International® LoneStar® Earns EPA SmartWay Certification For Fuel Efficiency, Emissions Reduction

LoneStar Joins ProStar with Class 8 Truck Environmental Designation

WARRENVILLE, Ill. (June 25, 2008) One of the first awards for the category-defining new International® LoneStar® may make other truck manufacturers "green" with envy. LoneStar, introduced in February as the first fuel-efficient "Advanced Classic" big-rig truck, has been certified by the U.S. Environmental Protection Agency as a SmartWay truck.

LoneStar joins the International® ProStar®, the most fuel efficient Class 8 truck on the market, with this environmental designation. LoneStar is the first classic-styled Class 8 truck to receive this honor.

The SmartWay program is a voluntary partnership between freight industry sectors and the EPA which establishes recognition and incentives for fuel efficiency improvements and reductions to greenhouse gas emissions. Eligibility for the SmartWay truck certification is based on a comprehensive set of fuel-saving, low-emission equipment specifications for new Class 8 long-haul tractors.

By 2012, this initiative aims to reduce as much as 66 million metric tons of carbon dioxide (CO2) emissions and up to 200,000 tons of nitrogen oxide (NOx) emissions per year. At the same time, the initiative targets fuel savings of up to 150 million barrels of oil annually.

"As today's diesel prices reach record highs, developing more fuel-efficient and environmentally responsible trucks is necessary to keep operating costs down for customers and to curtail each truck's carbon footprint," said Dee Kapur, president, Navistar® Truck Group. "Navistar is committed to green transportation with advanced engineering and purposeful design. We look forward to working with the EPA to continue to improve the environmental

performance of our commercial trucks, diesel engines and buses."

In recent wind tunnel testing, International LoneStar proved to be as aerodynamic as competitors' most stream-lined trucks, and LoneStar is far more aerodynamic than other "classic" trucks. Superior aerodynamics plays a major role in improving an on-highway truck's fuel efficiency.

LoneStar was designed with fuel efficiency as a top priority. Several design elements of LoneStar provide dramatic aerodynamic performance that leads to superior fuel efficiency:

Bumper – Through careful shaping, Navistar created a bumper ideal for aero and styling. The bumper is shaped to direct the airflow smoothly around the corner and past the front tire.

Hood – LoneStar's hood splits the air and sends most of it down the side of the truck – the way air naturally wants to go. Navistar engineers conducted extensive studies to fine tune the hood height and the fullness of the hood profile to optimize aerodynamic performance.

Windshield – The windshield angle is increased by five degrees compared with the International 9200. The curved shape of the windshield helps reduce drag and helps move air past the cab.

External Air Cleaners – The air cleaners have a unique shape to minimize their impact on aerodynamic drag. Rather than a cylindrical design, the air cleaners feature a "compressed" design that more closely resembles a capital "D". This shape also maximizes fuel efficiency through better aerodynamics.

Chassis Skirts – The chassis skirts integrate the fuel tank into the skirting system. The fuel tank is partially exposed and functions aerodynamically, as

part of the skirt system. In addition, Navistar engineers designed a carefully crafted flare at the aft end of the skirt to move the air smoothly past the drive wheels.

The truck's aerodynamic performance has been tested according to Society of Automotive Engineer (SAE) standards, the highest standards in the industry, to validate its claims. LoneStar has been evaluated with computer analysis models, small-scale wind tunnels and large-scale wind tunnels.

"The aerodynamic design of LoneStar's bumper, hood, windshield and side skirts can save truck drivers significant amounts of fuel," said Tom Baughman, vice president and general manager, Navistar Heavy Truck Vehicle Center. "When a truck driver is spending more than $1,000 with each fill-up, they really appreciate the fuel efficiency that LoneStar delivers. LoneStar and ProStar are changing the game in Class 8 trucking."

In addition to improved aerodynamics, Navistar also offers other ways for truck customers to be environmentally responsible, including:

Idle Improvements

A MaxxPowerTM auxiliary power unit (APU) from International is a fully integrated, factory installed option that provides truck drivers with a best-in-class power system that can save each truck more than $7,000 in fuel costs annually by reducing idling. No idling means less diesel fuel used. The APU can produce the power many trucks rely on while using only two-tenths of a gallon per hour.

Green Diesel

Diesel engines are no longer the smoky, noisy polluters that many people remember from earlier eras. Today's diesel engines meet strict EPA emissions requirements. With diesel fuel, drivers can get 40 percent more miles to the

gallon than gasoline. Plus, diesel engines burn cleaner due to reformulated diesel fuel introduced in 2007 called Ultra Low-Sulfur Diesel.

In 2007, new diesel engines were introduced that eliminate more than 90 percent of particulate and hydrocarbon emissions, leaving the exhaust smokeless, odorless and much cleaner for the environment. In 2010, diesel engines will be even cleaner, with aggressive “near-zero” emissions goals.

Choosing the Right Specs

For a limited time, Navistar is introducing a fuel economy program called MAXXimum MPG to help truck customers order a truck with the right specs to maximize fuel economy and aerodynamics. This program is available on ProStar and LoneStar trucks and includes a $1,000 customer incentive for selecting a MAXXimum MPG fuel economy spec.

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