

## HEAVY-DUTY POWER, HEAVY-DUTY DURABILITY

Designed specifically for International® trucks, MaxxForce® 15 is built on a proven block and crank shaft combined with the fuel and air systems of the MaxxForce Advanced EGR system. This combination delivers unprecedented hauling power with the convenience of a hassle-free 2010 emissions solution. What's more, MaxxForce 15 is backed by the largest dealer network in North America.

Horsepower (bhp @1600 rpm)	Torque Peak (lb.-ft. @1000 rpm)	Gov. Speed (rpm)	Clutch Engagement Torque (lb.-ft. @800 rpm)
435	1550/1750	1800	1150
450	1550	1800/2100	1150
450	1550/1750	1800	1150
450	1750	2100	1150
500	1650	1800/2100	1150
500	1650/1850	1800	1150
500	1850	1800/2100	1150
550	1850	2100	1150

# MAXXFORCE 15

View all available torque curves at [MaxxForce.com](http://MaxxForce.com)

## MAXXFORCE® 15 SPECIFICATIONS

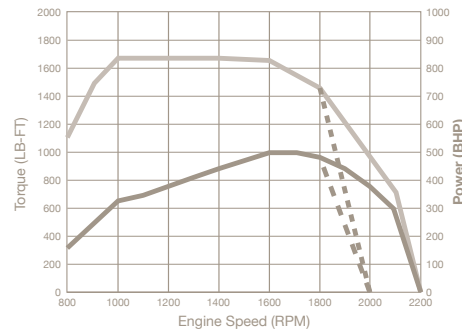
### The MaxxForce 15 engine offers the following proven advantages:

- ▶ Built from a proven block and crank shaft with billions of miles of real-world experience
- ▶ Available with up to 550 hp and 1,850 lb.-ft. of torque, MaxxForce 15 is the most powerful engine built by International®
- ▶ Peak torque is achieved at 1,000 rpm and holds steady to 1,200 rpm. This reduces gear-shifting needs uphill and allows for shifting at lower speeds when accelerating
- ▶ Fewer electrical connections increase system reliability
- ▶ Premium cam and rolling element valvetrain 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
- ▶ Premium foam-molded wire harness secures wiring and connections for increased reliability and durability

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.

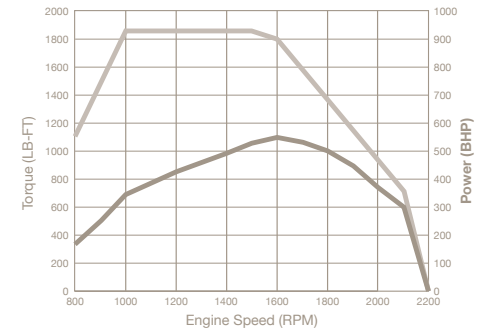
### PEAK TORQUE AT LOWER RPM

500 HP / 1650 lb.-ft.



### PEAK TORQUE AT LOWER RPM

550 HP / 1850 lb.-ft.



With up to 550 hp and 1800 lb.-ft. of torque, the MaxxForce® 15 in the International® ProStar+®, LoneStar®, 9900® and PayStar® is the ideal power solution for heavy-duty applications and extreme environments.

Engine Type	Diesel, 4-cycle
Configuration	Inline 6-cylinder
Displacement	15.21 L (928.17 cu. in.)
Bore and Stroke	5.4 in. & 6.75 in. (137 mm & 171 mm)
Compression Ratio	16.0:1
Aspiration	Dual Sequential Turbochargers, Intercooler & Aftercooler
Combustion System	Direct Injection
Lubrication System Capacity	40 Quarts (38 L)
Total Engine Weight (dry)	3,150 lbs. (1,429 kg)
Dimensions	L 56.6 in. x W 49 in. x H 51 in. (L 144 cm x W 124 cm x H 129 cm)
Valves	4 Valves Per Cylinder, Overhead Cam Actuated
B50 Design Life*	1,200,000 mi (1,931,000 km)

\*B50 design life is the mileage that 50% of the engine population would exceed without failure requiring 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. TAD11026 03/2011 ©2011 Navistar Inc. All rights reserved. All marks are trademarks of their respective owners. Lithographed in the United States of America.