available 20,000 - 46,000 lbs.		Hendrickson HMX 20,000 - 46,000 lbs.	

* 12,000 and 16,000 lb. ratings apply to VNL 300 day cab only



The LT Series lighting signature is as unique as the truck itself.

ELECTRICAL AND LIGHTING

- The LT Series electrical system features all-new harnessing and a new power distribution module that's located inside the cab and away from the elements for outstanding reliability. Industry standard J1939 system architecture also ensures routine maintenance will remain predictable and diagnostics will be efficient.

NEW, STANDARD LED HEADLAMPS AND DAYTIME RUNNING LIGHTS (DRLs)

- New standard LED headlamps are brighter than Halogen and previously used LED headlamps
- The 579 does not offer LED headlamps – Halogen is standard with available High Intensity Discharge (HID)
- Improved low and high beam coverage
- Headlamp life is extended because the same light source is not used for headlights and DRLs
- Tools are not required to replace halogen headlight bulbs

AVAILABLE BATTERY MANAGEMENT SYSTEM

- Auto start-stop charging to safeguard battery life and prevent jump-start situations
- Promotes no-idle and fuel savings
- Reduced emissions

NEW, REDESIGNED ELECTRICAL PANEL

- The LT Series electrical panel is located inside the cab, under the passenger side dash and is easily accessed without tools
- The electrical panel housing features a specially designed recessed perimeter which protects the electrical network by routing spills away from the circuit panel



A CLOSER LOOK

LT Series features standard LED headlamps and available LED daytime running lights (DRLs). New LED headlamps are brighter than Halogen and provide excellent longevity. The 579 does not offer LED headlamps.

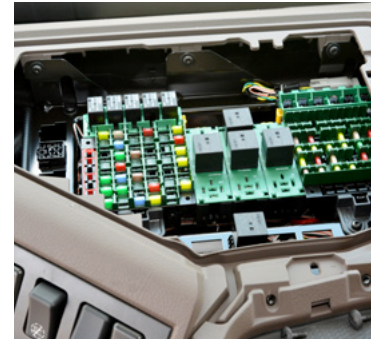
| LT Series



| Freightliner Cascadia®



| Volvo VNL 780



| Peterbilt 579



CAB DESIGN

INTERIOR / SLEEPER

CHASSIS

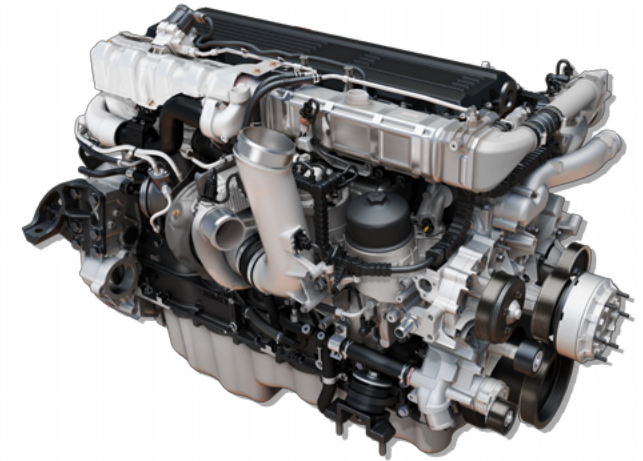
POWERTRAIN

Panel Locations Access	In cab, passenger side dash-top No Tools Required	In cab, behind glove box Tools Required	In-cab, center console dash-top No Tools Required	In-cab, at driver's side footwell No Tools Required
Batteries Amperage	(3) - (4) Batteries 1,950 - 4,600 CCA	(4) Batteries 2,920 - 4,400 CCA	(3) or (4) Batteries 2,190 - 4,000 CCA	(1) - (4) Batteries 700 - 3,200 CCA
Battery Box Location	Plastic, Aluminum, Polished Aluminum Cover LH Under Cab	Plastic or Aluminum Cover Under Cab, Back of Cab, Between Rails	Plastic, Aluminum or Diamond Plate Cover LH Behind Front Fender	Aluminum, Composite or Diamond Plate Cover LH/RH Under Cab, Between Rails, Back of Cab
Alternators Amperage	Delco-Remy, Leece-Neville, Bosch 160 - 325	Delco-Remy, Leece-Neville 160 - 300	Delco-Remy, Leece-Neville 135 - 320	Delco-Remy, PACCAR 130 - 300
Jump Start Provision	Under Hood, Remote at Battery Box	LH Back of Cab, at Starter	No Databook Options	Back of Cab, Under Hood LH Rail
Circuit Protection Optional	Solid-State and Fuses Manual Reset Circuit Breakers	Solid-State and Fuses Available Resettable Circuits	Standard Semi-auto Reset Breakers No Databook Options	Solid-State and Fuses Auto Reset Circuit Protection
Headlight Design Optional Bulb Replacement	LED Headlights Credit for Composite Reflector No tools required for Composite Reflector	LED Headlights Credit for Composite Reflector No tools required for Composite Reflector	LED Headlights Credit for Projection Headlamps No tools required for Projector Lamps	Composite Halogen HID Xenon Composite No tools required for Composite Reflector
Daytime Running Lights	LED with LED Headlights or Halogen with Optional Halogen Headlights	Available, type not published	Available, type not published	Available, type not published

INTERNATIONAL® A26

Lightweight, Quiet and Efficient Power.

