

LEGENDARY I-6 PLATFORM. PREMIUM FEATURES. MAXIMUM POWER.

MAXXFORCE
INTERNATIONAL DIESEL POWER®

9 & 10

ALWAYS PERFORMING.

MAXXFORCE 9 and MAXXFORCE 10

ALWAYS PERFORMING.

The MaxxForce® 9 and MaxxForce® 10 are built on the same proven I-6 platform as Navistar's legendary and industry-leading DT engine. This I-6 design grew from a big idea: bring to the mid-range diesel market traditional big bore features like wet-sleeve design and in-chassis rebuild capability. These two models, which bring increased 9.3-liter displacement by longer stroke, meet the requirements of more demanding applications.

The MaxxForce 9 adds to this reliable and durable platform premium features like a titanium turbocharger compressor wheel, single-piece gallery-cooled steel pistons and crankcase ladder reinforcement. The high-output MaxxForce 10 offers these features plus the performance you would expect from larger heavy-duty engines in a weight-saving medium-duty package.

These engines, which retain the platform's legendary reliability and durability, ensure your trucks and your business will be "Always Performing."

RELIABILITY.

A rock-solid, time-tested platform ensures legendary reliability. For the new generation, Navistar engineers carried forward the proven technologies and components like premium plateau-honed cylinder design, reinforced bearing-cap ladder and rugged single-box ECM. For changes outside the base engine design, the intention was to further improve reliability. Foremost among these changes is a new wiring harness, a single foam-molded design that locks down wiring and secures connections.

WIDE VOCATIONAL CAPABILITY.

MaxxForce 9 and MaxxForce 10 engines are purpose-built to the needs of International customers. They offer a full range of automatic and manual driveline options and thousands of potential build configurations to serve the broadest range of on-highway applications. Three MaxxForce 9 models offer 300-330 hp and 860-950 lb.-ft. of torque. Three MaxxForce 10 models offer 310-350 hp and 1,050-1,150 lb.-ft. of torque, providing the power of some big bore engines at 800 lbs. lighter weight. Shift energy management technology allows for higher peak torque when used with select transmissions.

SERVICEABILITY.

MaxxForce I-6 engines now feature a host of design improvements that further boost serviceability. These include two-stage turbochargers, single-unit EGR valve, mixer, grid heater and throttle housing, single unique key diagnostic connection and improved accessibility locations of key systems and components.

DURABILITY AND RESALE VALUE.

These engines feature the same precision-machined wet-sleeved design that provides heavy-duty engine durability. Six bolts per cylinder provide head-gasket integrity unmatched by competitive four-bolt designs. Premium valvetrain components and low-friction design further increase engine life. Adding to the appeal of this engine is its ability to be completely re-built in-frame. As a result, the engine can be returned to original factory specifications for a lot less than the cost of remanufacturing, which gives them a strong value advantage at re-sale. Over the past 10 years, the average residual value of MaxxForce-powered International medium-duty trucks has outpaced the competition by 12-19 percent.

MAXXFORCE 9 ENGINES ARE AVAILABLE EXCLUSIVELY IN THESE INTERNATIONAL® BRAND VEHICLES:



DuraStar®



WorkStar®

MAXXFORCE 10 ENGINES ARE AVAILABLE EXCLUSIVELY IN:



WorkStar®

2010 Emissions Solution: Lower Operating Costs, Less Hassle

MAXXFORCE ADVANCED EGR

FULL COMPLIANCE WITHOUT COMPROMISE.

Unlike SCR after-treatment systems that put the burden of compliance on the vehicle owner, Navistar's MaxxForce Advanced EGR emissions technology prevents NOx from forming in-cylinder. Four key technologies make it work, so you don't have the taxing work of sourcing urea, filling a urea tank and maintaining additional components.

1 ADVANCED FUEL INJECTION TECHNOLOGY

Our next-generation fuel injection systems are capable of delivering fuel into the cylinder multiple times per cycle and at higher pressures. Utilization of post-injections along with the main injection event means combustion can take place over a longer period and be more complete, resulting in reduced NOx emissions – as well as better fuel efficiency.

