



2011 International ProStar

Die Zeiten, in denen Sattelzugmaschinen wie Schuhkartons mit Rädern aussahen, sind vorbei. Diese Kraftstoffe verschwendenden Konstrukte sind verschwunden und wurden durch Fahrzeuge wie den INTERNATIONAL ProStar ersetzt. Dieser Sattelschlepper wurde erstmals im Jahr 2007 eingeführt. Seine aerodynamische Form basiert auf umfangreichen Windkanalversuchen und der On-Highway-Entwicklung.

Diese schönen Fahrzeuge wurden in Kanada in Chatham, Ontario, in den USA in Springfield, Ohio und Garland in Texas sowie Escobedo in Mexiko hergestellt. Die ProStar Modelle wurden von vielen verschiedenen Motoren wie dem 13-Liter MaxxForce, 15-Liter MaxxForce und dem Cummins ISX angetrieben. Zu der ProStar-Familie gehören 3 verschiedene Motorhaubenlängen und 4 Fahrerhausgrößen.

Die Aerodynamik des ProStar war führend in der nordamerikanischen Industrie, als er auf den Markt kam, und ebnete wenige Jahre später den Weg für ein Schwesterfahrzeug, den INTERNATIONAL LoneStar. Diese beiden Sattelschlepper haben dieselben Fahrerhäuser, die den Komfort von zu Hause für die Fahrer bieten, die viel unterwegs sind. Die Fahrerhäuser enthalten Etagenbetten, Garderobenschränke sowie Unterbringungsmöglichkeiten für Fernseher und Kühlschränke. Das umfangreiche Armaturenbrett enthält eine schöne Reihe von Anzeigen und Schaltern. Die Elektronik dieser Fahrzeuge ist sauber hinter den Armaturenbrett verstaubt, wo die vielfältigen Eigenschaften des Multiplexing-Systems von Diamond Logic die Überwachung und Steuerung dieser Fahrzeuge für die hart arbeitenden Fahrer erleichtert.

Die Ingenieure haben sich jegliche Mühe gegeben, um es den Fahrern ergonomisch bequem zu machen. Sie haben auch Systeme wie die klappbare vordere Stoßstange entwickelt, um den Monteuren direkten Zugang zum Motorraum zu ermöglichen, damit sie Wartungsarbeiten schnell und einfach durchführen können. Die wahren Gewinner sind die Fuhrparkbesitzer, deren Betriebskosten durch die ausgezeichnete Kraftstoffeffizienz und die Zuverlässigkeit dieser Highway Trucks reduziert werden. Es ist nicht ungewöhnlich zu sehen, dass diese Fahrzeuge 134.000 bis 290.000 km pro Jahr auf den Autobahnen von Nord-, Mittel- und Südamerika fahren.

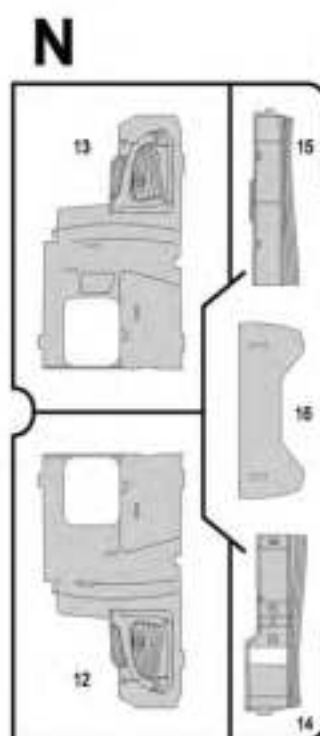
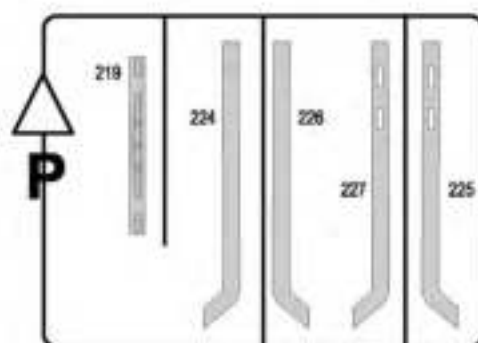
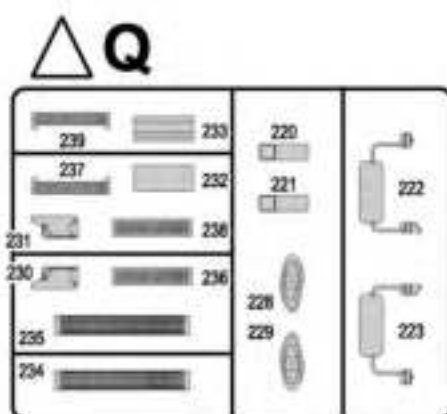
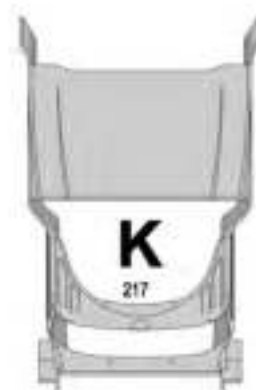
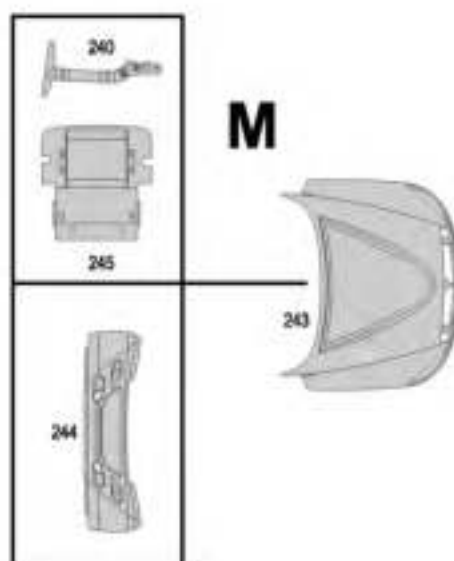
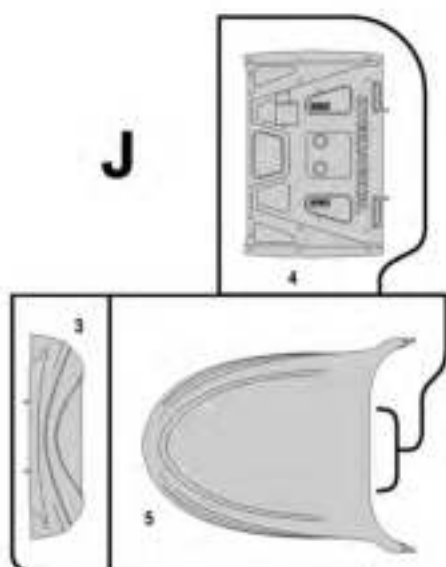
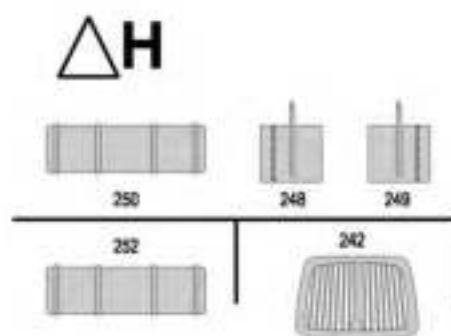
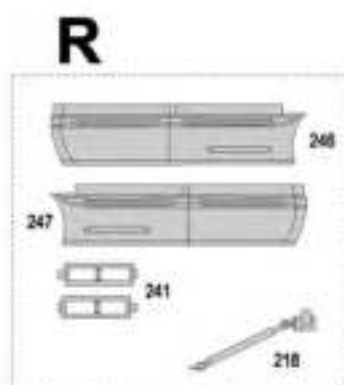
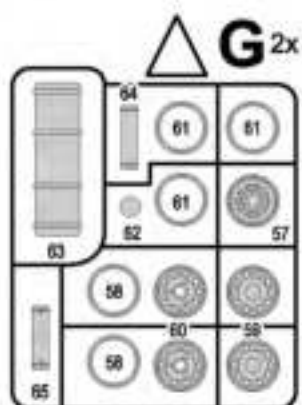
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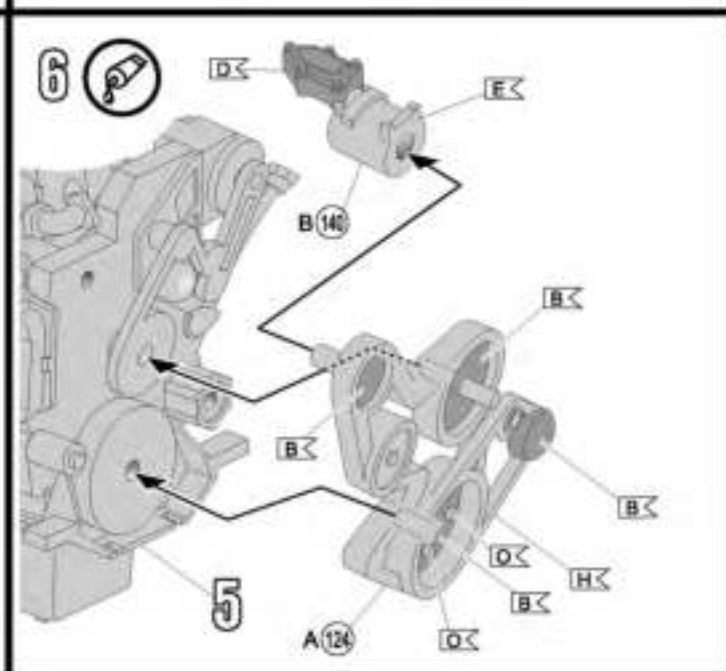
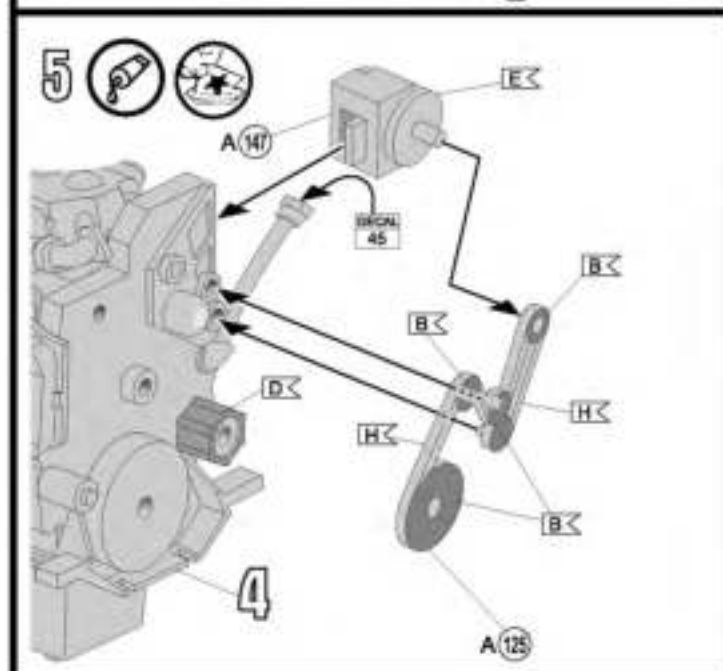
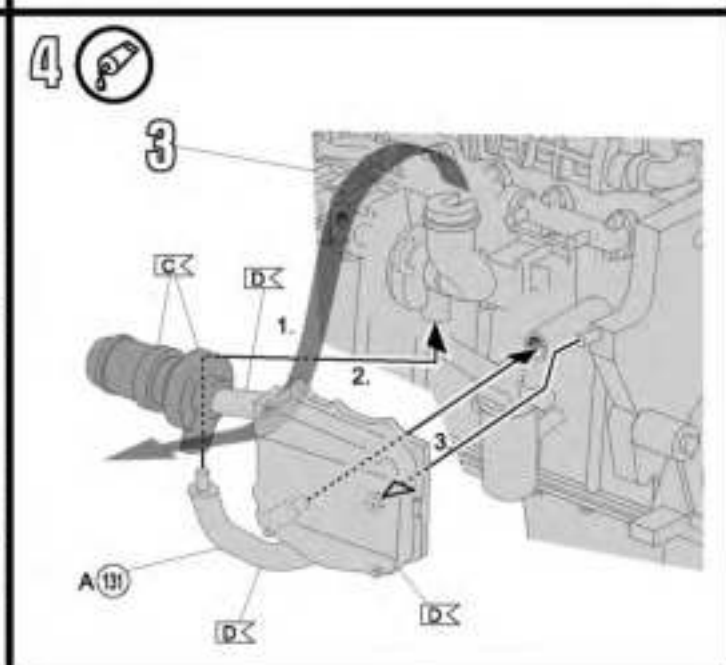
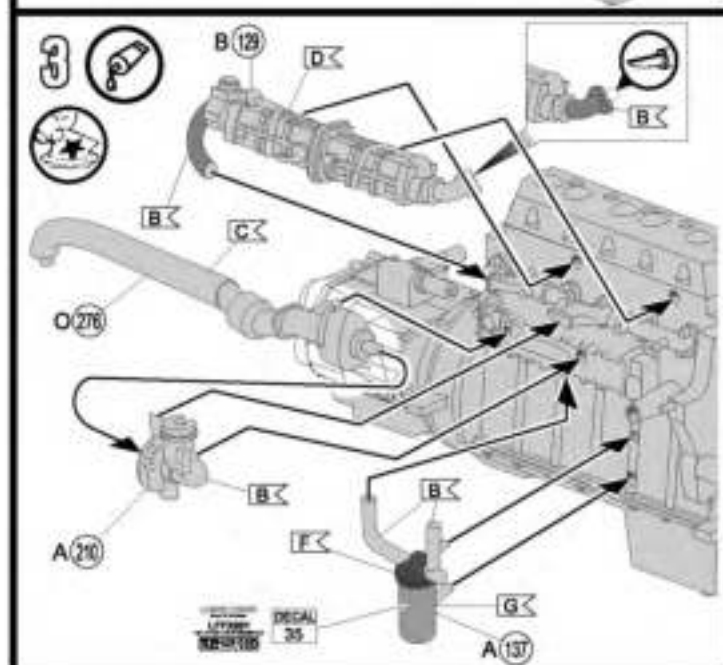
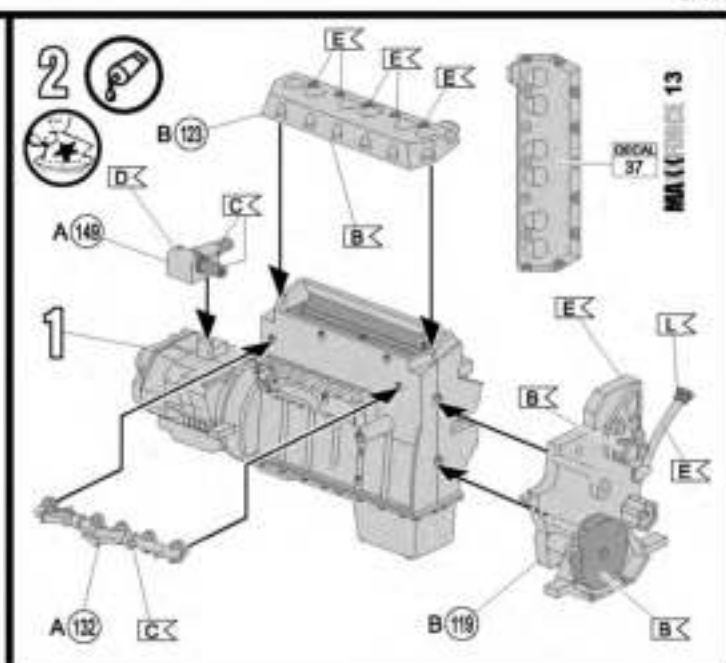
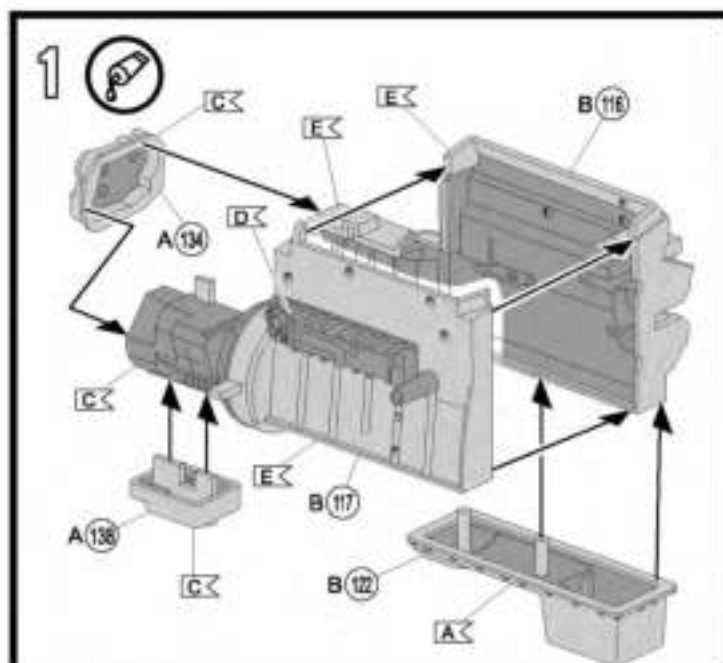
Gone are the days when tractor trailers looked like shoe boxes with wheels. Those fuel wasting configurations are gone and replaced by vehicles such as the INTERNATIONAL ProStar. This vehicle was first introduced in 2007 and drew its aerodynamic shape through extensive wind tunnel testing and on-highway development.

