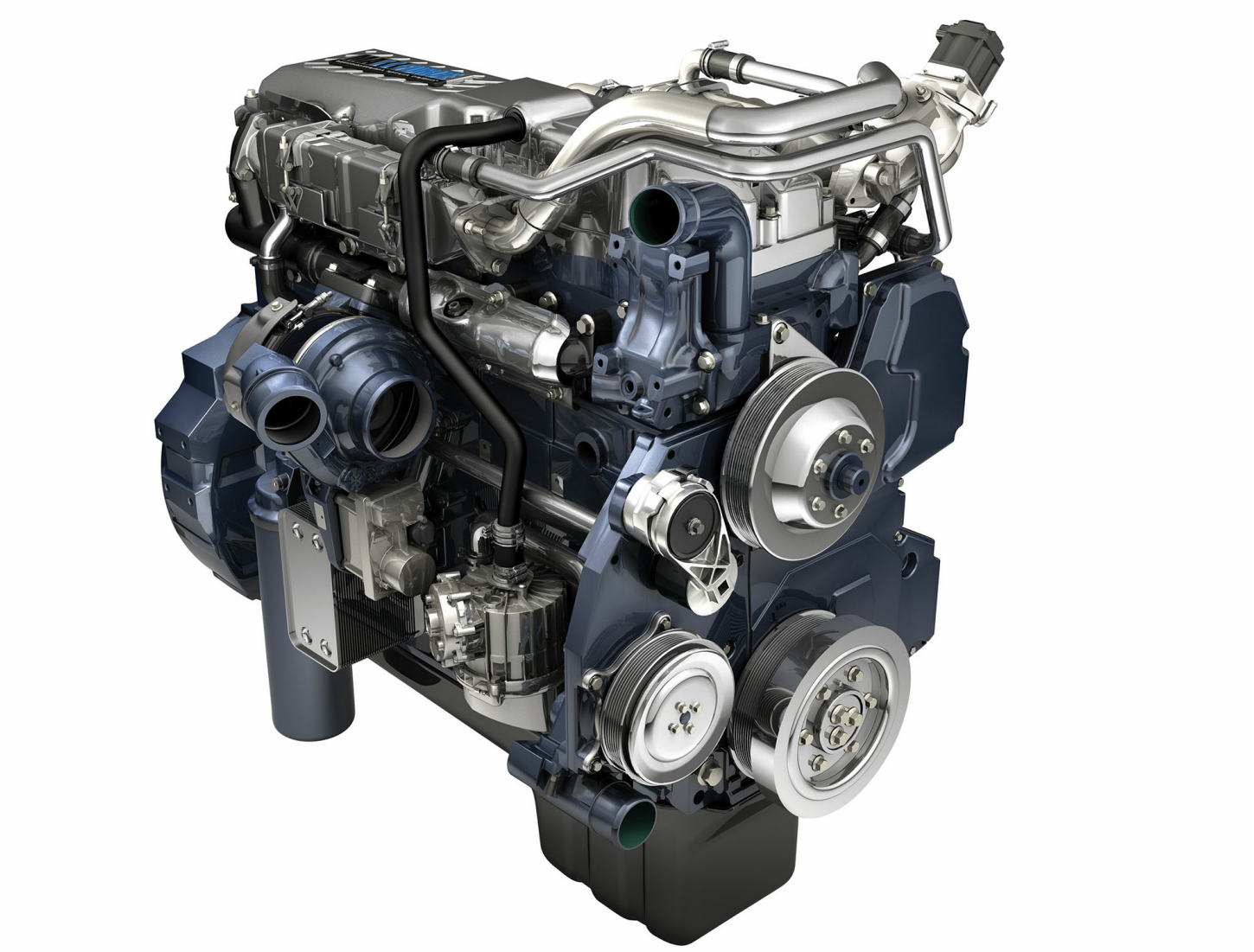
International Newsroom

Navistar Continues Toward 2010 Readiness with Mid-Range Advanced EGR Engine

2010 MaxxForce® DT Advanced EGR Engine Makes Debut at Work Truck Show



CHICAGO (March 4, 2009) – Continuing on its path to meet the next round of emissions standards required for 2010, Navistar (NYSE: NAV) today unveiled its 2010 MaxxForce® DT Advanced EGR mid-range diesel engine at the National Truck Equipment Association (NTEA) Work Truck Show in Chicago.

“Our strategy of 2010 emissions compliance through the use of an EGR-only

solution is on track," said Steve Guillaume, Navistar general manager, vocational trucks. "With our line-up of MaxxForce Advanced EGR engines, we're delivering 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 requirements 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 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 and will log millions of miles of real-world experience before the launch of these engines."

Other major truck and engine manufacturers are choosing a 2010 emissions path through Selective Catalytic Reduction (SCR), which requires the use of an additional operating fluid, 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 for customer by delivering lower operating costs.

"Many of the OEMs adopting the SCR strategy point to its use in Europe where emissions standards are not as stringent as the U.S.," added Younessi. "However, at least two European engine manufacturers are adding a non-SCR

solution to meet Europe's next emissions hurdle. Also, three major U.S. companies have recently announced production plans for non-urea SCR systems, helping raise some serious doubts about the long-term viability of urea-based SCR."

For SCR systems in the U.S., the EPA will mandate a series of driver compliance requirements as well as a disabling system which can 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 Guillaume. "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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