



EXPERIENCE THE POWER OF

ONE



PROStar+
POWERED BY MAXXFORCE



October, 2007

IT'S TIME TO SET THE RECORD STRAIGHT. PROSTAR™ IS MOST FUEL EFFICIENT.

Remember we already knew the ProStar™ is 5.7% more fuel efficient than Classicals. What sets you on the 2008 on-road average? Is your definition the EPA's definition?

BUILT TO BE BEST-IN-CLASS.

From the architecture of its development, the International™ ProStar™ was engineered to be the most aerodynamic and fuel efficient Class 8 tractor unit built. Hundreds of hours were spent in a fluid-pipe wind tunnel. Business simulations were run using advanced computational fluid dynamics. Surfaces were refined to better manage air flow over both the tractor and the trailer. Swept glass was eliminated. More springs isolated. In the end, all the attention to detail paid off. ProStar was up to 14% more aerodynamically efficient than its competitors, a mark using methods approved by the Society of Automotive Engineers. At a construction cost of \$3 million per truck, the aerodynamic efficiency translated to an average saving of up to 7% in fuel costs.

What did they do to overcome the engineering obstacles? How do you do it?

We tested with a full trailer under a profound difference in aerodynamic performance. According to Bob White, chief engineer for heavy vehicles at International, "There have been tests that include the air pressure at the trailer. It does not allow a trailer to be behind the vehicle as it will on the road." But he left out of the trailer and the size and shape of the trailer "have a profound influence on the aerodynamic drag of the tractor-trailer combination." In other words, our testing with a full trailer gave the Classicals aerodynamically inflated test results. Plus, not every trucker pulled a trailer. When they do, we wanted to test it.

At International, International can save \$2 million conducting full-trailer truck tests using a DRE simulator at Canada's National Research Council's facilities for Aerodynamic Research. In other tests, a ProStar and complete trailer were hauled by crane into a massive wind tunnel designed to test aircraft. Both tractor and trailer were then independently evaluated, including tests to gather corner wind data.

Vehicles Tested:

Test Truck	Tractor	Trailer
Configuration	High Top	Low Boy Trailer
Type	Classical	ProStar
Year	2007	2007
Weight	20,000 lbs	20,000 lbs
Engine	6.0L	6.0L
Transmission	6-Speed	6-Speed
Drive	4x2	4x2
Test Location	Canada	Canada
Test Date	2007	2007
Test Duration	100 Miles	100 Miles

UNBIASED TESTS.

After all of the extensive testing International was never less prepared to share any data about fuel economy. In fact, we did not use a test company with charge fees. We could use them as production speed to perform maintenance, fuel to road, and would not compromise. They agreed, and here a ProStar and a Classicals haul their share of the Eastern Proving Grounds in San Angelo, Texas, for independent and unbiased testing performed by Society of Automotive Engineers' Fuel Efficiency. The customer has also shared the same.

Remember these additional facts. We have no money either way. Under no circumstances would we, the test firm or a body purchased. Which is how about ProStar to beat its competitors.

REAL-WORLD DATA. REAL VALUE FOR DRIVERS.

When it was road tested, the ProStar was 5.7% more fuel efficient than Classicals. As Bob White pointed out, "a 5.7% advantage means \$3,900 per truck a year savings to the bottom line." This extraordinary fuel economy puts ProStar miles ahead of Classicals, not to mention every other Class 8 truck on the road today.

WE STAY OUT IN FRONT SO OUR CUSTOMERS AREN'T LEFT BEHIND.

The introduction of ProStar was developed using advanced computer modeling. The design proved itself superior in the wind tunnel. Now its exceptional fuel efficiency has been confirmed in this independent road test. All of which prove the lengths International will go to make sure its customers are never worried out. And always Miles Ahead.

SEE HOW MUCH MORE YOU CAN GET FROM THE ACTUAL TEST AT WWW.INTLTRUCKTESTS.COM

"a 5.7% advantage means \$3,900 per truck a year savings to the bottom line."

Bob White, International ProStar Chief Designer

THEY SHOULD'VE KNOWN BETTER.

All the effort International put into the design of the ProStar and Freightliner's recent class of superior fuel economy for its Classicals all the way pushing. It seems that most truckers were based on data from independent tests conducted in Freightliner's own wind tunnel and observed by engineers from Aero Research Centre, Inc. This company, better known as ARS, is best known for testing vehicles. Last we checked, small cars and their fuel economy. And there's a big size difference between a car and a Class 8 tractor. Not to mention all the miles of wind tunnel needed for the test. And straight enough. Freightliner's own wind tunnel was not built large enough to test the Classicals with a full trailer attached.

