

Navistar's IC Bus Beats Competition In Fluid Economy

Independent Test Results Show up to 4.5 Percent Advantage in Fluid Economy



WARRENVILLE, IL (June 16, 2011) – Results from new, independent tests demonstrate Navistar's IC Bus™ brand CE Series school buses have up to a 4.5 percent advantage over competing buses in fluid economy—a measurement of diesel fuel plus liquid urea consumed by the vehicle's emissions reduction system.

"With diesel fuel and operating costs on the rise, we are always aiming to provide maximum efficiency to our bus operators," said John McKinney, president, IC Bus. "We work hard to understand our customers and deliver best-in-class products, and the results speak for themselves."

Comparisons of type C buses have typically been centered on fuel economy. However, with different buses offering distinctive technologies to meet EPA 2010 emissions, fuel economy doesn't tell the whole story. Competitor's buses

offer a liquid urea SCR (Selective Catalytic Reduction) solution and, like diesel fuel, liquid urea costs money.

Navistar has been a leader in the industry in seeking comprehensive, third-party testing to provide customers an unbiased perspective of vehicle performance. IC Bus is the first to put its technology into head-to-head testing against its competitors. Recently, independent research consultants conducted fluid economy testing at the Transportation Research Center Inc. (TRC Inc.) proving ground facility in Ohio.

Independent, Head-to-Head Fluid Economy Testing

To help customers make informed decisions about which bus-engine combination is right for them, IC Bus commissioned the Transportation Research Center Inc. (TRC Inc.) to conduct a head-to-head fluid economy comparison. TRC Inc. performed independent TMC (Technology & Maintenance Council) Type IV testing of three type C buses with EPA 2010-compliant engines: IC Bus CE Series with EPA 2010 MaxxForce® 7 with Advanced EGR (Exhaust Gas Recirculation) vs. a Blue Bird Vision with a Cummins ISB engine and a Thomas® C2 with a Cummins ISB engine, both with liquid-urea SCR.

“These testing scenarios are purposely designed to create as close to real-world on-the-road applications as possible, with no attention to detail spared,” McKinney said. “The test results confirm our commitment to our customers to deliver the most efficient buses on the road.”

The specifications for each bus were as similar as possible. All vehicles were in similar mechanical condition, were loaded with equal ballast weights, and side window openings were the same in each vehicle at all times. Each bus was tested on multiple runs of a 135 mile test route, developed specifically to

replicate typical bus applications, such as idle time, frequent stop-and-go intervals, and long routes at low average speeds ranging from 0 to 50 miles per hour. Drivers switched vehicles every 45 miles of the test route to eliminate driver influence of test results.

IC Bus is the Clear Leader

The test results are clear. In the comparison of fluid economy, the 2010 IC Bus CE Series with MaxxForce 7 consistently outperformed the competing buses with up to a 4.5 percent advantage in fluid economy in typical bus operating conditions, and between 0.5 and 1.5 percent fluid economy advantage using TMC Type IV testing methods. In addition to better fluid economy, the IC Bus CE Series with MaxxForce Advanced EGR is the only no-hassle 2010 emissions solution.

“The data shows the unconventional path IC Bus chose to follow regarding 2010 emissions regulations has paid off, with clear benefits for our customers,” McKinney added.

Beyond the Bus

Beyond its fluid economy advantage, IC Bus with MaxxForce Advanced EGR doesn't require liquid urea, so there's less hassle associated with unfamiliar hardware, requiring no additional training for drivers or service technicians. Drivers simply must turn the key for the Advanced EGR 2010-compliant bus to be environmentally effective.

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About Transportation Research Center Inc. (TRC Inc.)

Transportation Research Center Inc. (TRC Inc.) independently manages a

transportation research and testing facility serving the needs of industries, governments, trade associations, and educational organizations worldwide. Transportation Research Center (the Center) is located near East Liberty, Ohio, approximately 40 miles northwest of Columbus. Additional information is available at www.TRCPG.com.

About IC Bus

IC Bus, LLC of Warrenville, Ill., is an affiliate of Navistar International Corporation (NYSE: NAV). The nation's largest integrated manufacturer of school busses, IC Bus is a global leader in passenger protection, chassis design, engines and ergonomics. The company is also a producer of commercial buses. All IC Bus™ buses are sold, serviced and supported through a renowned dealer network that offers an integrated customer program encompassing parts, training and service. Additional information is available site at www.icbus.com.

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