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.

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.

REAL WORLD CONFIRMATION

Real World Confirmation
Available Specifications
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Innovative Cab
Visibility and Cab Glass
Cab Size and Dimensions
Driver Environment
Cab Equipment
Sleeper Equipment
Chassis and Frame Equipment
Axles and Maneuverability
Electrical and Lighting
Engines
Comparative Engine Specs
Transmissions and Equipment
Routine Maintenance
OnCommand Connection
Customer Support
Summary
## 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)
- Heat Treated Alloy Steel (45,000 PSI)
- Heat Treated Alloy Steel (50,000 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
- Eaton Fuller Advantage™ 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.
- Spring Monoleaf: 12,000 – 13,000 lbs.

## Single Rear Axle

- Hendrickson: 12,000 lbs.
- Dana Spicer: 20,000 lbs.

## Tandem Rear Axles

- Hendrickson: 20,000 lbs.
- Hendrickson: 23,500 lbs.
- Hendrickson: 40,000 lbs.
- Hendrickson: 46,000 lbs.

## Rear Suspension

- Air Single
  - International: 20,000 lbs.
  - Hendrickson: 23,500 lbs.
- Air Dual
  - International: 40,000 lbs.
  - Hendrickson: 46,000 lbs.
- Air Disc Brakes with Automatic Tracton and Electronic Stability Control

## Brakes

- Air Drum Brakes with ABS
- Air Disc Brakes with ABS

## 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 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

<table>
<thead>
<tr>
<th>LT 625</th>
<th>Freightliner Cascadia®</th>
<th>Volvo VNL 780</th>
<th>Peterbilt 579</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cab</td>
<td>73” Sky-Rise</td>
<td>72” Raised Roof</td>
<td>72” Tall Roof</td>
</tr>
<tr>
<td>56” BBC</td>
<td>125”</td>
<td>125”</td>
<td>125”</td>
</tr>
<tr>
<td>BA</td>
<td>51.2”</td>
<td>52”</td>
<td>52”</td>
</tr>
<tr>
<td>Engine</td>
<td>Commerical XS 400 HP</td>
<td>Detroit DD15 505 HP</td>
<td>Detroit DD15 505 HP</td>
</tr>
<tr>
<td></td>
<td>Eaton Fuller FAD/SHBUS 10-Speed</td>
<td>Eaton Fuller FAD/SHBUS 10-Speed</td>
<td>Eaton Fuller FAD/SHBUS 10-Speed</td>
</tr>
<tr>
<td>Frame</td>
<td>10.125” x 3.44” x .281”</td>
<td>10.1875” x 3.5” x .343”</td>
<td>10.625” x 3.45” x .26”</td>
</tr>
<tr>
<td>Front Axle</td>
<td>Dana Spicer D-10-12 35K</td>
<td>Hendrickson STEERTEK NXT 12.5K</td>
<td>Hendrickson STEERTEK NXT 12.5K</td>
</tr>
<tr>
<td>Rear Suspension</td>
<td>International IROS AIR 40K</td>
<td>Freightliner AirLiner Air 40K</td>
<td>Peterbilt Low Air Leaf 40K</td>
</tr>
<tr>
<td>Tire Manufacturer</td>
<td>Michelin</td>
<td>Bridgestone</td>
<td>Goodyear</td>
</tr>
<tr>
<td>Front Tires</td>
<td>295/75R22.5”</td>
<td>295/75R22.5”</td>
<td>295/75R22.5”</td>
</tr>
<tr>
<td>Rear Tires</td>
<td>295/75R22.5”</td>
<td>295/75R22.5”</td>
<td>295/75R22.5”</td>
</tr>
<tr>
<td>Base Warranty</td>
<td>1 Year, 100,000 Miles</td>
<td>1 Year, 100,000 Miles</td>
<td>1 Year, 100,000 Miles</td>
</tr>
</tbody>
</table>
A CLOSER LOOK
The LT Series maintains a weight advantage against two out of three competitors. It knocks 550 lbs. lighter than the 579 and over 600 lbs. lighter than the VNL 780 which was equipped with a lighter 13L D13 engine.

