



EVERY™ CALL. ISX

For Fire And Emergency Applications

Features And Benefits.

- Dual overhead camshafts. The first drives the high-pressure fuel injection system, while the second operates intake and exhaust valves – and has dedicated lobes for the integrated engine brake.
- Vehicle control is improved with 600 braking hp from the standard Intebrake™ system. It also reduces service brake wear.
- High-pressure fuel injection system for cleaner, more complete combustion.
- 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.
- Patented mid-stop cylinder liners allow for variations in coolant chemistry.



Ratings

ENGINE MODEL	ADVERTISED HORSEPOWER	PEAK TORQUE	GOVERNED SPEED
ISX 525	525	1650 @ 1200 rpm	2000 rpm

Specifications

Advertised Horsepower	525 hp	392 kW
Peak Torque	1650 lb-ft	2237 N•m
Governed Speed	2000 rpm	
Clutch Engagement Torque	1000 lb-ft	1356 N•m
Number of Cylinders	6	
Oil System Capacity	14 U.S. gallons	52.9 liters
System Weight	3,093 lb	1,403 kg
Engine (Dry)	3,021 lb	1,370 kg
Aftertreatment*	72 lb	33 kg

*Increase over standard muffler

Cummins ISX For Fire And Emergency Applications.

Cummins ISX handles the largest fire equipment with ease. Every time. Its unique dual overhead camshaft design delivers high performance and exceptional braking. The first cam drives high-pressure fuel injection for clean, responsive power. The second cam includes a dedicated set of lobes for the operation of the integrated engine brake, in addition to operating the intake and exhaust valves. High-pressure fuel injection gives the ISX cleaner, more complete combustion. The VG Turbo now has electric actuation to provide the exact amount of boost needed at every engine speed.

How did we meet 2007 emissions controls and still make all these improvements? Every element in our integrated design is manufactured within the Cummins family. That includes our proven cooled-EGR subsystem, a high-pressure fuel injection system, patented VG Turbo, Cummins Particulate Filter and a crankcase ventilation system.

Ready To Respond, Every Call.

Cummins ISX is designed for years of reliable service. The turbocharger is a good example. It has only one moving part in the hot exhaust stream, so it is more reliable and durable than competitive turbos. Put that together with patented mid-stop cylinder liners, heavy-duty components and Six Sigma design practices, and you've got an engine that you can depend on for years to come.

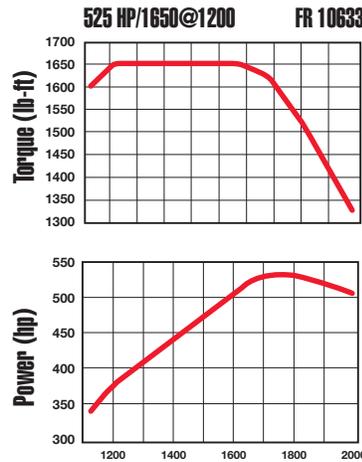


Service You Trust. Every Time.

Cummins has the largest network of service providers with over 3,500 locations in North America. And we're the only manufacturer to offer Cummins QuickServe® with same-day service for most repairs.

ISX Maintenance Intervals.

	MILES/ KILOMETERS	HOURS	MONTHS
OIL AND FILTER	15,000 24,000	400	6
FUEL FILTER	25,000 40,000	800	6
COOLANT FILTER	50,000 80,000	1,500	12
VALVE ADJUSTMENT	500,000 800,000	10,000	60
COALESCING FILTER	EVERY 3RD TO 4TH OIL CHANGE		
PARTICULATE FILTER	200,000-400,000 mi (320,000-640,000 km)		



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



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