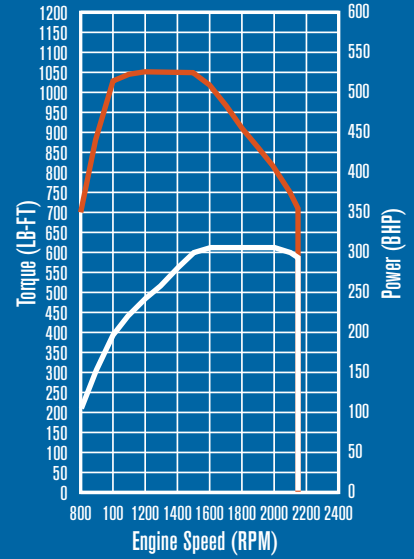
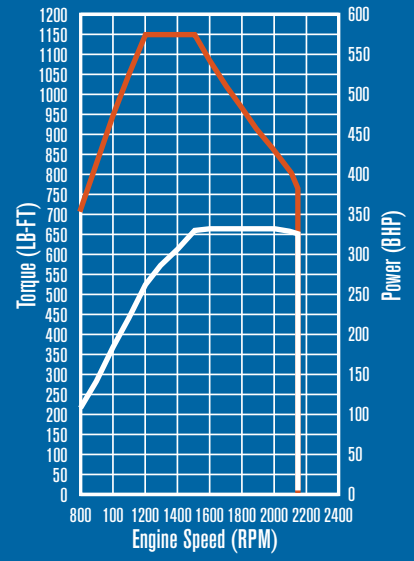


MAXXFORCE 10 PERFORMANCE — TORQUE — POWER

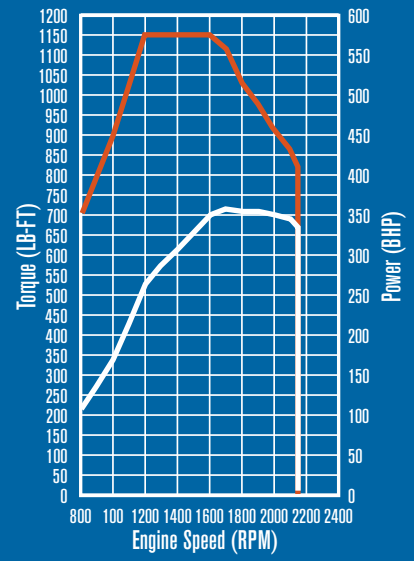
310 HP / 1050 LB-FT



330 HP / 1150 LB-FT



350 HP / 1150 LB-FT



For metric power curves, see www.MaxxForce.com.