- ▶ Designed exclusively for International® Trucks, the 2017 International A26 offers premium performance in an advanced, fuel-efficient 12.4L design. The A26 produces up to 475 HP and 1750 lb.-ft. of torque from a design with a best-in-class dry weight of 2,299 lbs. and is 600-700 lbs. lighter than traditional big bore engines. It also features North America's first Class 7-8 Compacted Graphite Iron (CGI) crankcase design.
- ▶ The A26's proven EGR system delivers outstanding reliability and maximum uptime. Combustion optimization, friction reduction, increased compression ratio, an all-new cylinder head, and calibration refinements deliver up to a 5% fuel economy improvement over the 2017 N13.



Key Features

Variable Geometry Turbocharger - Titanium compressor wheel provides excellent longevity over competitive aluminum compressor wheels. Serviceable electronic actuator increases uptime and reduces service cost.

Jacobs Engine Brake® - Variable Geometry Turbocharger improves engine braking performance by up to 67% for increased braking power particularly at low- to mid-RPMs and higher altitudes.

2500 Bar High Pressure Common Rail Fuel System - Delivers maximum fuel injection pressure (36,300 psi) to reduce emissions and fuel consumption, with multiple injection events for smooth and quiet operation.

Lightweight design - Compacted Graphite Iron crankcase, shot peened aluminum flywheel housing, composite valve covers, and a hollow camshaft deliver a lightweight design, maximizing payload capacity.

Cold starting - Cold starting down to -40°F with available oil heater, coolant heater and cold start system with unaided cold starting down to 10°F for dependable starting in extreme climates or when plug-in heating isn't available.

INTERNATIONAL A26 Ratings

Standard Ratings

Horsepower [BHP @ RPM]	370 - 475 @ 1700
Torque [LB-FT @ RPM]	1350 - 1750 @ 1000
Gov. Speed [RPM]	1800

Ratings for EN3 Transmission

Horsepower [BHP @ RPM]	400, 450 HP @ 1700
Torque [LB-FT @ RPM]	1550-1750 @ 975, 1550-1700 @ 1000
Gov. Speed [RPM]	1800

CUMMINS® X15

Proven Muscle For The Long Haul.

- ▶ Legendary Cummins reliability is available in new X15 Performance Series and X15 Efficiency Series configurations. The X15 Efficiency Series produces up to 500 HP with advanced fuel-saving technology that includes dynamic electronic controls with ADEPT features, enhanced engine breathing and an optimized combustion process that leverages Cummins' proprietary VGT™ Turbo and XPI fuel system.
- ▶ The X15 Performance Series generates up to 565 HP by upgrading virtually every critical component for enhanced air handling, faster throttle response and even stronger braking power at lower RPM.



Key Features

Variable Geometry Turbocharger – Industry-leading proprietary design is four to six times stronger than previous designs for improved durability. The new design also includes a new impeller for rapid boost and improved braking.

XPI Fuel System – Delivers better performance at wider range of RPMs with multiple injection events to improve efficiency and provide smoother, quieter operation.

Single High-Capacity ECM – Efficient, single ECM management of the engine and after-treatment system for exceptional performance and fuel efficiency.

Cummins After-treatment System – A new flow-through design provides better heat management for improved efficiency and increased ash capacity for fewer cleanings. This integrated system is up to 40% lighter and 60% smaller than some two-part systems.

CUMMINS X15 Ratings

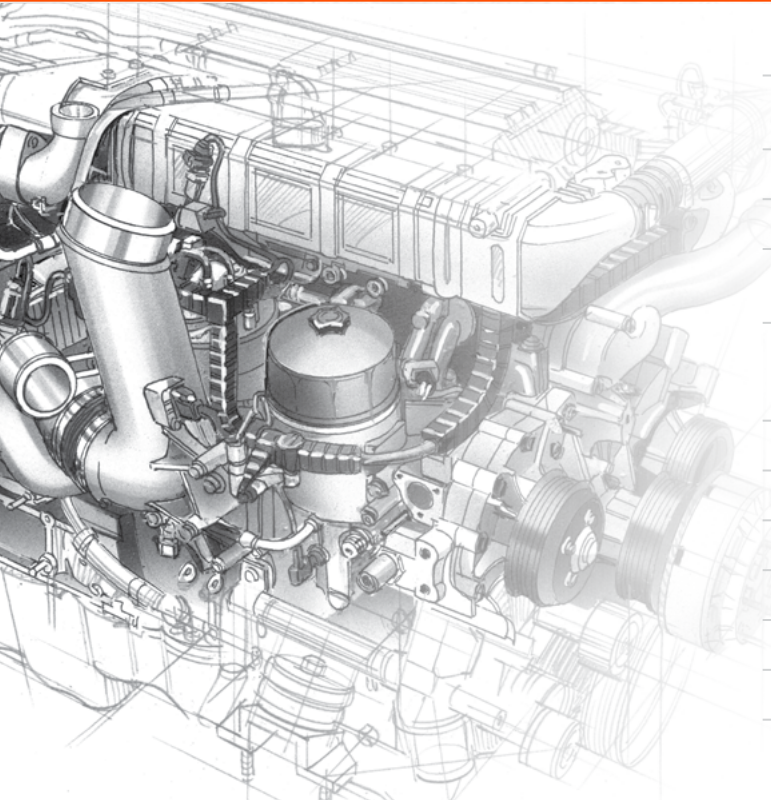
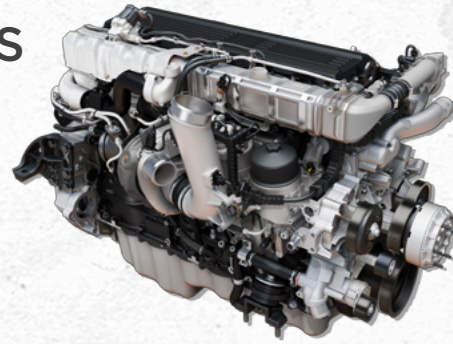
Efficiency Series