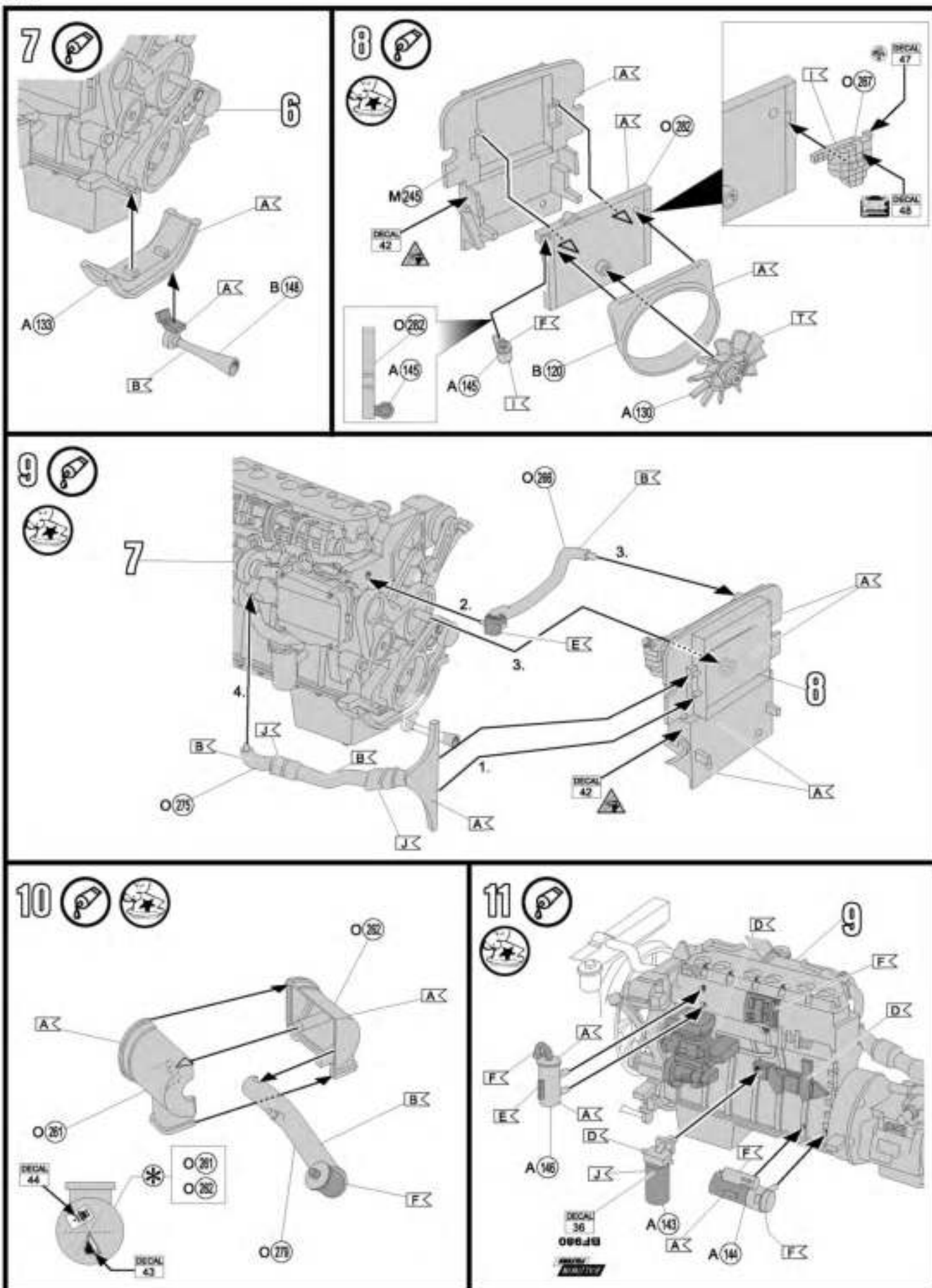
These beautiful machines have been produced in Chatham Ontario Canada, Springfield Ohio, Garland Texas and Escobedo, Mexico. The ProStar models have been powered by a variety of engines including the MaxxForce 13 Liter, MaxxForce 15 Liter and the Cummins ISX. The ProStar family includes 3 different hood lengths and 4 sleeper sizes.

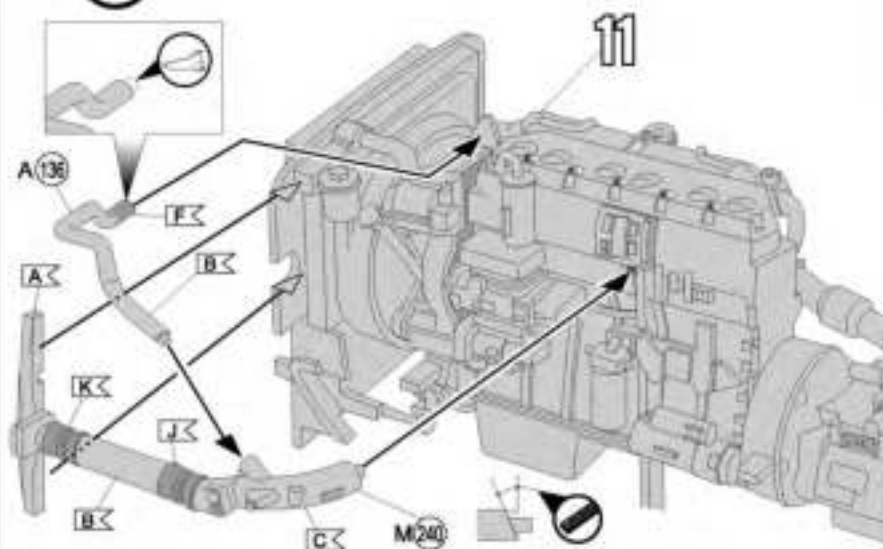
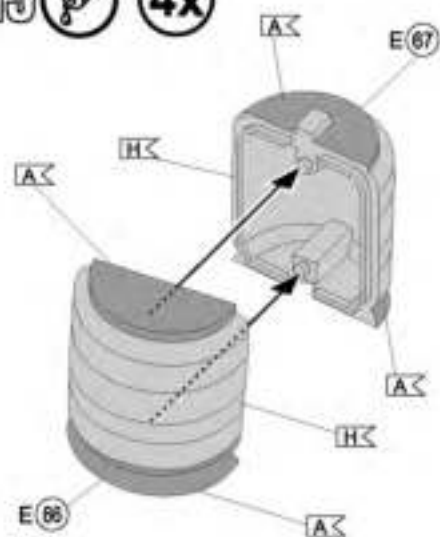
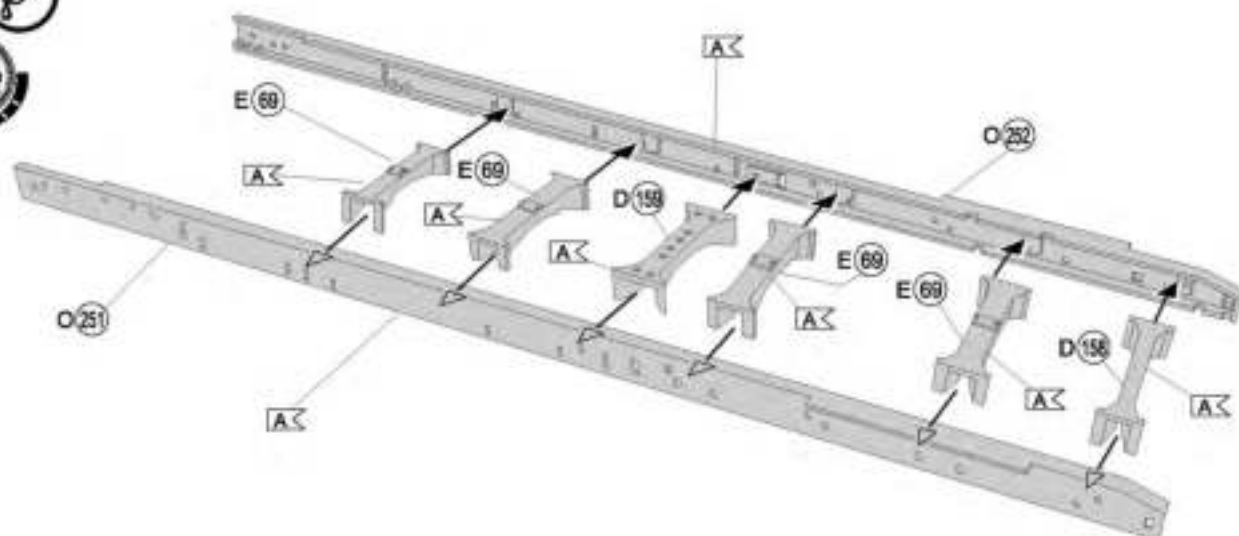
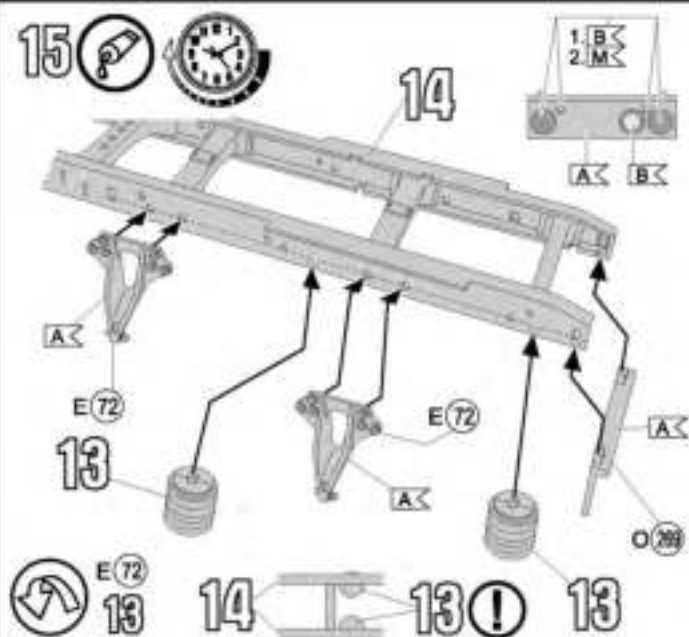
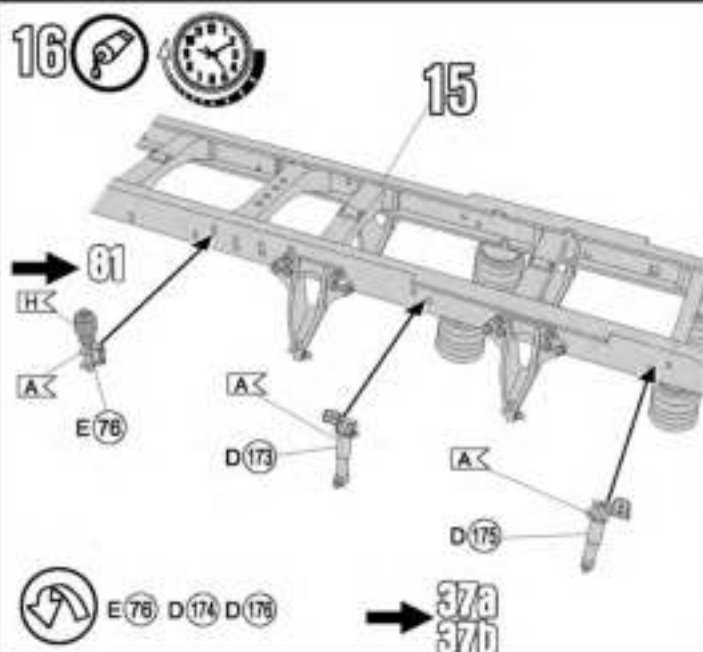
The ProStar's aerodynamics led the North American industry as it entered the market and paved the way for a sister vehicle, the INTERNATIONAL LoneStar, just a few years later. These two highway tractors share common cabs and sleepers that are loaded with the comforts of home for drivers who live on the road. The sleepers feature double bunks, wardrobe cabinets, TV and refrigerator accommodations. The expansive instrument panel features beautiful array of gauges and switches. The electronic brains of these vehicles are tucked neatly behind the instrument panel where the many features of the Diamond Logic multiplexing system makes monitoring and controlling these vehicles easier for hard working drivers.

