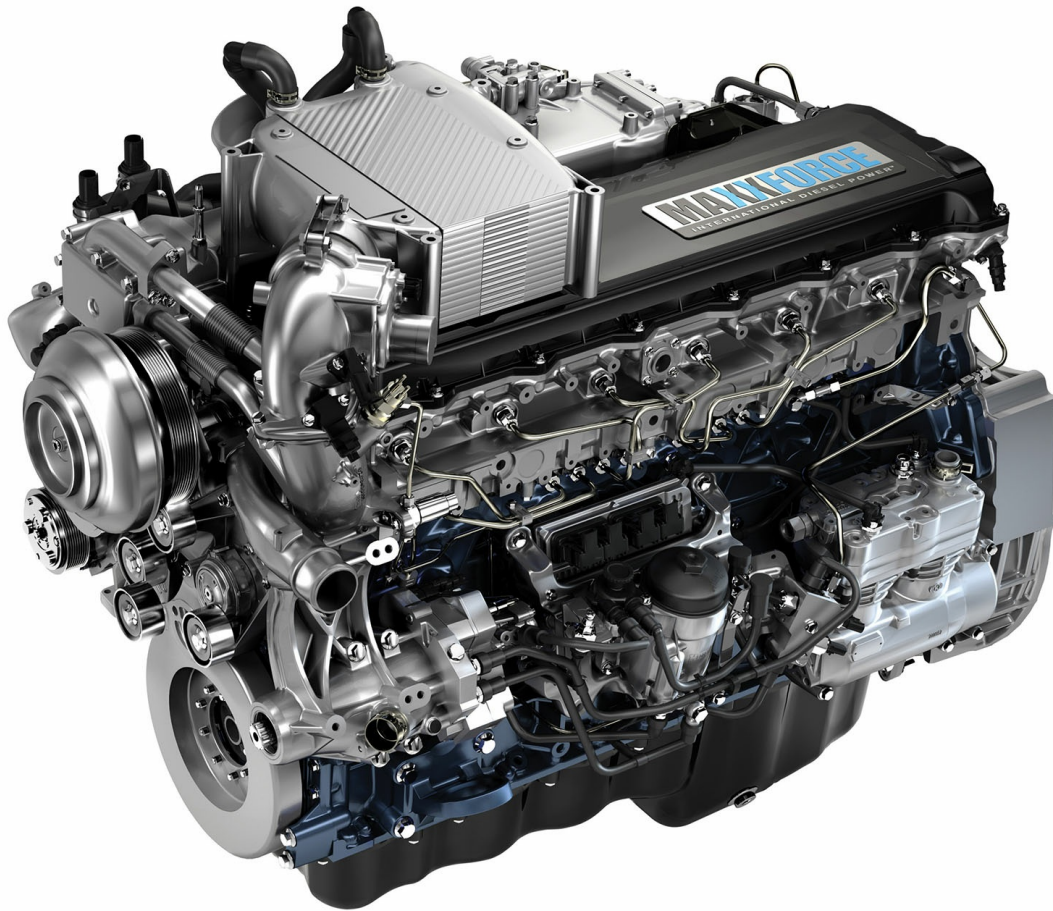


Navistar Demonstrates Readiness with 2010 Emissions

MaxxForce™ 2010 Advanced EGR Engine Makes Debut at World of Concrete Show



LAS VEGAS (February 3, 2009) – One step closer to meeting the stringent emissions standards required for 2010, Navistar (NYSE: NAV) today unveiled its 2010 MaxxForce 13-liter Advanced EGR engine at the World of Concrete show in Las Vegas.

“Our strategy of 2010 emissions compliance through the use of an EGR-only solution is on track,” said Jim Hebe, Navistar senior vice president, North

American sales operations. “Through our line-up of MaxxForce Advanced EGR engines, we’re providing customers with a simple and straightforward solution that places the burden of emissions compliance on the manufacturer, not the customer.”

To meet the U.S. Environmental Protection Agency (EPA) 2010 emissions standards for on-highway diesel engines, MaxxForce Advanced EGR engines will use proven technologies such as advanced fuel injection, air management, electronic controls and proprietary combustion technology.

“We’ve been conducting rigorous testing and analysis in our engine labs and currently have 2010 prototype engines installed in more than 25 medium- and heavy-duty test trucks,” said Ramin Younessi, group vice president, truck and engine product development. “These test vehicles are on the road in real-world conditions, in fleets and in the hands of our customers. We will have logged millions of miles of real-world experience before the launch of these engines.”

Other major truck and engine manufacturers are choosing to meet 2010 emissions through Selective Catalytic Reduction (SCR), which requires the use of an additional operating chemical, called urea, as well as significant aftertreatment equipment which will add hundreds of pounds to each vehicle.

Navistar’s EGR approach will not require the use of urea or the addition of heavy on-vehicle urea storage tanks, converters, heaters, and the additional electronics required by SCR systems. MaxxForce Advanced EGR engines set Navistar apart from the competition with a no-hassle, business-as-usual solution that will deliver lower operating costs for customers.

“Many of the OEMs adopting the SCR strategy point to the success in meeting Europe’s emissions standards, which are not as stringent as the U.S.,” added Younessi. “However, at least two European engine manufacturers are moving

toward a non-SCR solution to meet Europe's next emissions hurdle. That should raise some doubts about the long-term viability of SCR."

For SCR systems in the U.S., the EPA will require a series of driver compliance controls, including a complex array of warning lights as well as a disabling system which will automatically power down the engine when urea levels run low.

"We strongly believe the accountability for emissions compliance should rest on the manufacturer, not on the actions of the driver, the reliability of very complex technologies or the impact of climatic conditions," added Hebe. "The development and testing of our EGR solution for 2010 is in advanced stages and we are confident that our engines will deliver the performance, reliability and low operating costs our customers demand."

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