Horsepower [BHP @ RPM]	400 - 500 @ 1500
Torque [LB-FT @ RPM]	1450 - 1850 @ 1000
Gov. Speed [RPM]	1800

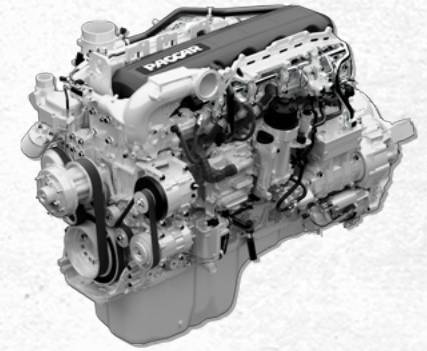
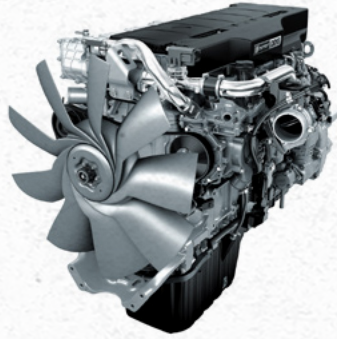
Performance Series

Horsepower [BHP @ RPM]	485 - 565 @ 1600
Torque [LB-FT @ RPM]	1650 - 2050 @ 1150
Gov. Speed [RPM]	2000

COMPARATIVE ENGINE SPECS



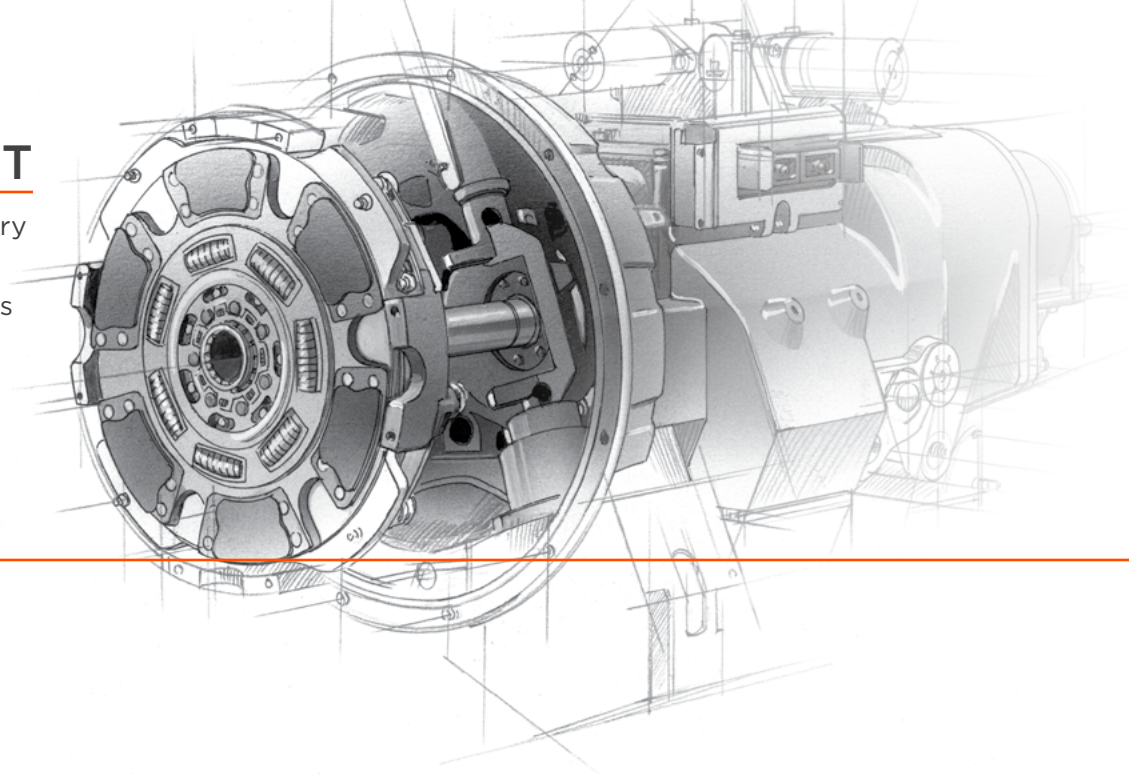
Engine Manufacturer	International	Cummins		
Truck Model	LT Series	VNL 300, 579	579	LT Series, 579, Cascadia, VNL
Engine	A26	ISX12-G	ISX12	X15
Displacement (L)	12.4	11.9	11.9	14.9
Engine Block	Compacted Graphite Iron	Gray Iron	Gray Iron	Gray Iron
Fuel System	Direct Injection 2500 Bar HPCR	Extreme Pressure Injection (XPI)	Extreme Pressure Injection (XPI)	Extreme Pressure Injection (XPI)
Cam	SOHC	SOHC	SOHC	SOHC
Turbocharger	Variable Geometry	Variable Geometry	Variable Geometry	Variable Geometry
Horsepower	370 - 475	320 - 400	310 - 425	400 - 565
Torque (lb.-ft.)	1350 - 1750	1150 - 1450	1150 - 1650	1450 - 2050
Dry Weight	2,299 lbs.	2,650 lbs.	2,640 lbs.	2,961 lbs.
Life (B50/B10)	1,200,000 (B10)	325,000 (B50)	1,000,000 (B50)	1,000,000 (B50)
Warranty	2 Years, Unlimited Miles	2 Years, 250,000 Miles		



