

MEETING YOUR DEMANDS WITH A HIGHER STANDARD.

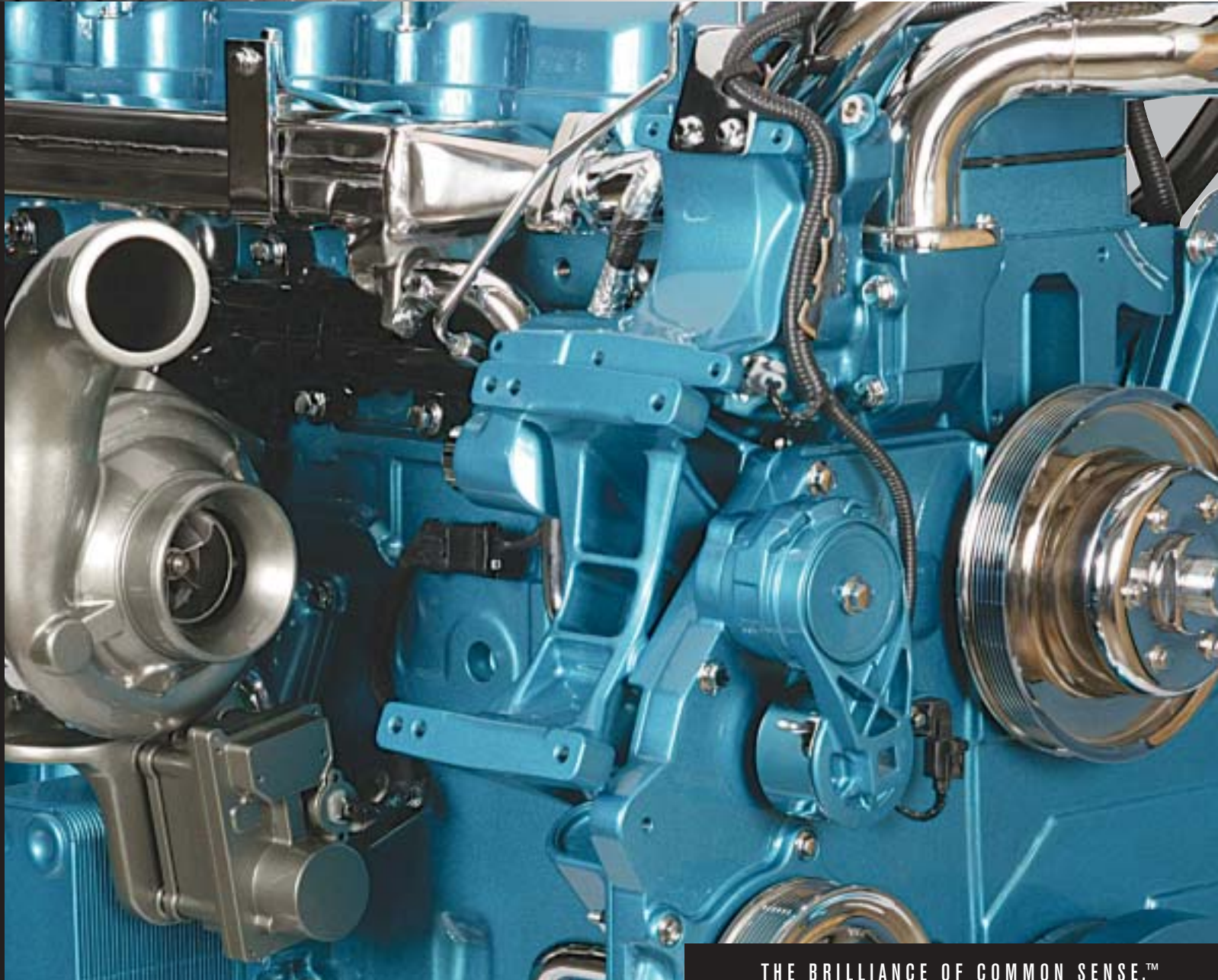


The International® DT 466 and DT 570 diesel engines are built with a simple goal in mind: to deliver the kind of performance and long life it takes to bring real success to your operation.

We started with a proven wet-sleeve design and added durability-enhancing features you would only expect in heavy-duty big bore engines. These engines also benefit from premium parts and

materials, superior manufacturing processes and seamless integration with industry-leading International® trucks.