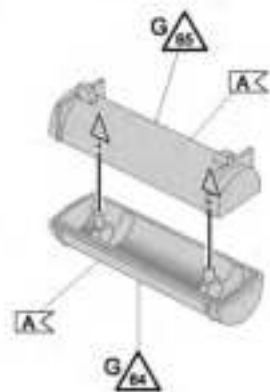
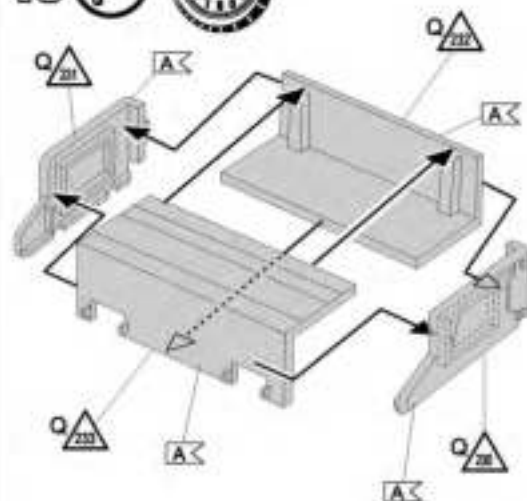
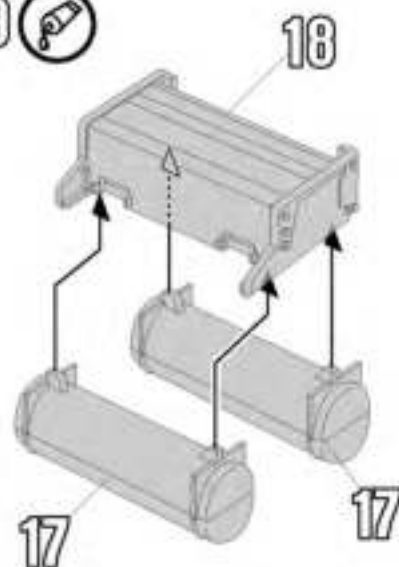
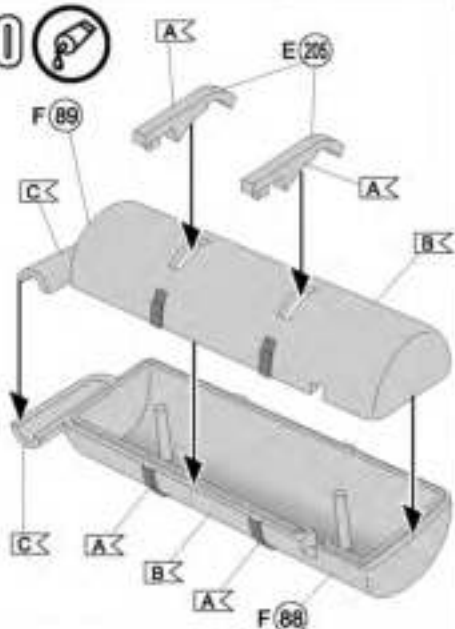
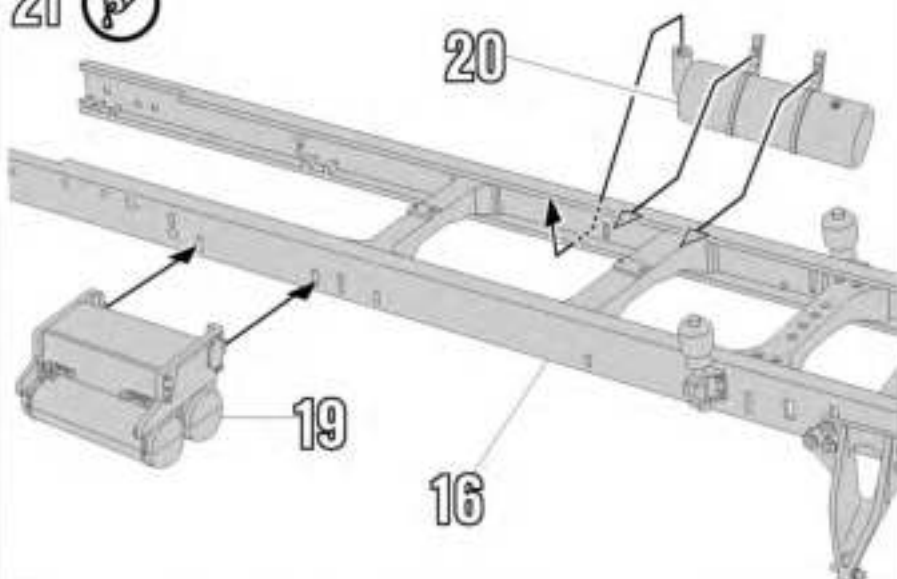
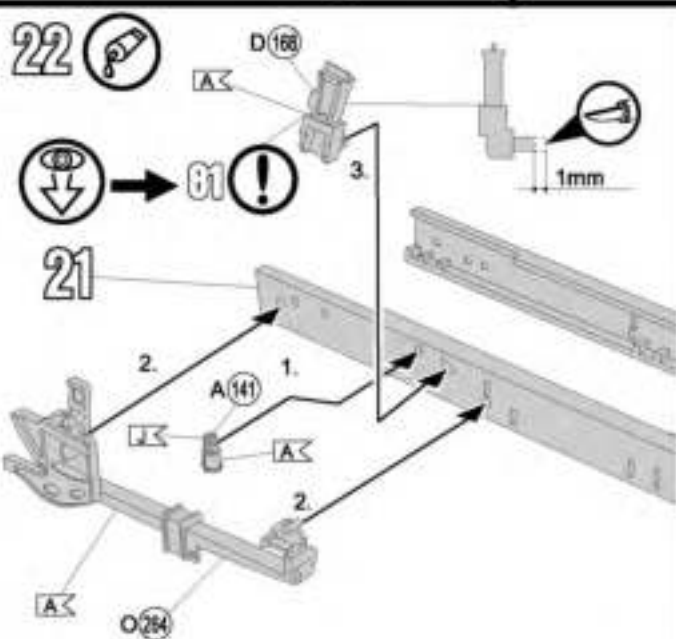
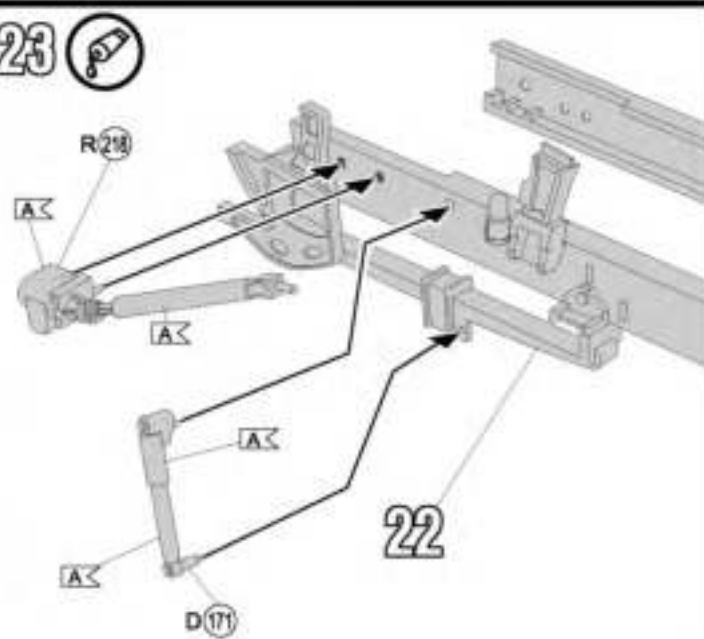
The engineers didn't rest with just making the drivers ergonomically comfortable. They also designed systems such as the tilt up front bumper to allow mechanics to walk straight into the engine compartment to enable quick and simple service procedures. The real winners are the fleet owners whose operation costs are lowered by the superb fuel economy and reliability of these highway trucks. It is not unusual to see these vehicles logging 120,000 to 180,000 miles per year as they traverse the highways of North, Central and South America.

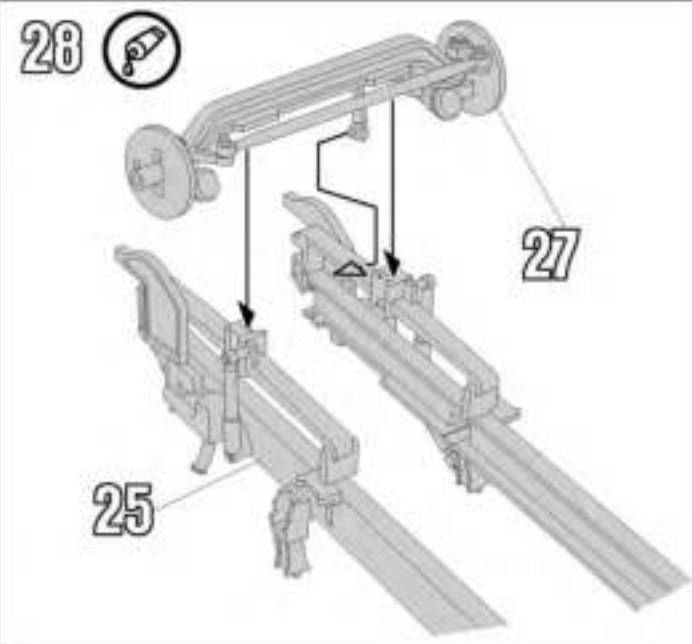
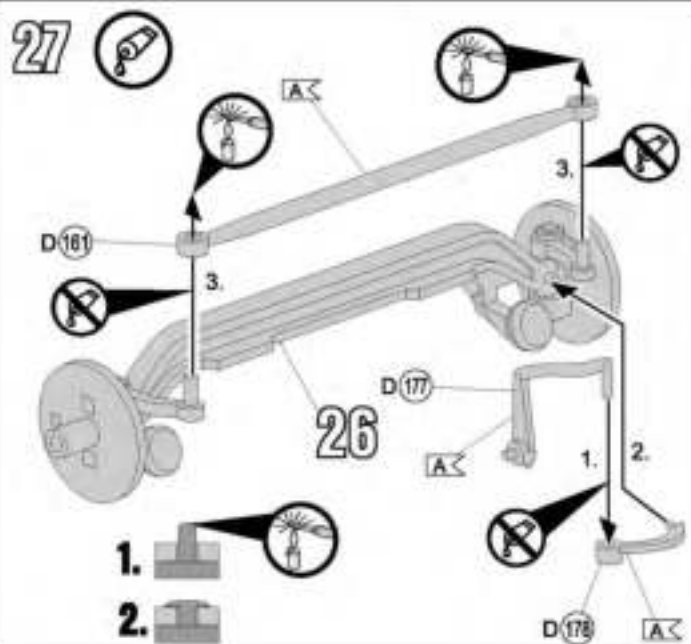
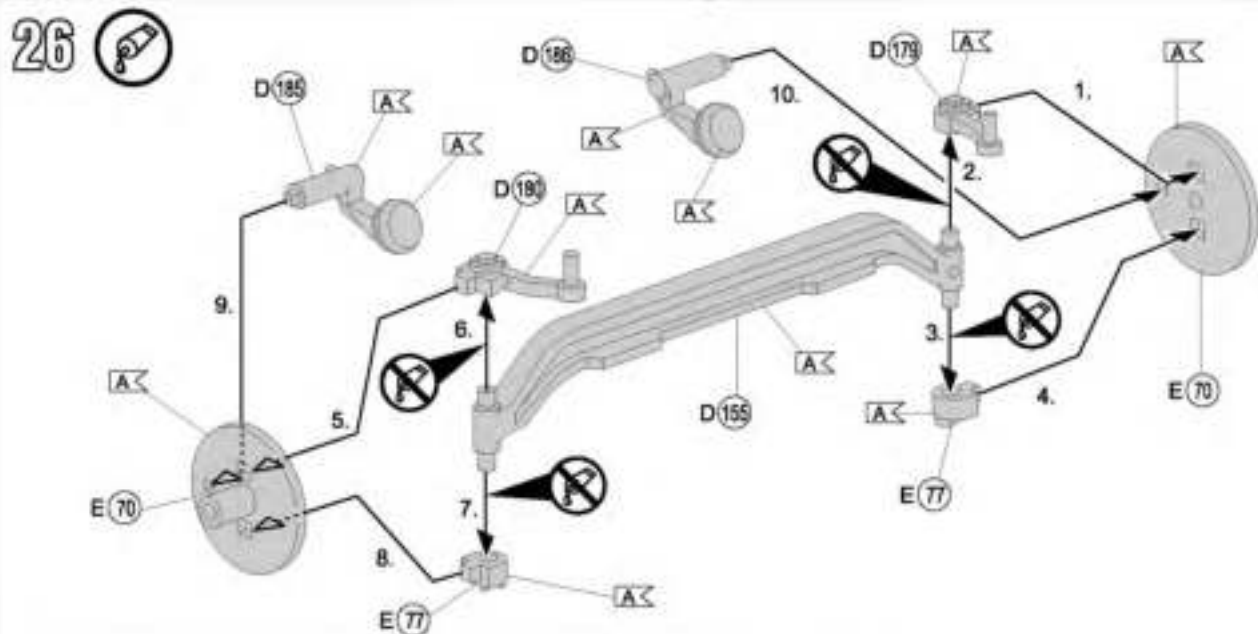
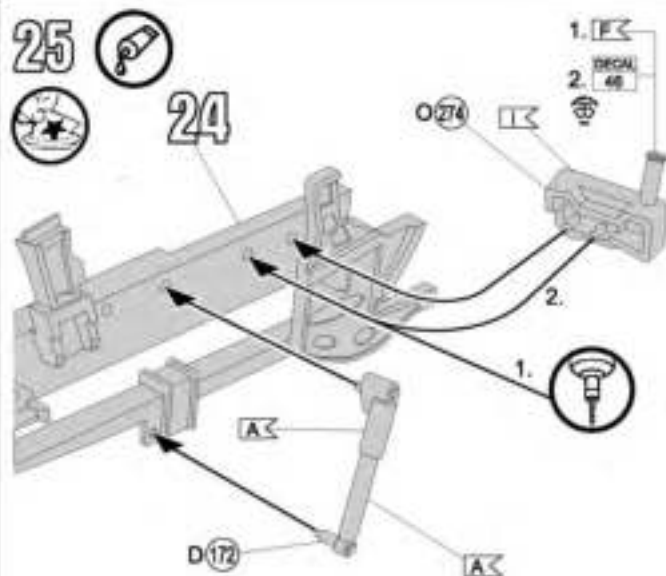
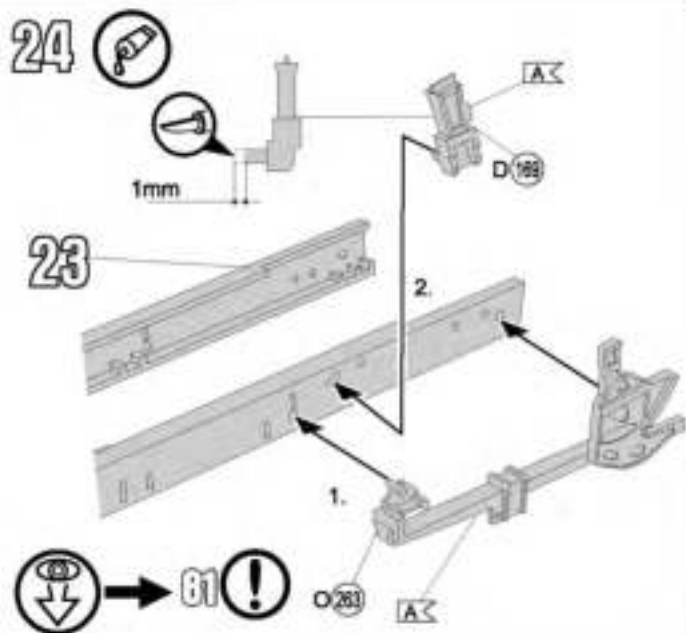