MAXXFORCE
INTERNATIONAL DIESEL POWER™

www.MaxxForce.com

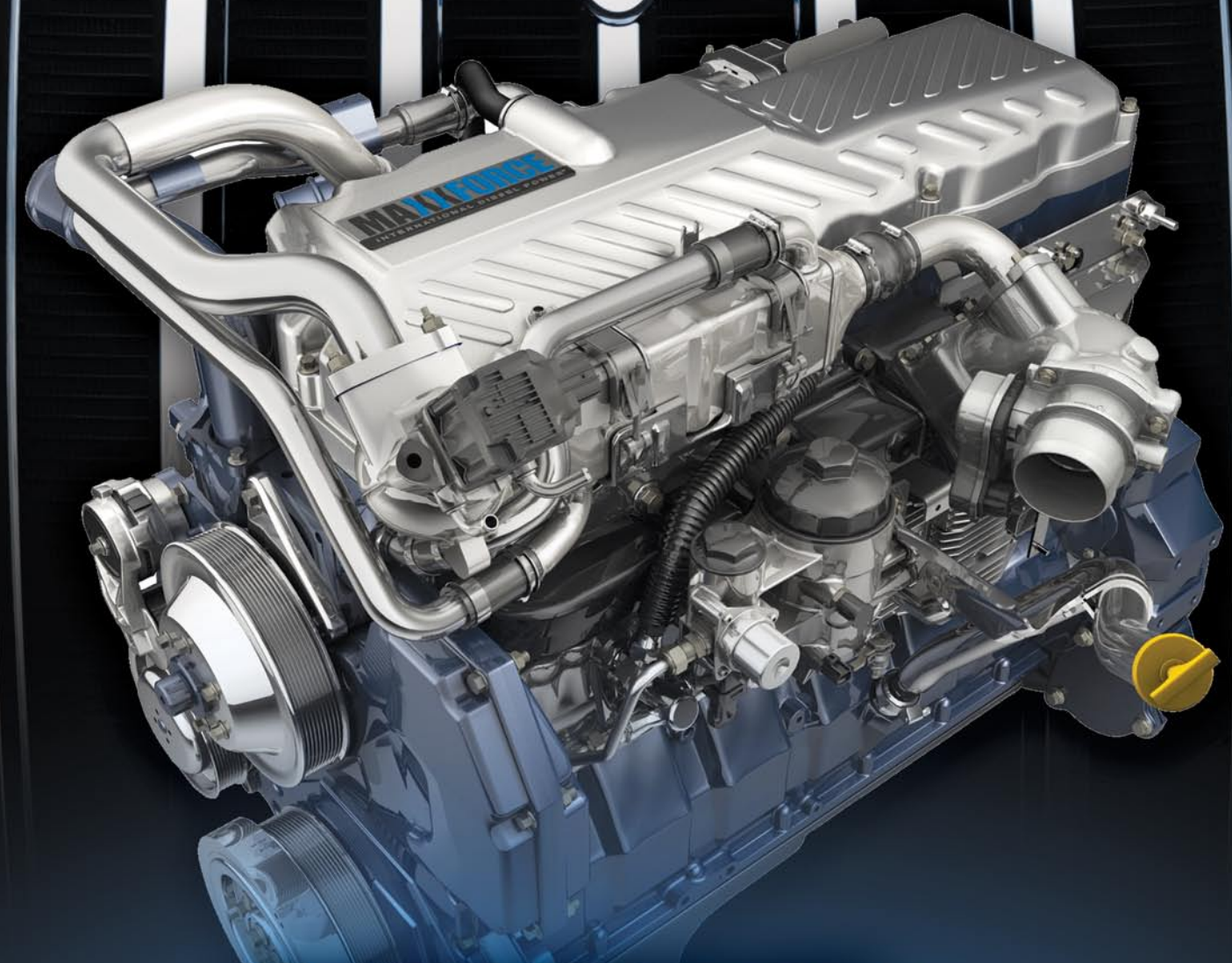
MaxxForce™ International Diesel Power is the signature brand for International commercial vehicle engines. MaxxForce engines are designed, engineered and built to deliver what you expect – power, performance, reliability and durability – for a wide array of commercial vehicle applications. They are backed by the industry's largest dealer network in North America with more than 900 International dealer locations and over 7,000 service technicians.

With International Engine Group and MaxxForce engines, you get products and an organization behind them that are always performing.

For more information on the MaxxForce 10, visit your local International dealer or www.MaxxForce.com.



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MAXXFORCE 10
INTERNATIONAL DIESEL POWER™

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CGE-585 3/2007

MAXXFORCE 10

The MaxxForce 10, built on International's proven I-6 architecture, offers the performance you would expect from larger, heavy-duty engines while providing your operation with the economy associated with a weight-saving medium-duty diesel engine. It is the driving force in International® TranStar™ and WorkStar™ commercial vehicles.

RELIABILITY AND DURABILITY

- Premium plateau-honed wet-sleeve design provides heavy-duty durability characteristic of a big bore engine.
- Single-piece steel pistons are galley cooled for longer life and even wear.
- Six bolts per cylinder for even clamping and increased head gasket life.
- A titanium compressor wheel on the EVRT® turbocharger provides increased durability for higher horsepower applications.
- Roller-cam followers provide increased durability and longer valve and camshaft life.
- Four valves per cylinder provide better breathing, performance and lower emissions.
- Stress-relieved crankcase for added strength.
- Crankcase ladder adds rigidity and strength while reducing engine noise.
- More power at lower governed speed provides for longer engine life.
- Foam-molded wiring harness increases quality and durability.
- A new 32-bit ECM has fewer connection points for added reliability, and has added capability for control of aftertreatment systems.
- 10-groove belt improves belt life and allows additional accessory loads to be added.
- Optional 60-watt fuel heater for faster starts in cold weather.