Detroit			Volvo			PACCAR	
Cascadia®			VNL 300, 430	VNL 630, 670, 730, 780		579	
DD13	DD15	DD16	D11	D13	D16	MX11	MX13
12.8	14.8	15.6L	10.8	12.8	15.6	10.8	12.9
Ribbed Cast Iron	Ribbed Cast Iron	Ribbed Cast Iron	Gray Iron	Gray Iron	Gray Iron	Compacted Graphite Iron	Compacted Graphite Iron
Amplified Common Rail	Amplified Common Rail	Amplified Common Rail	Ultra-high Common Rail	Dual Solenoid Electronic Unit Injection	Dual Solenoid Electronic Unit Injection	High Pressure Common Rail	High Pressure Common Rail
DOHC	DOHC	DOHC	SOHC	SOHC	SOHC	SOHC	SOHC
Asymmetric	Asymmetric	Non-Wastegated	Variable Geometry	Variable Geometry	Variable Geometry	Variable Geometry	Variable Geometry
350 - 470	400 - 505	500 - 600	325 - 425	375 - 500	500 - 600	355 - 430	380 - 500
1250 - 1650	1550 - 1750	1850 - 2050	1250 - 1550	1450 - 1850	1850 - 2050	1250 - 1550	1450 - 1850
2,487 lbs.	2,718 lbs.	2,837 lbs.	2259 lbs.	2676 lbs.	3134 lbs.	2,200 lbs.	2,600 lbs.
1,000,000 (B50)	1,200,000 (B50)	1,200,000 (B50)	1,000,000 (B50)	1,000,000 (B50)	1,000,000 (B50)	1,000,000 (B10)	1,000,000 (B10)
2 Years, Unlimited Miles			2 Years, 250,000 Miles				

TRANSMISSIONS AND EQUIPMENT

The LT Series offers a wide range of transmissions from industry standard manufacturers. Options are available ranging 9 to 18-speed manuals, Automated Transmissions to full Automatics and Integrated Drivetrains like the Cummins and Eaton Smart Advantage™ Powertrain.



NEW SHIFTER



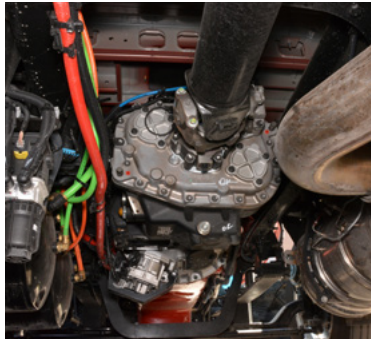
- The innovative new shifter is mounted on the steering column, allowing you to easily reach and smoothly operate shifting and engine braking while keeping your eyes on the road and your hands on the wheel.



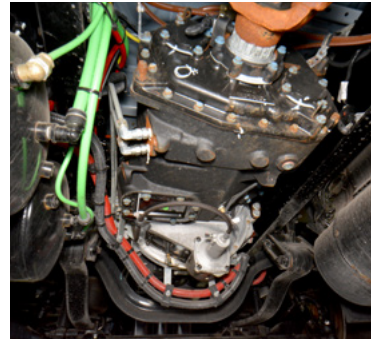
A CLOSER LOOK

LT Series' new column-mounted shifter is intuitively placed to keep eyes on the road and hands on the wheel. It integrates engine braking and shifting into a single control and is the first on the market to offer Allison functionality.

