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## **INDEPENDENT TESTS PROVE INTERNATIONAL® PROSTAR®+ WITH MAXXFORCE® 13 ADVANCED EGR BEATS COMPETITION**

### *Results Show Nearly 1% to 2.5% Advantage in Fluid Economy*

**WARRENVILLE, ILL. (July 19, 2010)** – Navistar, Inc. announced today results from independent, third-party testing which prove the new 2010 International® ProStar®+ Class 8 tractor with the MaxxForce® 13 Advanced EGR engine is the industry leader in fluid economy—a measurement of diesel fuel plus liquid urea consumed and the new standard of comparison for Class 8 trucks.

“With the ProStar+, we continue to have the most efficient Class 8 truck on the road,” said Jim Hebe, Navistar senior vice president, North American sales operations. “We weren’t satisfied with simply being the best—we were determined to make the best even better and the results speak for themselves.”

Until recently, comparisons of Class 8 trucks were centered on fuel economy, with the first-generation International ProStar as the industry leader. However, today, with different trucks offering different technologies for 2010 emissions, fuel economy doesn’t tell the whole story. Competitor’s trucks offer a liquid urea SCR (Selective Catalytic Reduction) solution and, like diesel fuel, liquid urea costs money.

Navistar has been a leader in the industry in seeking comprehensive, third-party testing to confirm and validate the company’s product development strategy and provide solutions that optimize our customers’ fleets. During the last several years, Navistar has conducted extensive third-party aerodynamic wind tunnel testing at the National Research Council (NRC), Canada’s premiere organization for research and development. In February, Navistar partnered with the U.S. Department of Energy (DOE), the Lawrence Livermore National Laboratory and other industry partners to conduct full-scale wind-tunnel tests with a 53-foot trailer. The testing was conducted at the NASA Ames Research Center, home to the world’s largest wind-tunnel testing facility. In addition, this is Navistar’s third independent, comprehensive over-the-road test since 2008.

### **Independent, Head-to-Head Fluid Economy Testing**

To help customers make informed decisions about which truck-engine combination is right for them, Navistar commissioned the Transportation Research Center Inc. (TRC Inc.) to conduct a head-to-head fluid economy comparison. TRC Inc. performed independent TMC (Technology & Maintenance Council) Type IV testing of three EPA 2010-compliant trucks: International ProStar+ with MaxxForce Advanced EGR vs. Freightliner Cascadia® and Kenworth T660, both with liquid-urea SCR.

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“The rigorous TMC Type IV over-the-road testing requires strict attention to detail and is one of the most accurate representations of real-world conditions,” said Ramin Younessi, Navistar group vice president, product development and strategy, Navistar. “The test results of the ProStar+ are a validation of the commitment we made to deliver one of the most efficient trucks on the road.”

The specifications for each truck were as similar as possible. Only one tank of diesel per truck was allowed. Each truck was equipped with its most fuel-efficient engine. Each ran three 444-mile runs on public highways, in real-world conditions. Drivers and trailers were switched at the mid-point of each test.

### **ProStar+ Continues to Lead the Way**

The test results were clear. In the comparison of fluid economy, the 2010 International ProStar+ with MaxxFace 13 consistently outperformed the competing trucks by nearly 1 percent to 2.5 percent. In addition to better fluid economy, the International ProStar+ with MaxxFace Advanced EGR is the only no-hassle 2010 emissions solution.

As vehicle weight continues to be a top priority for customers, the ProStar+ is 700 pounds lighter than its predecessor. When you include the MaxxFace 13, with its durable, lightweight compacted graphite iron (CGI) cylinder block, and MaxxFace Advanced EGR emissions technology, the ProStar+ has an additional 600-pound advantage versus the leading 15-liter engine, providing an extra 1,300 pounds of added payload capacity and fluid economy benefits.

As the prices of diesel fuel and liquid urea drive customers toward higher payloads, fleets are more and more weight conscious, with every pound contributing to the bottom line. In the end, as fleets look for more productive loads and optimized routes, they’re looking for trucks and engines that have the necessary power and capabilities but that are lower weight. With ProStar+ with MaxxFace 13, a customer can still get the power they’ve come to expect from a 15-liter engine with considerably less weight (*NOTE: Navistar’s launch of its own 15-liter engine, the MaxxFace 15, remains on track for October 2010, with a full-scale launch in January 2011*).

“If liquid urea SCR trucks can’t compete on fluid economy,” asks Hebe. “Then why would customers want to deal with the cost and hassle of adding and maintaining after-treatment equipment, finding and filling up with liquid urea and retraining technicians?”

### **The Ultimate Driver’s Truck**

Beyond its fluid economy advantage, the ProStar+ includes dramatically refined interior functionality. A re-engineered overhead console allows for easier reach and even includes an in-cab paper towel dispenser. Storage has been dramatically improved, with the Hi-Rise model seeing a 150 percent increase in captured storage and a 50 percent improvement in total storage.

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In addition, the ProStar+ cab environment has become even quieter. Already boasting one of the quietest cabs in the segment, ProStar+ cab noise levels have dropped nine percent compared to last year's ProStar. Other driver satisfaction improvements include a better clutch feel with less effort and additional driver foot room.

“When you add up all the advantages of ProStar+ and then consider the costs and hassles of the competitive emissions solution, the answer is clear,” Hebe added. “ProStar+ with MaxxForce Advanced EGR is the smart choice.”

For more information on the testing and results, visit [www.internationaltrucks.com/results](http://www.internationaltrucks.com/results).

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#### **About Transportation Research Center Inc. (TRC Inc.)**

Transportation Research Center Inc. (TRC Inc.) independently manages a transportation research and testing facility serving the needs of industries, governments, trade associations, and educational organizations worldwide. Transportation Research Center (the Center) is located near East Liberty, Ohio, approximately 40 miles northwest of Columbus. Additional information is available at [www.TRCPG.com](http://www.TRCPG.com).

#### **About Navistar**

Navistar International Corporation (NYSE: NAV) is a holding company whose subsidiaries and affiliates produce International<sup>®</sup> brand commercial and military trucks, MaxxForce<sup>®</sup> brand diesel engines, IC Bus<sup>™</sup> brand school and commercial buses, Monaco<sup>®</sup> RV brands of recreational vehicles, and Workhorse<sup>®</sup> brand chassis for motor homes and step vans. The company also provides truck and diesel engine service parts. Another affiliate offers financing services. Additional information is available at [www.Navistar.com/newsroom](http://www.Navistar.com/newsroom).