The result: a higher standard for reliability and durability, optimal fuel economy, improved serviceability and lower cost of operation. Just think of them as performance engines for high-performance trucks.



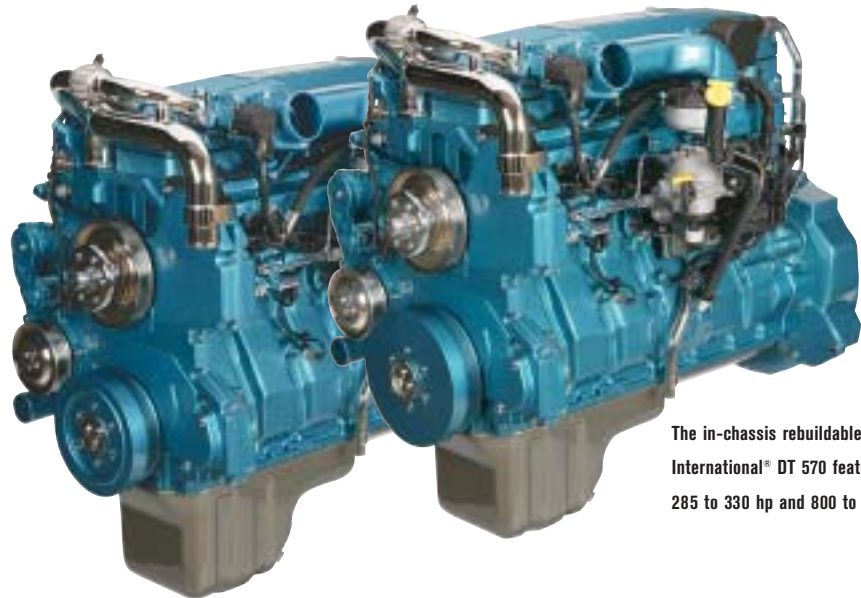
BUILT TO PERFORM WHEN YOU NEED THEM. ALWAYS.

Improved performance.

- The International® EVRT® electronically controlled turbocharger features adjustable vanes that optimize boost across the entire operating range – providing more responsive acceleration and peak power, and reducing turbo lag.
- The International® Electro-Hydraulic Generation Two (G2) fuel system is a common-rail design, with no high-pressure external lines driving digital valve injectors. The G2 system offers more precise timing control for optimized fuel delivery, meaning better fuel efficiency and reduced emissions. The system is also commercial jet “A”, JP-8 and bio-diesel (B-5) capable.
- With the Intuitive Shift™ automatic transmission interface, transmission shift points are matched with engine power curves for smoother operation and increased performance, reliability and fuel economy (International® DT 466 only).

More reliable. More durable. More uptime.

- Longer engine life is achieved with durability-enhancing features like six bolts per cylinder on the cylinder head, roller cam followers that utilize roller bearings and pad-mounted accessories.
- Positive valve rotators ensure longer valve and valve seat life.
- Each piston’s targeted cooling jet delivers 30% better piston cooling with a simplified design for longer piston life.
- Integration with the International® Diamond Logic™ electrical system brings advanced diagnostics for quicker troubleshooting, faster repairs and increased uptime.
- Uptime is increased with a top-loaded fuel filter and water separator that provide easy access for quick filter changes.
- An optional electronically controlled integrated intake air heater for faster starts in cold weather.
- An optional powder-coated oil pan protects against harsh road salt and environmental conditions. This oil pan features dual drain plugs that allow dealer installation of an oil pan heater.
- The advanced oil filtration system features a high-value centrifuge oil filter that comes standard on International® I-6 diesel engines at no additional cost. This premium filter increases the total filter capacity of the engine; extends engine, oil and filter life; improves fuel efficiency and achieves greater filter efficiency than a full-flow filter alone.



The in-chassis rebuildable wet-sleeve International® DT 570 features ratings from 285 to 330 hp and 800 to 950 lb-ft of torque.

The in-chassis rebuildable wet-sleeve International® DT 466 features ratings from 210 to 300 hp and 520 to 860 lb-ft of torque.

Better breathing. Higher efficiency.