2 PROPRIETARY COMBUSTION BOWL DESIGN

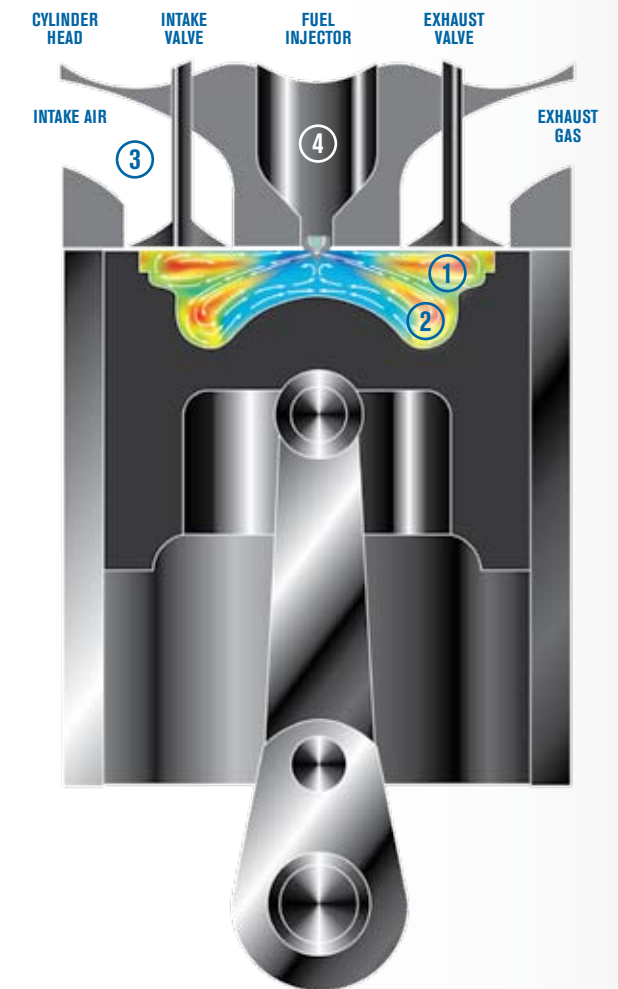
Our redesigned combustion bowl combines with the higher fuel injection pressure to break the fuel up into a finer mist spread more evenly inside the cylinder, resulting in a more complete and cleaner burn. That means more power to the wheels and less soot out the exhaust.

3 ADVANCED AIR MANAGEMENT

By increasing the EGR rate of the engine – with precise turbo matching – combustion in the cylinder occurs more evenly and at a lower temperature, generating less NOx.

4 ELECTRONIC CALIBRATION STRATEGIES

Engine controllers previously utilized pre-programmed look-up tables to determine the fuel-air mixture to burn. Increases in computing power now allow the engine controller to continuously calculate the optimum fuel-air mix to achieve maximum power and efficiency in many different operating conditions.