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

• 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

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

INTERIOR / SLEEPER

<table>
<thead>
<tr>
<th>LT Series</th>
<th>Freightliner Cascadia®</th>
<th>Volvo VNL 780</th>
<th>Peterbilt 573</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subject Vehicle Weight* (lbs.)</td>
<td>10,210</td>
<td>10,410</td>
<td>11,420</td>
</tr>
<tr>
<td>Front Axle</td>
<td>9,660</td>
<td>9,120</td>
<td>9,370</td>
</tr>
<tr>
<td>Rear Axle</td>
<td>10,540</td>
<td>11,290</td>
<td>12,150</td>
</tr>
<tr>
<td>Total</td>
<td>18,660</td>
<td>21,400</td>
<td>23,620</td>
</tr>
<tr>
<td>Less Fuel Weight (lbs.)</td>
<td>18,006</td>
<td>17,483</td>
<td>18,649</td>
</tr>
</tbody>
</table>

* 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 how 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.

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 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 predictable 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

Recent surveys show that most drivers feel secure and confident in the cab due to better seat comfort and support. The LT Series cab provides even more comfort and support, with improved seat cushioning, lumbar support and a more contoured backrest. The result is a cab that is not only more comfortable but also more customizable, thanks to a wide range of options for adjustable seats, steering wheels and mirrors.

The LT Series cab is designed with a new, more aerodynamic profile that reduces drag and improves fuel efficiency. The cab is also more rigid and durable, with a new chassis design that provides better handling and stability. The new suspension system offers improved ride quality and reduced noise levels.

The LT Series cab is also more intuitive to use, with a new dashboard design that is more user-friendly and easy to navigate. The new infotainment system offers a range of features, including a touch-screen display, voice commands and hands-free calling.

The LT Series cab is also more efficient, with a new engine that offers improved fuel efficiency and reduced emissions. The new engine is also more powerful, with a higher torque output and improved acceleration.

The LT Series cab is also more comfortable, with a new climate control system that provides better temperature control and reduced noise levels. The new cab also offers improved visibility, with larger windows and improved rearview mirrors.

<table>
<thead>
<tr>
<th>LT Series</th>
<th>Freightliner Cascadia®</th>
<th>Volvo VNL 780</th>
<th>Peterbilt 579</th>
</tr>
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<tbody>
<tr>
<td>INNOVATIVE CAB</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>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 how 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.</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>© 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.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>© Improved driver pivot access to the sleeper provides more leg room and eliminates points of interference along the lower console.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A CLOSER LOOK</td>
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<td></td>
<td></td>
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</tr>
</tbody>
</table>
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.

### 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

### 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.

### VISIBILITY

<table>
<thead>
<tr>
<th>Feature</th>
<th>LT Series</th>
<th>Freightliner Cascadia</th>
<th>Volvo VNL 780</th>
<th>Peterbilt 579</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver’s Side Rear</td>
<td>126°</td>
<td>142°</td>
<td>154°</td>
<td>161°</td>
</tr>
<tr>
<td>Driver’s Side Forward</td>
<td>154°</td>
<td>185°</td>
<td>177°</td>
<td>177°</td>
</tr>
<tr>
<td>Forward Straight Ahead</td>
<td>294°</td>
<td>294°</td>
<td>277°</td>
<td>280°</td>
</tr>
<tr>
<td>Forward Over Center</td>
<td>295°</td>
<td>309°</td>
<td>295°</td>
<td>326°</td>
</tr>
<tr>
<td>Forward at Hood Corner</td>
<td>309°</td>
<td>320°</td>
<td>300°</td>
<td>349°</td>
</tr>
<tr>
<td>Passenger Side Forward</td>
<td>337°</td>
<td>324°</td>
<td>330°</td>
<td>351°</td>
</tr>
<tr>
<td>Passenger Side Rear</td>
<td>327°</td>
<td>367°</td>
<td>321°</td>
<td>326°</td>
</tr>
<tr>
<td>Windshield Design</td>
<td>1-piece</td>
<td>2-piece</td>
<td>1-piece</td>
<td>1-piece</td>
</tr>
<tr>
<td>Windshield Rake Angle</td>
<td>63°</td>
<td>62°</td>
<td>70°</td>
<td>64°</td>
</tr>
<tr>
<td>Windshield Area (sq. in.)</td>
<td>1,909</td>
<td>2,010</td>
<td>2,008</td>
<td>1,946</td>
</tr>
<tr>
<td>Wiper Coverage (sq. in.)</td>
<td>1,383</td>
<td>1,226</td>
<td>1,467</td>
<td>1,343</td>
</tr>
<tr>
<td>Wiper Efficiency (%)</td>
<td>61%</td>
<td>43%</td>
<td>59%</td>
<td>58%</td>
</tr>
<tr>
<td>Side Glass (sq. in.)</td>
<td>1,546</td>
<td>1,226</td>
<td>1,410</td>
<td>1,313</td>
</tr>
<tr>
<td>Total Cab Glass (sq. in.)</td>
<td>3,053</td>
<td>2,236</td>
<td>3,014</td>
<td>3,170</td>
</tr>
</tbody>
</table>

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.
### CAB SIZE AND DIMENSIONS

From the very beginning, priority #1 for the LT Series was to design a truck that drivers 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.