The full tractor/trailer was positioned in a windmill and rotated at angles up to 30 degrees. This allowed us to replicate the aerodynamic drag for 90% of all average wind conditions experienced in North America or any other time. Furthermore, International also conducted low other Class 8 tractors: Freightliner Company, Freightliner Columbia, Peterbilt 380, Volvo VNL780 and the Kenworth T2000. The ProStar was proven the most aerodynamic of all the trucks.

We could say we're committed to unbiased testing. We'll say we just like comparing apples to apples.

May, 2008



CAN YOU AFFORD TO RUN ANY OTHER TRUCK?

IT'S CONFIRMED. INTERNATIONAL™ PROSTAR™ IS THE MOST FUEL EFFICIENT CLASS 8 TRUCK ON THE ROAD.

With fuel prices at record highs, you may think you need a truck that makes the most of every drop of diesel. So we set out to find out. The International ProStar was more aerodynamic than our competitors' most aerodynamic trucks. And now, it just surpassed THE TOP 100 tests. ProStar was, on average, 7% more fuel efficient than the leading competitor truck, Freightliner's.

A REAL ECONOMY TRUCK.

Lower costs. Not including fuel economy, ProStar suggests you should consider adding fuel economy. Fuel economy is not a truck with superior aerodynamics. In fact, recent wind tunnel measurements



ProStar was at least 2.7% more aerodynamic than to every other truck. And that's a real big difference on the road.

TWO TYPES OF TESTS ARE REAL WORLD TESTS.

Type II testing is performed on public highways that better represent real world conditions experienced by customers. In these recent tests,

Transportation Research Center Inc. was contracted to evaluate both ProStar and Classicals over the three mile test route.

PROSTAR IS THE WINNER. AGAIN.

The numbers don't lie. ProStar averaged 7% better fuel economy than Classicals. So while our competitors make lots of fuel economy claims, we have the real world and Type II data that makes our superior performance.

5.7% AVERAGE FUEL SAVINGS.

Our fuel economy advantage represents a fuel savings of over \$3,900 per truck annually to the bottom line.™ The just ProStar miles ahead of every other Class 8 truck on the road today.



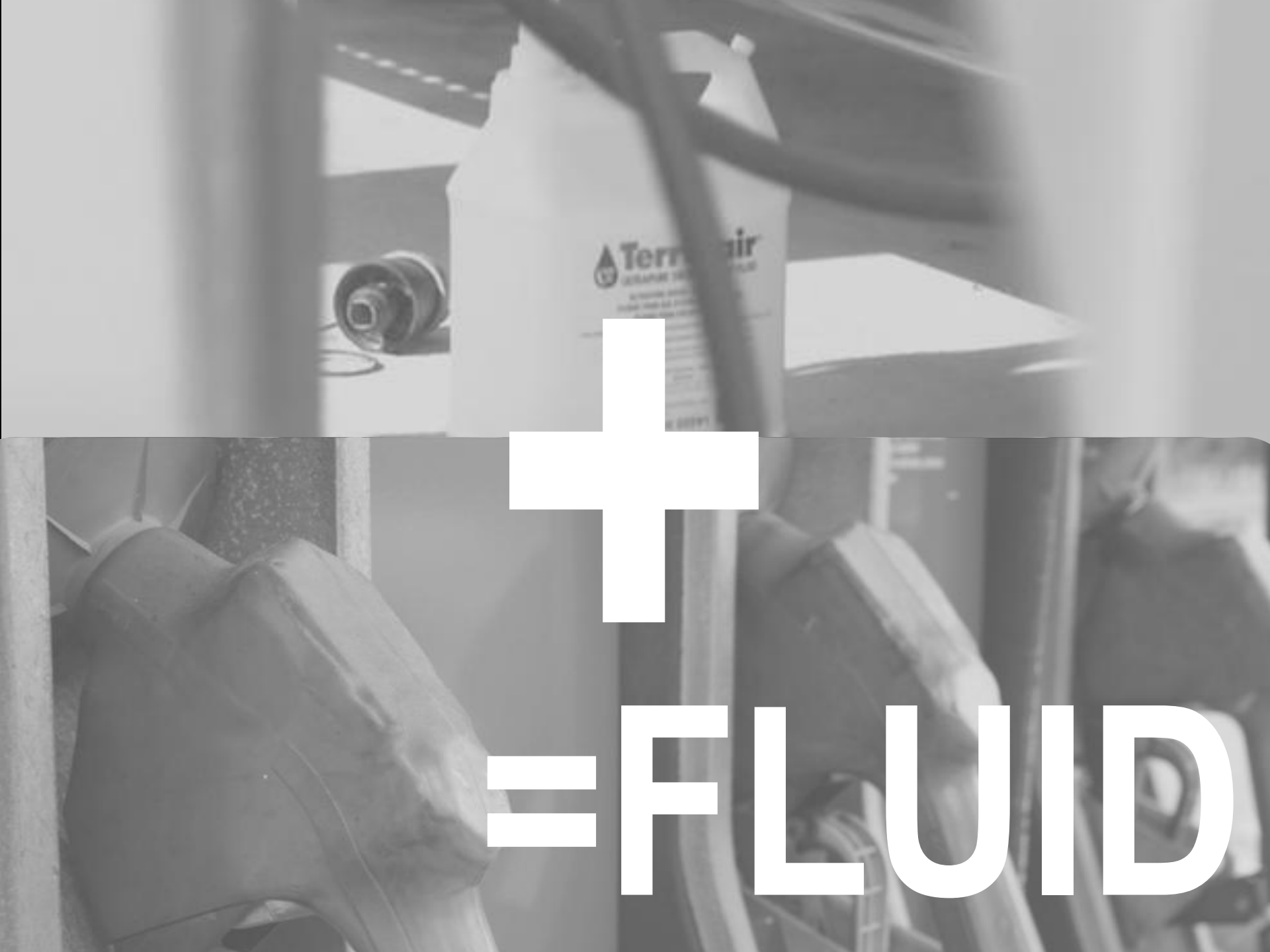
IT'S TIME TO PUT A PROSTAR IN YOUR FLEET.

