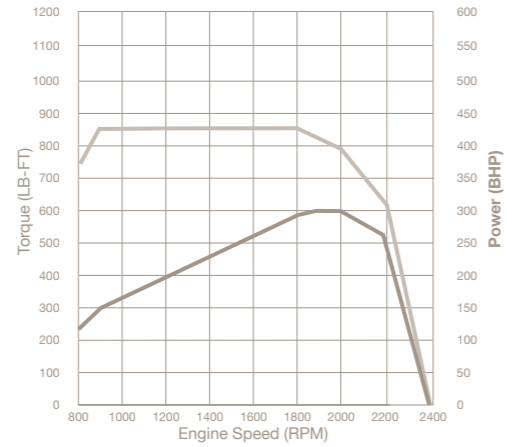


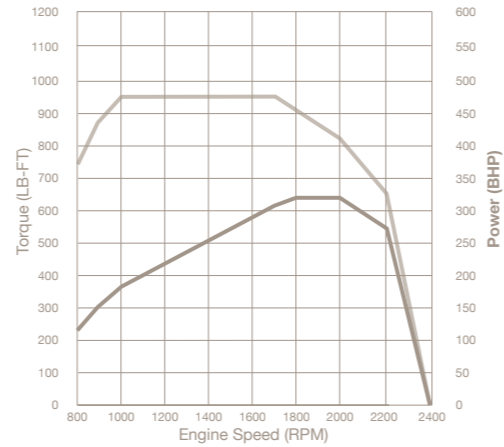
MAXXFORCE® 9 | MAXXFORCE® 10 SPECIFICATIONS

MAXXFORCE® 9 PERFORMANCE

PEAK TORQUE AT LOWER RPM
300 HP / 860 lb.-ft.

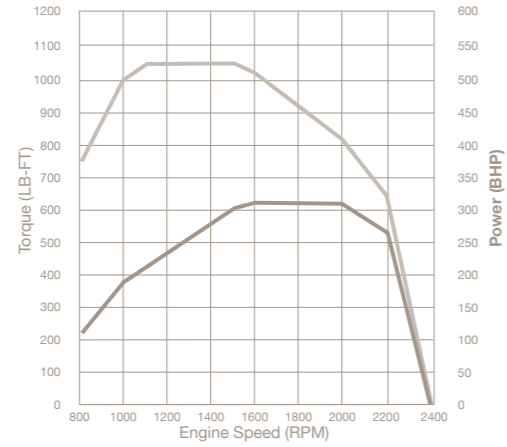


PEAK TORQUE AT LOWER RPM
315 HP / 950 lb.-ft.

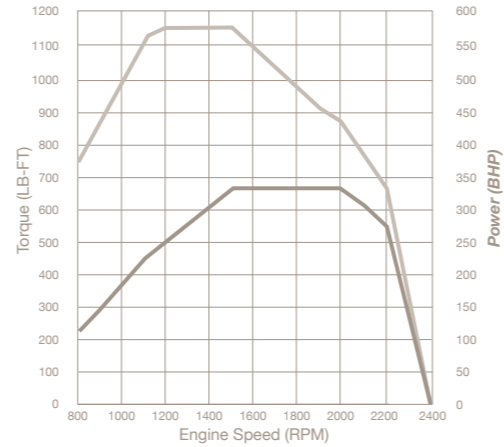


MAXXFORCE® 10 PERFORMANCE

PEAK TORQUE AT LOWER RPM
310 HP / 1050 lb.-ft.



PEAK TORQUE AT LOWER RPM
330 HP / 1150 lb.-ft.



View all available torque curves at MaxxForce.com



Note: Specifications and descriptions in this literature are as accurate as known at time of publication, but are subject to change without notice. TAD11013 02/2011 © 2011 Navistar Inc. All rights reserved. All marks are trademarks of their respective owners. Lithographed in the United States of America.

MAXXFORCE® 9 | MAXXFORCE® 10

BUILT TOUGH FOR DEMANDING WORK

Designed specifically for International® brand vehicles, the MaxxForce® 9 and MaxxForce® 10 bring increased 9.3-liter displacement by longer stroke, meeting the requirements of more demanding applications. Premium features like dual sequential turbo technologies, single-piece gallery-cooled steel pistons and crankcase ladder reinforcement lead to increased reliability and durability you'd expect from larger heavy-duty engines.