<table>
<thead>
<tr>
<th>Measurement</th>
<th>LT Series</th>
<th>Freightliner Cascadia®</th>
<th>Volvo VNL 780</th>
<th>Peterbilt 579</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width</td>
<td>69.25”</td>
<td>66”</td>
<td>70”</td>
<td>70.5”</td>
</tr>
<tr>
<td>Brisker to B-pillar at Dash</td>
<td>72”</td>
<td>78.25”</td>
<td>70”</td>
<td>79.5”</td>
</tr>
<tr>
<td>Cab Width at Shoulder Level</td>
<td>76”</td>
<td>84”</td>
<td>84”</td>
<td>79.5”</td>
</tr>
<tr>
<td>Cab Width at Hip Level</td>
<td>72.5”</td>
<td>76”</td>
<td>76.25”</td>
<td>75”</td>
</tr>
<tr>
<td>Centerline of Seat to Door at Hips</td>
<td>88.5”</td>
<td>88.25”</td>
<td>88.75”</td>
<td>86.5”</td>
</tr>
<tr>
<td>Sleeper Width at Lower Bunk</td>
<td>86.25”</td>
<td>84”</td>
<td>88.75”</td>
<td>84.25”</td>
</tr>
<tr>
<td>Sleeper Width at Upper Bunk</td>
<td>88.5”</td>
<td>88.25”</td>
<td>84.75”</td>
<td>89.5”</td>
</tr>
<tr>
<td>Depth</td>
<td>43.75”</td>
<td>45”</td>
<td>45”</td>
<td>45”</td>
</tr>
<tr>
<td>Brisker to Back of Seat at Dash (seat back)</td>
<td>65.25”</td>
<td>67.75”</td>
<td>70”</td>
<td>66.25”</td>
</tr>
<tr>
<td>Back of Seat to Floor of Sleeper at Dash Level</td>
<td>11”</td>
<td>15”</td>
<td>15”</td>
<td>15.5”</td>
</tr>
<tr>
<td>Fuel Pedal Centerline to Floor of Sleeper</td>
<td>111”</td>
<td>110”</td>
<td>115.5”</td>
<td>108”</td>
</tr>
<tr>
<td>Height</td>
<td>51.25”</td>
<td>52”</td>
<td>60.25”</td>
<td>67.5”</td>
</tr>
<tr>
<td>Floor to Header at Dash</td>
<td>51.25”</td>
<td>52.75”</td>
<td>53”</td>
<td>54.25”</td>
</tr>
<tr>
<td>Floor to Roof at Seat (seat centered)</td>
<td>52.75”</td>
<td>65”</td>
<td>60.25”</td>
<td>67.5”</td>
</tr>
<tr>
<td>Floor to Roof at Back of Seat (seat back)</td>
<td>66.10”</td>
<td>90.75”</td>
<td>69”</td>
<td>69”</td>
</tr>
<tr>
<td>Maximum Sleeper Height at Bunk Edge</td>
<td>94”</td>
<td>96”</td>
<td>96.75”</td>
<td>75.75”</td>
</tr>
<tr>
<td>Total Volume (cu. ft.)*</td>
<td>376.0</td>
<td>419.8</td>
<td>400.0</td>
<td>291.3</td>
</tr>
</tbody>
</table>

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

A CLOSER LOOK

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

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CAB SIZE AND DIMENSIONS

### CAB DESIGN

INTERIOR / SLEEPER

CHASSIS

POWERTRAIN
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.

