



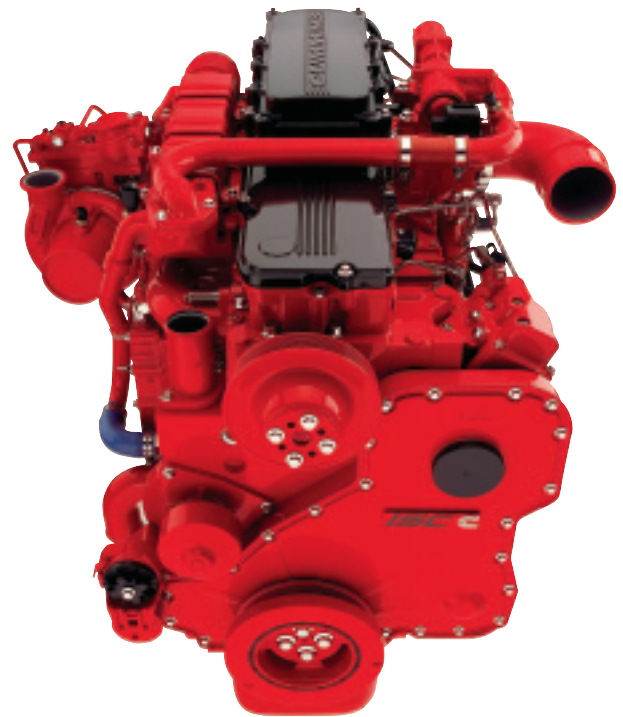
**EVERY™ ROUTE.**

**ISC**



**FOR SCHOOL BUS, MOTORCOACH  
AND SHUTTLE BUS APPLICATIONS**

# FOR SCHOOL BUS, MOTORCOACH AND SHUTTLE BUS APPLICATIONS.



The 2007 ISC is the newest generation of the C Series family – a family that has proven itself reliable and efficient in many years of service in the bus industry.

Cummins ISC for 2007 reduces emissions by more than 90% while maintaining the traditional values of dependability and efficiency. We achieve this balance with a totally integrated emissions control system that includes a High Pressure Common Rail fuel injection system, our proven cooled-EGR subsystem, the patented Cummins Variable Geometry Turbo (VG Turbo) and a Cummins Particulate Filter.

## Features And Benefits.

A High Pressure Common Rail (HPCR) fuel system maintains high injection pressures regardless of engine speed for optimum performance across the entire rpm range. High-pressure fuel injection and revised gear designs combine to make the ISC the quietest engine in its class, reducing driver fatigue and improving safety. And simple maintenance reduces operating costs and scheduled downtime.

Other ISC benefits include:

- Outstanding Performance – The High Pressure Common Rail fuel system delivers power, emissions control and excellent fuel economy across the entire operating range. The VG Turbo provides exact boost across the operating range, with electric actuation for enhanced response and control. Its patented sliding-nozzle design increases reliability and durability.

## Ratings

ENGINE MODEL	ADVERTISED HORSEPOWER (kW)	PEAK TORQUE LB-FT (N•M) @ RPM	GOVERNED SPEED
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

## Specifications

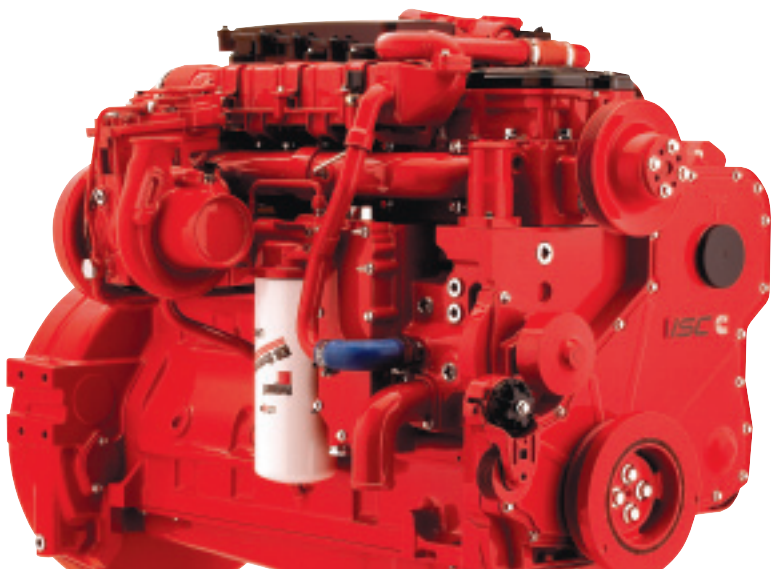
ADVERTISED HORSEPOWER	240-330 HP	179-246 kW
PEAK TORQUE	660-1000 LB-FT	895-1356 N•M
GOVERNED SPEED	2200-2400 RPM	
CLUTCH ENGAGEMENT TORQUE	500 LB-FT	678 N•M
NUMBER OF CYLINDERS	6	
OIL SYSTEM CAPACITY	6.3 U.S. GALLONS	23.8 LITERS
SYSTEM WEIGHT	1,680 LB	762 KG
ENGINE (DRY)	1,630 LB	739 KG
AFTERTREATMENT*	50 LB	23 KG

\*Increase over standard muffler.

