



# EVERY<sup>™</sup> ROUTE.



**SCHOOL BUS ENGINES**

## Every Route.

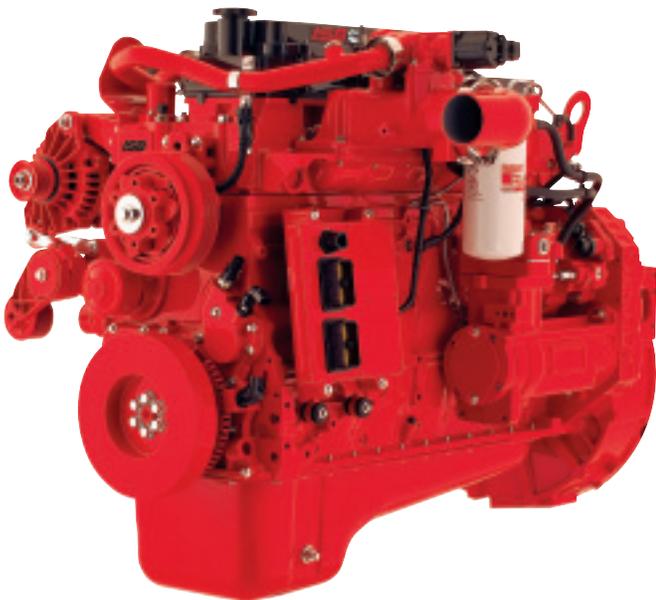
Keeping children safe and getting them to school on time every day is the number one priority of any school transportation system. Making sure those buses run cleanly, efficiently and dependably with a minimum of maintenance is our priority.

Tougher 2007 emissions only make the choice of an engine with proven technology that much more important. That's why your best choice for 2007 and beyond is Cummins.

Our diesel school bus engines are low-maintenance and highly fuel-efficient, cutting operating costs to the bone. They run quietly with lower emissions, with more than 90% less particulate matter than in years past. So bus drivers can hear better, and students can breathe easier.

Cummins also is your best source for closed-loop lean-burn natural gas and liquid propane engines with low NOx and PM, and the advanced Stoichiometric EGR on the ISL G.

With Cummins, you get a lot of alternatives for your bus fleet – and a lot more advantages. Every route.



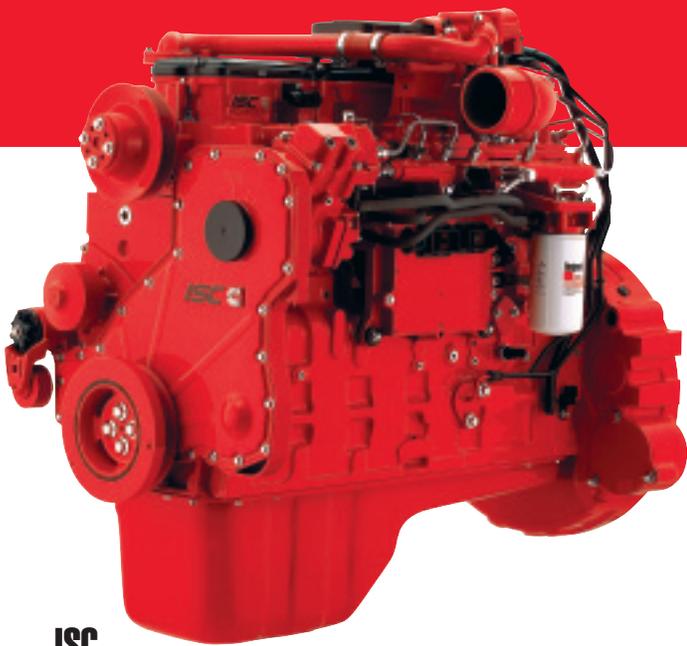
## Cummins ISB And ISC Diesels.

The ISB (200-325 hp) and ISC (240-330 hp) are the next generation of diesel engines for school buses. They combine 24-valve design, exceptionally high power-to-weight ratios and a High Pressure Common Rail fuel system (HPCR) to quickly and safely get your buses up to speed when entering traffic at every rpm. Plus, Cummins is the only engine manufacturer to have complete design and manufacturing control – in-house – for every component from the air intake to the exhaust aftertreatment.

The proprietary Cummins Particulate Filter is the result of years of experience working with bus customers. In fact, Cummins Emission Solutions is one of the largest suppliers of aftertreatment products in North America. Because the Cummins Particulate Filter has been developed using in-house expertise, it has been integrated with the engine's combustion and air-handling systems on our EPA '07 engines from the beginning for optimum performance. And, it is designed to last the life of the engine.