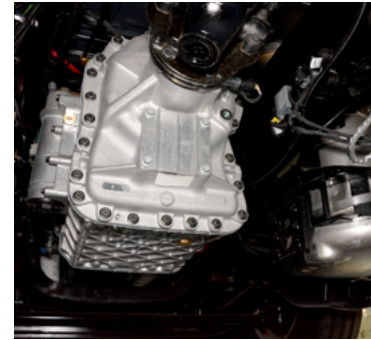
| LT Series



| Freightliner Cascadia®



| Volvo VNL 780



| Peterbilt 579



CAB DESIGN

INTERIOR / SLEEPER

CHASSIS

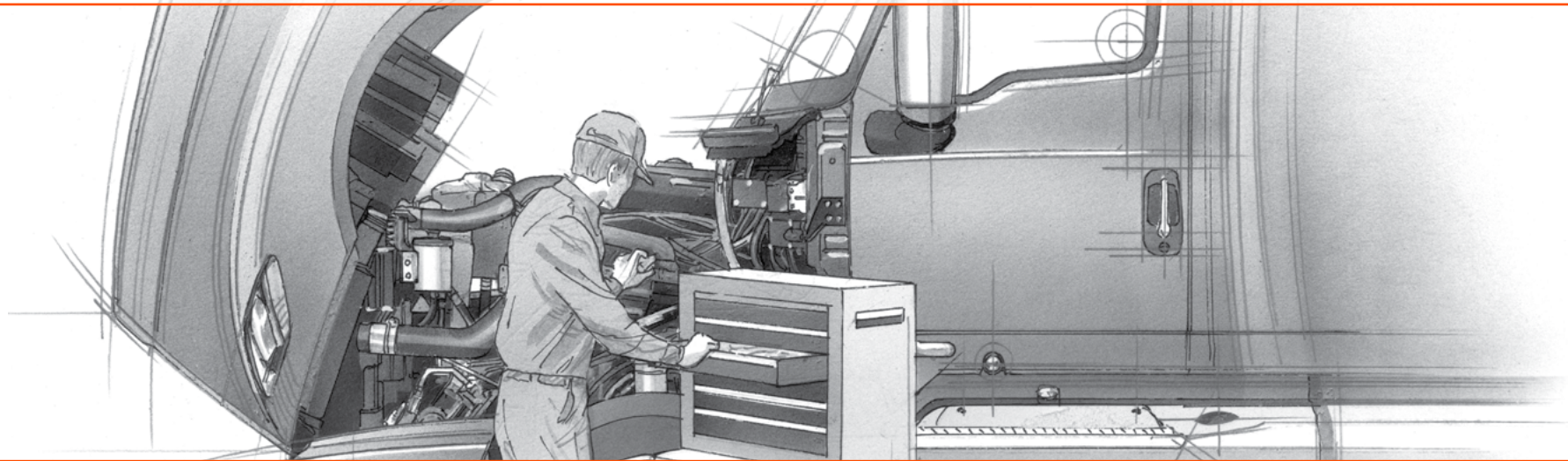
POWERTRAIN

Manual Transmissions	Eaton Fuller: 9, 10, 13, 15, 18-speed	Eaton Fuller: 9, 10, 13, 15, 18-speed	Eaton Fuller: 9, 10, 13, 18-speed	Fuller: 9, 10, 11, 13, 15, 18-speed
Automated Transmissions	Eaton Fuller: UltraShift® PLUS: 10 - 18-speed, MHP, LSE, MXP Advantage™: 10-speed	Eaton Fuller: UltraShift PLUS: 10 - 18-speed, LAS, MHP, MXP Advantage: 10-speed Detroit: DT12-DA/DB, DT12-OA/OB: 12-speed	Eaton Fuller: AultraShift PLUS: 10 - 18-speed, MHP, MXP Advantage: 10-speed Volvo: I-Shift: 12 - 14-speed	Eaton: AultraShift® PLUS: 10 - 18-speed, VCS, VMS, MHP, VXP, MXP, LSE Advantage: 10-speed
Automatic Transmissions	Not Available	Allison: 3000: HS 4000: HS, RDS, TRV	Not Available	Allison: 3000: RDS-P, HS 4000: RDS-P, HS 4500: RDS
Shifter Type Location Functionality	Multi-function Steering Column Engine Brake Engagement, Transmission Mode and Gearing	SmartShift™ Shift-by-Wire Steering Column Transmission Actuation	I-Shift Control Dash or Side of Seat Transmission Actuation	Auto or AMT Shift Control Floor or Dash Automatic or AMT Transmissions Actuation
Clutches	Eaton Fuller: Solo Advantage® ECA-1850, ECA-2250	Eaton Fuller: Eaton Solo Advantage, UltraShift PLUS Clutch Meritor Sachs: Twin XTend® Detroit: HD AMT Clutch	Eaton Fuller: Solo Advantage, UltraShift PLUS Clutch Volvo Sachs: Organic for I-Shift	Eaton Fuller: Eaton Easy Pedal, Eaton Solo Advantage, UltraShift PLUS Clutch
Clutch Pedal	Standard Hydraulic with Air Assist	Standard Hydraulic with Air Assist	Standard Hydraulic with Air Assist	Standard Hydraulic with Air Assist

ROUTINE MAINTENANCE

Routine maintenance need to be simple in order for it to remain part of the routine. The LT Series has been designed with a number of features intended to streamline daily pre-trip inspections and maintenance.