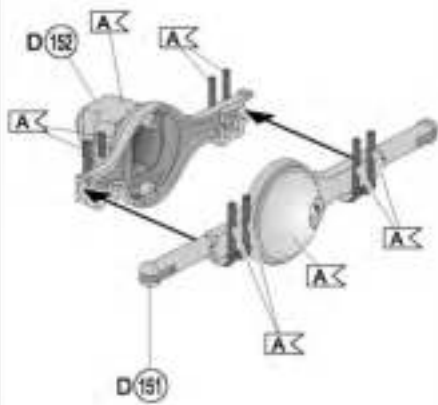
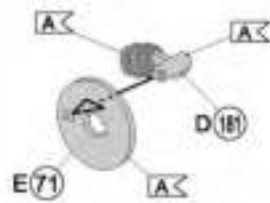
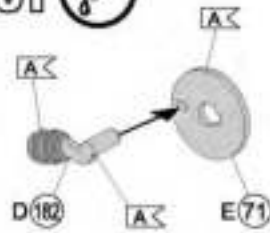
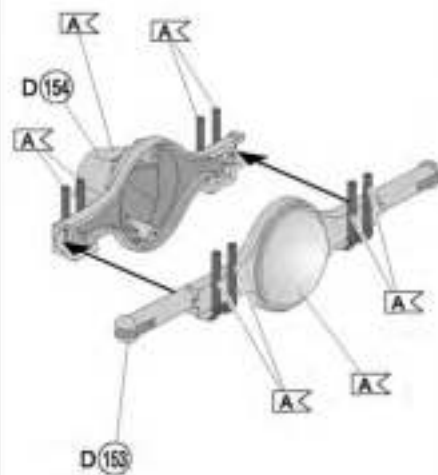
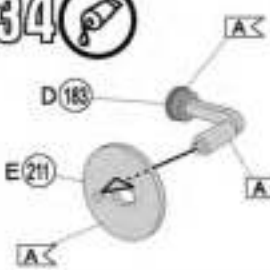
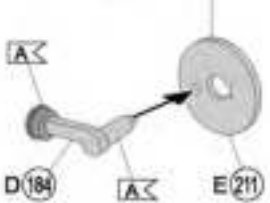
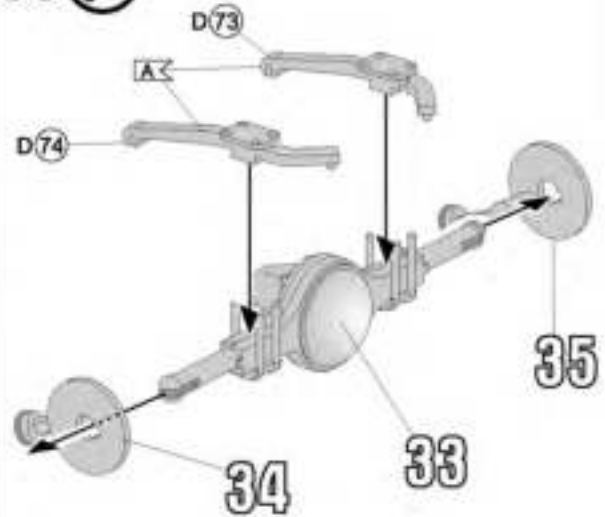
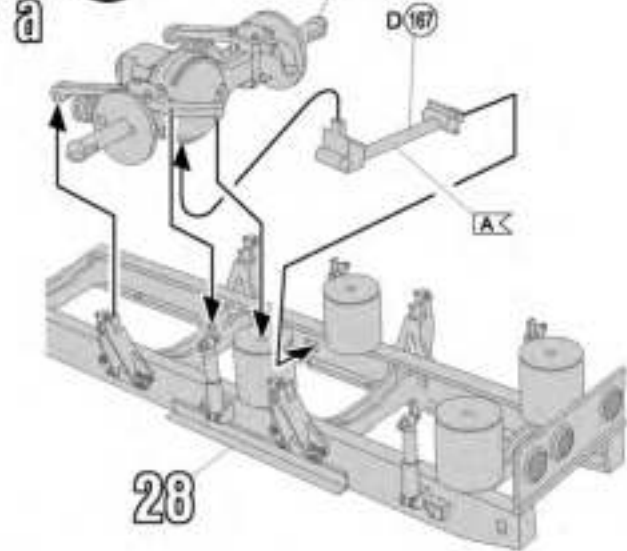
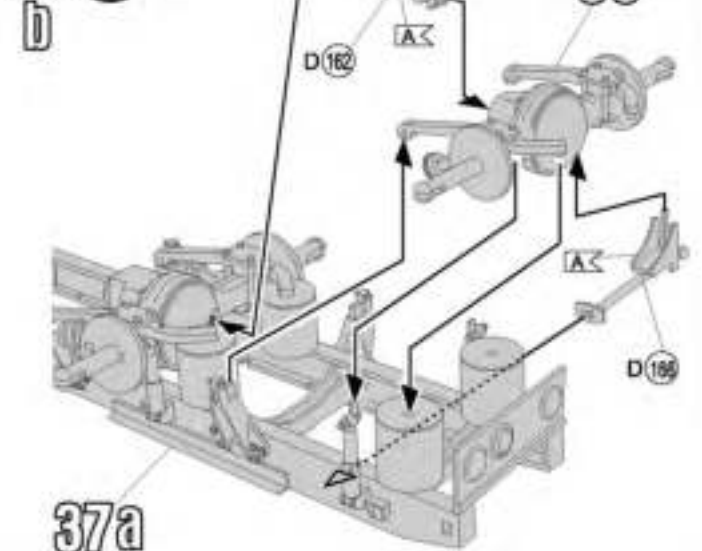




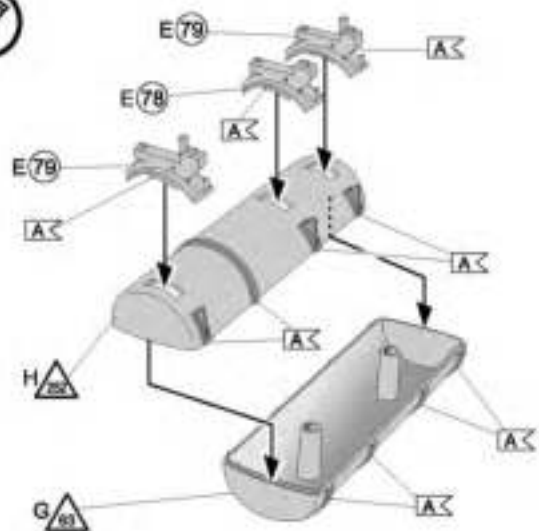
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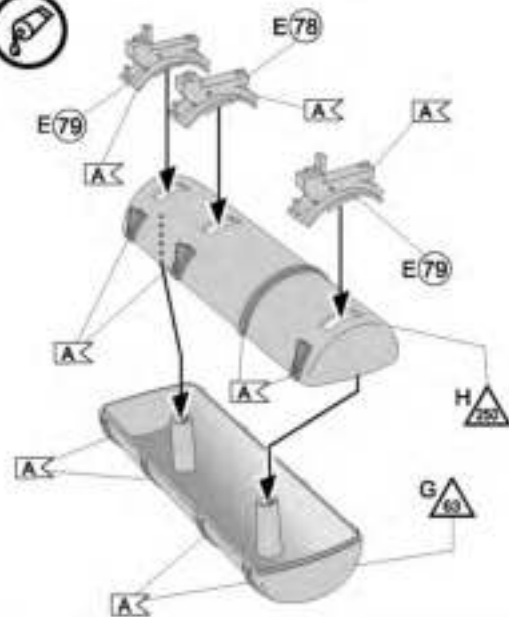


