



**BIG-TIME UPTIME.  
ALL DAY. EVERY DAY.**



## TOP-DOWN STRENGTH

All MV™ Series configurations (regular, crew and extended cab) pass the rigorous SAE J2422 roof strength test and Huck Bolt chassis fasteners provide extra clamping force without the need to re-torque, so they won't come loose even under high stress loads.

## ANTI-CORROSION THAT'S ANTI-COMPROMISE

At International Truck, longevity is the head of the hammer. Which is why every welded eMV™ Series cab assembly is dipped into an electrostatically-applied primer as part of a rigorous paint, sealing and coating process that provides superior corrosion and fade resistance – all backed by a 5-year perforation corrosion warranty.

### Corrosion Protection Process:

1. Stamped steel with 60G/60G dual sided galvanized coating - standard on dash and toe and floor panels
2. Custom-engineered caustic and surfactant formula cleans and preps the steel
3. Proprietary tri-metal (nickel, zinc, manganese) phosphate blend provides robust corrosion protection and the first level of paint adhesion
4. Epoxy-based electrodeposition primer, or E-Coat is applied. This covers and seals the entire exposed metal surface of the cab
5. Acrylic basecoat
6. Urethane clearcoat

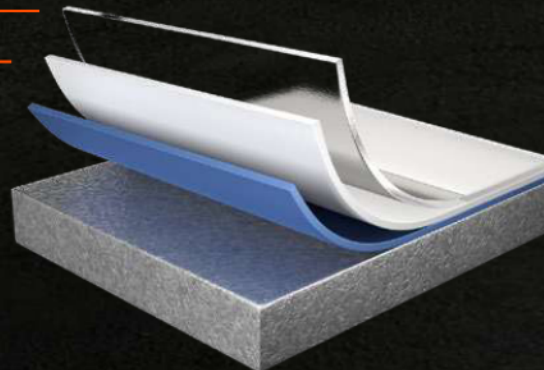
### E-Coat Paint Process

Clearcoat

Basecoat

E-coat

Galvanized Steel



## MV™ SERIES FEATURES:

- ▶ A high-strength, low-alloy (HSLA) reinforced, cold-rolled steel cab delivers superior corrosion resistance as well as world-class fit and finish
- ▶ The welded cab assembly is dipped into an electrostatically applied primer as part of a paint process that provides outstanding resistance to corrosion and fading, and it's backed by a 5-year perforation corrosion warranty





## CUMMINS® / B6.7

Every aspect of the B6.7 has been engineered for reliability, durability and fuel efficiency to deliver the lowest cost of ownership with maximum uptime. Add industry-leading service from International® and Cummins, plus a three-year, unlimited mileage engine warranty, and it's easy to see why the B6.7 is the best-selling engine in the medium-duty truck market.



### Specifications Cummins B6.7

|                            |                                  |
|----------------------------|----------------------------------|
| Engine Type:               | Diesel, 4-Cycle                  |
| Configuration:             | Inline 6-Cylinder                |
| Displacement:              | 409 cu. in. (6.7L)               |
| Horsepower:                | 200-360*                         |
| Bore and Stroke:           | 4.21 X 4.88 in                   |
| Aspiration:                | Variable Geometry Turbocharger   |
| Combustion System:         | High Pressure Common Rail (HPCR) |
| Engine Lubrication:        | 15Q and 19Q                      |
| Total Engine Weight (Dry): | 1,150 lbs.                       |

| HP Rating | Torque [lb-ft] @ RPM | Governed Speed [RPM] |
|-----------|----------------------|----------------------|
| 200       | 600 @ 1600           | 2600                 |
| 220       | 600 @ 1600           | 2600                 |
| 240       | 600 @ 1600           | 2600                 |
| 250       | 660 @ 1600           | 2600                 |
| 260       | 660 @ 1600           | 2600                 |
| 280       | 660 @ 1600           | 2600                 |
| 300       | 660 @ 1600           | 2600                 |
| 325       | 750 @ 1800           | 2600                 |
| 340*      | 700 @ 1600           | 2600                 |
| 360*      | 800 @ 1800           | 2600                 |
| 340*      | 700 @ 1600           | 2600                 |
| 360*      | 800 @ 1800           | 2600                 |

## CUMMINS® / L9

The Cummins L9 has established a solid reputation as a dependable engine for medium duty applications. Its XPI Fuel System features multiple injection events per cycle for smoother, quieter operation. This, combined with its proprietary Variable Geometry Turbocharger (VGT), means the L9 has the highest power density of any engine in its class. In addition, replaceable wet sleeves help make the L9 easier and less expensive to rebuild, plus heavy-duty roller followers, bypass oil filtration and targeted piston cooling all contribute to longer service life.



### Specifications Cummins L9

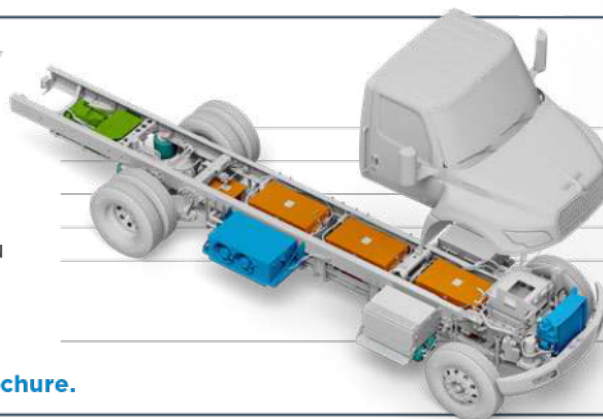
|                            |                                |
|----------------------------|--------------------------------|
| Engine Type:               | Diesel, 4-Cycle                |
| Configuration:             | Inline 6-Cylinder              |
| Displacement:              | 543 cu. in. (8.9L)             |
| Horsepower:                | 260-360**                      |
| Bore and Stroke:           | 4.49 X 5.69 in                 |
| Aspiration:                | Variable Geometry Turbocharger |
| Combustion System:         | XPI Direct Injection           |
| Engine Lubrication:        | 20Q and 23Q                    |
| Total Engine Weight (Dry): | 1,695 lbs                      |

| HP Rating | Torque [lb-ft] @ RPM | Governed Speed [RPM] |
|-----------|----------------------|----------------------|
| 260**     | 860 @ 1200           | 2200                 |
| 270       | 860 @ 1200           | 2200                 |
| 300       | 860 @ 1200           | 2200                 |
| 330       | 1000 @ 1200          | 2200                 |
| 350       | 1050 @ 1200          | 2200                 |
| 360       | 1150 @ 1200          | 2200                 |

## MV™ SERIES / eMOBILITY

The International® **electric** MV™ Series, a truck built on the same proven foundation as the diesel MV Series, delivering an eMobility solution customers need at every stage of their vehicle's lifecycle. The International eMV Series is what happens when you take the time to get things just right.

**For more information on International® Truck's electric offerings, please see the eMV™ Series brochure.**



### Specifications Electric Motor

|                          |                                                                            |
|--------------------------|----------------------------------------------------------------------------|
| Engine Type:             | Direct Drive                                                               |
| Peak Motor Torque:       | 1,737 lb-ft                                                                |
| Continuous Motor Torque: | 730 lb-ft                                                                  |
| Operating Voltage:       | 609                                                                        |
| Electrical System:       | High Voltage - ***210kWh Lithium Iron Phosphate with dedicated HVAC system |

\* Rated for emergency vehicles only  
 \*\* Not available for emergency applications

+ Rated for RV vehicles only

\*\*\*Usable capacity is approx. 189 kWh. Actual range is based on environmental conditions, driving behaviors, etc.