All you do, you don't have to take our word for it. Just add a ProStar to your fleet and see for yourself. Save one mile with the 5.7% more fuel efficiency, savings add up to \$3,900 off your total truck cost. It's just more proof that when it comes to get the most out of your truck, fuel economy really does put its customers miles ahead.



WE'LL CALL THE ROAD MILES AHEAD.

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 Terra Air
ULTRAPURE WATER FILTRATION

+
= FLUID

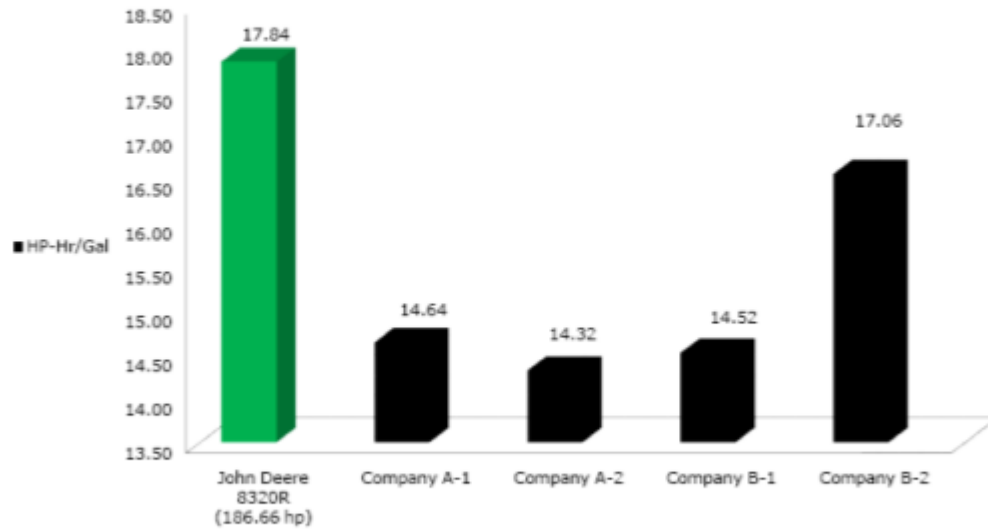


Fluid Efficiency at 75% of Pull, Maximum Power

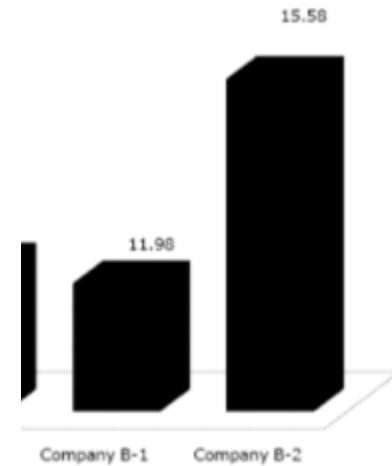
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Fluid-Efficiency 75% of Pull, Reduced Engine Speed