- **Enhanced Braking** – The VG Turbo doubles as an exhaust brake, increasing vehicle control and reducing service brake wear.
- **Power Ratings** – The ISC delivers up to 330 hp with 1000 lb-ft of peak torque, providing extra power and torque for high-capacity bus loads or routes with extra steep grades.
- **Lower Operating Costs** – Long maintenance intervals combine with a simplified design to lower costs of operation.
- **Proven Emissions Controls** – Cooled Exhaust Gas Recirculation and a Cummins Particulate Filter help the ISC meet 2007 emissions standards without compromising performance, reliability or durability.
- **Enhanced Reliability and Long-Life Design** – Including a high-strength block and cylinder head, roller followers, a combination full-flow and bypass oil filter and mid-stop replaceable cylinder liners.

## Electronic Features.

The ISC electronic hardware and software use a common architecture with all other Cummins engines, technology that is time-tested and proven. Plus, the ISC has all the latest diagnostics, prognostics, maintenance monitoring and engine protection features.



## Automatic Transmission Matches.

ENGINE HP/TORQUE	MD3060	B300	B400
ISC 330/1000			●
ISC 315/1000			●
ISC 300/860			●
ISC 285/800	●		●
ISC 260/800	●		●
ISC 260/660	●	●	●
ISC 240/660	●	●	●

## Enhanced Reliability And Durability.

Cummins ISC is designed for years of dependable use. Targeted piston cooling and roller followers increase durability. A combination full-flow and bypass oil filter extends piston ring and bearing life. This, together with mid-stop cylinder liners, makes the ISC easy to rebuild. Other design features include:

- Six Sigma design practices have resulted in enhanced reliability for individual components and the total engine design.
- High-efficiency lube cooler lowers oil temperatures for long life. A robust breather virtually eliminates oil carryover.
- Coolant flow has been optimized and balanced, effectively reducing cylinder temperatures.

## Optional Equipment.

- E Brake by Jacobs® gives additional braking horsepower for greater vehicle control.
- Water-in-fuel sensor alerts drivers of contamination that could cause performance and durability problems.
- You can replace the standard 15.2-cfm WABCO air compressor with either an 18.7- or 30.4-cfm unit.

## ISC Maintenance Intervals.

	MILES KILOMETERS	HOURS	MONTHS
OIL AND FILTER	15,000 24,000	500	6
FUEL FILTER	15,000 24,000	500	6
SECONDARY FUEL FILTER	30,000 48,000	1,000	12
COOLANT FILTER	NONE*	NONE*	NONE*
OVERHEAD ADJUSTMENT	150,000 241,500	5,000	48
STANDARD COOLANT CHANGE	240,000 385,000	N/A	24
COALESCING FILTER	60,000 96,000	2,000	24
PARTICULATE FILTER CLEANING	200,000-400,000 MI (320,000-640,000 KM)		

\*If engine is equipped with an optional coolant filter, it will need to be replaced on the same intervals as the oil filter.

The Cummins Particulate Filter is designed to last the life of your engine. Regeneration is fully automated and controlled by the ECM. See Owners Manual for complete details.

## Every Repair.

- **INSITE™** – For years Cummins INSITE software has been making it easy for technicians to troubleshoot, repair and service our electronic engines through easy-to-follow steps on your computer. Providing the kind of uptime you demand for your bus.



- **QuickServe® Online** – Gives bus fleet maintenance personnel rapid access to parts and service information for over 9 million engine serial numbers. Part numbers and diagrams, maintenance information and service bulletins, warranty details and more are available every minute of every day via the Internet. See [quickserve.cummins.com](http://quickserve.cummins.com).

## Every Confidence.

Cummins base engine coverage for school buses is 5-year/100,000-mile (160,935 km) total coverage, with 3-year/300,000-mile (482,804 km) major components coverage. For coaches and shuttle buses, the base engine warranty is 2-year/unlimited mileage with 3-year/300,000-mile (482,804 km) major components coverage. Coverage includes full parts and labor on warrantable failures, and all consumables not reusable due to covered failure, with no deductible.



