

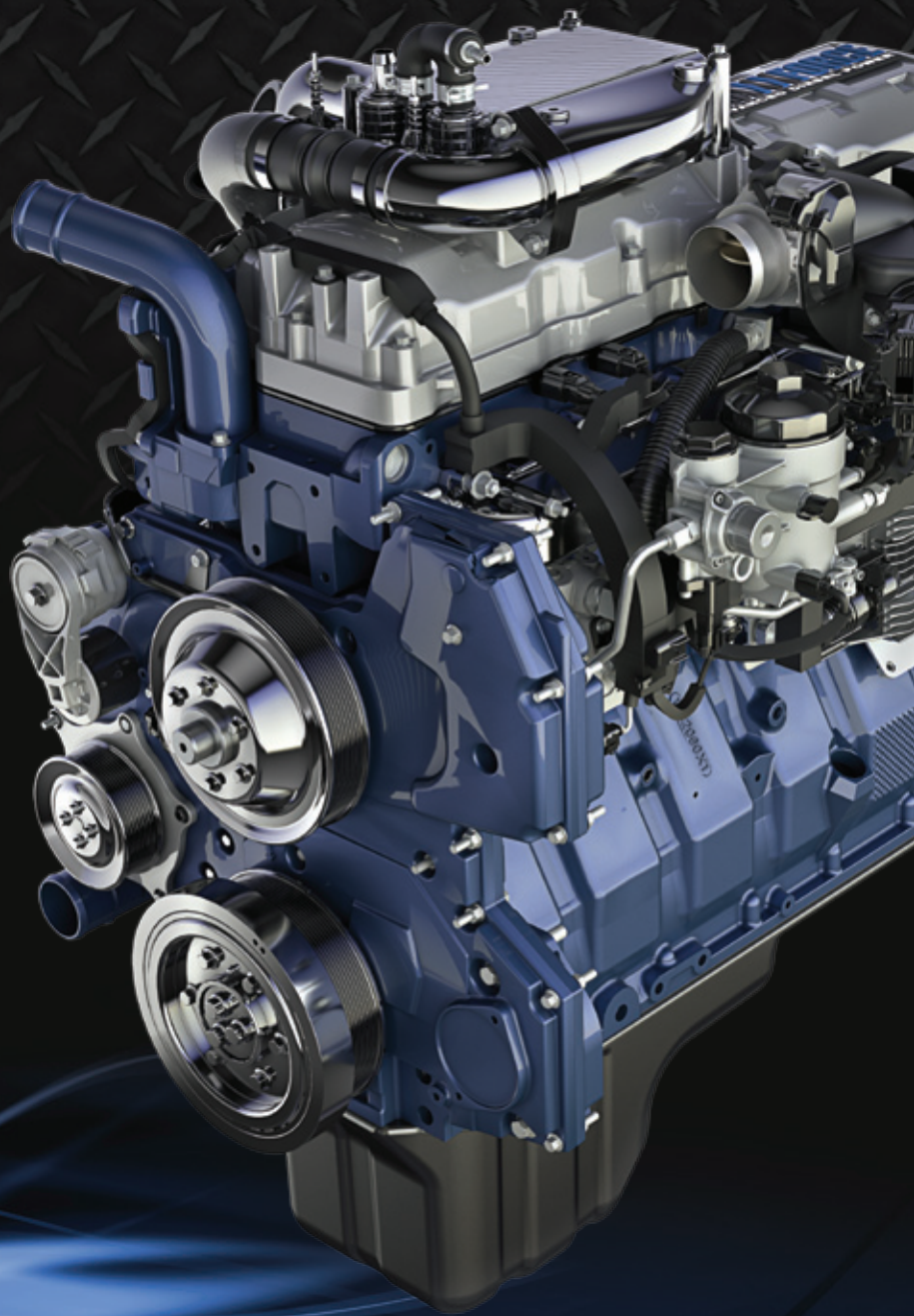
# MAXXFORCE<sup>®</sup> 10

## The True First-Responder.

### EPA2010 9.3L

You have to concentrate on the job you're doing, so you don't have time to worry about your engine. Navistar's EPA2010 MaxxForce<sup>®</sup> 10 engine is designed to work reliably, even under pressure.

When precious seconds count, trust the engine with the highest low end torque in the industry. Trust MaxxForce Engines.



**NAVISTAR<sup>®</sup>**  
ENGINE GROUP

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### In-Cylinder Emissions Solution: Full Compliance without Compromise

Navistar's MaxxForce<sup>®</sup> In-Cylinder emissions technology prevents NOx from forming in-cylinder. Four key technologies make it work, so you don't have the taxing work of sourcing Diesel Exhaust Fluid (DEF), filling the DEF tank and maintaining additional components. The result is optimal performance and low cost of ownership.

#### 1. Advanced Fuel Injection Technology

Multiple fuel injections per cycle at higher pressures reduces NOx emissions and increases fuel efficiency

#### 2. Proprietary Combustion Bowl Design

Finer fuel mist spread more evenly inside the cylinder means more power to the wheels and less soot out the exhaust

#### 3. Advanced Air Management

Turbo matching and In-Cylinder cooling provide improved combustion leading to a controlled reduction of NOx and particulate matter formation

#### 4. Electronic Calibration Strategies

Increases in computing power calculate the optimum fuel-air mix to achieve maximum power and efficiency

### Excellent Throttle Response

The EPA2010 MaxxForce 10 offers higher low-end torque at a lower RPM than the competition. Higher low-end torque at lower RPM allows you to come off the line faster because the engine will achieve peak torque faster. Horsepower is a calculation. Torque is what gets you moving quicker and MaxxForce offers the highest torque in the industry.

### Unmatched Durability

The EPA2010 MaxxForce 10 is built on the same proven I-6 platform as Navistar's legendary and industry-leading DT engine. The premium valvetrain in the MaxxForce 10 offers roller-cam followers which provide increased durability and longer valve and camshaft life. Four valves per cylinder provide better breathing, performance and lower emissions. The MaxxForce 10 offers the largest main bearings in the industry which result in heavy-duty durability.

### Minimal Diesel Particulate Filter (DPF) Regenerations

Enhanced Engine Control Module (ECM) calibration and DPF materials align to minimize the amount of stationary regenerations during operation allowing you to do your job, not worry about the engine.

### Engine Braking

The optional Diamond Logic<sup>®</sup> engine brake by Jacobs provides quiet braking power and can extend the life of your service brakes, resulting in lower service costs. The optional Diamond Logic<sup>®</sup> exhaust brake eliminates the need for traditional exhaust-brake hardware and provides a low-cost alternative for extending service brake life.



### MaxxForce 10 Specs

Horsepower	310-350
Peak Torque	1050-1150 Lb-Ft
Engine Type	Diesel, 4-Cycle
Configuration	Inline 6-Cylinder
Displacement	9.3L (570 cu. in.)
Bore & Stroke	4.59 in. & 5.75 in. (11.7 cm & 14.6 cm)
Compression Ratio	17.2:1
Aspiration	Dual Sequential Turbocharger, 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 **	850,000 mi (1,370,000 km)

### Preventive 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) 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 removal of the oil pan, cylinder head, front gear train or an in-frame overhaul.