

International Newsroom

Navistar Unveils International Paystar with Maxxforce 15 for Customers' Most Demanding Severe Service Needs

International® Truck's Industry-leading Severe Service Trucks Now Available with Complete Line-up of Fully Integrated, No-Hassle MaxxForce® 11-, 13- and 15-Liter Engines

LAS VEGAS – (March 22, 2011) – At a press event at this week's CONEXPO/CON-AGG construction industry trade show, Navistar today showcased its International® PayStar® severe service truck powered by the all-new MaxxForce 15 big bore diesel engine. Depending on customer need, the complete line-up of MaxxForce big bore engines—the MaxxForce 11, MaxxForce 13 and MaxxForce 15—is now available for order in the PayStar.

“With the introduction of our MaxxForce 15, our line-up of fully-integrated trucks and engines is complete,” said Jim Hebe, Navistar senior vice president, North American sales operations. “The introduction of PayStar and MaxxForce 15 now gives us a proprietary truck and engine combination with the durability and power that heavy-duty construction customers demand.”

On display at the show is the International PayStar 5900 Set-Back Axle (SBA) tractor, which along with the PayStar 5900 Set-Forward Axle (SFA) is available for order with the MaxxForce 15. Also on display is the International PayStar 5600, which along with the PayStar 5500 is available with the MaxxForce 11.

MaxxForce 15: Designed for Severe Service

Engineered specifically for International brand severe service trucks, MaxxForce 15 is available with up to 550 horsepower and 1,850 lb.-ft. of torque and is the most powerful engine Navistar builds. The engine is designed to handle the most severe demands that International PayStar customers require.

The MaxxForce 15 is built on a proven block and crankshaft combined with the fuel systems, air management and electronic controls of the MaxxForce Advanced EGR system. This combination delivers unprecedented hauling power and unrivaled durability with the convenience of a hassle-free 2010 emissions solution. Peak torque is achieved at 1,000 rpm and holds steady to 1,600 rpm, which reduces gear-shifting needs uphill and allows for shifting at lower speeds when accelerating. Durability is enhanced with a four-bolt connecting rod design. The four-bolt design assures the clamping force and rigidity required for extreme loads and terrain, for which the MaxxForce 15 is uniquely designed.

A premium cam and rolling element valve train system reduces friction and operational load to maintain peak efficiency across the power band. Interstage cooling between the turbos increases air density to maintain peak power as speeds increase.

MaxxForce 11 and MaxxForce 13: Designed for Maximum Uptime and Efficiency

With a combination of technologically advanced materials and components, the MaxxForce 11 and MaxxForce 13 engines are the ideal powertrain for a wide range of vocational applications. They deliver outstanding fuel economy, excellent power characteristics, an exceptionally smooth and quiet ride, and high strength without added weight.

Built on a block of compacted graphite iron (CGI), MaxxForce 11 and 13 engines provide superior strength, less fatigue and years of reliable service up to 1.2 million mile B50 durability. The engine design provides up to 500 pounds of weight savings over traditional big-bore, gray-iron engines which translates to greater payload capacity.

A high-pressure common-rail fuel system, dual sequential turbo chargers,

effective heat-management system and low-friction design deliver more torque and responsiveness at low rpm for outstanding fuel efficiency. Peak torque is achieved at 1,000 rpm and holds steady to 1,200 rpm, a much lower engine speed than other big bore engines. This reduces gear-shifting needs uphill and allows for shifting at lower speeds when accelerating.

MaxxForce 11 and 13 offer significant versatility, with available options including the MaxxForce® Engine Brake by Jacobs, programmable electronic parameters for increased fuel economy and fleet maintenance, a front-end PTO for plow and integral rear PTO for mixers and other applications.

“Over the last several years, we’ve remained committed to the construction industry and have made significant investments to bring the best vocational truck products to market,” Hebe added. “From our no-hassle MaxxForce Advanced EGR emissions technology to new products like the International TerraStar® and TerraStar 4x4 to the integration of Continental Mixers, we continue to focus on meeting the needs of vocational customers by delivering innovative, best-in-class products for a wide range of severe service applications.”

Navistar, Inc.’s International® brand commercial trucks rank “Highest in Customer Satisfaction among Vocational Segment Class 8 Trucks and Heavy-Duty Truck Dealer Service”—the only two categories recognizing the Class 8 truck industry this past year—according to the J.D. Power and Associates 2010 Heavy-Duty Truck Customer Satisfaction Study (SM) released last summer. The 2010 Heavy-Duty Truck Customer Satisfaction Study is based on responses from 1,682 primary maintainers of 2009 model-year Class 8 heavy-duty trucks. The study was fielded in February and March 2010. For more information about the study, visit the J.D. Power and Associates press releases at <http://businesscenter.jdpower.com/news/pressrelease.aspx?ID=2010102>.

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