

S13 Integrated Design Philosophy

Clean sheet design to deliver industry leading efficiency and reliability

- **Advanced, Dual Stage SCR technology provides greater NOx conversion efficiency**
 - *Elimination of cooled EGR to meet current and future emissions*
 - *Allows improved combustion efficiency with 23:1 compression ratio*
 - *Enables use of simpler, more efficient Fixed Geometry Turbo*
- **T14 Transmission purpose built to maximize engine attributes**
 - *Optimized gearing for On-Highway AND Vocational*
 - *Enhanced startability/gradeability*
 - *Factory installed and integrated PTO's*



Why is the S13 Integrated Unique in the Industry?

Navistar/TRATON invested heavily in a new base engine, Transmission and aftertreatment system

- *Leverages global scale across 4 TRATON brands*
- *Commitment to industry leading fuel economy as part of our bridge strategy towards sustainable mobility*

Competitive OEMs invested in SCR technologies (with cooled EGR) last decade

- *OEMs would need to redesign engine and aftertreatment systems*
- *Minimal spend on diesel technology*
- *Focus on zero emissions portfolio*

