

HOW INTERNATIONAL HAS IMPROVED FUEL ECONOMY

1. ENGINE CALIBRATIONS MATCHED TO VEHICLE MISSION

Engine fuel/timing calibrations and turbocharger air flow has been tuned to provide optimum fuel economy in the normal driving range for pick-up delivery and highway drive cycles.

2. VEHICLE POWERTRAIN HARDWARE SPECIFICATIONS AND COMBINATIONS

Matching of automatic transmission gearing with rear axle ratios and tire sizes has allowed the vehicle to operate at engine speeds/loads to provide maximum power train fuel economy.

3. TRANSMISSION SHIFT SCHEDULES MATCHED TO VEHICLE MISSION

Shift schedules have been tailored to provide optimum fuel economy in the economy mode and superior performance to haul in heavy load conditions.

OTHER WAYS YOU CAN MAXIMIZE FUEL ECONOMY

- Slow Down and improve your MPG by up to 20%.** Drive at 55 mph instead of 65 mph on the highway and slow down on city and rural routes. **Tip:** Use the engine electronic road speed limiter and your cruise control for longer trips.
- Automated Manual Transmission can improve fuel economy up to 19%.** **Tip:** Specing an automated manual transmission (AMT) can improve your fuel economy.
- Reduce Engine Idle and improve your MPG by up to 1% per hour of idle time.** Remember—an idling engine gets 0 miles per gallon, so less idling is an instant improvement in fuel economy. **Tip:** An easy way to decrease idling is to spec a Vehicle Idle Shutdown Timer (Code 60ACY).
- Synthetic Oils and Lubricants can improve your MPG by up to 3%.** Low-viscosity synthetic oils and drivetrain lubricants can be used in the front wheel bearing(s), transmission and rear axle. **Tip:** Even with the higher cost of synthetics, a truck owner can still save more than \$500 per year in fuel costs.
- Maintain Tire Pressure and improve your MPG by up to 2.5%.** Tires under-inflated by 15% can lower fuel economy by as much as 2.5%. **Tip:** Check your tires and watch your fuel savings add up over a year's time.
- Use Correct Engine Oil Weight/Grade and improve your MPG by up to 2%.** Using 10W-30 instead of 15W-40 can increase your mpg by 1-2%. In our MaxxForce™ engines, 15W-40 is recommended when ambient temperatures are consistently above 50 °F/10 °C. **Tip:** Be sure to use the engine manufacturer's recommended grade of engine oil for maximum fuel savings.



A NAVISTAR COMPANY

WWW.INTERNATIONALTRUCKS.COM

Specifications, descriptions and illustrative material in this literature are as accurate as known at the time of publication, but are subject to change without notice. Illustrations may include optional equipment and accessories and may not include all standard equipment. International, the International Diamond logo and the Durastar and MaxxForce logo are trademarks of their respective owners. © 2008 Navistar Inc., Warrenville IL 60555. Lithographed in the United States of America. TAD08030 8/2008

MAXXFORCE
INTERNATIONAL DIESEL POWER™

THE INTERNATIONAL® DURASTAR™ FUEL ECONOMY SPECIFICATION GUIDE



A NAVISTAR COMPANY

DURASTAR CAN IMPROVE FUEL ECONOMY UP TO 9 TO 13%*

FUEL PRICES ARE ON THE RISE

As diesel fuel prices continue to climb to all-time highs, we have taken the lead in developing fuel-efficient solutions for our medium-duty truck customers. The International® DuraStar™ powered by MaxxForce™ diesel engines can deliver up to 9 to 13%* improvement in fuel economy over previous International models while maintaining responsive vehicle performance.

Ordering a truck spec'd to maximize your fuel economy is easy.

- Our pre-packaged specifications give customers the choice of maximizing fuel economy or striking a balance between fuel economy and performance.
- Please use TCAPE to verify startability and gradeability at cruising speed.

MAXIMIZE FUEL ECONOMY OR CREATE A BALANCE BETWEEN FUEL ECONOMY AND PERFORMANCE—YOU DECIDE

ENGINE SPEED RANGES RECOMMENDED FOR 65 MPH VEHICLE CRUISE SPEED

MaxxForce™ 7—Ratings spec'd between 1850 and 2100 rpm @ 65 mph		
DuraStar™ 4300 M7 Truck		
Example	Maximized Fuel Economy	Balanced Performance/ Fuel Economy
MaxxForce 7 – 230hp-620 lb/ft. Allison 2200-HS IIR22.5 (501 rev/mile) Tires	Rear Axle Ratio = 4.88 65 mph Cruise = 1881 rpm	Rear Axle Ratio = 5.29 65 mph Cruise = 2039 rpm

MaxxForce DT (2400 rpm Governed) Ratings spec'd between 1700 and 2050 rpm @ 65 mph		
DuraStar™ 4400 Truck—Lower HP/Torque Engine Rating		
Example	Maximized Fuel Economy	Balanced Performance/ Fuel Economy
MaxxForce DT – 230hp-620 lb/ft. Allison 3000-HS IIR22.5 (501 rev/mile) Tires	Rear Axle Ratio = 4.63 65 mph Cruise = 1885 rpm	Rear Axle Ratio = 4.88 65 mph Cruise = 1986 rpm

MaxxForce DT (2600 rpm Governed) Ratings spec'd between 1750 and 2050 rpm @ 65 mph		
DuraStar™ 4300 Truck		
Example	Maximized Fuel Economy	Balanced Performance/ Fuel Economy
MaxxForce DT – 225hp-620 lb/ft. Allison 2200-HS IIR22.5 (501 rev/mile) Tires	Rear Axle Ratio = 4.63 65 mph Cruise = 1784 rpm	Rear Axle Ratio = 4.88 65 mph Cruise = 1881 rpm

MaxxForce DT (2400 rpm Governed) Ratings spec'd between 1700 and 2050 rpm @ 65 mph		
DuraStar 4400 Tractor—Higher HP/Torque Engine Rating		
Example	Maximized Fuel Economy	Balanced Performance/ Fuel Economy
MaxxForce DT – 260hp-800 lb/ft. Allison 3000-HS IIR22.5 (501 rev/mile) Tires	Rear Axle Ratio = 4.33 65 mph Cruise = 1763 rpm	Rear Axle Ratio = 4.63 65 mph Cruise = 1885 rpm

* To validate the fuel economy improvements, International contracted third party testing at a Robert Bosch facility, where SAE Type II fuel economy testing was conducted. Your customer's actual fuel economy results may vary depending on terrain, driver performance, gearing, option content, payload capacity and other factors that affect the vehicle's operation.

TCAPE should always be used to verify startability and gradeability at vehicle cruise speed.