

## First vehicle with SinterCast engine delivered in North America

- International-Navistar delivers first SinterCast-CGI engine in North America
- 13 litre MaxxForce™ commercial vehicle engine with SinterCast-CGI cylinder block
- 150 kg lighter than the previous generation engine

On 14 July 2008, International Truck and Engine Company, a division of the global Navistar International Corporation (NYSE: NAV), delivered the first-ever vehicle with a SinterCast engine in North America. The 13 litre MaxxForce™ engine is based on a Compacted Graphite Iron cylinder block produced using the SinterCast technology at the Tupy foundry in São Paulo, Brazil. The 475 horsepower 13 litre engine is 100 kg lighter than comparable new engines available in the North American market, and 150 kg lighter than the previous generation engine that it replaces. The MaxxForce™ engines are available in 11 and 13 litre versions, both based on SinterCast-CGI cylinder blocks to provide, as stated by International, “outstanding fuel economy, excellent power characteristics, quiet operation with low noise, vibration and harshness, and high strength without added weight”.

“We congratulate International on becoming the first OEM to develop, launch and deliver a Compacted Graphite Iron engine in the important North American market. The state-of-the-art design arrives at an opportune time as truckers seek lightweight and efficient engines to compensate increasing fuel prices in North America”, said **Dr Steve Dawson, President & CEO of SinterCast**. “With a potential of more than 125,000 Engine Equivalents per year, this high volume programme provides an important first reference for SinterCast-CGI in North America, where we expect the launch of new SinterCast-CGI engines in the pick-up and SUV sectors during 2009 to make this our largest near-term growth market”.

Stockholm, 17 July 2008

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**SinterCast** is the world's leading supplier of process control technology for the reliable high volume production of Compacted Graphite Iron (CGI). With at least 75% higher tensile strength, 45% higher stiffness and approximately double the fatigue strength of conventional grey cast iron and aluminium, CGI allows engine designers to improve performance, fuel economy and durability while reducing engine weight, noise and emissions. SinterCast produces a variety of CGI components ranging from 1.6 kg to 17 tonnes, all using the same process control technology. The end-users of SinterCast-CGI components include Aston Martin, Audi, Caterpillar, Chrysler, Ford, General Electric Transportation Systems, General Motors, Hyundai, International Truck and Engine, Jaguar, Kia, Land Rover, MAN, MAN B&W Diesel, PSA Peugeot-Citroën, Rolls-Royce Power Engineering, Toyota, Volkswagen, Volvo and Waukesha Engine. The SinterCast share is quoted on the Small Cap segment of the Nordic Exchange, Stockholm (Stockholmsbörsen: SINT).



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