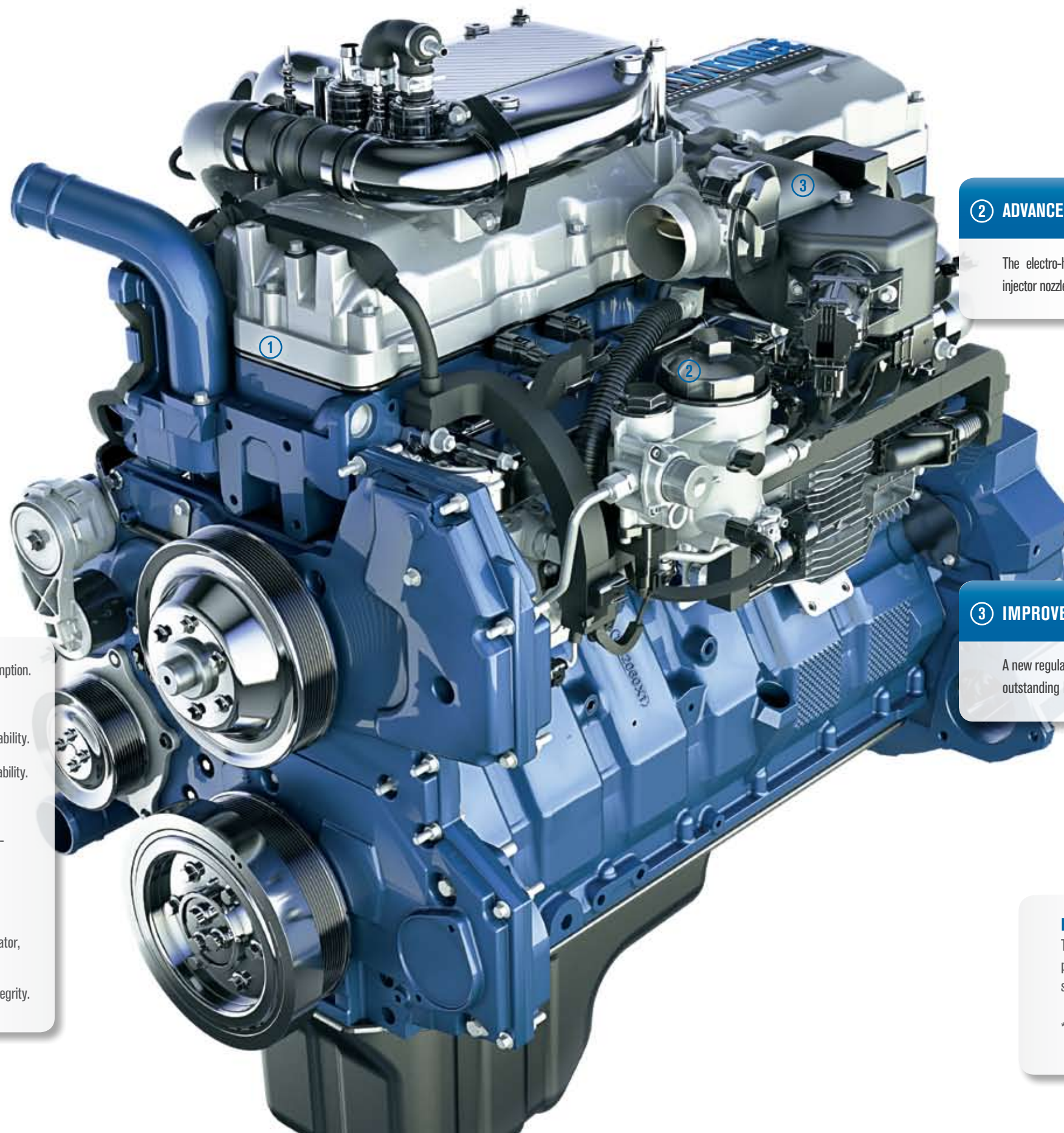
TO LEARN WHY MAXXFORCE ADVANCED EGR IS THE BEST PATH TO 2010 AND BEYOND, VISIT WWW.MAXXFORCE.COM/2010.

TECHNOLOGIES DELIVERING PRODUCT EXCELLENCE.

① PREMIUM VALVETRAIN

Roller-cam followers provide increased durability, longer valve and camshaft life, and slow valve lash growth compared with competitive flat tappets. Replaceable valve seats and guides allow for easy cylinder head rebuild. Four valves per cylinder provide better breathing, performance and lower emissions.

- Single-piece gallery-cooled steel pistons bring longer life, and reduced blow-by and oil consumption.
- Significantly larger main bearings than most competitors result in heavy-duty durability.
- Single-box 32-bit ECM has fewer connection points for added reliability and easier serviceability.
- Foam-molded wiring harness secures wiring and connections for increased reliability and durability.
- Two-Stage turbocharger for increased durability for higher horsepower applications.
- The crankcase features six head bolts per cylinder, which provides even clamping for head-gasket life that competitive four-bolt designs can't match.
- Crankcase ladder reinforcement provides added strength and rigidity, maintaining perfect alignment of crankshaft under heavy loads, all while reducing engine noise.
- Maintenance-free closed crankcase ventilation system features a centrifugal oil mist separator, which means there are no filters to change.
- Precision-machined wet sleeves result in even cylinder cooling and unmatched structural integrity.