## Every Coverage.

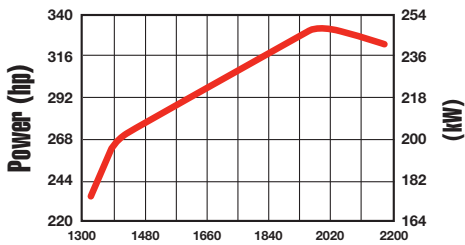
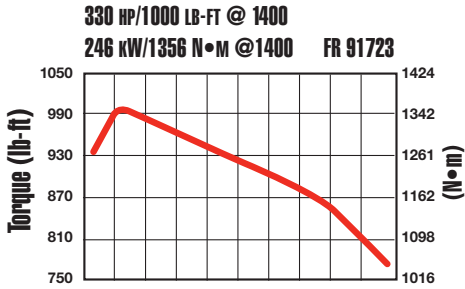
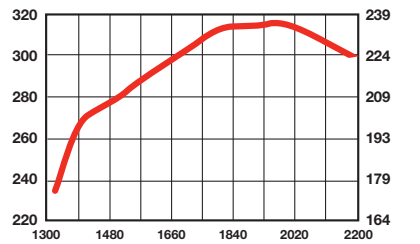
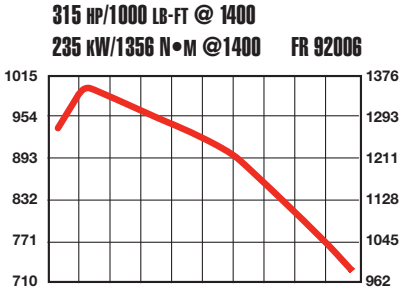
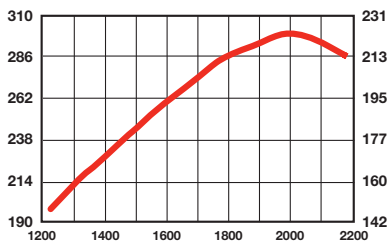
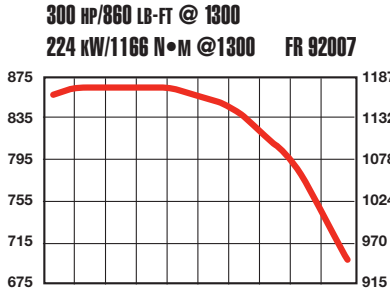
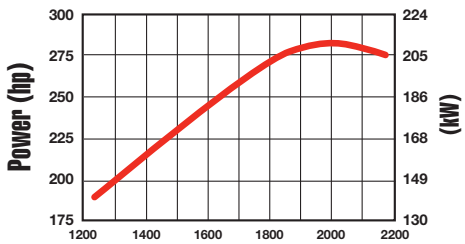
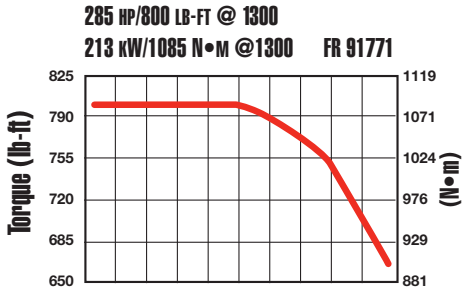
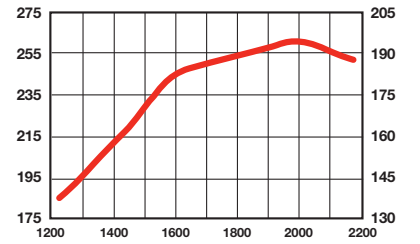
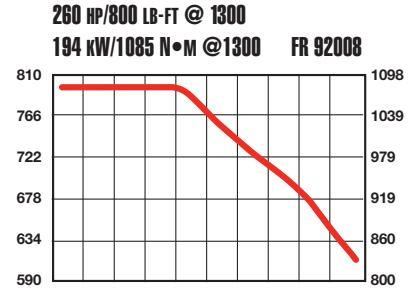
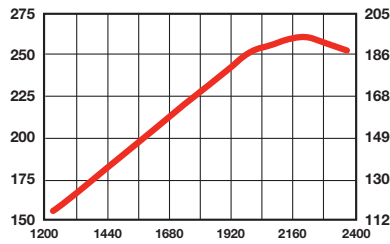
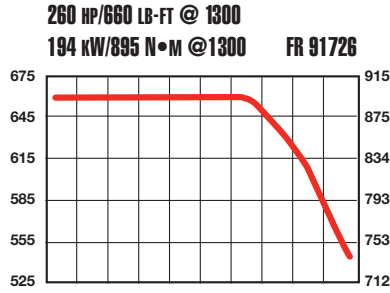
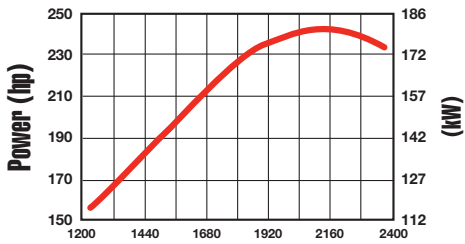
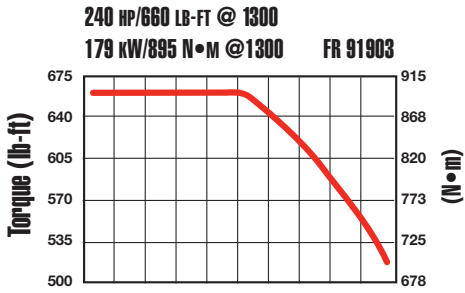
Cummins offers extended coverage options on the ISC engine that are among the best in the bus industry. For specific details, contact your local distributor.



## 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.

# ISC TORQUE AND POWER CURVES.



Cummins is a pioneer in product improvement. Thus specifications may change without notice. Illustrations may include optional equipment.



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