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

Seat Travel

<table>
<thead>
<tr>
<th>LT Series</th>
<th>Freightliner Cascadia®</th>
<th>Volvo VNL 780</th>
<th>Peterbilt 573</th>
</tr>
</thead>
<tbody>
<tr>
<td>Horizontal</td>
<td>9”</td>
<td>9”</td>
<td>8”</td>
</tr>
<tr>
<td>Vertical</td>
<td>5.5”</td>
<td>5”</td>
<td>5.75”</td>
</tr>
</tbody>
</table>

Belly Room

<table>
<thead>
<tr>
<th>LT Series</th>
<th>Freightliner Cascadia®</th>
<th>Volvo VNL 780</th>
<th>Peterbilt 573</th>
</tr>
</thead>
<tbody>
<tr>
<td>24”</td>
<td>23.75”</td>
<td>22.5”</td>
<td>18.5”</td>
</tr>
</tbody>
</table>

Leg Room

<table>
<thead>
<tr>
<th>LT Series</th>
<th>Freightliner Cascadia®</th>
<th>Volvo VNL 780</th>
<th>Peterbilt 573</th>
</tr>
</thead>
<tbody>
<tr>
<td>30.6”</td>
<td>28.5”</td>
<td>31.3”</td>
<td>28.7”</td>
</tr>
</tbody>
</table>

Steering Column Tilt Range

<table>
<thead>
<tr>
<th>LT Series</th>
<th>Freightliner Cascadia®</th>
<th>Volvo VNL 780</th>
<th>Peterbilt 573</th>
</tr>
</thead>
<tbody>
<tr>
<td>38°</td>
<td>23°</td>
<td>35°</td>
<td>17°</td>
</tr>
</tbody>
</table>

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.

WINDSHIELD DEFROST METHODOLOGY

Trucks are positioned in a cold room and cooled until oil stabilizes at 0°F. Windshields are sprayed with 0.01 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.

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)

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 redefined to provide more knee room when moving from driver’s seat into sleeper
• A larger, flat surface area on the passenger dash-top allows items to rest while parked or serve as a convenient flat writing surface

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.

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

Seat Travel

<table>
<thead>
<tr>
<th>LT Series</th>
<th>Freightliner Cascadia®</th>
<th>Volvo VNL 780</th>
<th>Peterbilt 573</th>
</tr>
</thead>
<tbody>
<tr>
<td>Horizontal</td>
<td>9”</td>
<td>9”</td>
<td>8”</td>
</tr>
<tr>
<td>Vertical</td>
<td>5.5”</td>
<td>5”</td>
<td>5.75”</td>
</tr>
</tbody>
</table>

Belly Room

<table>
<thead>
<tr>
<th>LT Series</th>
<th>Freightliner Cascadia®</th>
<th>Volvo VNL 780</th>
<th>Peterbilt 573</th>
</tr>
</thead>
<tbody>
<tr>
<td>24”</td>
<td>23.75”</td>
<td>22.5”</td>
<td>18.5”</td>
</tr>
</tbody>
</table>

Leg Room

<table>
<thead>
<tr>
<th>LT Series</th>
<th>Freightliner Cascadia®</th>
<th>Volvo VNL 780</th>
<th>Peterbilt 573</th>
</tr>
</thead>
<tbody>
<tr>
<td>30.6”</td>
<td>28.5”</td>
<td>31.3”</td>
<td>28.7”</td>
</tr>
</tbody>
</table>

Steering Column Tilt Range

<table>
<thead>
<tr>
<th>LT Series</th>
<th>Freightliner Cascadia®</th>
<th>Volvo VNL 780</th>
<th>Peterbilt 573</th>
</tr>
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<tbody>
<tr>
<td>38°</td>
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<td>17°</td>
</tr>
</tbody>
</table>

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.

WINDSHIELD DEFROST METHODOLOGY

Trucks are positioned in a cold room and cooled until oil stabilizes at 0°F. Windshields are sprayed with 0.01 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 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

• The standard premium gauge cluster is customizable with a multitude of virtual gauges including fuel economy, axle loading, gear selection, trip, TIFL, lane departure, etc.

• Window control buttons now combine up and down functions into single button

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

Gauge Cluster

(1) Gauge Package with Optional Gauges

(1) Gauge Package with Basic Driver Info Display

(1) 8-Gauge with Basic Driver Info Display

(2) Gauge Levels Available:

8-Gauge with Basic Driver Info Display

10-Gauge with Basic or Premium Monochrome Driver Info Display

5" includes: TPMS, Multiple Virtual Gauges, Fuel Consumption, Time/distance, Diagnostics, Data, etc.

Premium Includes: 6 Virtual Gauges, Telematics, Infotainment, Trip, Navigation

SmartNav Includes: Virtual Gauges, Telematics, Infotainment, Trip, Navigation

Premium Includes: 6 Virtual Gauges, Fuel Consumption, Time/distance, Diagnostics, Data, etc.