- Routine service points are clearly identified and easily accessed from the driver's side of the vehicle
- Commonly serviced fluid reservoirs are translucent so levels can be confirmed at a glance
- Many fluid reservoir caps are tethered to reduce roll-away and lost caps saving time and frustration
- The hood features a torsion bar assist and opens 62 degrees for easy engine access
- The hood also features gas struts to dampen opening and closing and prevent the hood from being blown closed or inadvertently closed during maintenance
- Full battery access is quick and easy with improved, four bolt removal of the chassis skirt panel



New Power Distribution Module simplifies under-hood electrical routing for a clean, well-organized system and streamlined troubleshooting



A CLOSER LOOK

The LT Series features a redesigned chassis skirt access panel which now requires the removal of just four bolts for full battery access.

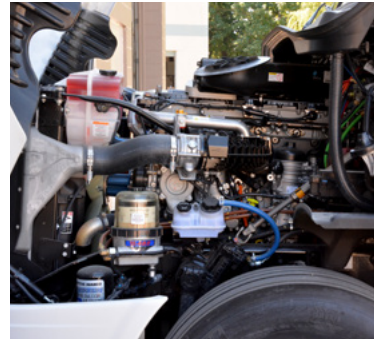
Hood opening is routine with industry-standard recessed fender straps. Cascadia's design can be more difficult to operate and may require two hands, and Volvo's latch is unusually located inside the cab



| LT Series



| Freightliner Cascadia®



| Volvo VNL 780



| Peterbilt 579



CAB DESIGN

INTERIOR / SLEEPER

CHASSIS

POWERTRAIN

Driver Side Maintenance Points

Oil Check/Fill, Power Steering Check/Fill, Air Cleaner Access

Oli Check/Fill, Coolant Check/Fill, Power Steering Check/Fill , Air Cleaner

Oil Check/Fill, Power Steering Check/Fill

Oil Check/Fill, Washer Check/Fill, Power Steering Check/Fill, Air Cleaner

Passenger Side Maintenance Points

Coolant Check/Fill, Washer Fluid Check/Fill, Air Cleaner Filterminder

Washer Fluid Check/Fill, Air Cleaner Filterminder

Coolant Check/Fill, Air Cleaner, Air Cleaner Filterminder

Coolant Check/Fill, Air Cleaner Filterminder

Translucent Containers (levels-at-a-glance)

Coolant, Washer Fluid, Power Steering Fluid

Coolant, Washer Fluid, Power Steering Fluid

Coolant

Coolant, Washer Fluid, Power Steering Fluid

ISO Identification

Oil Check/Fill, Coolant, Washer Fluid

Oil Check/Fill, Coolant, Washer Fluid

Washer Fluid

Oil Check/Fill

Tethered Caps

Oil Fill, Washer Fluid

Oil Fill, Washer Fluid

Washer Fluid, Coolant

Oil Fill, Washer Fluid

Fluid Filter Mounts

Bottom Load

Top Load

Bottom Load

Bottom Load

Hood Latch Design

Recessed Fender-back Restraining Straps

Recessed Cowl-Side Ratchet-Style

Inside Cab at Base of Steering Column

Recessed Fender-back Restraining Straps

ON-HIGHWAY¹ MAINTENANCE INTERVALS

	International®	Detroit			Volvo			PACCAR		Cummins		
	A26	DD13	DD15	DD16	D11	D13	D15	MX11	MX13	ISX12-G	ISX12	X15
Oil and Filter (miles)	20 - 70,000⁶	50,000	50,000	50,000	45,000	45,000	45,000	40,000	40,000	25,000	15,000 - 35,000 ⁷	25,000 - 50,000 ⁷
Fuel Filter (miles)	Every oil change or 1,300 hours	50,000	50,000	50,000	45,000	45,000	45,000	40,000	40,000	50,000	30,000 - 35,000 ⁷	25,000 - 50,000 ⁷
Coolant Filter (miles)	Every fourth oil change or 12 months	100,000	100,000	100,000	150,000	150,000	150,000	180,000	160,000	75,000	50,000	50,000
Valve Lash (miles)	120,000, 300,000²	100,000 ⁴	100,000 ⁴	100,000 ⁴	150,000 ²	150,000 ²	150,000 ²	180,000 ²	40,000 ³	75,000	250,000	500,000
DPF Cleaning (miles)	350,000 - 600,000⁵	500,000 - 550,000	500,000 - 550,000	500,000 - 550,000	400,000	400,000	400,000	240,000	200,000	N/A	200,000	250,000 - 800,000 ⁷
DEF Pump Filter (miles)	300,000	500,000	500,000	500,000	150,000	150,000	150,000	300,000	300,000	N/A	300,000	250,000 - 300,000 ⁷

¹ Where specified by manufacturer. Please refer to engine maintenance manuals for latest intervals

² Every 300K following

³ Every 160K following initial

⁴ Every 500K following initial

⁵ Under 6 mpg: Every 350K miles, 6 - 6.5 mpg: 500K, 6.5 mpg or higher: Every 600K miles

⁶ Under 5.5 mpg: 20,000 miles, 5.5 - 6.5 mpg: 30,000 miles, over 6.5 mpg: 50,000. Up to 70,000 miles with oil sampling and Navistar approval.