## ISB.

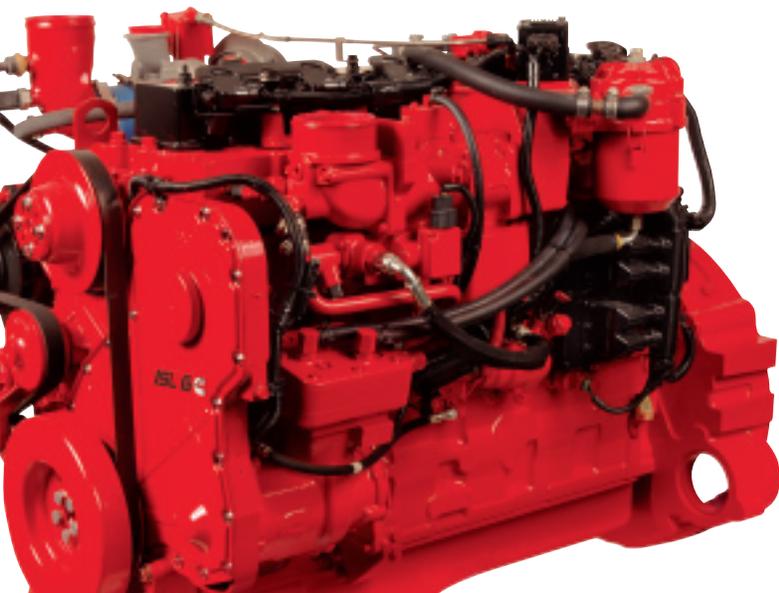
The 6.7-liter ISB EPA '07 engine has an increased displacement (13% more than the previous model) for increased power, performance and productivity. Enhancements to the High Pressure Common Rail fuel system deliver the optimum balance of performance, emissions control and fuel economy across the entire operating range. The Variable Geometry Turbocharger (VG Turbo) features enhanced response and control with electric actuation for infinite adjustment, providing exact boost across the operating range. The aftertreatment system is designed to operate automatically, with no impact on vehicle performance. The ISB also has an increased number of injection events per combustion cycle along with a rear gear train design to keep the ISB the quietest diesel in its class.



## **ISC.**

Cummins ISC EPA '07 runs cleaner, with greater power and better efficiency than ever. Plus, with the integrated exhaust brake, it even stops better. The totally integrated ISC engine includes a High Pressure Common Rail fuel injection system, our proven cooled-EGR subsystem, the patented VG Turbo, Cummins Particulate Filter and a clean crankcase ventilation management system. Pilot fuel injection and revised gear designs combine to make the ISC the quietest engine in its class, so drivers can hear everything better – outside and inside. And simple maintenance requirements reduce operating costs and scheduled downtime.

So, if your school district needs clean, efficient, reliable diesel power, Cummins ISB and ISC deliver what you're looking for. Every time.



## **Passing Every Test.**

Our leadership in clean, reliable natural gas fueled engines dates back to 1992, when we were the first engine manufacturer to meet California's tough CARB emissions test. Cummins Westport Inc. offers three fully certified alternative fuel engine models to power your school fleet. No one in the industry has as much experience with lean-burn, spark-ignited natural gas engines. The ISL G engine is even certified to meet 2010 EPA standards for NOx and particulate matter.

## **B Gas Plus, B LPG Plus And ISL G Alternative Fuel Engines.**

Clean air is important for the health and safety of every student and every community. So is having a bus fleet you can rely on, every day and every route. Cummins Westport natural gas and liquid propane fueled engines meet both needs.

To power your bus, choose from the B Gas Plus (195-230 hp) natural gas engines (liquid or compressed) or the B LPG Plus (195 hp) propane engine. These high-tech engines use a sophisticated closed-loop, lean-burn electronic ignition control system to deliver EPA-certified low emissions, low NOx, low particulate matter and high efficiency in a dependable package.

The ISL G (250-320 hp) natural gas engine combines high displacement and superior horsepower with proven wastegate turbo technology for impressive low-end torque and transient response, with an increase in fuel efficiency. With the use of cooled-EGR and a maintenance-free Three-Way Catalyst, the ISL G also meets EPA and CARB 2010 emissions standards – three years ahead of schedule.