SmartNav Includes: Virtual Gauges, Telematics, Infotainment, Trip, Navigation

Shifter Location

Steering Column

Standard

Dash or Side of Seat

Rear of Dash

Shifting Column

Transmission

Standard

SmartShift™ Transmission Actuation

Dash or Side of Seat

Engine Brake Engagement, Transmission Mode and Gearing

Transmission Mode and Gearing

Standard

SmartShift™ Transmission Actuation

Dash or Side of Seat

Electronic or AMT Transmissions Available

Steering Wheel Controls

Available Features

Standard

Available

Not Published

Radio

AM/FM, CD, Satellite, Aux, USB, Apple Device Interface, Bluetooth - Phone/Music

AM/FM, CD, Satellite, Aux, USB, Apple Device Interface, Bluetooth - Phone/Music

Concert Class, CD, Bluetooth, USB, MP3 and Satellite

Auxiliary Switches

Up to 26

Up to 12 Published

Up to 12 Published

Trim Levels

Basic or Premium

3; Choice, Limited, Touring

2; Prestige and Platinum

Cup and Bottle Holders

Cab

4

2

4

Sleeper

6

None

6
AVAILABLE FACTORY-INSTALLED BATTERY-POWERED HVAC

- CARB approved heating and cooling, virtually maintenance-free
- Provides 17,000 BTU heating and 6,000 BTU 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-type 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, in-skyway 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.

Available Sleeper Lengths

<table>
<thead>
<tr>
<th>LT Series</th>
<th>Freightliner Cascadia®</th>
<th>Volvo VNL 780</th>
<th>Peterbilt 579</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Roof: 48&quot;</td>
<td>High Roof: 60&quot;</td>
<td>Low Roof: 44&quot;</td>
<td>High Roof: 58&quot;</td>
</tr>
<tr>
<td>Mid Roof: 60&quot;</td>
<td>Mid Roof: 58&quot;</td>
<td>Mid Roof: 58&quot;</td>
<td>Mid Roof: 60&quot;</td>
</tr>
<tr>
<td>High Roof: 60&quot;</td>
<td>High Roof: 58&quot;</td>
<td>High Roof: 58&quot;</td>
<td>High Roof: 68&quot;</td>
</tr>
</tbody>
</table>

INTERIOR / SLEEPER

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

CAB DESIGN

- Cabin, Airtight-type Overhead Cabins
- Under-Bunk Storage: 3 compartments, gas-strut lift, no full-width pass-through
- Auxiliary HVAC Systems: Webasto AirTop 2000, Espar Air Tronic D2, Webasto Air Top, Espar D2 / D4
- Refrigerators: 1.24 cu. ft. (56" sleeper) or 1.77 cu. ft. (72" sleeper)
**CHASSIS AND FRAME EQUIPMENT**

- The LT Series offers a wide range of 120,000 PSI single-trailer frames. Single-trailer frames are generally lighter than reinforced double-trailer and offer a higher strength-to-weight ratio. Single-trailer 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.

### Frame Ratings

<table>
<thead>
<tr>
<th>Yield (PSI)</th>
<th>SM (in³)</th>
<th>RBM (in.-lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>120,000</td>
<td>13.07 – 20.93</td>
<td>1,568,400 – 2,134,800</td>
</tr>
<tr>
<td>35,000 - 120,000</td>
<td>12.33 – 34.36</td>
<td>1,203,000 – 2,590,000</td>
</tr>
<tr>
<td>120,000</td>
<td>13.4 – 20.5</td>
<td>1,610,400 – 2,460,000</td>
</tr>
<tr>
<td>120,000</td>
<td>14.8 – 22.35</td>
<td>1,776,000 – 2,683,000</td>
</tr>
</tbody>
</table>

### Available Reinforcements

<table>
<thead>
<tr>
<th>Reinforcement</th>
<th>Full</th>
<th>Partial</th>
<th>Not Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>.25” Inner C-Channel</td>
<td>Not Available</td>
<td>Not Available</td>
<td>Not Available</td>
</tr>
<tr>
<td>Jost, Fontaine, SAF Holland</td>
<td>Not Available</td>
<td>Not Available</td>
<td>Not Available</td>
</tr>
</tbody>
</table>