PREVENTATIVE MAINTENANCE INTERVALS

Change Engine Oil, Replace Oil Filter: (32 quarts [30.4 L] capacity)	Up to 15,000 miles (24,140 km) / 550 hours / 2,100 gallons (7,949 L) of fuel depending on duty cycle
Replace Fuel Filter:	30,000 miles (48,280 km) / 1,100 hours
Replace Coolant*:	300,000 miles (482,803 km) / 5 years / 12,000 hours

*Add extender @ 150,000 miles (241,400 km) / 2.5 years / 6,000 hours

WIDE VOCATIONAL CAPABILITY

- The MaxxForce 10 is purpose-built to the needs of its customers with thousands of potential build configurations.
- Three different horsepower and torque options offer 310-350 hp and 1,050-1,150 lb.-ft. of torque.
- Long-stroke crankshaft for increased displacement.
- Up to 800 lbs. lighter than traditional big bore engine.
- Larger displacement optimizes engine-braking power.
- High-capacity oil pump, high-pressure oil pump, oil cooler, fuel injectors, aftertreatment components, vibration damper and high-ratio water-pump pulley.
- Shift energy management technology allows for higher peak torque when used with select transmissions.

SERVICEABILITY

- Low-cost in-chassis rebuild capability for long service life and strong resale value.
- Replaceable valve seats and guides allow for easy rebuild to original factory specifications.
- Top-loading fuel filter and fuel/water separator provide ease of maintenance.
- Standard integrated water-in-fuel sensor with dashboard indicator light.
- Top-loading fuel strainer.
- Standard integrated fuel filter restriction indicator.
- Maintenance-free closed crankcase ventilation system features a centrifugal oil mist separator.
- In-cylinder dosing eliminates the need for downstream fuel-injection equipment.
- Compatible with AWARE™ Vehicle Intelligence onboard diagnostics system.

MAXXFORCE 10

Configuration	Inline 6-Cylinder, Wet-Sleeve
Displacement	9.3 L (570 cu. in.)
Power Output	310-350 hp (231-261 kW)
Peak Torque	1,050-1,150 lb.-ft. (1,423-1,559 Nm)
Aspiration	Turbocharged
Combustion System	Direct Injection
Dry Engine Weight	1,560 lbs. (708 kg)
B50 Life	832,500 miles (1,339,800 km)

ALWAYS PERFORMING



PROVEN INNOVATIONS

The International® Electro-Hydraulic Generation Two (G2) fuel system offers full electronic control for optimized fuel delivery, which results in fuel economy improvements of up to 5%, dependant upon application and duty cycle. The G2 fuel system enables diesel particulate filter regeneration without downstream equipment.

International® EVRT® electronically controlled turbocharger improves the engine's torque curve and response, as well as provides exhaust back-pressure to control EGR flow rate and exhaust braking.

The optional Diamond Logic® engine brake by Jacobs™ provides up to 325 bhp of quiet braking power and can extend the life of your service brakes, resulting in lower service costs.

The optional Diamond Logic® exhaust brake is integrated into the EVRT turbocharger, eliminating the need for traditional exhaust-brake hardware. The exhaust brake provides up to 185 bhp on the MaxxForce 10, further extending the life of your service brakes.

* Both brake systems integrate with cruise control to help keep the vehicle at desired speeds.

* Jacobs is a registered trademark of Jacobs Vehicle Systems Inc.

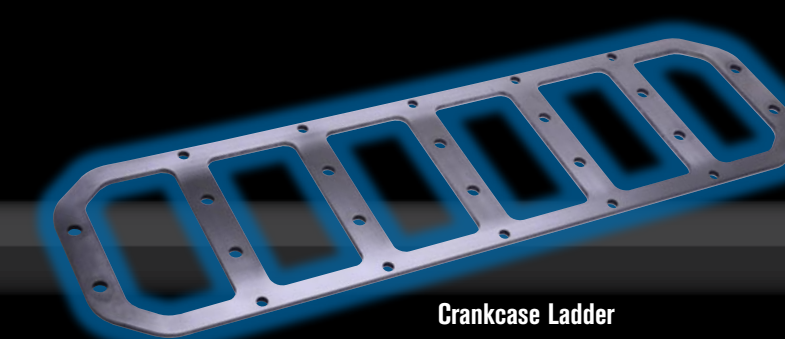
MAXXFORCE 10 PERFORMANCE DATA

Horsepower (bhp)	Torque (lb.-ft.)	Gov. Speed (rpm)	Clutch Engagement Torque @800 rpm
310	1050	2100/2200	700
330	1150	2100/2200	700
350	1150	2100/2200	700

Steel Piston



Wet Cylinder Sleeve



Crankcase Ladder

Foam-Molded Wiring Harness