Results from Nebraska Tractor Test Lab



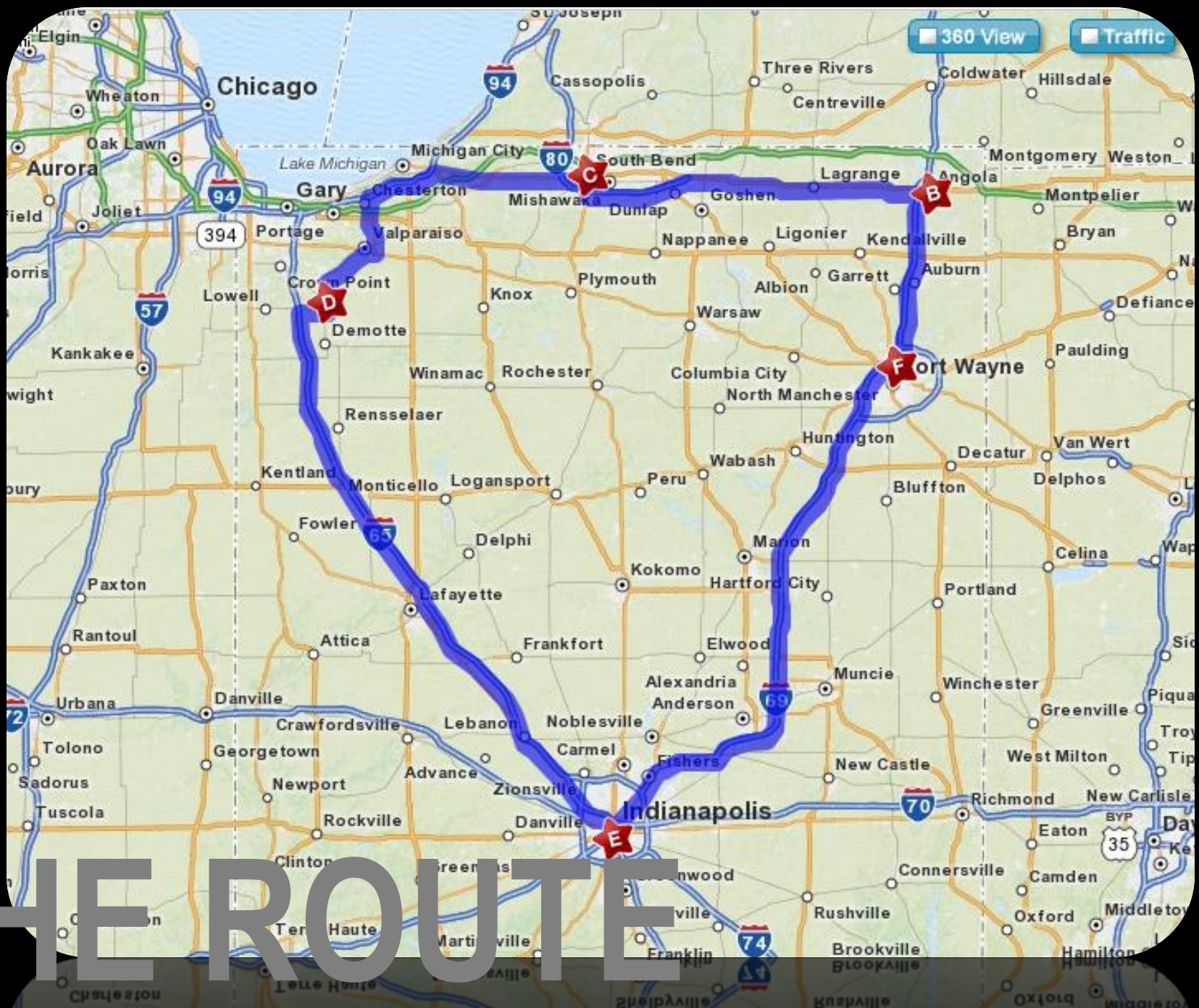
Results from Nebraska Tractor Test Lab







<u>Specifications</u>	<u>International ProStar+</u>	<u>Freightliner Cascadia</u>	<u>Kenworth T660</u>
Wheel Base	231"	237"	236"
Rails	5/16"x3.58"x10.125"	11/32" x 3.5x 10.187	5/16"x3.5x 10.625
Front Axle	Meritor 12.0k	Steertek 12.5K	DANA 12K
Front Susp	12k Taperleaf	12K Taperleaf	13.2K Air
Brakes	Bendix FWCS AD-IS Dyer 21.0 CPRSR	Wabco 6S/6M ABS AD-9 Dryer 15.9CFM CPRSR	Bendix 6S/6M AD-IS 18.7 CFM CPRSR
Steering	Std Sheppard HD-94	Std TRW THP-60	Std TRW TAS-65
Driveline	SPL 250XL	18T Merritor	SPL 250XL
Exhaust	Single Ver TP RSM N/A Blue Tank	Single Ver TP RSM 23 Gal Blue Tank	Single Ver TP RSM 20 Gal Blue Tank
Alternator	200 AMP	275 amp	160 AMP
Front End	Opt for Prostar + 122	Std for Cascadia	Std for T-660
Fifth Wheel	6.75"	6.75"	6.75"
Clutch	Eaton 15.5"	Eaton 15.5"	Eaton 15.5"
Engine	MaxxFORCE 13L 430 HP @ 1900 RPM 1550 LB/FT @ 1100	DD15 14.8L 455 HP @ 1800 RPM 1550 LB/FT @ 1100	Cummins ISX 15L 435 HP @ 1700 RPM 1450 LB/FT @ 1200
Transmission	Eaton FRO-16210C 10 spd w/OD	Eaton FRO-1521 10 spd w/OD	Eaton FRO - 1621 10 spd w/OD
Rear Axle	RT40-145 40k Tandem 3:42 Ratio	RT40 40K Tandem 3.58 Ratio	DANA DSP 40 3.55 Ratio
Rear Susp	40k Air Susp 52" Spacing	40K Air Susp 51" Spacing	40K Air Susp 52" Spacing
Fuel Tanks	Lt Tank 125 Gal Rt Tank 150 Gal	Dual 120 Gal	Dual 120 Gal
Cab	73" Sleeper	72" Sleeper	72" Sleeper
Tires	Front Goodyear G395 295/75R22.5 Rear Goodyear G372A 295/75R22.5	Goodyear G395 295/75R22.5 Goodyear G372A 295/75R22.5	Goodyear G395 295/75R22.5 Goodyear G372A 295/75R22.5



THE ROUTE

Three valid runs with results within 2% • Test route where each run is 200-500 miles • Frequently used four-lane, limited-access, divided highway Trailers and drivers switched at mid-point of each test • Test speed representative of fleet operation • Consistent Test Vehicle Specification and Configuration • Odometer readings within 1,000 miles of each other • Gross weight of each vehicle within five percent of the other • Driver consistency • Test summaries