### Fuel Tanks – Type

- **Cylindrical Aluminum**
  - 70 – 280 Gallons
  - 26” Diameters

### Exhaust ATD Configurations

- **Integral DPF/SCR**
  - Right Hand Under Cab

### Exhaust Stack Configurations

- **Vertical Single**
  - Horizontal Single

### DEF Tank Sizes

<table>
<thead>
<tr>
<th>LT Series</th>
<th>Freightliner Cascadia®</th>
<th>Volvo VNL 780</th>
<th>Peterbilt 579</th>
</tr>
</thead>
<tbody>
<tr>
<td>10.6, 15.9, 25.2 Gallons</td>
<td>6, 13, 23 Gallons</td>
<td>11.9, 18.5, 22.5 Gallons</td>
<td>11, 20.7, 31.1 Gallons</td>
</tr>
</tbody>
</table>

### 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 device is smaller and lighter than previous system and offers superior heat management for improved efficiency and greater ash retention for longer service intervals.
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.

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” on-track 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 only 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 damping. Superior ride and handling 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

Standard wide-track front axles are designed to provide improved turn angles and 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 49° inside wheel turn angle means a tractor with a 252” wheelbase will produce a curb-to-curb turning radius of about 36’.

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. 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
LT Series features standard LED headlamps and available LED daytime running lights (DRLs).

NEW, STANDARD LED HEADLAMPS AND DAYTIME RUNNING LIGHTS (DRLs)
• New standard LED headlamps are brighter than Halogen and previously used LED headlamps.
• 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.

ELECTRICAL AND LIGHTING

- The LT Series electrical system features all-new harnessing and a new power distribution module that’s located inside the cab to protect the components from underlying instability. 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.
- 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.

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- The electrical panel housing features a specially designed recessed perimeter which protects the electrical network by routing spills away from the circuit panel.
Horsepower [BHP @ RPM] 370 - 475 @ 1700
Torque [LB-FT @ RPM] 1350 - 1750 @ 1000
Gov. Speed [RPM] 1800

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

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

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 Rail and 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 unabated cold starting down to 10°F for dependable starting in extreme climates or when plug-in heating isn't available.

INTERNATIONAL A26 Ratings

CAB DESIGN
INTERIOR / SLEEPER
CHASSIS
POWERTRAIN

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 Proven Muscle For The Long Haul.

CUMMINS® X15 Ratings

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

CAB DESIGN
INTERIOR / SLEEPER
CHASSIS
POWERTRAIN
## COMPARATIVE ENGINE SPECS

<table>
<thead>
<tr>
<th>Engine Manufacturer</th>
<th>Cummins</th>
<th>Detroit</th>
<th>Volvo</th>
<th>PACCAR</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Truck Model</strong></td>
<td>LT Series</td>
<td>LT Series, S76</td>
<td>Cascadia, VNL</td>
<td>LT Series, S76</td>
</tr>
<tr>
<td><strong>Engine</strong></td>
<td>A26</td>
<td>DD13, DD15, DD16</td>
<td>D11</td>
<td>M1X</td>
</tr>
<tr>
<td><strong>Displacement (L)</strong></td>
<td>12.4</td>
<td>12.8</td>
<td>11.8</td>
<td>10.9</td>
</tr>
<tr>
<td><strong>Engine Block</strong></td>
<td>Graphite Iron</td>
<td>Gray Iron</td>
<td>Gray Iron</td>
<td>Gray Iron</td>
</tr>
<tr>
<td><strong>Fuel System</strong></td>
<td>Direct Injection, Extreme Pressure Injection (XPI)</td>
<td>Extreme Pressure Injection (XPI)</td>
<td>Extreme Pressure Injection (XPI)</td>
<td>Extreme Pressure Injection (XPI)</td>
</tr>
<tr>
<td><strong>Cam</strong></td>
<td>SOHC</td>
<td>DOHC</td>
<td>DOHC</td>
<td>DOHC</td>
</tr>
<tr>
<td><strong>Turbocharger</strong></td>
<td>Variable Geometry</td>
<td>Variable Geometry</td>
<td>Variable Geometry</td>
<td>Variable Geometry</td>
</tr>
<tr>
<td><strong>Horsepower</strong></td>
<td>370 – 475</td>
<td>320 – 400</td>
<td>310 – 425</td>
<td>350 – 470</td>
</tr>
<tr>
<td><strong>Torque (lb.-ft.)</strong></td>
<td>1350 – 1750</td>
<td>1150 – 1450</td>
<td>1150 – 1650</td>
<td>1250 – 1650</td>
</tr>
<tr>
<td><strong>Dry Weight</strong></td>
<td>2,299 lbs.</td>
<td>2,650 lbs.</td>
<td>2,640 lbs.</td>
<td>2,961 lbs.</td>
</tr>
<tr>
<td>**Life (GS/BS)</td>
<td>1,200,000 (BS)</td>
<td>1,500,000 (BS)</td>
<td>1,000,000,000 (BS)</td>
<td>1,000,000,000 (BS)</td>
</tr>
<tr>
<td><strong>Warranty</strong></td>
<td>2 Years, Unlimited Miles</td>
<td>2 Years, Unlimited Miles</td>
<td>2 Years, Unlimited Miles</td>
<td>2 Years, 250,000 Miles</td>
</tr>
</tbody>
</table>
A CLOSER LOOK