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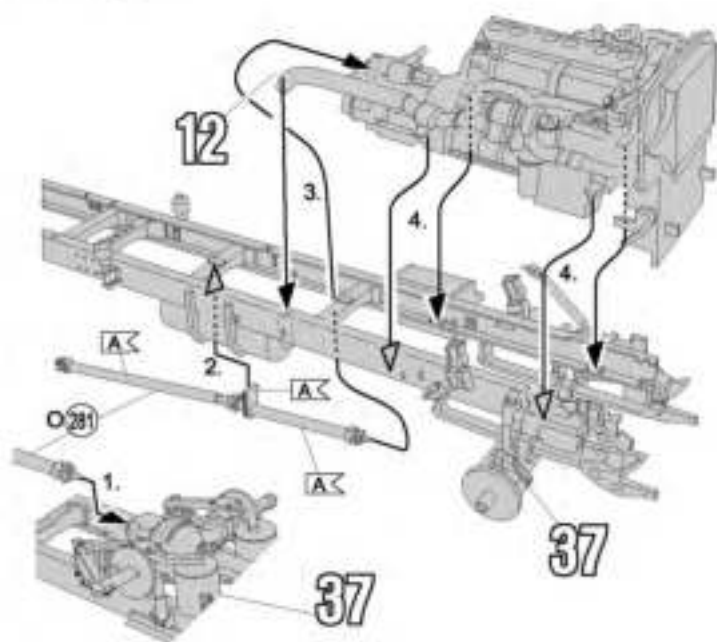
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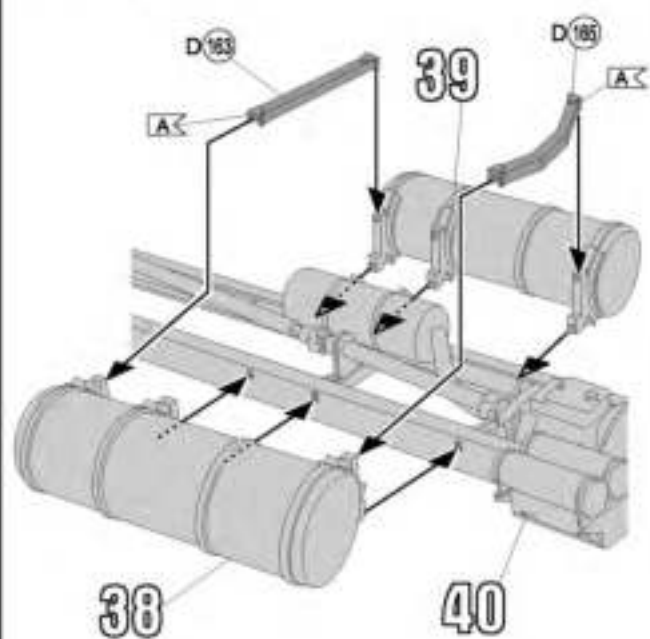
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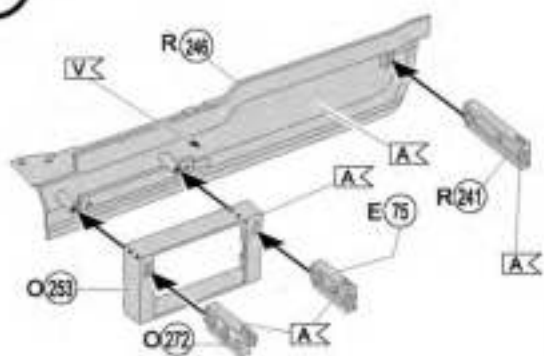
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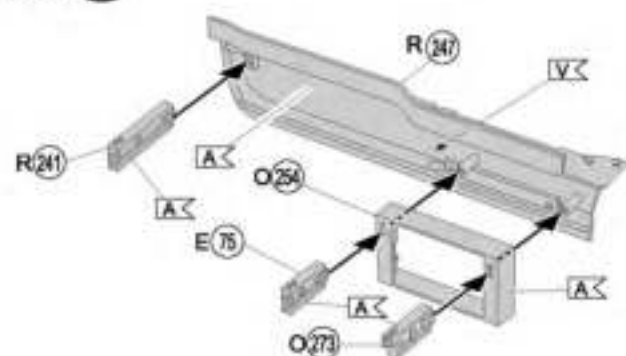
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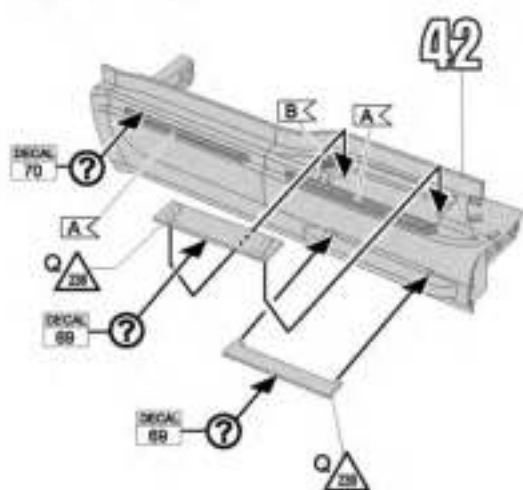
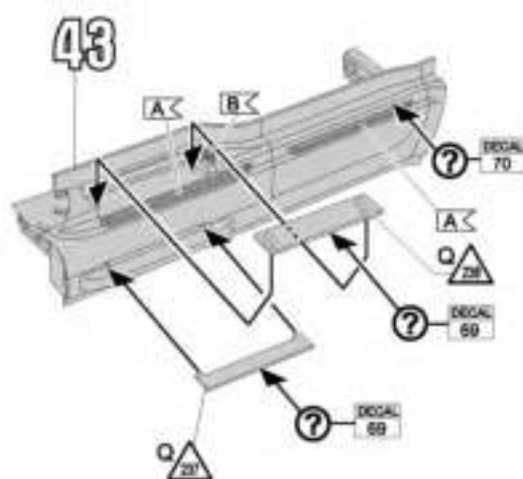
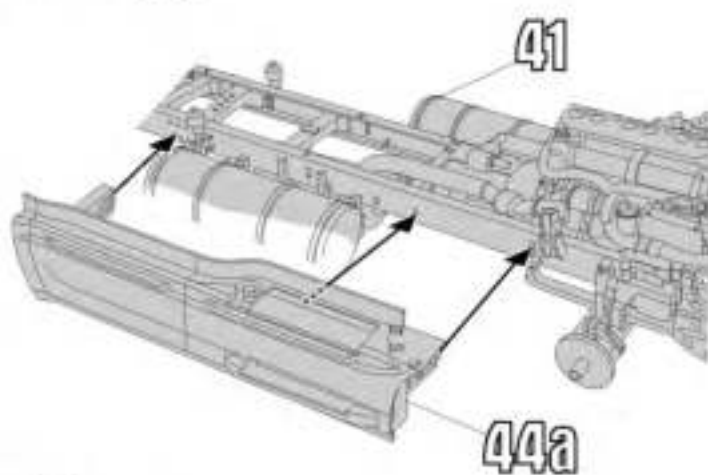
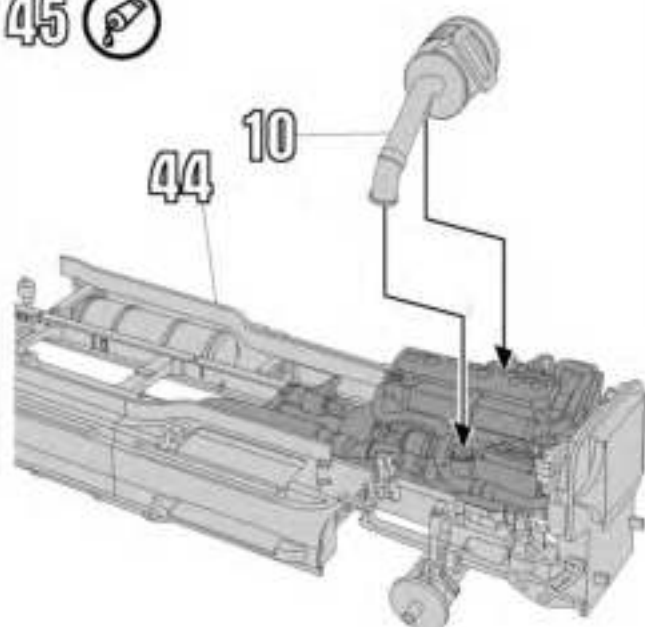
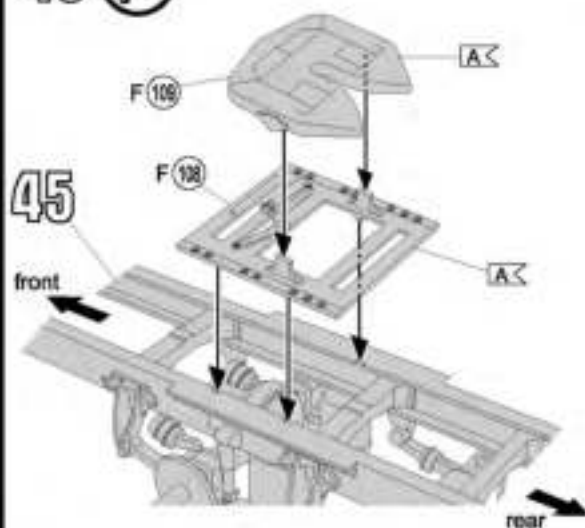
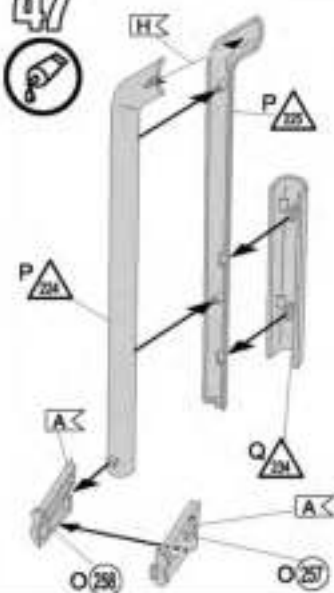
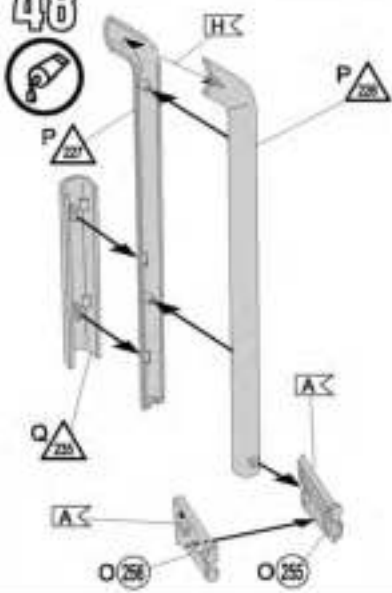


