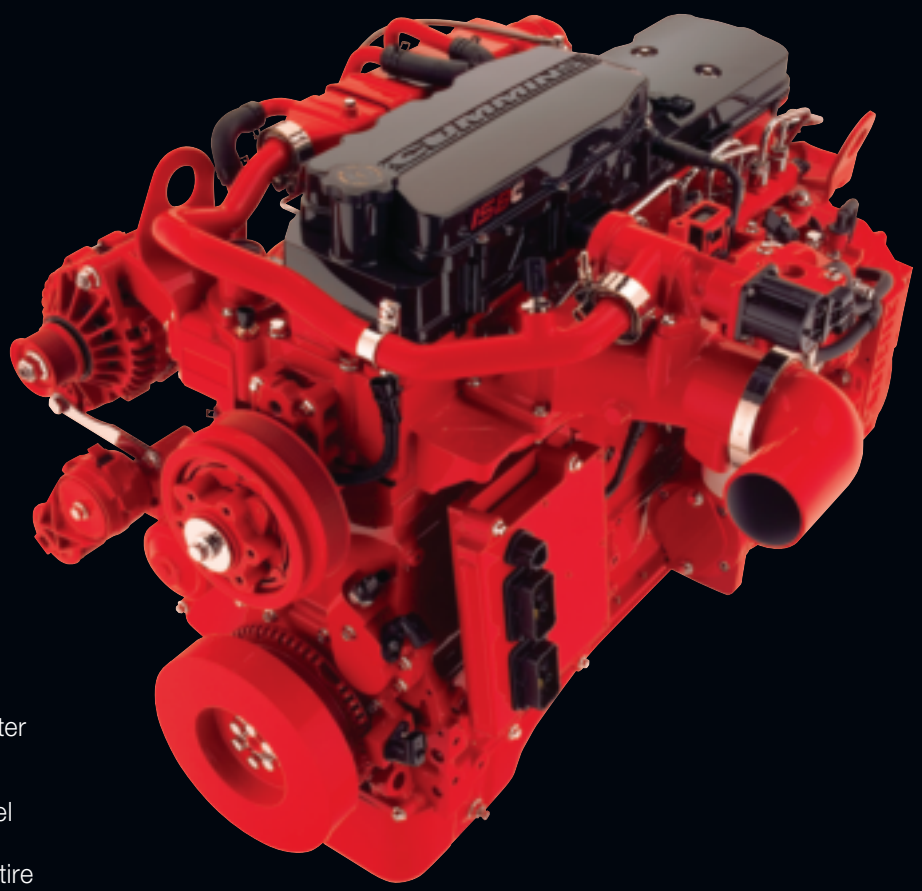
EVERY™ CALL.

ISB

For Fire And Emergency Applications



Features And Benefits.

- 6.7-liter displacement, an increase of 13% for greater power and performance.
- Enhanced High Pressure Common Rail (HPCR) fuel system delivers optimum balance of performance, emissions control and fuel economy across the entire operating range.
- Variable Geometry Turbocharger gives enhanced response and control. Electric actuation for infinite adjustment provides the exact boost needed across the operating range.
- Emissions are reduced and mpg optimized with Cooled Exhaust Gas Recirculation, lowering the combustion temperatures.
- Particulate matter is reduced 90% with Cummins Particulate Filter. Fully integrated for uncompromising performance and reliability.
- For optimum control of the engine and aftertreatment, the full-authority Electronic Control Module has higher microprocessor capacity and speed.

Ratings

Engine Model	Advertised Horsepower	Peak Torque	Governed Speed
ISB 350	350	750 @ 1800 rpm	2600 rpm
ISB 340	340	660 @ 1600 rpm	2900 rpm
ISB 325	325	750 @ 1800 rpm	2600 rpm
ISB 300	300	620 @ 1600 rpm	2600 rpm
ISB 280	280	660 @ 1600 rpm	2600 rpm
ISB 260	260	620 @ 1600 rpm	2600 rpm

Specifications

Advertised Horsepower	260-350 hp	194-261 kW
Peak Torque	620-750 lb-ft	841-1017 N•m
Governed Speed	2600-2900 rpm	
Clutch Engagement Torque	400 lb-ft	543 N•m
Number of Cylinders	6	
Oil System Capacity	4.5 U.S. gallons	17.03 liters
System Weight	1,190 lb	540 kg
Engine (Dry)	1,150 lb	522 kg
Aftertreatment*	40 lb	18 kg

*Increase over standard muffler

Cummins ISB For Fire And Emergency Applications.

Whether you're rushing paramedics to an accident scene or responding to a brush fire, you can count on Cummins ISB. Every call. Every time. The 2007 ISB combines increased displacement and High Pressure Common Rail fuel injection with our patented Variable Geometry Turbo to deliver stronger performance at every rpm. Multiple injection events per cycle also make the ISB run at significantly low noise levels.