include environmental conditions-temperature, wind speed and direction, and relative humidity • Only one fuel tank used • Trucks operated from tanks on the same side of the truck to reduce the effect of fuel island paving irregularities • Designated fuel tanks drained or pumped down to less than 10 gallons • Tanks refilled from the same pump and storage tank to ensure equal energy content Vehicles tested were in similar mechanical condition • Drivers kept vehicle conditions exactly the same • Drivetrain parameters set to manufacturer's recommendation or fleet standard • New fuel filters in all cases and new air cleaner elements • Each vehicle clean and free of damage and missing body parts • Sliding fifth wheels must be set to give equal trailer gap • Air bag height the same on identical equipment Cab side window openings the same in each vehicle • Accessory load for-each vehicle as consistent as possible • Trailer free of damage affecting aerodynamic drag • Truck/tractor checked for proper alignment • Trailer axle alignment checked • Each vehicle properly lubricated • All fluid levels should be checked for prescribed levels • Temperature controlled fan drives and shutters in the same operating mode • Cold tire pressures measured and inflated to standard • Exhaust system back pressure below engine manufacturer's maximum recommended limit • Proper gear adjustment • Proper Warm-up • Fueling Before Test Run • Test Run where both vehicles must leave the fueling station together. The lead driver establishes and maintain test speed, the following driver establishes and maintains the distance between vehicles. The gap, or interval, should always be between 1/4-3/4 mile or 15-45 seconds • Proper Space Between Vehicles

PROCEDURES



ProStar+ and Cascadia departing the starting location for a testing run.



T660 getting refueled



Trucks are filled with liquid urea SCR prior to departing for testing run.



Diesel tanks are filled and levels are measured to ensure consistency.



Average Total
Fluid Consumed

194.4

196.2

199.0

204.0

Fluid Economy

1%

2.5%

THE RESULTS