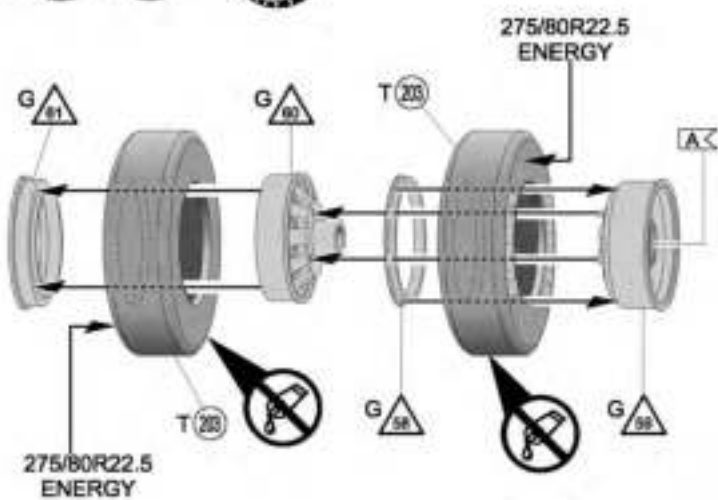

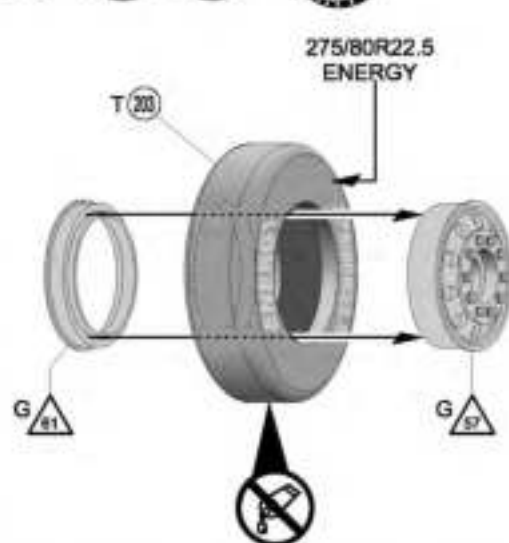
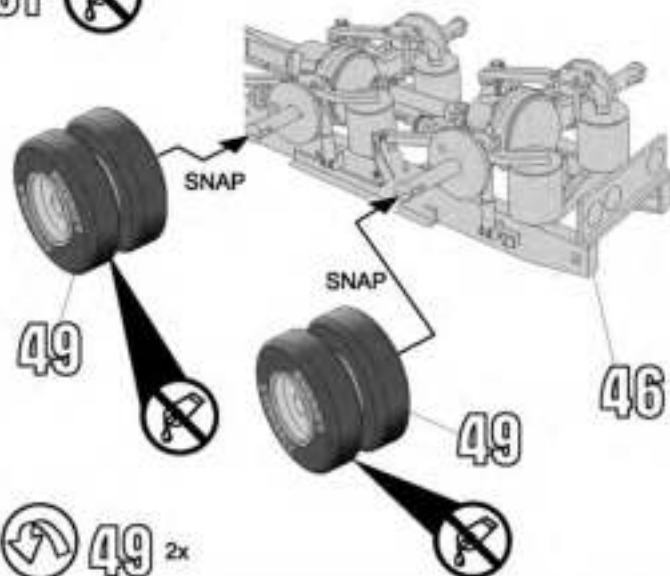
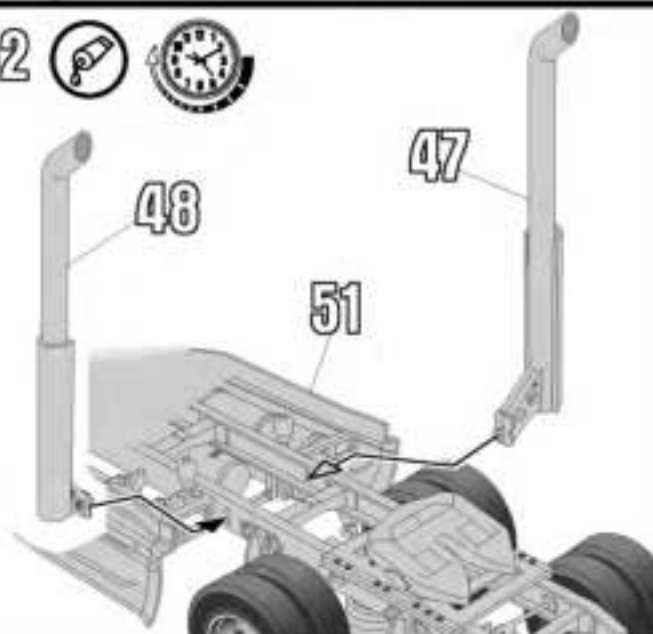
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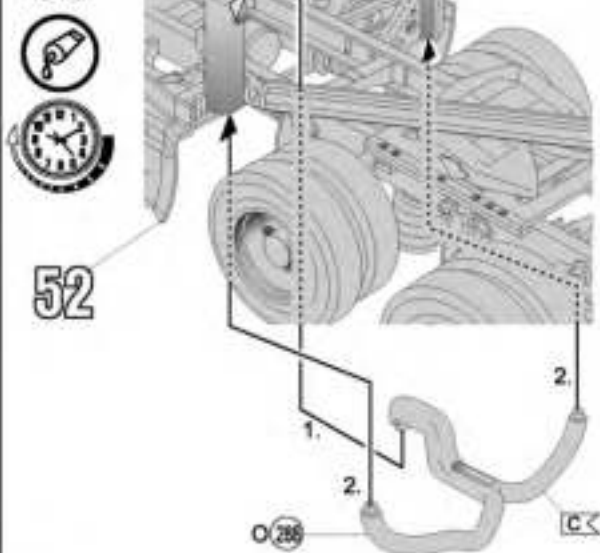
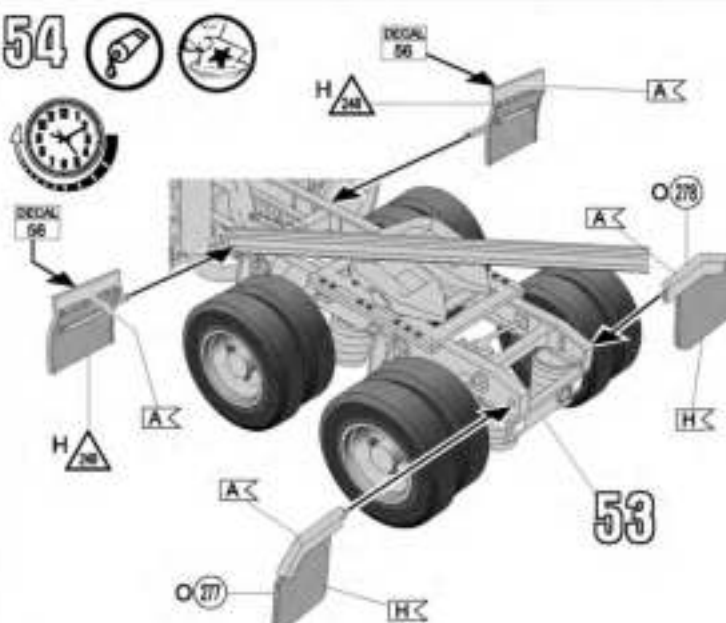
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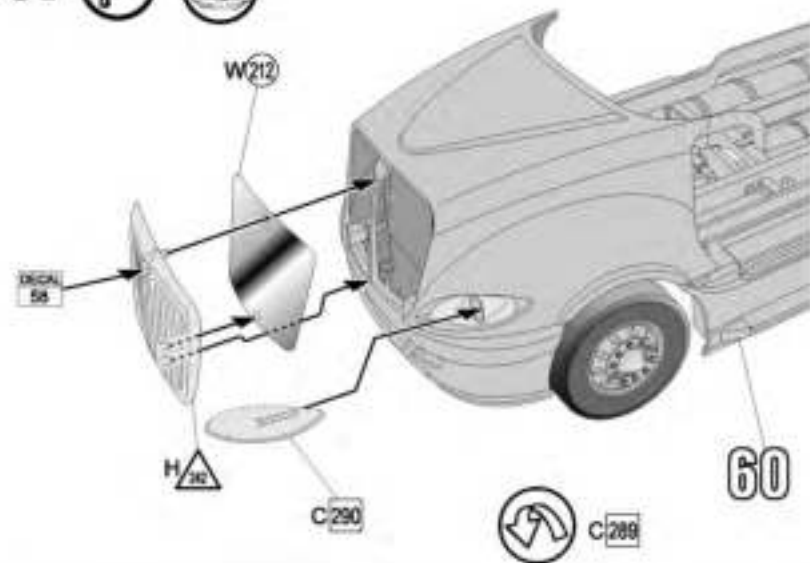
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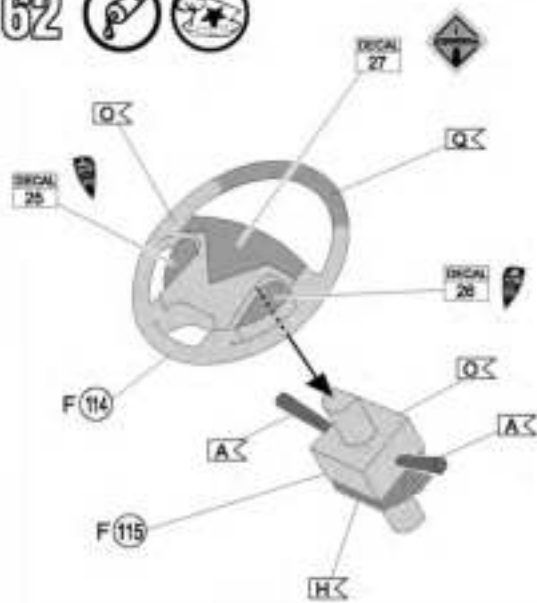
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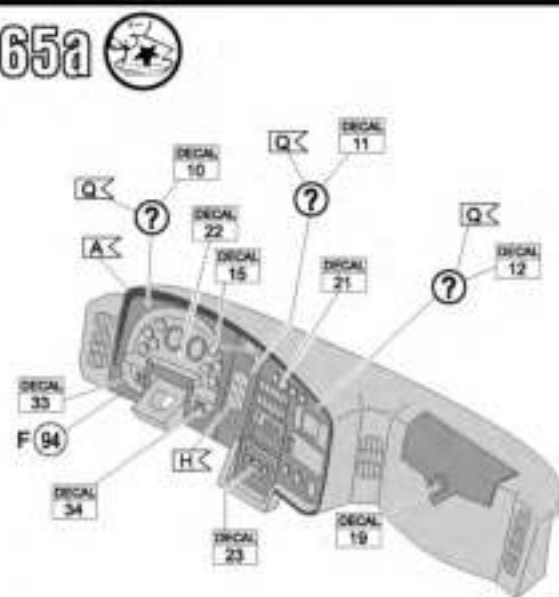
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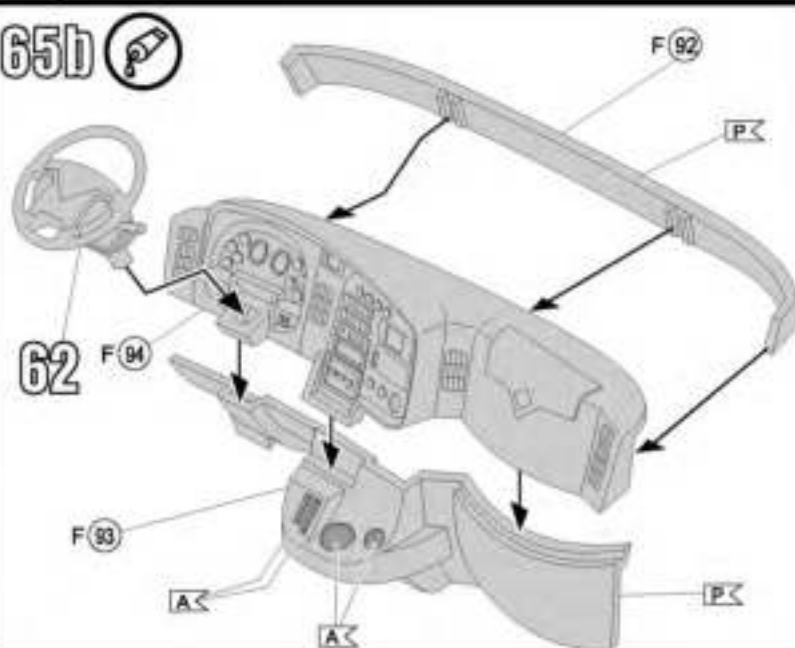
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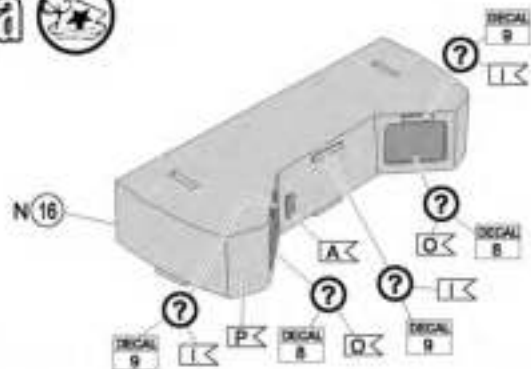
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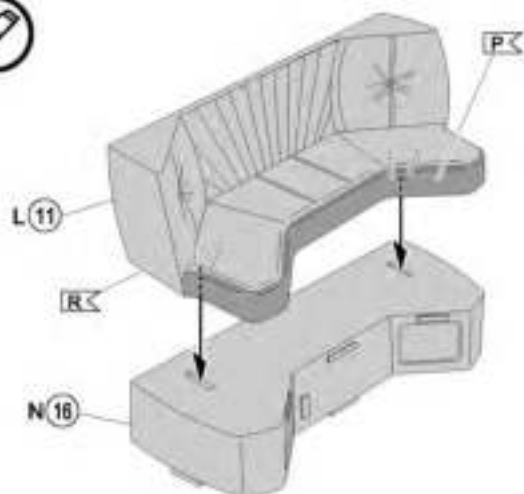
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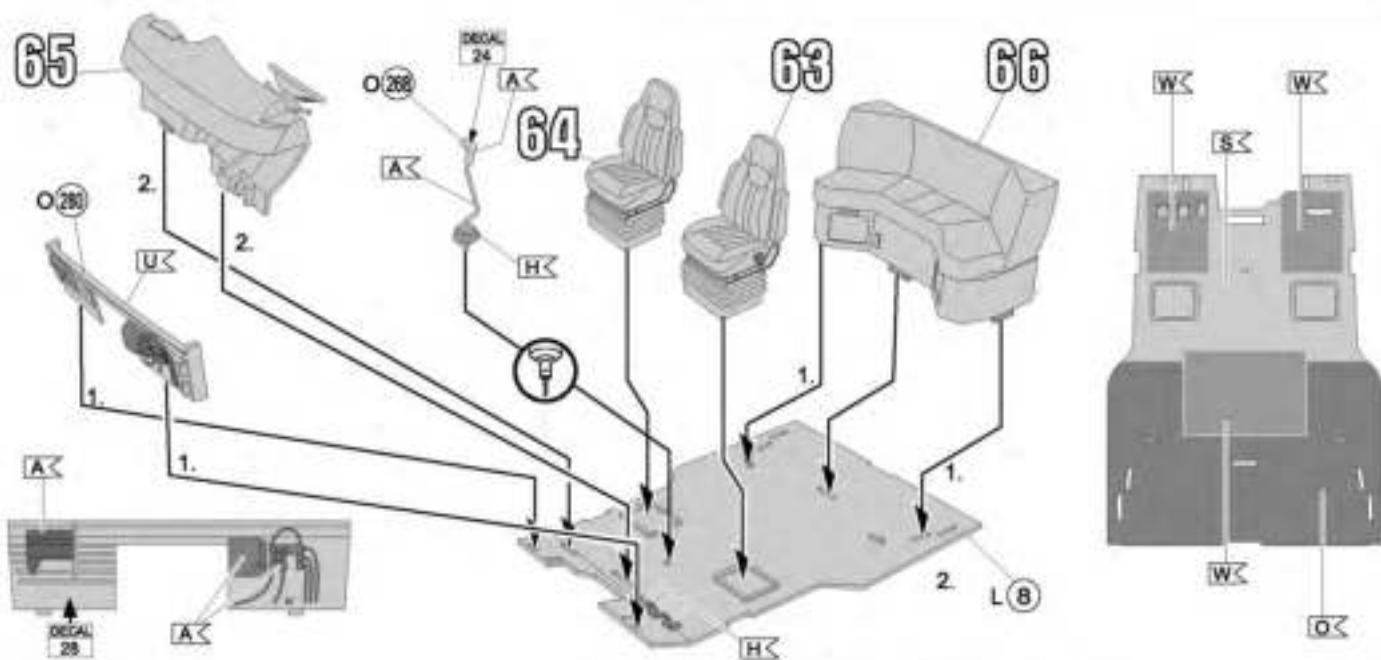
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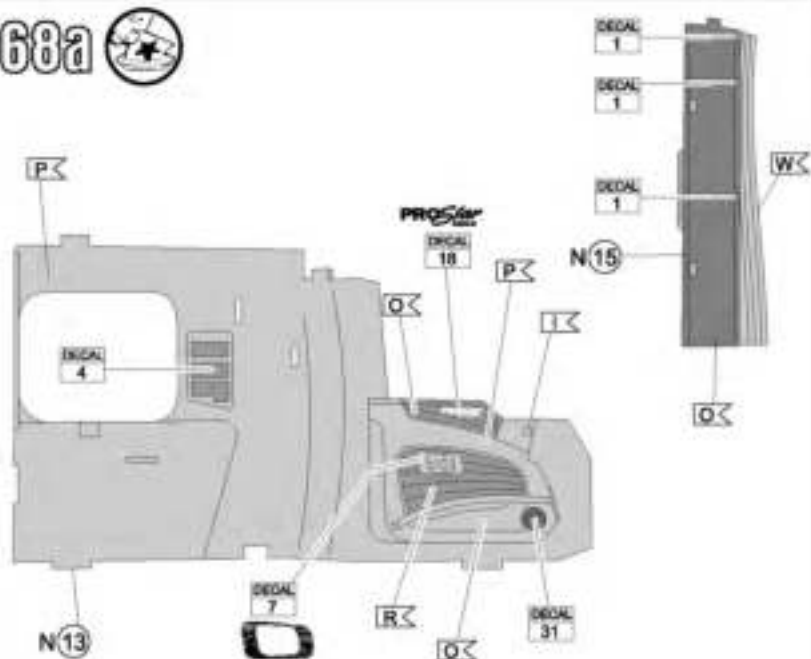
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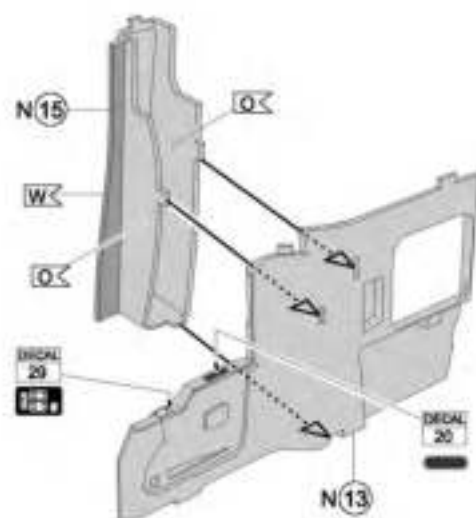
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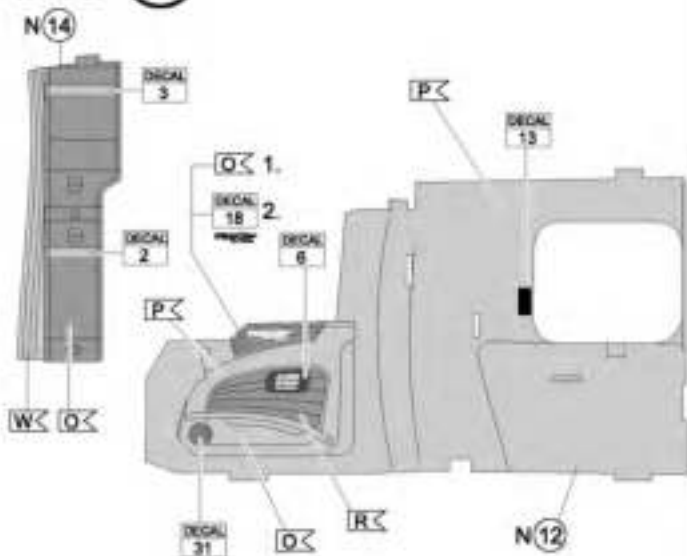
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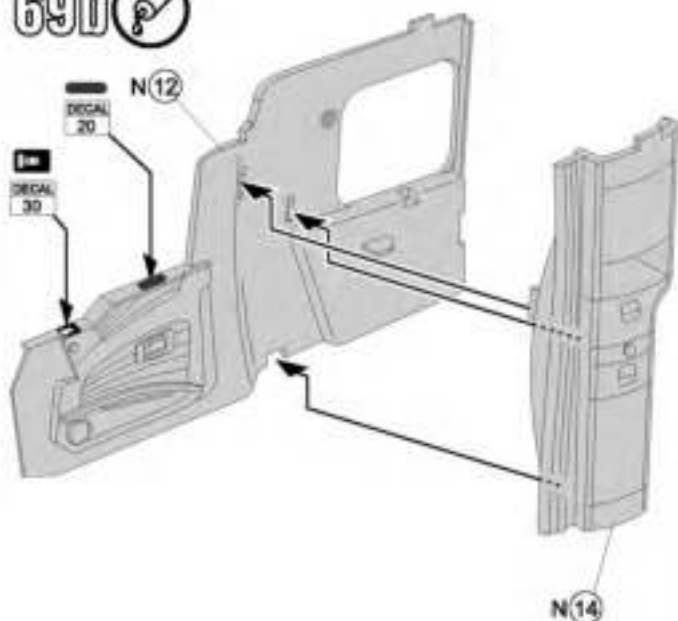
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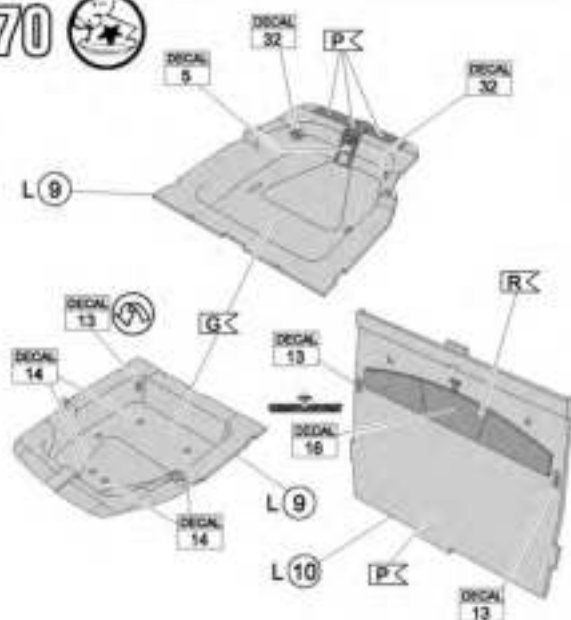
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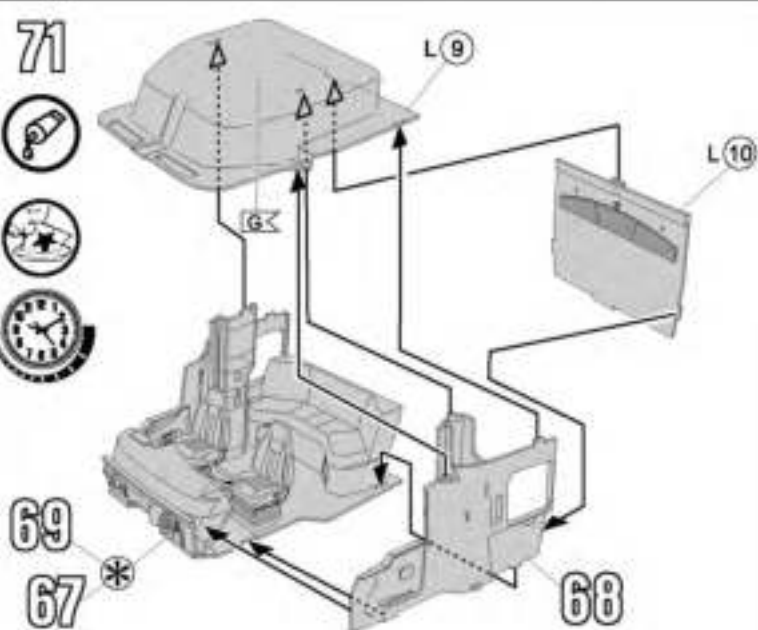
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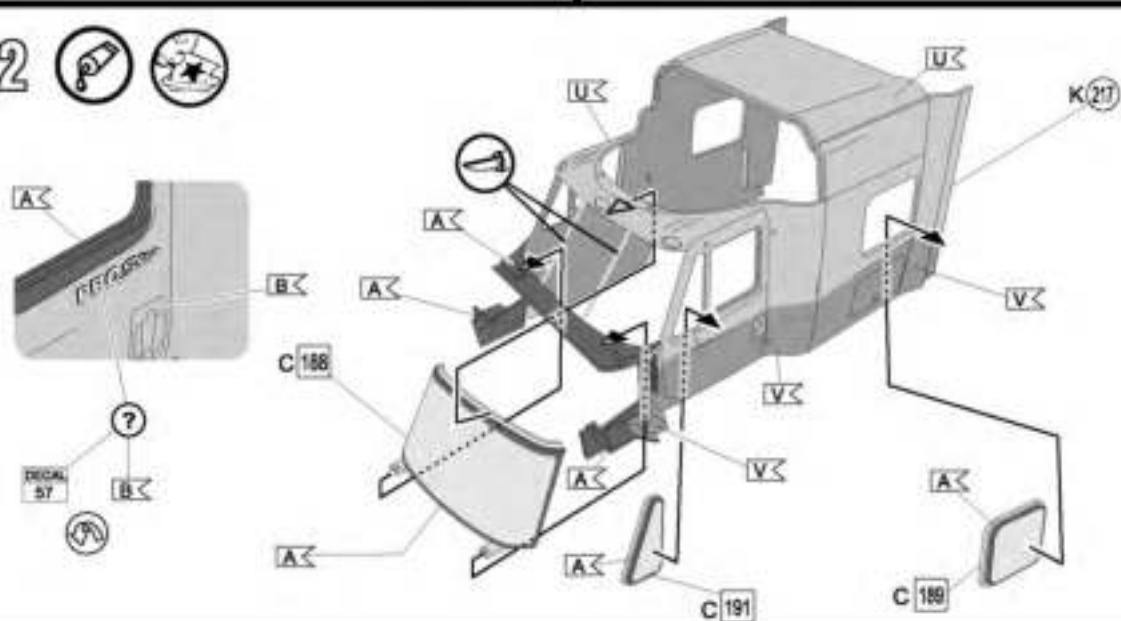
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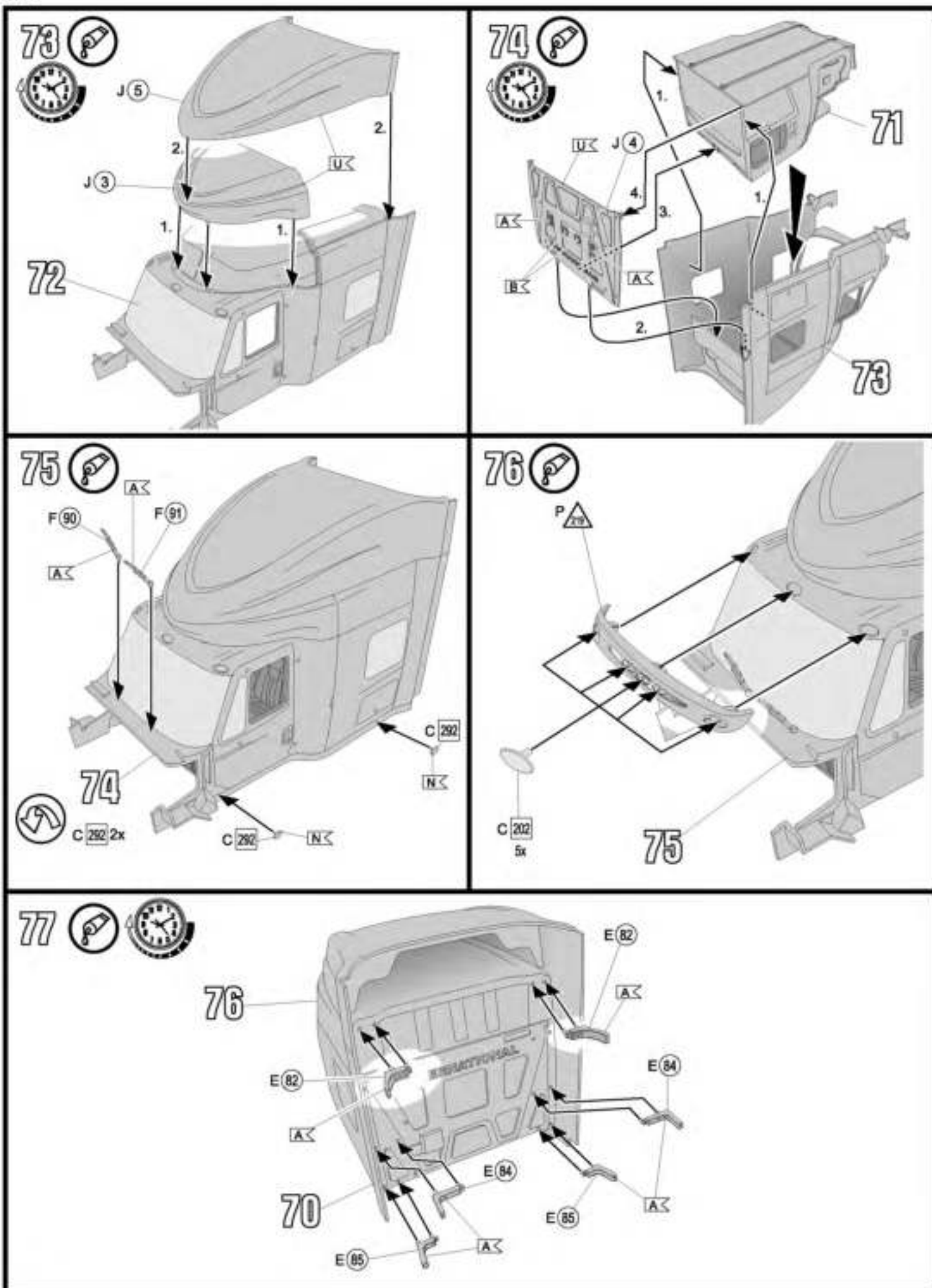


