



**EVERYTM CHALLENGE.
MET.**



**2007 EMISSIONS TECHNOLOGY
FOR MIDRANGE ENGINES**



Every Challenge. Met.

When Cummins designed the first new engines of the 21st century, we created platforms with the capacity to meet stringent emissions standards well into the future. In 1998 we introduced Interact System engines with a totally integrated approach. In 2002 we were the first engine manufacturer certified to meet the new emissions standards with the introduction of the cooled-EGR subsystem and our patented Variable Geometry Turbocharger (VG Turbo). And in 2007 our entire lineup of MidRange engines – the ISB, ISC and ISL – will have fully integrated systems controlling everything from the air intake to the exhaust aftertreatment.

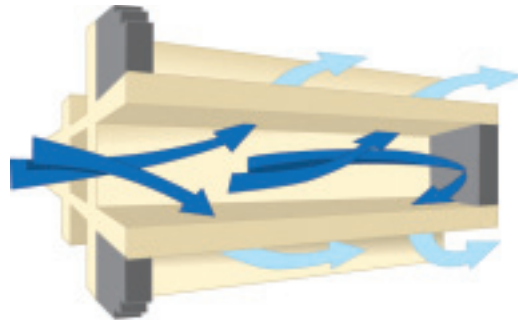
Meeting Every Standard.

During the 2007-2010 time period, PM (Particulate Matter) and NOx (oxides of nitrogen) must be reduced by 90% from 2004 levels. Specifically, PM has to be reduced to .01 grams per horsepower-hour (g/hp-hr) beginning in 2007. NOx must be reduced to .2 g/hp-hr on a “phased in” basis. Crankcase gases are included in emissions calculations. That is why you’ll see a crankcase ventilation management system on every Cummins engine starting in 2007, together with the cooled-EGR subsystem.

Proven Technology. Total Integration.

Cummins emissions solution for 2007 takes proven engine technology and electronics and adds a proprietary Cummins Particulate Filter. This filter is the result of years of experience working with bus, truck and vocational customers. In fact, Fleetguard® Emission Solutions™ is one of the largest suppliers of aftertreatment products in North America.

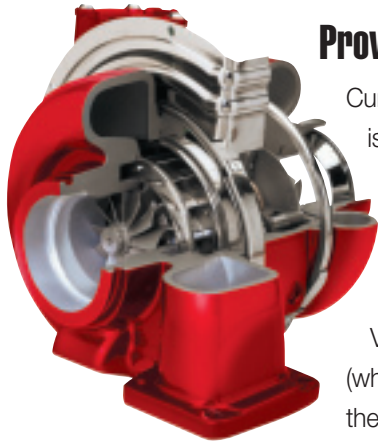
Because the Cummins Particulate Filter has been developed using in-house expertise, it has been integrated with the engine’s combustion and air-handling systems on our EPA ‘07 engines from the beginning for optimum performance. And, it is designed to last the life of the engine.



Trapping Every Particle.

Cummins Particulate Filter automatically traps and burns microscopic particles. When there isn’t sufficient heat in the exhaust, the Electronic Control Module initiates an active regeneration event, so the catalytic reaction can take place.

The active regeneration event is managed by the Electronic Control Module, without the need for fuel lines running to the Cummins Particulate Filter. It’s a simple, clean installation that is highly dependable and efficient.



Proven Durability Today.

Cummins cooled-EGR subsystem isn't like the exhaust gas recirculation systems found on other diesel engines. It's simpler, and more robust. Together with our patented Variable Geometry Turbocharger (which has only one moving part in the hot exhaust stream for reliability and durability) it's a total package

designed to keep you on schedule and on budget. Every truck. Every trip.

Strong Performance.

Every one of these engines will feature our proven cooled-EGR subsystem, with the patented Holset VG Turbo that provides exceptional engine response at every rpm. The cooled-EGR subsystem and VG Turbo have been proven efficient and effective, running more than 16 billion miles in every terrain and weather condition possible.

The ISB engine has an increased displacement for 2007, going from 5.9 liters to 6.7 liters in size. It also has an improved power-to-weight ratio. An enhanced High-Pressure Common-Rail fuel system allows for increased injection events during each combustion cycle. The result is greater power and increased fuel economy with reduced noise.

The ISC and ISL engines also feature the enhanced High-Pressure Common-Rail fuel injection system, managed by a microprocessor that's twice as powerful as before. Clean, highly efficient and exceptionally quiet, these engines take proven technology to a whole new level of performance.

All '07 engines will run on Ultra-Low Sulfur Diesel (ULSD) fuel, which inherently produces less particulate matter from combustion. ULSD also reduces the production of sulfuric acid.



Ease Of Maintenance.

Cummins Particulate Filter is designed for easy maintenance during routine service events. The maintenance interval will vary depending on the vehicle's duty cycle. For a medium-duty truck operating at a typical duty cycle, maintenance should be scheduled at 250,000-mile (400,000 km) intervals. Ash content can be monitored through the ECM or in-cab displays for servicing at the optimal interval.

New specifications are being developed for lubrication oil, which will be compatible with low-emissions solutions, specifically aftertreatment devices. For 2007 the immediate requirement is to reduce ash in order to enable extended maintenance intervals on Cummins Particulate Filter while maintaining the important lubricity capability of the oil.

The Right Technology.

Cummins is ready with an integrated solution that meets '07 emissions without compromise. Proven engines, advanced electronics and Cummins Particulate Filter – working together to keep your vehicles running cleanly, quietly and efficiently over every type of terrain. In every kind of weather. On every size of vehicle.

Every Question. Answered.

For more information about Cummins engines for the transportation industry, visit everytime.cummins.com, call us at 1-800-DIESELS (1-800-343-7357) or contact your local Cummins dealer or distributor.





Cummins Inc.
Box 3005
Columbus, IN 47202-3005
U.S.A.

Phone: 1-800-DIESELS (1-800-343-7357)
Fax: 1-800-232-6393
Internet: everytime.cummins.com

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