

## ***Maxxforce 10 Engine Reviews***

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### **Maxxforce 10 Engine Reviews**

My fire dept is looking to purchase a new Fire truck. the engines available are a Cummins ISL 2010 or the Maxxforce 10. I like the idea of not having to hassel with the DEF fluid with the Maxxforce 10, but i don't anything about the reliability of the engine with the twin turbo's and advanced EGR system.

### **Pros and cons for a Maxxforce 10 Diesel engine - Engines ...**

Went out and bought a 2010 International Workstar with the Maxxforce 10 International engine and a 13 speed. Overall the truck gets along fairly well. Rides like a DREAM and has OK power for a tandem. But as woth Ford/International's 6.0 there are some SERIOUS engine problems!!! First, it is an emissions engine. Does NOT require DEF.

### **Navistar Maxxforce 10 | Diesel Truck Forum - Oilburners.net**

I was strictly a Cummins person, UNTIL the reports started coming in on the Maxxforce 10 engine, now I am leaning towards it, if we ever trade again. ALL mileage reports are showing consistent 10 or 10+ with 40' and 43' RVs. So far there have been no reports of major incidents with the engine, but I will continue to watch, as the miles rack up ...

### **RV.Net Open Roads Forum: Class A Motorhomes: MAXXFORCE 10 ...**

It may be more appropriate to compare the Cummins C or L with the MaxxForce 10 in terms of size and performance. The International MaxxForce is new to RV applications and is larger, of different design (wet sleeve), different emissions control systems, etc than the Cummins B engine.

MaxxForce 10 specs: Engine Type: Diesel, 4-Cycle

### **Cummins vs MaxxForce - Engines - FMCA RV Forums - A ...**

Navistar MaxxForce Engine Forum - A forum for discussion of the Navistar MaxxForce engines as related to RV usage.

### **Navistar MaxxForce Engine Forum - iRV2 Forums**

I've been having an ongoing issue with my 2011 prostar (maxxforce engine) for 10 months now, back and forth in the shop with diesel and exhaust like fumes.... put a new dog house shield in and now I'm getting a taste but no smell and it is making me sick.

### **How Navistar solved its EGR problems - Truck News**

I have a couple of Volvo 670s w/ Cummins ISX engines, and I was looking to replace one with a 2012-13 ProStar. I am pretty happy with the ISX other than an EGR problem every 200,000 miles. But I can't help but notice that there is a \$15-20000 price difference(30+%) between the price of ProStars equipped with the MaxxForce engine and the Cummins ...

### **Are MaxxForce engines THAT bad? There is a \$20k difference ...**

A class-action lawsuit filed July 10 by three trucking companies against Navistar-International echoes claims of similar lawsuits filed this week: The truck and engine maker knew its EGR-only ...

### **Class-action lawsuit accuses Navistar of knowingly selling ...**

Navistar/MaxxForce Engine Overview. On September 27, 2012, Navistar announced that it was dropping its MaxxForce 15-liter heavy-duty diesel engine in favor of the Cummins ISX15, and that its 13-liter heavy-duty diesel engine would continue to be built but would utilize selective catalyst reduction(SCR) technology instead of its, once prominent, exhaust gas recirculation-only(EGR) engine.

### **MaxxForce Engine Overview | Miller Weisbrod, LLP**

Contact Navistar/MaxxForce Engine Attorneys We offer sound legal advice, experienced representation and dedicated advocacy to victims of defective engines. For more information, we invite you to contact our offices in Dallas at 888.987.0005 to schedule a free initial consultation with our experienced trial lawyers.

### **Maxxforce Engine Problems | Miller Weisbrod, LLP**

Looking at a used (10,000 miles) 2011 Monaco 36 ft. motor home. Unit is in almost new condition. The drive train is the Maxxforce 10, 350 HP Big block 9.3 Turbo diesel, with a Allison 6 speed trans. Is this the same engine that has all the failure problems in the large trucks, or is the RV version of the engine any better.

### **Goodbye Maxxforce**

One thing that you may want to include in your consideration is the fact that the MaxxForce 10 does not require that you use DEF like most or all of the other diesel engines. We have a 2012 Knight with the Maxx 10 engine and with the exception of some regeneration problems has given us no problems .

### **International Maxxforce 10 - iRV2 Forums**

The Navistar DT engine family is a line of mid-range inline-6 diesel engines. With horsepower ratings ranging from 170 hp (130 kW) to 350 hp (260 kW), the Navistar DT engines are used primarily in medium-duty truck and bus applications such as school buses, although some versions have been developed for heavy-duty regional-haul and severe-service applications.

### **Navistar DT engine - Wikipedia**

All the owners I have had contact with like the engine. Those who jump in with the " Maxxforce has problems" comments forget to state which engine, the series 13 and larger are the engines with the emission control problems not the 7 or 10. I have over 36000 trouble free miles on mine.

### **Maxxforce Engine - Engines - community.fmca.com**

The Navistar MaxxForce 13 is an inline 6-cylinder, 13-liter engine, with ratings up to 475 horsepower and 1,700 lb.-ft. of torque. Peak torque is achieved at 1,000 rpm and holds steady to 1,200 ...

### **Navistar MaxxForce 13 engine | Commercial Carrier Journal**

The Maxxforce is another story. As a tech, this engine is the by-far, the most labor intensive engine to work on I have ever seen!!! As an o/o that has one that is out of warranty I really feel bad if anything goes wrong simply because the engine is so complex. I can't believe they couldn't have come up with something better than that.

### **International Prosatar/Maxxforce: Worthless junk!!! | Page ...**

Bullet Proof Diesel Upgraded cold-side International EGR Cooler. Fits the MaxxForce DT, MaxxForce 9 and MaxxForce 10 series of engines. This EGR Cooler replaces the OEM P/N: 1872759C1, 5010874R92, 1876445C99. Please verify your fitment before you purchase. See pictures for more clarification.

### **BulletProof International MaxxForce DT, 9 & 10 Cold-Side ...**

Navistar's last profitable quarter came in mid-2012 and much of Navistar's problems stem from the fact that they bet on the wrong diesel engine technology. Their diesel engine emission technology proved to be a disaster, ultimately costing Navistar more than \$700 million, and it continues to haunt them to this day.

### **Navistar's Wrong Diesel Engine Technology Costing Millions ...**

The MaxxForce DT/9/10 and Cummins ISL/ISC are both medium duty truck diesel engines. They are competitive engines and have been torn down to show the difference between the two.

### **MaxxForce DT 9/10 vs. Cummins ISL/ISC- Medium Duty Truck Diesel Engine Comparison**

Finally bumped into a driver that had a 2015 Prostar with the new SCR equipped Maxxforce in it. He had previously had one of the super EGR versions and said it was a difference between night and day. The newer engine runs sooo much better. Good power and very fuel efficient. Maybe Navistar

is starting to get that engine right.

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