⁷ Depending on duty cycle - see Engine Maintenance Manual

ONCOMMAND® CONNECTION. ALL MAKES. ALL MODELS.

CONNECT YOUR ENTIRE FLEET THROUGH A SINGLE PORTAL.

If your fleet includes more than one truck make and model, chances are you're using more than one remote diagnostic system to help monitor and manage the health of your vehicles. That's the genius of OnComand® Connection. It's the first and only all-makes diagnostic system that **enhances your Uptime by efficiently and accurately monitoring all the trucks in your fleet in real time.**

ONCOMMAND CONNECTION HELPS YOU:

- ▶ Monitor and manage the hundreds of fault codes in all your trucks
- ▶ Connect your fleet with service centers and manufacturers
- ▶ Comply with safety standards by taking action on critical faults
- ▶ Make informed choices to manage your fleet for maximum productivity

ONCOMMAND CONNECTION HAS THE CAPABILITIES TO:

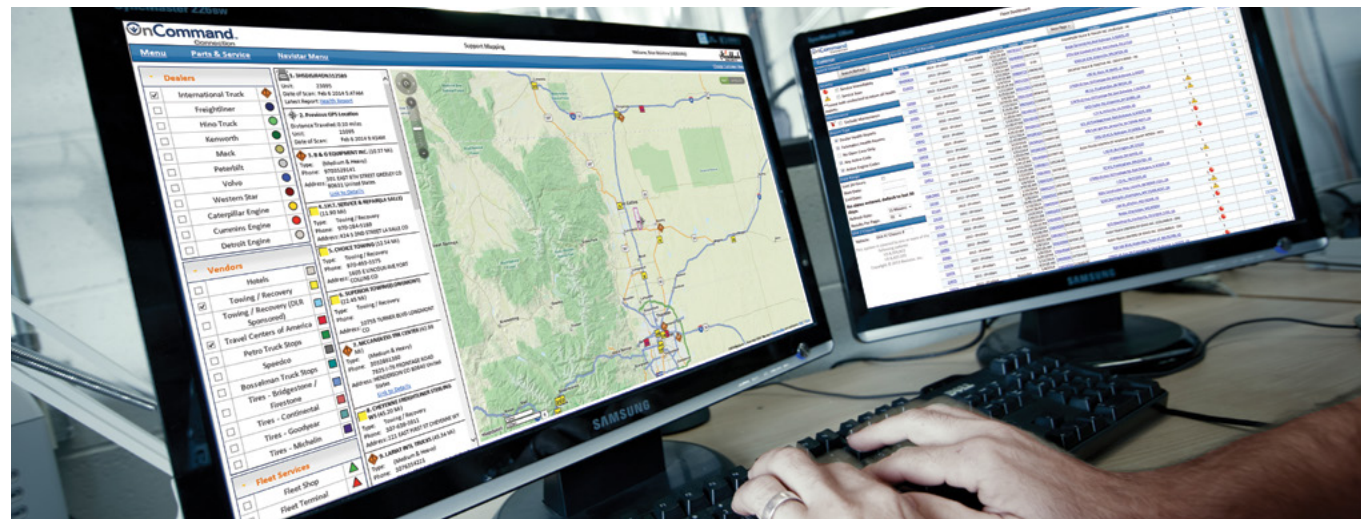
- ▶ Diagnose your entire fleet wherever it may be
- ▶ Get action plans for more than 18,000 engine and vehicle faults
- ▶ Prioritize needed repairs while avoiding unnecessary service visits

OnCommand[®] Connection

REMOTE DIAGNOSTICS FOR ALL MAKES OF VEHICLES.



Use OnCommand Connection to proactively identify potential problems, control maintenance, lower repair costs and maximize Uptime.



ALL THE TOOLS YOU NEED AT YOUR FINGERTIPS

OnCommand[®] Connection is designed to keep your vehicles moving and your profits rising through powerful features such as **interactive mapping, engineer-designed action plans and access to your online portal** through your preferred interface – computer, tablet, smart phone or email.



Reduce en route events by proactively scheduling maintenance and repairs



Map tools that plot truck locations, nearest dealers, hotels and local towing providers



Generate real-time comprehensive vehicle health reports



Understand fault codes quickly and easily with descriptions in plain English



Gain more insight with fault code action plans that provide severity information and recommend solutions

NAVISTAR[®] CAPITAL a BMO Financial Group program

Navistar Capital is an industry leader in commercial vehicle financing with over 40 years of experience. We provide customized leases and secured loans with flexible structuring for International heavy and medium duty commercial vehicles. Contact your local International Truck Dealer for more information.

FLEETRITE[®]

For more than 40 years, Fleetrite has provided quality parts for all truck and bus makes sold exclusively at your International Truck Dealer. Every part is Navistar quality approved and is covered under a 1-year parts and labor warranty. Parts you can trust and affordability you can bank on.



