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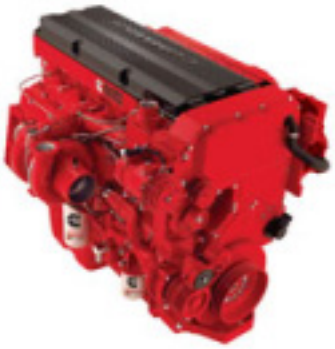
Cummins Home

Dodge Ram
Recreational Vehicles
Heavy-Duty Trucks
Medium-Duty Trucks
Power Generation
Agriculture
School Bus
Urban Bus and Shuttle
Construction Tier 3/Stage IIIA
Fire & Emergency
Marine
Military
Oil & Gas
Mining
Rail
Filtration
Cummins Westport

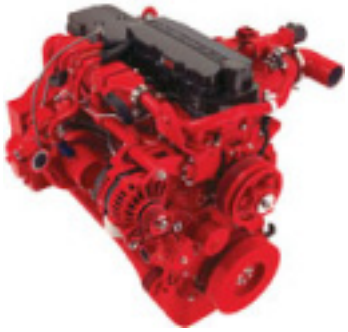
Customer Assistance
Media Resources

Cummins Announces 16-Liter QSX For Tier 4.



Cummins Tier 4 QSX has increased displacement to 16 liters and incorporates the XPI High Pressure Common Rail fuel system for enhanced power output and engine response with an unrestricted top rating of 650 hp (485 kW). Ratings extend down to 400 hp (298 kW), covering a broad range of heavy-duty applications. Peak torque is increased by 12 percent to 2150 lb-ft (2915 N.m) with faster torque delivery across the engine rpm range. To learn more, see 16-Liter Tier 4 QSX.

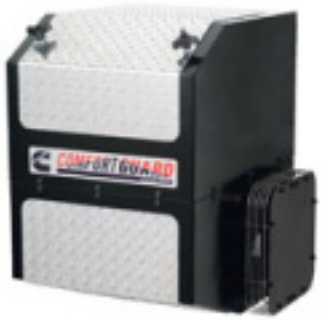
Tier 4 QSB6.7 Has 300-Horsepower Capability.



The next-generation QSB6.7 engine from Cummins features a fully integrated air intake to exhaust aftertreatment system. Clean diesel technology enables the QSB6.7 to meet U.S. EPA Tier 4 Interim and European Stage IIIB off-highway emissions regulations that take effect January 2011. Cummins integration capability enables the

QSB6.7 to increase power output to a new top rating of 300 hp (224 kW) for Tier 4. See Tier 4 QSB6.7 for additional details.

Cummins Filtration Introduces Fleetguard® Direct Flow™ Air System. Cummins Filtration's new Fleetguard Direct Flow Series engine air cleaner provides up to 50 percent higher performance and greater air filter life in a smaller product profile than conventional product designs. Competitive benefits include higher performance, increased engine protection, improved handling and greater installation flexibility, lower operating costs, and environmentally friendly service filter disposal as it contains no metal components. Complete details are at Fleetguard Direct Flow Air Cleaner.



Cummins ComfortGuard™ APU Units Comply With Idle Reduction Rules. Cummins two new ComfortGuard APU solutions meet the 2008 California Air Resources Board's (CARB) idle reduction regulations that went into effect Jan. 1, 2008. Cummins ComfortGuard will be available with two options to meet these more stringent emissions criteria - a stand-alone particulate filter on the ComfortGuard APU or a Cummins engine installation kit to route the ComfortGuard diesel exhaust gas into the Cummins Particulate Filter. Both options will be in production by the end of June 2008. See ComfortGuard APUs Meet New Clean Idle Regs.

New Driver Training Tools Available. New training tools are available to help familiarize customers with Cummins on-highway engines. Designed specifically for drivers, Cummins has created a driver training audio CD where the listener can learn about key topics and engine features. In-depth training is available on a Cummins driver training DVD, which covers

driving for fuel economy and Cummins aftertreatment system. Also available is an easy-to-read driver tip card that highlights fuel-saving techniques and an overview of dash lamps and switches found in vehicles with Cummins EPA '07 engines. Details on how to obtain these free training aids can be found at Cummins Driver Training Tools.

Latest Technology And Enviro-Friendly: Cummins ReCon® Products.
Cummins remanufactures everything from pistons, heads and blocks, to entire engines from the 3.9L B Series engines to the 19L K Series engines. Recent additions to the ReCon product lineup include cooled-EGR ISX and ISM engines and components; ReCon High Pressure Common Rail (HPCR) fuel system components for the ISL, ISC and ISB engines; and aftertreatment components for current Cummins production engines. Because Cummins incorporates the latest advancements in materials, design and testing, a Cummins ReCon product may have greater fuel efficiency and lower emissions than the original product it replaces. Recycling engines and components also significantly reduces energy consumption and the need for mining additional natural resources. See Benefits of Cummins ReCon Technology.