② ADVANCED HIGH-PRESSURE FUEL SYSTEM

The electro-hydraulic high-pressure fuel system features new high-efficiency injector nozzles and advanced electronic control strategies for fuel economy gains.

③ IMPROVED AIR-MANAGEMENT SYSTEM

A new regulated two-stage turbocharger and upgraded cooling system provide outstanding boost and response for every application.

ENGINE BRAKING

The optional Diamond Logic® engine brake by Jacobs™ provides quiet braking power and can extend the life of your service brakes, resulting in lower service costs.

* Jacobs is a registered trademark of Jacobs Vehicle Systems Inc.

MAXXFORCE 9 & MAXXFORCE 10

MAXXFORCE® 9 PERFORMANCE DATA

Horsepower (bhp @ 2000 rpm)	Torque Peak (lb-ft @ 1200 rpm)	Gov. Speed (rpm)	Clutch-Engagement Torque (lb-ft @ 800 rpm)
300	860	2200	750
315	950	2200	750
330	950	2200	750

MAXXFORCE® 10 PERFORMANCE DATA

310	1050	2200	750
330	1150	2200	750
350	1150	2200	750

MAXXFORCE 9 SPECS

Engine Type	Diesel, 4-Cycle
Configuration	Inline 6-Cylinder
Displacement	9.3L (570 cu. in.)
Bore & Stroke	4.59 in. & 5.75 in. (11.7 cm & 14.6 cm)
Compression Ratio	17.2:1
Aspiration	Two-Stage Turbocharger, Intercooler & Aftercooler
Combustion System	Direct Injection
Engine Lubrication	30 Quarts (28 L)
Total Engine Weight (Dry)	1,425 lbs. (646 kg)
Dimensions	L 45 in. x W 42 in. x H 47 in. (L 114 cm x W 107 cm x H 119 cm)
Valves	4 Valves per Cylinder

MAXXFORCE 10 SPECS

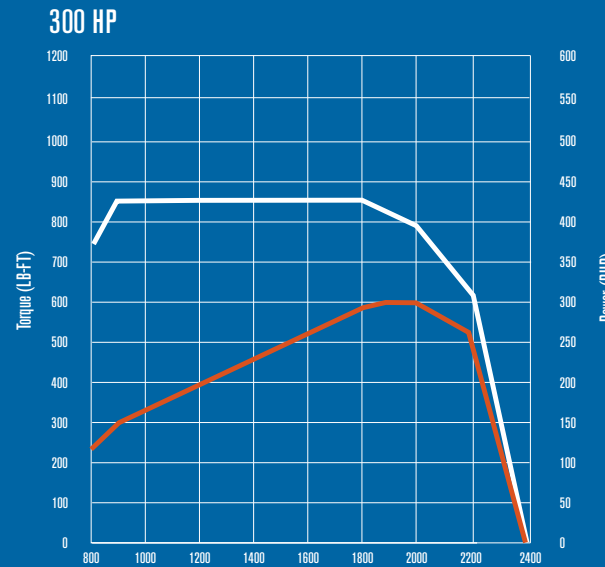
Engine Type	Diesel, 4-Cycle
Configuration	Inline 6-Cylinder
Displacement	9.3L (570 cu. in.)
Bore & Stroke	4.59 in. & 5.75 in. (11.7 cm & 14.6 cm)
Compression Ratio	17.2:1
Aspiration	Two-Stage Turbocharger, Intercooler & Aftercooler
Combustion System	Direct Injection
Engine Lubrication	30 Quarts (28 L)
Total Engine Weight (Dry)	1,425 lbs. (646 kg)
Dimensions	L 45 in. x W 42 in. x H 47 in. (L 114 cm x W 107 cm x H 119 cm)
Valves	4 Valves per Cylinder