MAXXFORCE® 9 | MAXXFORCE® 10 SPECIFICATIONS

The MaxxForce 9 and 10 engines offer the following proven advantages:

- ▶ Serves the broadest range of on-and-off-highway applications with six different model ratings offer 300-350 hp and 860-1150 lb.-ft. of torque
- ▶ Wide vocational capability due to its full range of automatic and manual driveline options and thousands of potential configurations
- ▶ Proven technologies and components like premium plateau-honed cylinder design, reinforced bearing-cap ladder and durable roller cam followers provide for ultimate reliability, durability and resale value
- ▶ A dual sequential free-wheel turbocharger system and upgraded cooling system provide outstanding boost and response for every application
- ▶ A high-pressure common-rail fuel system and advanced fuel and air-management systems provide outstanding fuel economy
- ▶ Premium valvetrain components and low-friction roller cam followers further increase engine life, providing a B50 design life** of 550,000 miles.
- ▶ Ability to be completely re-built in-chassis
- ▶ More versatility with available options including engine compression retarder brake, programmable electronic parameters for increased fuel economy, and front-end PTO for plow and other applications

MaxxForce engines are also the only no-hassle solution to EPA 2010 emissions by reducing NOx in-cylinder without the use of liquid urea or additional maintenance.

MAXXFORCE® 9 PERFORMANCE DATA

| Horsepower (bhp @2000 rpm) | Torque Peak (lb.-ft. @1200 rpm) | Gov. Speed (rpm) | Clutch Engagement Torque (lb.-ft. @800 rpm) |
|-------------------------------|------------------------------------|---------------------|------------------------------------------------|
| 300 | 860 | 2200 | 750 |
| 315 | 950 | 2200 | 750 |
| 330 | 950 | 2200 | 750 |

Preventative Maintenance Intervals

Change Engine Oil, Replace Oil Filter: Up to 15,000 miles (24,140 km) / 6 months / 550 hours / 2,100 gallons (7,949 L)

Replace Fuel Filter: 30,000 miles (48,280 km) / 12 months / 1,100 hours / 4,200 gallons (15,899 L)

Replace Coolant*: 300,000 miles (482,803 km) / 5 years / 12,000 hours

MAXXFORCE® 10 PERFORMANCE DATA

| Horsepower (bhp @2000 rpm) | Torque Peak (lb-ft @1200 rpm) | Gov. Speed (rpm) | Clutch Engagement Torque (lb-ft @800 rpm) |
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MAXXFORCE® 9 | MAXXFORCE® 10 SPECIFICATIONS

- ▶ Single-piece gallery-cooled steel pistons bring longer life and reduced blow-by and oil consumption
- ▶ Durability ensured by significantly larger main bearings than most competitors, crankcase ladder reinforcement, premium foam-molded wiring harness, and precision-machined wet sleeves
- ▶ Easier serviceability due to fewer connection points with a single-box 32-bit ECM secures wiring and connections for increased reliability and durability
- ▶ Optional engine brake by Jacobs® provides quiet braking power and can extend the life of your service brakes, as well as eliminate the need for traditional exhaust-brake hardware



MAXXFORCE® 9 SPECS

| | |
|---------------------------|-----------------------------------------------------------------|
| Configuration | Inline 6-cylinder |
| Displacement | 9.3L (570 cu. in.) |
| Bore and Stroke | 4.59 in. & 5.75 in. (11.7 cm & 14.6 cm) |
| Compression Ratio | 17.2:1 |
| Aspiration | Dual Sequential Turbochargers, Intercooler & Aftercooler |
| Combustion System | Direct Injection |
| Engine Lubrication | 30 Quarts (28 L) |
| Total Engine Weight (dry) | 1,425 lbs (646 kg) |
| Dimensions | L 45 in. x W 42 in. x H 47 in. (L 114 cm x W 107 cm x H 119 cm) |
| Valves | 4 Valves per Cylinder |
| B50 Design Life** | 550,000 mi. (885,139 km) |

MAXXFORCE® 10 SPECS

| | |
|---------------------------|-----------------------------------------------------------------|
| Configuration | Inline 6-cylinder |
| Displacement | 9.3L (570 cu. in.) |
| Bore and Stroke | 4.59 in. & 5.75 in. (11.7 cm & 14.6 cm) |
| Compression Ratio | 17.2:1 |
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| Valves | 4 Valves per Cylinder |
| B50 Design Life** | 550,000 mi. (885,139 km) |

*Add Extended Life Coolant (ECL) Extender @ 150,000 miles (241,400 km)/30 months/6,000 hours

**B50 design life is the mileage that 50% of the engine population would exceed without failure requiring the removal of the oil pan, cylinder head, front gear train, or an in-frame overhaul. Jacobs is a registered trademark of Jacobs Vehicle Systems Inc.