The 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.

<table>
<thead>
<tr>
<th>Shifter Type</th>
<th>Location</th>
<th>Functionality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multi-function</td>
<td>Steering Column</td>
<td>Engine Brake Engagement, Transmission Mode and Gearing</td>
</tr>
<tr>
<td>SmartShift Shift-by-Wire</td>
<td>Steering Column</td>
<td>Transmission Actuation</td>
</tr>
<tr>
<td>I-Shift Control</td>
<td>Dash or Side of Seat</td>
<td>Transmission Actuation</td>
</tr>
<tr>
<td>Auto or AMT Control</td>
<td>Floor or Dash</td>
<td>Automatic or AMT Transmissions Actuation</td>
</tr>
</tbody>
</table>

Manual Transmissions

| Eaton Fuller: UltraShift™ PLUS | 10 – 18-speed |
| Eaton Fuller: Advantage: 10-speed |

Automated Transmissions

| Eaton Fuller: UltraShift PLUS: 10 – 18-speed, MHP, MXP | Advantage: 10-speed |
| Eaton Fuller: UltraShift PLUS: 10 – 18-speed, MHP, MXP | Advantage: 10-speed |
| Eaton Fuller: UltraShift PLUS: 10 – 18-speed, MHP, MXP | Advantage: 10-speed |

Automatic Transmissions

| Not Available |

Clutches

| Eaton Fuller: Eaton Solo Advantage Live | Eaton Fuller: Eaton Solo Advantage UltraShift PLUS Clutch |
| Eaton Fuller: Eaton Solo Advantage UltraShift PLUS Clutch |
| Eaton Fuller: Eaton Solo Advantage UltraShift PLUS Clutch |
| Eaton Fuller: Eaton Solo Advantage UltraShift PLUS Clutch |
| Eaton Fuller: Eaton Solo Advantage UltraShift PLUS Clutch |

Clutch Pedals

| Standard Hydraulic with Air Assist | Standard Hydraulic with Air Assist |
| Standard Hydraulic with Air Assist | Standard Hydraulic with Air Assist |
| Standard Hydraulic with Air Assist | Standard Hydraulic with Air Assist |
| Standard Hydraulic with Air Assist | Standard Hydraulic with Air Assist |

Manual Transmissions

| Eaton Fuller: 9, 10, 13, 15, 18-speed |
| Eaton Fuller: 9, 10, 15, 18-speed |
| Eaton Fuller: 9, 10, 15, 18-speed |

Automated Transmissions

| Eaton Fuller: UltraShift PLUS: 10 – 18-speed, MHP, MXP | Advantage: 10-speed |
| Eaton Fuller: UltraShift PLUS: 10 – 18-speed, MHP, MXP | Advantage: 10-speed |
| Eaton Fuller: UltraShift PLUS: 10 – 18-speed, MHP, MXP | Advantage: 10-speed |

Automatic Transmissions

| Not Available |

Clutches

| Eaton Fuller: Eaton Solo Advantage | Eaton Fuller: Eaton Solo Advantage UltraShift PLUS |
| Eaton Fuller: Eaton Solo Advantage UltraShift PLUS Clutch |

Clutch Pedals

| Eaton Fuller: Eaton Solo Advantage UltraShift PLUS Clutch |
| Eaton Fuller: Eaton Solo Advantage UltraShift PLUS Clutch |
| Eaton Fuller: Eaton Solo Advantage UltraShift PLUS Clutch |
| Eaton Fuller: Eaton Solo Advantage UltraShift PLUS Clutch |
| Eaton Fuller: Eaton Solo Advantage UltraShift PLUS Clutch |

| Freightliner Cascadia® | Volvo VNL 780 | Peterbilt 573 |
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.