PREVENTIVE MAINTENANCE INTERVALS

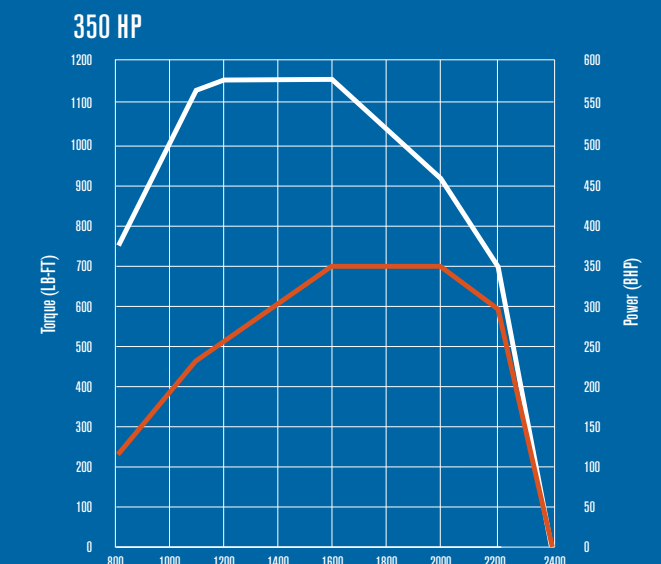
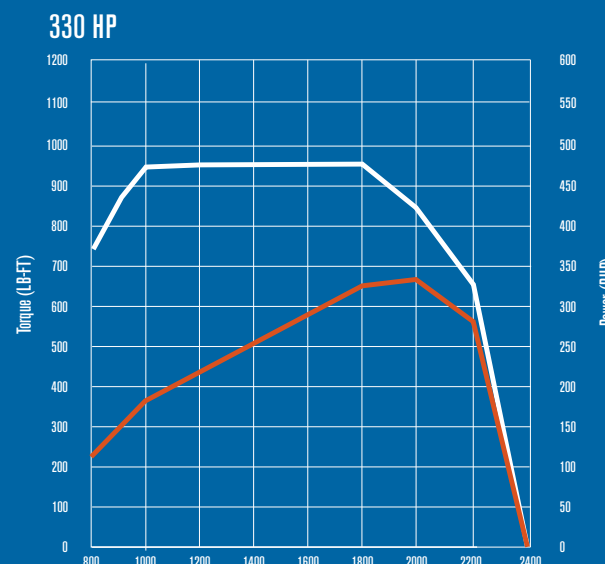
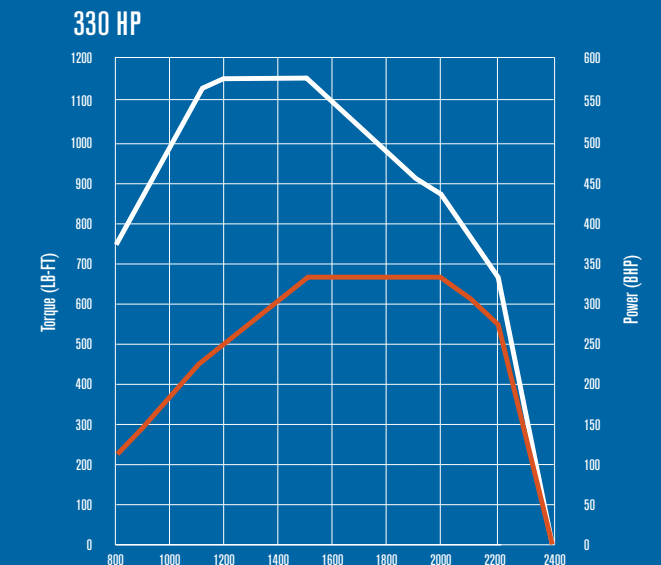
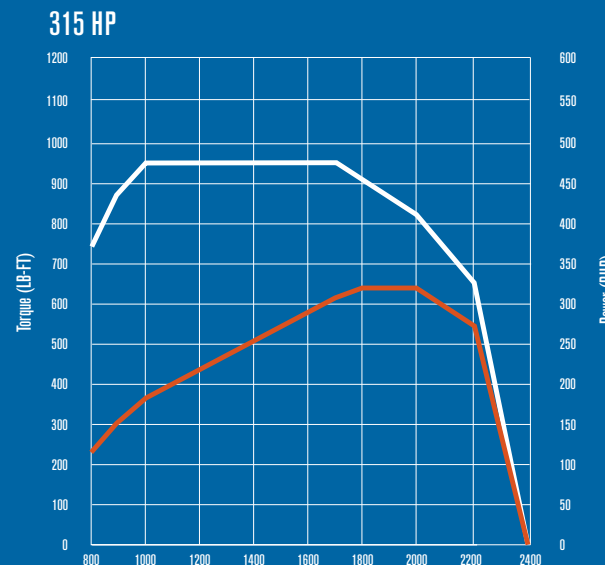
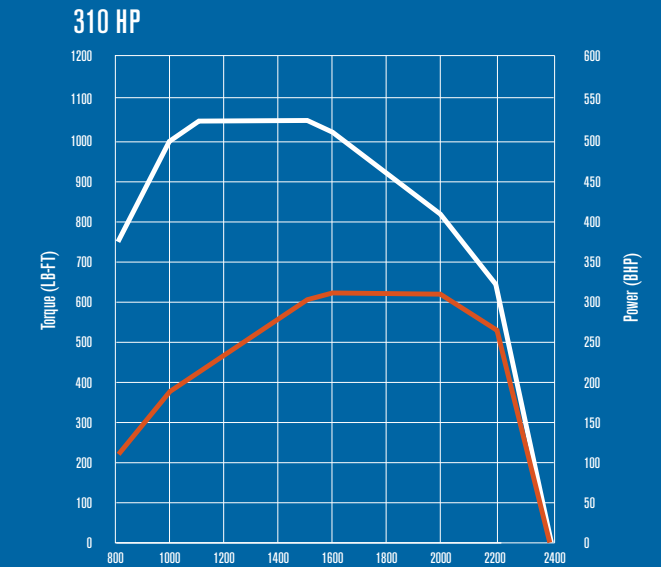
Change Engine Oil, Replace Oil Filter:	Up to 15,000 miles (24,140 km) / 6 months / 550 hours / 2,100 gallons (7,949 L)
Replace Fuel Filter:	30,000 miles (48,280 km) / 12 months / 1,100 hours / 4,200 gallons (15,899 L)
Replace Coolant*:	300,000 miles (482,803 km) / 5 years / 12,000 hours

*Add Extended Life Coolant (ECL) Extender @ 150,000 miles (241,400 km) / 30 months / 6,000 hours

MAXXFORCE 9 PERFORMANCE



MAXXFORCE 10 PERFORMANCE



TORQUE

POWER



INTERNATIONAL'S GOT YOUR BACK.

When selecting a MaxxForce® engine for your International® truck, you are completely covered by North America's largest commercial truck dealer network – with 900 dealer locations, 7,000 service technicians and unmatched parts availability.

MAXXFORCE
INTERNATIONAL DIESEL POWER®

ALWAYS PERFORMING.

WITH NAVISTAR ENGINE GROUP AND MAXXFORCE ENGINES, YOU GET PRODUCTS AND AN ORGANIZATION BEHIND THEM THAT ARE ALWAYS PERFORMING.

For more information on the MaxxForce® 9 and MaxxForce® 10 engines, visit your local International dealer or visit us at www.MaxxForce.com. MaxxForce® International Diesel Power is the signature brand for Navistar engines for a wide array of commercial vehicle applications. MaxxForce engines are designed, engineered and built to deliver what you expect—power, performance, reliability and durability.

www.MaxxForce.com



A NAVISTAR COMPANY