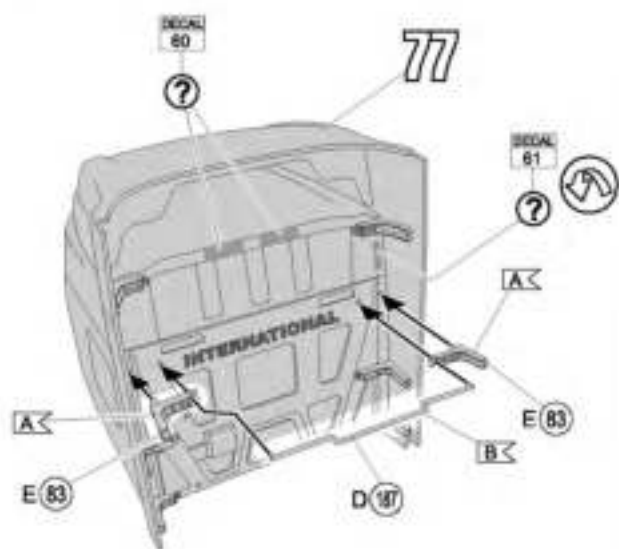
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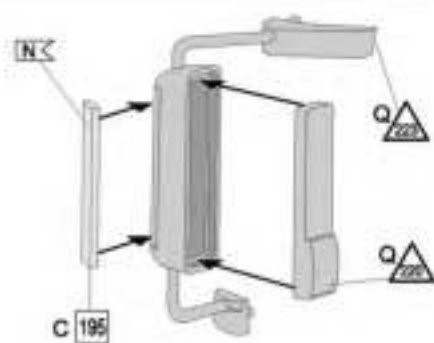
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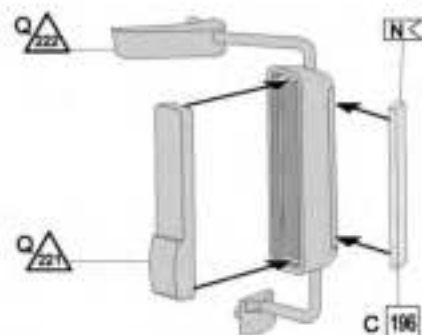
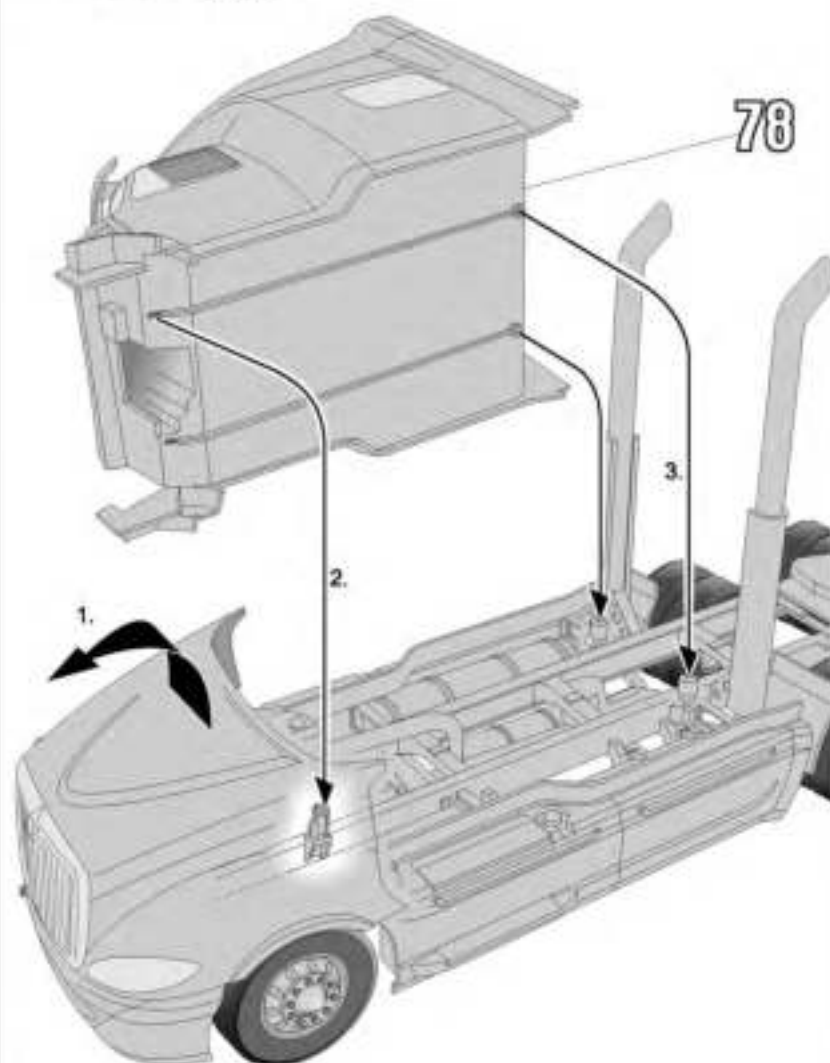
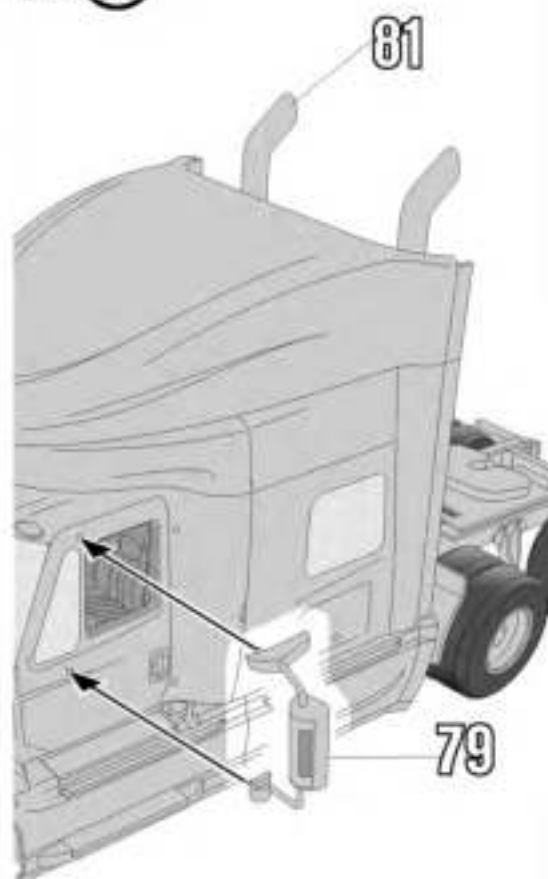