- Four valves per cylinder and central injectors allow for more efficient combustion.
- Intake ports maximize airflow and swirl patterns into the combustion chamber for efficiency, performance and low emissions.
- Redesigned intake manifold ensures more efficient airflow.
- Cooled Exhaust Gas Recirculation (EGR) reduces oxides of nitrogen (NOx) to comply with clean air standards, today and tomorrow.

Designed for minimal leaks.

- Potential leak paths have been reduced through integrated system design.
- Pipe thread ports and fittings have been replaced with SAE O-ring boss ports and fittings.
- The variable displacement high-pressure oil pump provides enhanced fuel injection capability with improved efficiency.
- The rear crank seal is integrated into the flywheel housing, reducing leak potential and increasing durability.
- A one-piece stacked-plate oil cooler provides improved capability and features a virtually leak-free design.

Preventive Maintenance Schedule

SERVICE	INTERVAL
Change engine oil & filter (32-qt [30.4 L] capacity)*	Up to 15,000 mi (24,140 km)/550 hrs/2,100 gallons (7,949 L) of fuel depending on duty cycle
Replace engine fuel filter	30,000 mi (48,280 km)/1,100 hrs
Replace antifreeze**	300,000 mi (482,800 km)/12,000 hrs/5 years

* Less than 7 mpg (2,100 gallons [7,949 L] of fuel). See operator’s manual.
 **Add extender @ 150,000 mi (24,140 km)/6,000 hrs /2.5 yrs.

- Paper gaskets have been eliminated and replaced with premium no-compromise gasket polymers that are tailored to seal oil or water. Valve cover and oil pan gaskets are reusable.
- The high-pressure oil rail features a one-piece design that is located under the valve cover to minimize external plumbing and leaks.

Unmatched braking performance.

- The optional Diamond Logic™ exhaust brake is integrated into the EVRT turbocharger to provide electronically controlled braking without external braking devices. The exhaust brake provides up to 150 bhp on DT 466 engines and up to 185 bhp on DT 570 engines¹
- The optional Diamond Logic™ engine brake provides the braking power of traditional mechanical engine brakes with significantly reduced noise levels. The engine brake provides up to 275 bhp on DT 466 engines and up to 325 bhp on DT 570 engines¹
- Both brake systems integrate with cruise control to help keep the vehicle at desired speeds.

¹Preliminary engine data.

International DT 466 Specifications*

Engine Type	Diesel, 4-Cycle
Configuration	In-Line 6-Cylinder
Displacement	466 cu in (7.6 L)
Bore and Stroke	4.59 in x 4.68 in (116.5 mm x 118.9 mm)
Compression Ratio	16.1:1
Aspiration	EVRT™ Electronically Controlled Turbocharger, Air-to-Air Intercooled
Governed Speed Std. Trq. / High Trq.	2600 rpm/2400 rpm
Combustion System	Direct Injection
Cooling System Capacity (engine only)	13.5 U.S. qt (12.8 L)
Lubricating System Capacity	32 U.S. qt (30.3 L)
Total Engine Weight (dry)	1,480 lb (671 kg)
Dimensions	45.1" L x 34.4" W x 40.8" H (1146 mm x 874 mm x 1026 mm)

*Preliminary specifications are subject to change.

International DT 466 Performance Data

Horsepower (bhp)	Torque (lb-ft)	Gov. Spd. (rpm)	Clutch Engagement Torque @ 800 rpm
210	520	2600	400
220	540	2600	400
225	560	2600	400
225	620*	2400	420
245	620	2600	400
245	660*	2400	420
255	660	2600	420
260	800*	2400	420
285	800*	2400	420
300**	860*	2400	420

*High-torque rating.

**Available summer 2004.

International DT 570 Specifications*

Engine Type	Diesel, 4-Cycle
Configuration	In-Line 6-Cylinder
Displacement	570 cu in (9.3 L)
Bore and Stroke	4.59 in x 5.75 in (116.5 mm x 146.1 mm)
Compression Ratio	17.5:1
Aspiration	EVRT™ Electronically Controlled Turbocharger, Air-to-Air Intercooled
Governed Speed	2200 rpm
Combustion System	Direct Injection
Cooling System Capacity (engine only)	13.5 U.S. qt (12.8 L)
Lubricating System Capacity	32 U.S. qt (30.3 L)
Total Engine Weight (dry)	1,560 lb (708 kg)
Dimensions	45.1" L x 34.4" W x 40.8" H (1146 mm x 874 mm x 1026 mm)

*Preliminary specifications are subject to change.

