

Navistar First OEM to Reach 5 Million Hybrid Miles

Success with Energy-Efficient Hybrid Trucks and Buses Paves the Way for Future Opportunities



WARRENVILLE, Ill. (August 17, 2009) – The number of owners and operators of Navistar’s hybrid-powered commercial vehicles is growing as hybrid trucks and buses become more and more attractive to businesses looking to “green” their fleets and improve fuel economy.

In fact, the popularity of these hybrid vehicles has helped Navistar become the first original equipment manufacturer (OEM) to accumulate more than 5 million real-world miles in the hands of customers driving hybrid-powered International® trucks and IC Bus™ brand school and commercial buses.

“With a wide range of hybrid trucks and buses, we continue to be a leader in providing energy-saving, environmentally friendly transportation solutions,” said Jack Allen, president, Navistar’s North American truck group. “By developing clean vehicle technologies that reduce fuel consumption and greenhouse gas emissions, we’re able to deliver significant savings to the customer’s bottom line and, at the same time, help them reduce their overall carbon footprint.”

Extensive Line-up of Hybrid Trucks

In less than two years, Navistar has established itself as a leader in hybrid technology. In November 2007, Navistar launched the Class 6 medium-duty International® DuraStar® Hybrid, becoming the first OEM to enter assembly-line production of hybrid commercial trucks.

Building on the success of that platform, Navistar expanded its hybrid product portfolio in October 2008 with the Class 7 International DuraStar Hybrid Tractor, targeting general freight haulers and food/beverage distributors with diminishing loads. This past March, Navistar introduced the Class 7 severe service International® WorkStar® Hybrid 4x4, the industry’s first hybrid four-wheel-drive commercial truck.

Depending on the specific application and other conditions, International hybrid trucks can deliver up to 40 percent fuel savings in stop-and-go driving and pick-up/delivery operations. Beyond the fuel savings potential, the hybrid trucks produce zero emissions when auxiliary equipment (like an overhead utility bucket) operates solely on the truck’s hybrid battery power.

“The continued success of these trucks on the road demonstrates not only the reliability of hybrid technology, but also the potential for significant fuel savings and emissions improvement within real-world applications,” said George Survant, director of fleet services for Florida Power and Light and chairperson of the Hybrid Truck Users Forum (HTUF) Working Group.

Beyond Hybrid — All-Electric Delivery Vehicles

Two weeks ago, President Barack Obama traveled to Navistar's Wakarusa, Ind., manufacturing facility to celebrate the award of a \$39 million federal grant to develop and build all-electric delivery vehicles. Through this U.S. Department of Energy grant, Navistar plans to build 400 all-electric vehicles in 2010 and expects to be producing several thousand vehicles annually within a couple of years. This zero emissions all-electric delivery vehicle would primarily be used by drivers for local deliveries where stop- and-go driving would otherwise consume a large amount of fuel.

Hybrid School and Commercial Buses

In addition to its line-up of hybrid trucks and the potential for all-electric delivery trucks, Navistar affiliate, IC Bus, offers a comprehensive portfolio of hybrid-electric school and commercial buses. In February 2007, IC Bus was first to enter assembly-line production of hybrid buses. IC Bus offers a battery-powered hybrid electric system similar to that used in commercial trucks. In addition, through its supplier partnership with Enova Systems, a leading provider in hybrid drive systems, IC Bus is the first and only manufacturer of a factory-built plug-in electric hybrid vehicle. An IC Bus hybrid school bus can deliver fuel savings of up to 65 percent and reduce greenhouse gas emissions by nearly 40 percent.

For decades, Navistar has demonstrated a commitment to clean diesel technologies that benefit the environment and its customers. In 1989, Navistar was the first original equipment manufacturer to release the smokeless diesel engine and, in 2001, Navistar was the first engine manufacturer to gain certification from the U.S. Environmental Protection Agency (EPA) for meeting particulate and hydrocarbon emissions standards – six years ahead of schedule.

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