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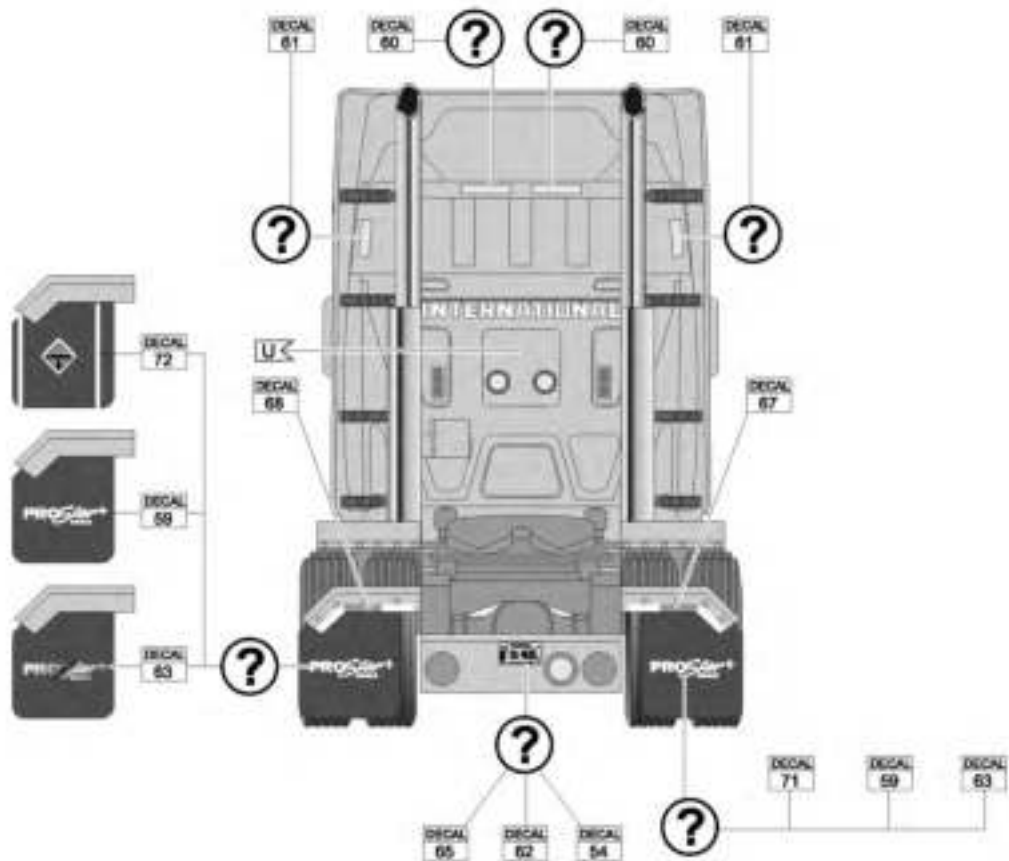
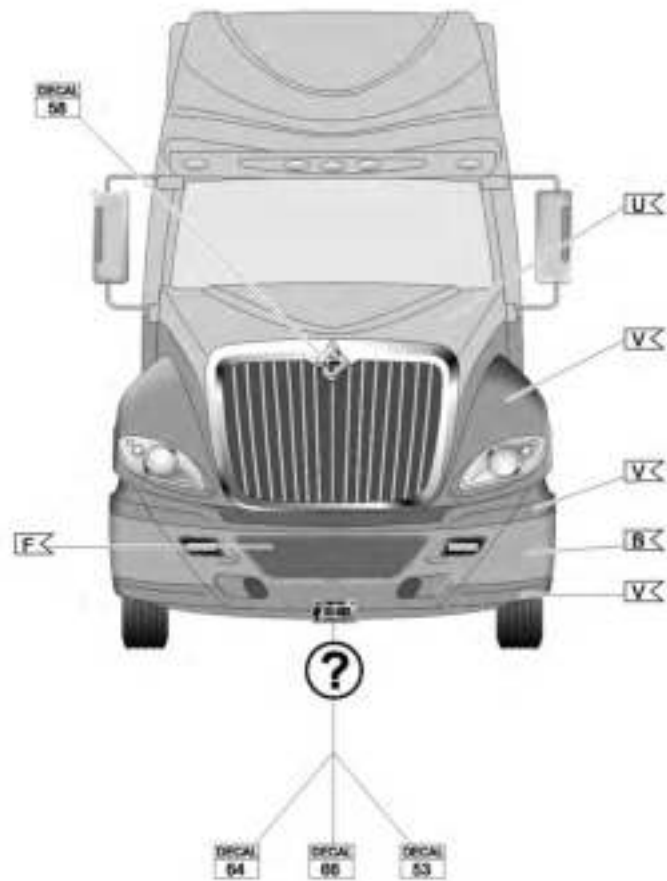
79



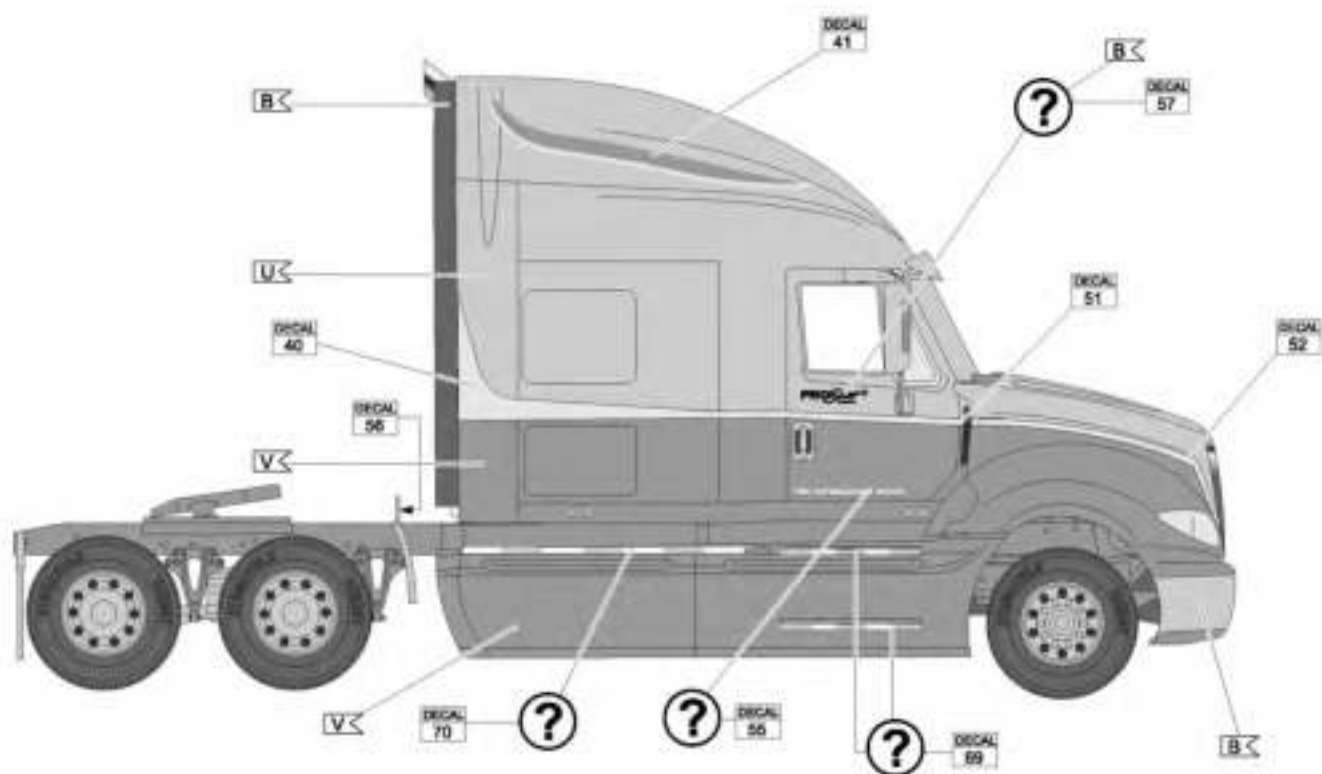
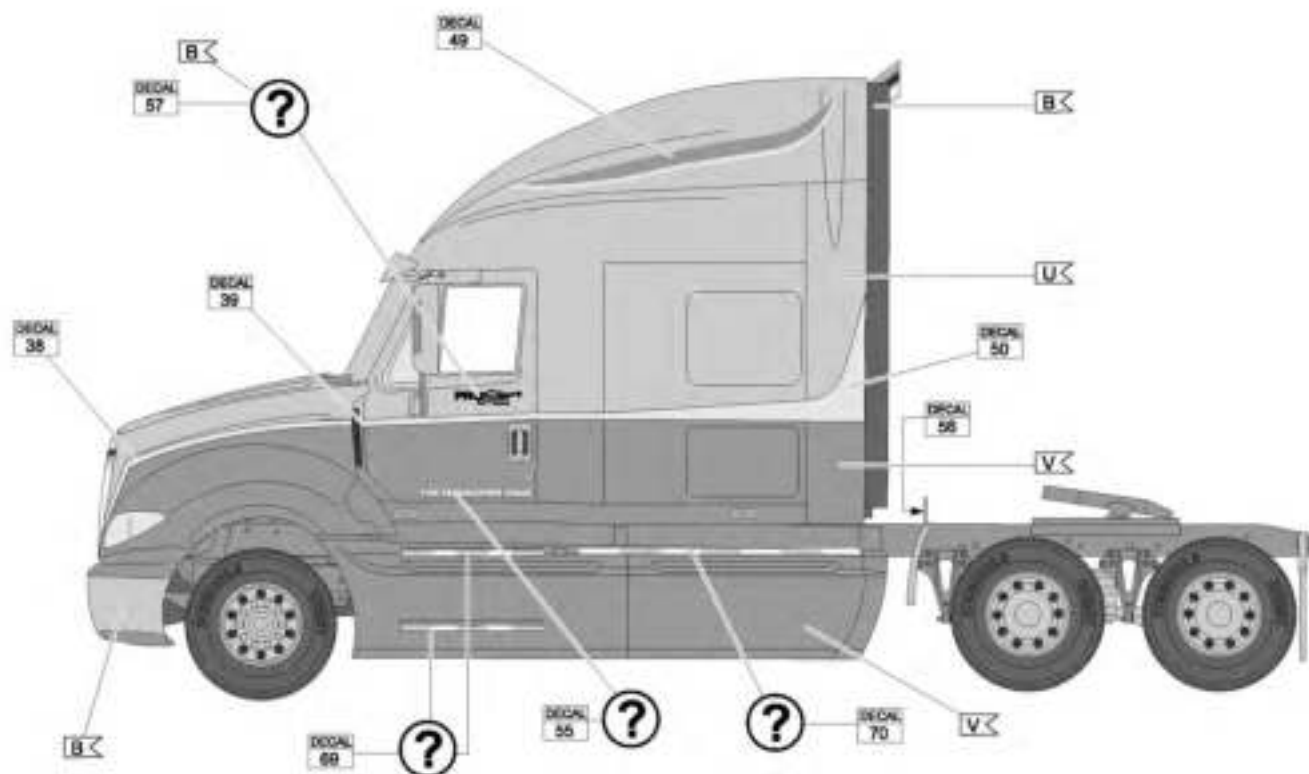
80

81  82 

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84



Beiliegenden Sicherheitstext beachten / Please note the enclosed safety advice

D: Beiliegenden Sicherheitstext beachten und nachschlagebereit halten.

GB: Please note the enclosed safety advice and keep safe for later reference.

F: Respecter les consignes de sécurité ci-jointes et les conserver à portée de main.

NL: Houdt u aan de bijgevoegde veiligheidsinstructies en houd deze steeds bij de hand.

E: Observe y siempre tener a disposición este texto de seguridad adjunto.

I: Seguire le avvertenze di sicurezza allegate e tenerle a portata di mano.

P: Ter en steeds o texto de segurança sempre o guardá-lo para consulta.

S: Beakta bifogad säkerhetstext och håll den i närheten.

FIN: Huueta! ja säilytä ohjeet saatavilla.

DK: Overhul vedligeholdelsesvejledning og for dem ligeså i reference.

N: Ho altijd volledige onderhoudstext bij de hand.

PL: Czytać uważnie instrukcję obsługi przed rozpoczęciem prac. Zgodnie z nią w razie potrzeby szukać.

PT: Observar-se de forma atenta a cartilha de segurança e tê-la sempre à mão.

GR: Πρώτα να διαβάσετε προσεκτικά το εγχειρίδιο και μετά να το έχετε πάντα με δίπλα σας.

TR: Etekli güvenlik talimatlarını dikkate alıp, bakabileceğiniz bir şekilde muafaza ediniz.

CZ: Dbejte na přiložený bezpečnostní text a mějte jej připravený na dosah.

H: A mellékelt biztonsági szöveget vegye figyelembe és tartsa feltehetően kéznél!

EL: Πήρανε προσοχή σχετικά με το κείμενο που βρίσκεται με τον εξοπλισμό.

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