WE HAVE YOUR BACK SO YOU CAN KEEP MOVING FORWARD

Your International dealer is one of the best in the business, and a strong link in the industry's broadest, most capable parts distribution and dealer network

YES, WE'RE
OPEN

Saturday
488
Locations

Sunday
47
Locations

7,687
TECHNICIANS

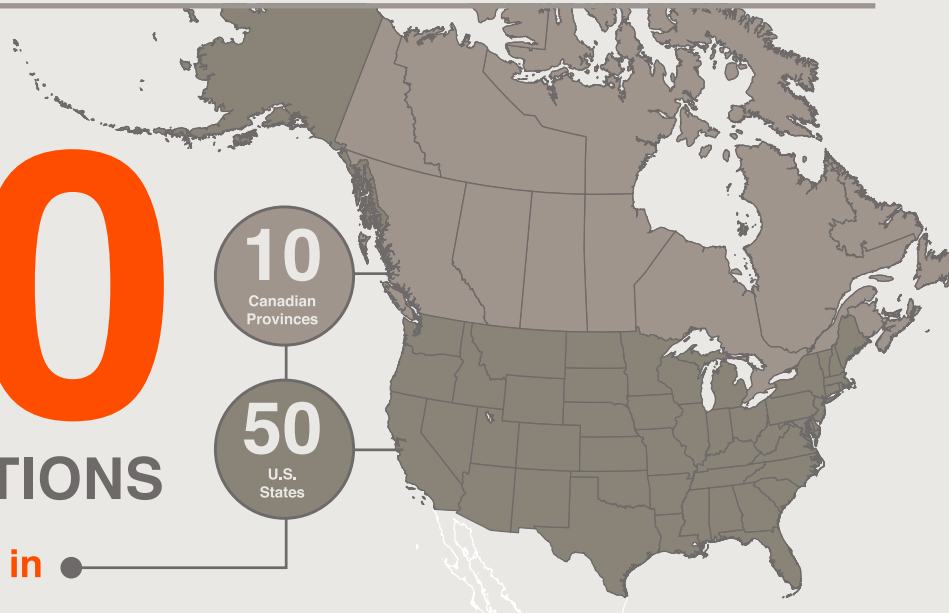


So no matter where you drive,
you're not far from one of our

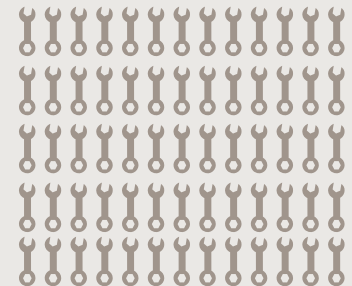
720

DEALER LOCATIONS

Leading all competitors in



7,445
SERVICE BAYS



THE NEW LT™ SERIES DELIVERS EVERYTHING YOU ASKED FOR IN A DRIVER'S TRUCK



LT™ Series Feature Summary

CAB

- Significant aerodynamic improvements and drivetrain optimization result in up to a 7% improvement in fuel efficiency over previous model*
- New, longer 125" BBC optimizes weight distribution and improves aerodynamics
- New cab door design eliminates vent window seam and lowers the glass improving driver's visibility
- New pedestal cab mirrors reduce wind noise, reduce drag and improve driver's visibility
- New standard LED headlights and daytime running lights for outstanding nighttime visibility

CAB INTERIOR

- All-new dash improves ergonomics and storage while providing an automotive-level fit and finish
- Standard premium gauge cluster offers a class-leading driver interface with virtual gauges, improved connectivity and state-of-the-art graphics
- Interior features easy-to-clean Premium Soft-touch Vinyl to reduce the use of fabrics which tend to trap moisture and odors
- Center console refined for more functional storage and improved ergonomics to easy movement from driver's seat to sleeper compartment
- All-new HVAC has been completely redesigned for improved reliability and provides max Defrost feature for best-in-class defrost performance

* Compared to 2017 ProStar with ISX15 engine and Eaton SmartAdvantage transmission



CHASSIS

- Improved harnessing and industry standard J1939 architecture for improved reliability
- Single canister After-Treatment Device is up to 80 lbs. lighter and 60% smaller than the system it replaces
- Many truck-wide improvements result in reduce weight for optimized loading and improved efficiency

POWERTRAIN

- New steering column-mounted stalk shifter integrates transmission functionality and available engine braking
- The International® A26 provides efficient and reliable power in a light weight 12.4L platform
- The Cummins X15 is available for applications requiring up to 2050 lb.-ft. of torque and 565 HP
- Wide range of manual, automated and automatic transmissions to fulfill the needs from across town to across the country

SUPPORT SERVICES

- Service before failure and with OnCommand® Connection which efficiently monitors all the vehicles in your fleet regardless of make or model
- With 720 dealer locations, the industry's broadest and most capable support network is never far away



This document was prepared by an independent third party and is intended for the exclusive use of International Truck and its dealers. The information and conclusions contained within are believed to be correct at time of publication, but do not necessarily apply to similar vehicles with different specifications or with production dates after this analysis was conducted. Vehicles with different specifications or later dates of manufacture could yield different results. Vehicle specifications are subject to change without notice. TAD16012 02/2017 ©2017 NAVISTAR Inc. All rights reserved. All marks are trademarks of their respective owners.