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International Maxxforce 9 Engine Problems

I had a 2013 international maxxforce Navistar engine , worst mistake I ever made in business , its stay in the shop , spend over 15.000 dollars trying to fix ,and still can't get it right.they test and test that put this part on and charge you and that don't fix the problem you grt a big bill and truck still not fixed.

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2010 MaxxForce DT, MaxxForce 9 and

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.

Class-action lawsuit accuses Navistar of ... - Overdrive
Navistar Inc. disputes allegations that it didn't thoroughly test MaxxForce EGR engines allegations that surfaced in a lawsuit where a jury last week awarded \$30.8 million in damages including ...

Navistar Hit With \$30.8 Million Judgment in ProStar ...
Maxxforce 9 smoking issue Alright so in my fleet I have a 2011 International Dura Star ambulance with the Maxxforce 9 with about 110k miles and 11,000 hours on it, and the damn thing will stop intermittently billowing blue/white smoke out of the exhaust

Table of Contents - Quality Service Manual
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 hassle with the DEF fluid with the Maxxforce 10, but I don't know anything about the reliability of the engine with the twin turbo's and advanced EGR system. I'm looking for pros and cons on both ...

Maxxforce 9 smoking issue : DieselTechs
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 transmission. Is this the same engine that has all the failure problems in the fire trucks, or is the RV version of the engine any better. Love the engine but after reading about all the engine problems, am rethinking the purchase.

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MaxxForce 9 Diesel Engine Parts - Bullet Proof Diesel

IF YOU ARE IN THE MARKET TO PURCHASE A TRUCK

"DON'T BUY MAXXFORCE 13 ENGINE BETWEEN 2010-2011 or 2012 OVER THE PAST 9 WEEKS MY TRUCK HAS BEEN IN THE SHOP FOR WEEKS AT A TIME!! ... Quick Inside ...

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

Browse our inventory of new and used INTERNATIONAL

MAXXFORCE DT Engine For Sale near you at TruckPaper.com.

Page 1 of 3

Goodbye Maxxforce - Daily Diesel Dose

MaxxForce Engine Problems Having MaxxForce Engine

Problems? Do you have a 2010-2013 Navistar International Truck

with a MaxxForce engine? Have you experienced repeated and

excessive breakdowns? Have you attempted to sell or trade your

Navistar International truck only to receive low offers?

"Don't Buy" "MaxxForce 13 Engine" "DON'T BUY"

ENGINE SERVICE MANUAL I Table of Contents ... application

problem or an engine problem. If the problem is engine application

see specific vehicle manuals for further diagnostic information. ...

International® MaxxForce® DT, 9, and 10 Diesel Engines Engine

configuration 4 stroke, inline six cylinder diesel ...

Navistar DT engine - Wikipedia

EGR Cooler Gasket Set w/out bolts for the Maxxforce 9&10, DT

2010 - Newer: EGR Cooler Gasket Set for the Maxxforce 9&10,

DT, 2010 - Newer: Upgraded Bullet Proof Diesel EGR Cooler for

the International MaxxForce DT, 9 and 10, Cold Side

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

The Navistar DT engine family is a line of mid-range inline-6 dies

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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.

How Navistar solved its EGR problems - Truck News

As with lawsuits filed earlier this week over the company's 2010 and 2012 engines, the class-action suit claims Navistar knew the EGR systems on the MaxxForce engines had problems yet hid the

...

Maxxforce Engine Problems | Miller Weisbrod, LLP

and aluminum piston. The MaxxForce® 9, and 10 jet is matched with a shorter connecting rod and steel piston. The MaxxForce® 9, and 10 jet can be identified by a knurled area at the base of the tube. Neither the previous DT jet nor the 2010 MaxxForce® 9, and 10 jet can be used in the 2010 DT engine. Either of these could lead to engine damage.

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