



THE MID-RANGE DIESEL LEGEND

The MaxxForce® DT has long been known in the industry as “The Legend” because of the high-performance, big-bore features it brings to the mid-range diesel market. Features like wet-sleeve design and in-chassis rebuild capability. This results in durability and performance, providing low cost of ownership and high residual value.

Horsepower (bhp @2200 rpm)	Torque Peak (lb.-ft. @1300 rpm)	Gov. Speed (rpm)	Clutch Engagement Torque (lb.-ft. @800 rpm)
215	560	2400	450
230	620	2400	450
230	660	2400	450
245	660	2400	450
260	660	2400	450
270	860	2400	450
285	860	2400	450
300	860	2400	450

MAXXFORCE DT

View all available torque curves at MaxxForce.com

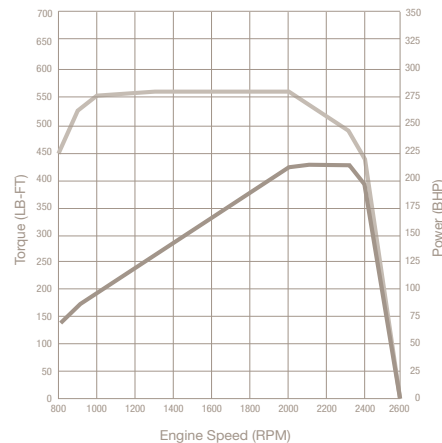
MAXXFORCE® DT SPECIFICATIONS

The MaxxForce DT engine offers the following proven advantages:

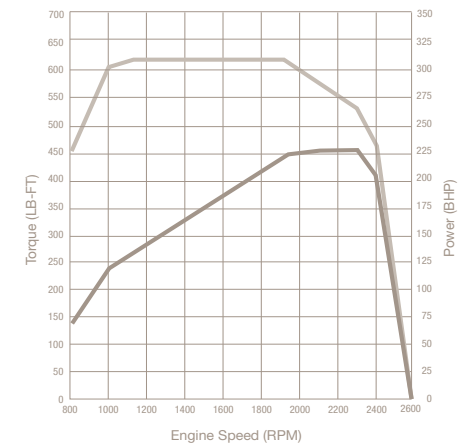
- ▶ Serves the broadest range of on-and-off highway applications with eight different model ratings that offer 215-300 hp and 560-860 lb.-ft. of torque
- ▶ Wide vocational capability due to its full range of automatic and manual driveline options and thousands of potential configurations
- ▶ Premium valvetrain components and low-friction design further increase engine life, providing B50 design life** of 550,000 miles
- ▶ 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
- ▶ The smaller, primary turbo responds quickly for immediate take-off at low engine speeds
The larger, secondary turbo provides peak power at higher speeds and on steep grades
- ▶ Dual-path EGR cooling provides optimized, cooled EGR in a robust cast-aluminum housing, and a floating-core design allows long-term system performance
- ▶ The optional engine brake by Jacobs® provides lower braking power and can extend the life of your service brakes
- ▶ 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 also feature MaxxForce Advanced EGR, the only no-hassle solution to EPA 2010 emissions. It reduces NOx in-cylinder without the use of liquid urea or additional maintenance.

PEAK TORQUE AT LOWER RPM
215 HP / 560 lb.-ft.



PEAK TORQUE AT LOWER RPM
230 HP / 620 lb.-ft.



With up to 300 hp and 660 lb.-ft of torque, the MaxxForce® DT is the right choice for mid-range diesel applications in International® WorkStar® and DuraStar®.

Configuration	Inline 6-Cylinder
Displacement	466 cu. in. (7.6L)
Bore & Stroke	4.49 in. & 4.68 in. (11.7 cm & 11.9 cm)
Compression Ratio	16.4:1
Aspiration	Dual Sequential Turbochargers < 230 hp Aftercooler only > 245 hp Intercooler and Aftercooler
Combustion System	Direct Injection
Engine Lubrication	30 Quarts (28 L)
Total Engine Weight (Dry)	1,425 lbs. (646 kg)
Dimensions	< 230 hp L 45 in. W 42 in. x H 43 in. (L 114 cm x W 107 cm x H 109 cm) > 245 hp L 45 in. W 42 in. x H 47 in. (L 114 cm x W 42 cm x H 119 cm)
Valves	4 Valves per Cylinder
B50 Design Life**	550,000 miles (885,139 km)

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

*Add Extended Life Coolant (ECL) Exterior @ 150,000 miles (241,100 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.

Note: Specifications and descriptions in this literature are as accurate as known at time of publication, but are subject to change without notice. TAD11012 02/2011 © 2011 Navistar Inc. All rights reserved. All marks are trademarks of their respective owners. Jacobs is a registered trademark of Jacobs Vehicle Systems Inc. Lithographed in the United States of America.



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