### ON-HIGHWAY MAINTENANCE INTERVALS

<table>
<thead>
<tr>
<th>International</th>
<th>Detroit</th>
<th>Volvo</th>
<th>PACCAR</th>
<th>Cummins</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil Filter (miles)</td>
<td>20,000</td>
<td>20,000</td>
<td>20,000</td>
<td>20,000</td>
</tr>
<tr>
<td>Diesel Filter (miles)</td>
<td>15,000</td>
<td>15,000</td>
<td>15,000</td>
<td>15,000</td>
</tr>
<tr>
<td>Coolant Filter (miles)</td>
<td>100,000</td>
<td>100,000</td>
<td>100,000</td>
<td>100,000</td>
</tr>
<tr>
<td>Coolant, Washer Fluid (miles)</td>
<td>12,000</td>
<td>12,000</td>
<td>12,000</td>
<td>12,000</td>
</tr>
<tr>
<td>DEF Pump Filter (miles)</td>
<td>150,000</td>
<td>150,000</td>
<td>150,000</td>
<td>150,000</td>
</tr>
<tr>
<td>Translucent Containers (levels-at-a-glance)</td>
<td>Coolant, Washer Fluid, Power Steering Fluid</td>
<td>Coolant, Washer Fluid, Power Steering Fluid</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tethered Caps (miles)</td>
<td>300,000</td>
<td>300,000</td>
<td>300,000</td>
<td>300,000</td>
</tr>
<tr>
<td>Fluid Filter Mounts</td>
<td>Coolant Filterminder</td>
<td>Coolant Filterminder</td>
<td>Coolant Filterminder</td>
<td>Coolant Filterminder</td>
</tr>
<tr>
<td>Hood Latch Design</td>
<td>Bottom Load</td>
<td>Bottom Load</td>
<td>Bottom Load</td>
<td>Bottom Load</td>
</tr>
<tr>
<td>Restraining Straps</td>
<td>Recessed Fender-back Restraining Straps</td>
<td>Recessed Cool-Side Ratchet-Style</td>
<td>Inside Cab at Base of Steering Column</td>
<td>Recessed Fender-back Restraining Straps</td>
</tr>
</tbody>
</table>

### RT SERIES 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-trips 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.

### RT SERIES FEATURES

- Full battery access
- Improved four bolt removal
- New Power Distribution Module
- Under-hood electrical routing
- Clean, well-organized system
- Streamlined troubleshooting
ONCOMMAND® CONNECTION. ALL MAKES. ALL MODELS.

CONNECT YOUR ENTIRE FLEET THROUGH A SINGLE PORTAL.

Remote diagnostics for all makes of vehicles.

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 OnCommand® 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
- Generate plans for more than 18,000 engine and vehicle faults
- Prioritize needed repairs while avoiding unnecessary service visits

ALL THE TOOLS YOU NEED AT YOUR FINGERTIPS

- 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 HELPS YOU:
- 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

REMOTE DIAGNOSTICS FOR ALL MAKES OF VEHICLES.
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.

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.

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.

WE HAVE YOUR BACK SO YOU CAN KEEP MOVING FORWARD

Navistar Capital

7,687 TECHNICIANS

7,445 SERVICE BAYS

720 DEALER LOCATIONS

Leading all competitors in

YES, WE’RE OPEN

Saturday 488 Locations

Sunday 47 Locations

So no matter where you drive, you’re not far from one of our
THE NEW LT™ SERIES DELIVERS EVERYTHING YOU ASKED FOR IN A DRIVER'S TRUCK

LT™ Series Feature Summary

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 reduced 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 lightweight 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

CAB
- Significant aerodynamic improvements and drivetrain optimization result in up to a 7% improvement in fuel efficiency over previous model
- New, longer LT™ 1800 series weight distribution cab improves aerodynamics
- New cab door design improves vent window seam and lowers the glass improving driver's visibility
- New pedal cab minimize 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 instrument gauge cluster offers a class-leading driver interface with virtual pages, improved connectivity and state-of-the-art graphics
- Interior features easy-to-clean premium soft-touch materials, thoughtfully designed to reduce the use of fabrics which tend to trap moisture and odors
- Center console refined for more functional storage and improved ergonomics to easily move from driver’s seat to sleeper compartment
- All-new HVAC system completely repositioned for improved reliability and provides fast-defrost feature for best-in-class defrost performance

* Compliments of 2017 ProStar with ISX15 engine low sulfur benzotriazole transfer device