Of course, the ISB also meets 2007 emissions requirements. The fact that it runs both stronger and cleaner is the result of our totally integrated design. A proven cooled-EGR subsystem, High Pressure Common Rail fuel injection, the VG Turbo, Cummins Particulate Filter and a crankcase ventilation system were all developed to work together under the control of a single, more powerful ECM. The VG Turbo also doubles as an exhaust brake to increase stopping power. The result is an engine that delivers optimum performance, reliability, durability and fuel efficiency with increased safety.

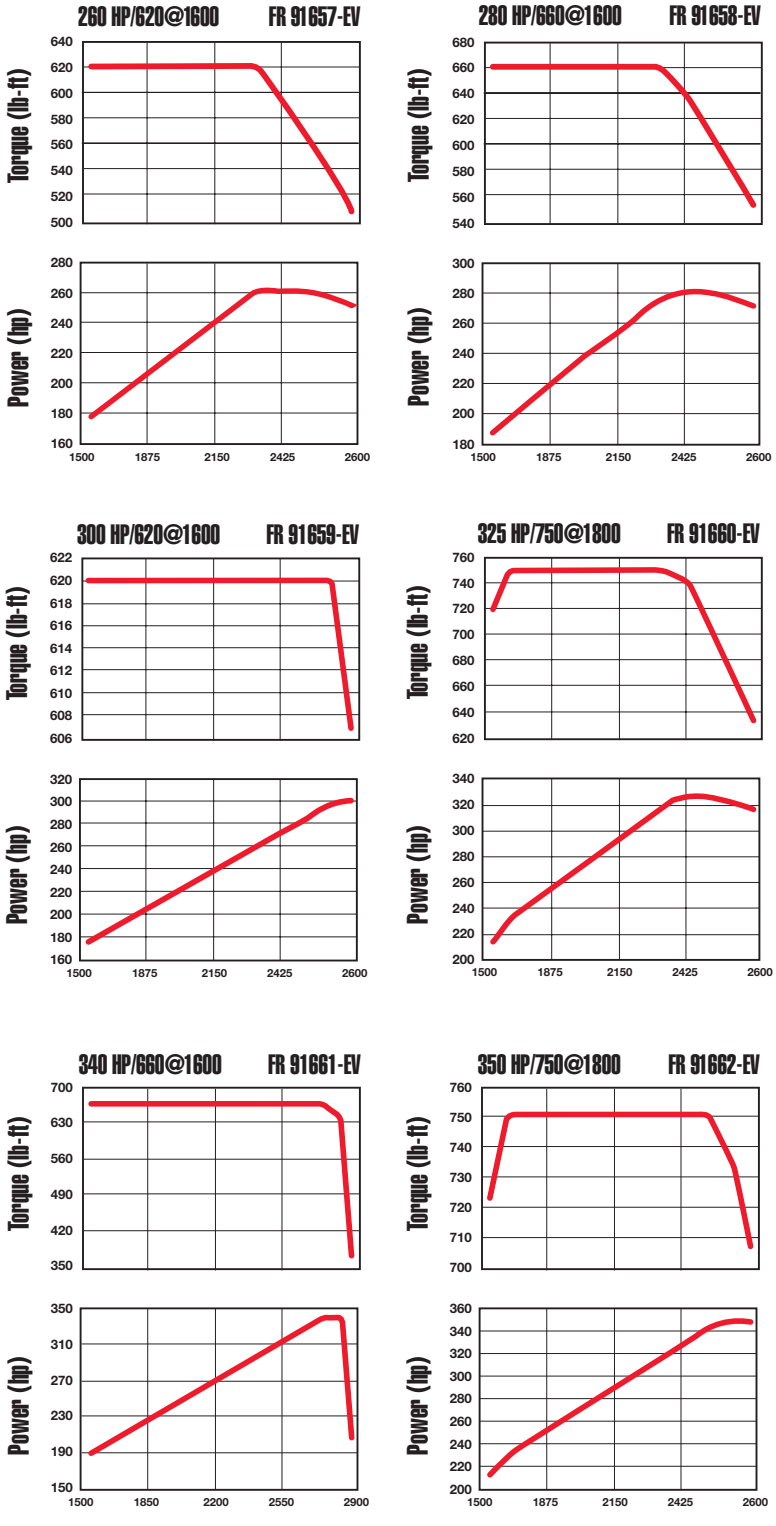
Ready To Respond, Every Call.

Cummins ISB is designed for years of reliable service. Put all that together with Six Sigma design practices, and you've got an engine that is built to last, and deliver the lowest total cost of ownership of any engine in its class.

ISB Maintenance Intervals.

	Miles/ Kilometers	Hours	Months
Oil and Filter	15,000 24,000	500	6
Primary Fuel Filter	15,000 24,000	500	6
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	Every 3rd to 4th Oil Change		
Particulate Filter	200,000-400,000 mi (320,000-640,000 km)		

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



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

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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