International DT 570 Performance Data

Horsepower (bhp)	Torque (lb-ft)	Gov. Spd. (rpm)	Clutch Engagement Torque @ 800 rpm
285*	800	2200	700
310*	950	2200	700
310*	1050	2200	700
330*	950	2200	700

*Available summer 2004.



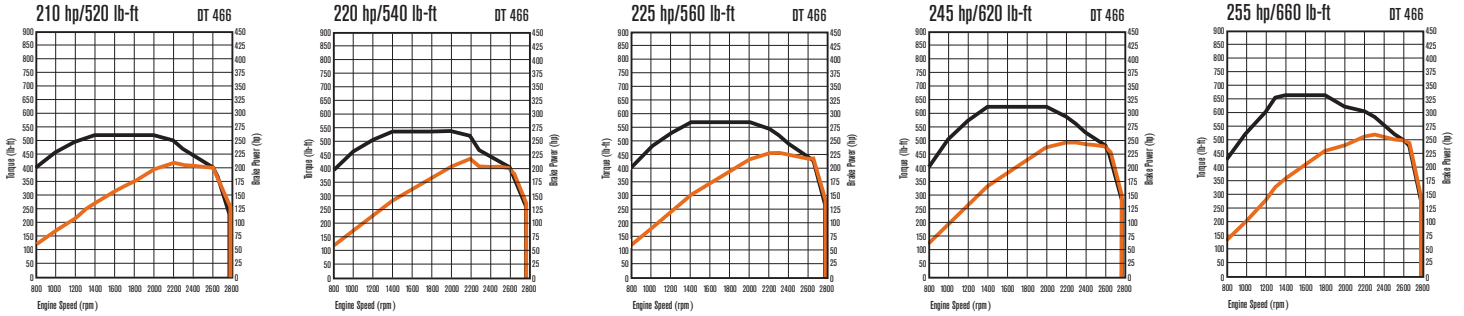
For more information on the International® DT 466 and International DT 570, see your International® dealer or visit our web site at www.InternationalDelivers.com.

THE BRILLIANCE OF COMMON SENSE.™

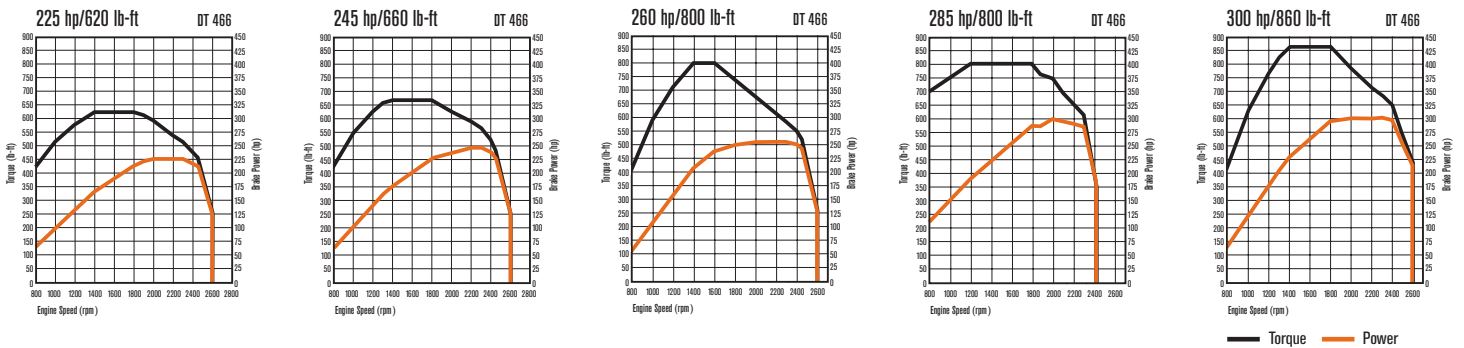
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International® DT 466 Performance Charts

Standard-Torque Ratings



High-Torque Ratings



International® DT 570 Performance Charts