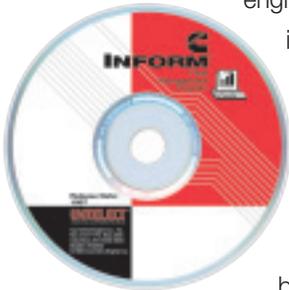
These alternative fuel engines offer reliable performance, no-compromise power and torque, quiet operation and low emissions with passive oxidation catalyst aftertreatment packages.

## Easier Service. Less Maintenance.

The smart engine features that help keep our school bus engines running safe and strong also keep your operation running smoothly. In fact, every one of our diesel engines and alternative fuel engines are designed to interface with the entire family of Cummins INTELECT™ engine software.

INSITE™ is the diagnostic software tool that helps service technicians troubleshoot, repair and test Cummins electronic engines — with step-by-step instructions and easy-to-follow graphics (including wiring diagrams) for quick, accurate servicing every time.

INFORM™ is Information Management Software that allows you to download raw data directly from engine to PC. There it's transformed into useful, easy-to-understand, actionable reports in areas like fuel, safety and service. You can also generate summary and comparison reports. Your bus fleet stays on the road, your budget stays in the black.



Another innovative Cummins support tool is INTERCEPT™, a library of CD-ROMs that gives instant access to part numbers, diagrams, troubleshooting or repair procedures and other information. Plus, with the Cummins Electronics Parts Catalog (CEPC), every part on every one of your Cummins engines is on a single CD-ROM. Just a click of the mouse button away. Or you can log onto Cummins QuickServe® Online at [quickserve.cummins.com](http://quickserve.cummins.com) and get your part numbers over the Internet.

## Every Confidence. Standard And Extended Warranties.

Cummins and Cummins Westport engines used in school buses are covered for 100,000 miles (160,935 km) or 5 years, whichever occurs first.

This includes 100% parts and labor with no deductibles. And when you sell or trade your bus, this coverage is transferable at no additional cost. Plus, major components are covered for up to 300,000 miles (482,804 km) or 3 years on the ISC. Extended coverage plans are available. See your local distributor for details.



## Every Question. Answered.

- Service Network – Cummins engines are backed by nearly 3,500 authorized parts or service outlets in North America.
- Customer Assistance Center – Call the Cummins specialists for technical assistance, service locations and product literature at 1-800-DIESELS (1-800-343-7357).
- Cummins E-Mail – For online assistance to Cummins-related questions, click the Contact Us link in the header at [everytime.cummins.com](http://everytime.cummins.com).
- Cummins Online Registration – Register all your Cummins engines quickly and easily at [everytime.cummins.com](http://everytime.cummins.com) to ensure quality parts and service for your engine.

# ENGINE RATINGS.

## ISB Ratings

ENGINE MODEL	ADVERTISED HORSEPOWER HP (KW)	PEAK TORQUE LB-FT (N•M) @ RPM	GOVERNED SPEED
ISB 325	325 (243)	750 (1017) @ 1800	2600 RPM
ISB 300	300 (224)	620 (841) @ 1600	2600 RPM
ISB 280	280 (209)	660 (895) @ 1600	2600 RPM
ISB 260	260 (194)	620 (841) @ 1600	2600 RPM
ISB 240	240 (179)	620 (841) @ 1600	2600 RPM
ISB 240	240 (179)	560 (759) @ 1600	2600 RPM
ISB 220	220 (164)	520 (705) @ 1600	2600 RPM
ISB 200	200 (149)	520 (705) @ 1600	2600 RPM

## ISC Ratings

ISC 330	330 (246)	1000 (1356) @ 1400	2200 RPM
ISC 315	315 (235)	1000 (1356) @ 1400	2200 RPM
ISC 300	300 (224)	860 (1166) @ 1300	2200 RPM
ISC 285	285 (213)	800 (1085) @ 1300	2200 RPM
ISC 260	260 (194)	800 (1085) @ 1300	2200 RPM
ISC 260	260 (194)	660 (895) @ 1300	2400 RPM
ISC 240	240 (179)	660 (895) @ 1300	2400 RPM

## B Gas Plus Ratings

BG 230	230 (172)	500 (678) @ 1600	2800 RPM
BG 200	200 (149)	465 (630) @ 1600	2800 RPM
BG 195	195 (145)	420 (569) @ 1600	2800 RPM

## B LPG Plus Rating

B LPG 195	195 (145)	420 (569) @ 1600	2800 RPM
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## ISL G Ratings

ISL G 320	320 (239)	1000 (1356) @ 1300	2200 RPM
ISL G 280	280 (209)	900 (1220) @ 1300	2200 RPM
ISL G 250	250 (186)	730 (990) @ 1300	2200 RPM



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