EVERY™ ROUTE.
ISL9 EPA 2010

Heavy-Duty Features
Replaceable wet liners, roller followers, by-pass oil filtration and targeted piston cooling.

VGT™ Turbocharger
Electric actuation for infinite adjustment provides exact boost across the operating range for superior response and control. Sliding-nozzle design increases reliability and durability.

XPI Fuel System
Delivers optimum balance of performance, emissions control and fuel economy across the entire operating range.

Fully Integrated Electronic Controls
High microprocessor capacity and speed for optimum control of the engine and aftertreatment, standard across all Cummins on-highway engines.

Cummins Aftertreatment System
The proven Cummins Particulate Filter reduces particulate matter by over 90%. In 2010, it is combined with Cummins SCR to meet emissions standards while maintaining best-in-class performance, reliability and durability. Cummins Selective Catalytic Reduction (SCR) technology has been proven in over 250,000 European vehicles and uses Diesel Exhaust Fluid (DEF) to achieve NOx emissions at near-zero levels. DEF will be readily available; reference Cummins Filtration flyer LT15618 for more information.

Crankcase Ventilation
Crankcase ventilation management system virtually eliminates oil carryover from engine.

Cooled EGR
Next-generation system lowers combustion temperatures for reduced emissions and optimized mpg.

Low Maintenance
Long oil change intervals maintained. Cummins Particulate Filter will go 5,000 hours in a typical urban transit duty cycle before it needs cleaning.

Specifications

Advertised Horsepower	280-330 hp	209-246 kW
Peak Torque	900-1100 lb-ft	1221-1493 N•m
Governed Speed	2200 rpm	
Clutch Engagement Torque	550 lb-ft	746 N•m
Number of Cylinders	6	
Oil System Capacity	6.75 U.S. gallons	25.6 liters
Weight (Dry)	1,697 lb	770 kg

Every Step. Ahead.

The ISL9 EPA 2010 runs at near-zero emissions levels, yet achieves comparable fuel efficiency to the prior model. Best of all, it delivers this kind of exceptional performance with proven technology, using a totally integrated system that includes the XPI fuel system, our patented VGT Turbocharger, Cummins Particulate Filter and SCR. Plus, you get the low maintenance and high fuel efficiency that have made Cummins ISL the most popular engine in the transit market.

Cummins has been successfully using SCR technology on engines in Europe since 2005, with over 250,000 vehicles currently in service. Our cooled-EGR subsystem has set the industry standard for reliability since 2002, with nearly a million vehicles in operation. We understand that reliability is absolutely critical in transit bus operations, and proven performance is the reason Cummins has been the preferred choice by transit officials for the past decade. The use of proven technology is one of the reasons we feel so confident in the reliability of the ISL9. Plus, the ISL9 maintains its long service and maintenance intervals – keeping costs to a minimum.

Improving Performance. Every Route.

A hallmark of Cummins is our never-ending quest for improvement from every component. In 2010, transit operators will find that improvements to the air-handling system result in improved transient response. A more robust ECM not only controls operation of the engine and aftertreatment system, it coordinates seamlessly with other vehicle systems such as the transmission and brakes.

Every System. Integrated.

SCR is designed and manufactured by Cummins Emission Solutions specifically for the ISL9 as a part of our totally integrated system. It consists of a DEF dosing system, the decomposition reactor, SCR catalyst and electronic controls.

As exhaust passes from the Cummins Particulate Filter into the SCR system, it is sprayed with a fine mist of DEF. This fluid works to transform NOx into harmless nitrogen gas and water vapor. The OEM provides a DEF tank and a lamp which will indicate when the DEF level is getting low.

Every Interval. Maintained.

Keeping operating costs under control involves more than just great fuel economy. That's why the ISL9 has been engineered for long maintenance intervals – virtually the same for 2010 as today's engine. Making buses go longer between service events makes every dollar in your budget go further.

Maintenance Items	Hours	Months
Oil and Filter*	500	6
Primary Fuel Filter**	500	6
Secondary Fuel Filter	1,000	12
Coolant Filter	None***	None***
Overhead Adjustment	5,000	48
Standard Coolant Change****	2,000	24
Coalescing Filter	2,000	
DEF Filter	6,500	
Particulate Filter Cleaning	6,500	

* Assuming normal duty cycle
** OEM-supplied; intervals may vary
*** If engine is equipped with an optional coolant filter, it will need to be replaced on the same intervals as the oil filter. Regardless if the engine is or is not equipped with a coolant filter, SCA/DCA additive levels must be checked according to the interval listed in the Owners Manual.
**** Extended coolant drain/flush/fill intervals may be followed when certain requirements are met. For more information on these requirements, refer to the Cummins Coolant Requirements and Maintenance Service, Bulletin 3666132.

See Owner's Manual for complete details.

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.

Every Question. Answered.

For more details about Cummins ISL9, see your local Cummins distributor or dealer, call 1-800-DIESELS™ (1-800-343-7357) Customer Assistance Center or visit our web site at everytime.cummins.com.

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