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Cummins Announces 16-Liter QSX for Tier 4 with Integrated Air Intake to Exhaust Aftertreatment

Heavy-Duty Capability Increases To 650 hp

LAS VEGAS (March 11, 2008) - Cummins Inc. (NYSE:CMI) announced today at the CONEXPO-CON/AGG show that the Heavy-Duty QSX engine will be available with a fully integrated air intake to exhaust aftertreatment system to meet U.S. EPA Tier 4 Interim and European Stage IIIB off-highway emissions regulations in January 2011. The Tier 4 QSX increases displacement to 16 liters and incorporates the XPI High Pressure Common Rail fuel system to enhance power output and engine response.

Very low emissions levels are achieved with Cummins Particulate Filter exhaust aftertreatment that reduces Particulate Matter (PM) emissions by 90 percent and cooled Exhaust Gas Recirculation that reduces Oxides of Nitrogen (NOx) by 45 percent. The Tier 4 QSX also features a Cummins crankcase filter to eliminate blowby gas emissions.

Performance-enhancing Tier 4 technology brings a significant increase in QSX power output with an unrestricted top rating of 650 hp (485 kW) compared to 600 hp (447 kW) for the current Tier 3 QSX. Ratings will extend down to 400 hp (298 kW) to cover a broad range of heavy-duty applications. Peak torque is increased by 12 percent to 2150 lb-ft (2915 N.m) with faster torque delivery available across the engine rpm range.

"The next-generation Tier 4 QSX goes beyond meeting very low emissions levels to also offer higher levels of heavy-duty productivity than the Tier 3 QSX," said Ric Kleine, Vice President, Cummins Off-Highway Business.

"The QSX will continue to be the heavy-duty engine of choice for high-power equipment with very demanding duty cycles. We have been able to increase engine power and improve engine response for Tier 4 by increasing displacement and incorporating high-performance technologies such as Cummins XPI High Pressure Common Rail fuel system, a Variable Geometry Turbocharger and the new Direct Flow air filtration system. These subsystems are designed to offer an equivalent level of dependability to match that of the proven Heavy-Duty QSX base engine platform.

"While cooled EGR is primarily employed to reduce NOx emissions, we can also utilize this process to influence the combustion formula and realize fuel efficiency improvements. This will achieve up to 5 percent higher fuel efficiency for the Tier 4 QSX compared to Tier 3, depending on rating and duty cycle," added Kleine.

Cummins XPI fuel system enables multiple injection events with very high fuel injection pressure across all engine rpm speeds to enable both cleaner combustion and improved engine response. The XPI fuel system is complemented by a Cummins Variable Geometry Turbocharger with a sliding-nozzle design. The nozzle continuously varies the airflow boost to precisely match engine rpm and load demands.

Particulate Filter Aftertreatment For Tier 4 The Cummins Particulate Filter replaces the muffler in the exhaust stream and offers equivalent noise reduction qualities. The filter is especially strengthened against shock loads and vibration to meet the most severe off-highway operating conditions.

The Particulate Matter collects on the filter and is gradually oxidized by catalytic passive regeneration. With some duty cycles, PM accumulation rate may eventually exceed oxidation rate, and a short active regeneration is initiated by the engine electronic control module utilizing the XPI fuel system and Variable Geometry Turbocharger.

Cummins ability to design, build and integrate the complete Tier 4 QSX engine system from air intake to exhaust aftertreatment offers substantial packaging efficiencies for equipment manufacturers.

"Reducing Tier 4 installation complexity for the equipment manufacturer has been a key aim of our QSX development program and we have been focused on keeping the engine and particulate filter envelope as space efficient as possible," said Susan Harrison, Executive Director, Cummins Industrial Engineering.

"A further benefit of Cummins integration capability is that we can electronically manage the engine and aftertreatment as a single system driven by the electronic control module. The engine ECM will

integrate with equipment electronics, including CANbus common area networks for J1939 and ISO multiplexing. This allows electronic systems to talk to each other along a serial datalink and is set to become a more significant feature as we look ahead to equipment designs for 2011," added Harrison.

Direct Flow Air Filtration The QSX is available with the new Cummins Direct Flow air filtration system by Fleetguard, specifically developed for Tier 4 applications. Direct Flow offers a 35 percent smaller installation profile than typical Tier 3 air filtration systems while maintaining the same filtration efficiency. This is accomplished by creating a direct-flow path through the filter media which is packaged in a rectangular configuration rather than a conventional cylindrical shape. The Direct Flow housing includes a sensor to monitor temperature and pressure which sends data to the engine electronic control module to ensure optimum airflow operation.

Cummins Inc., a global power leader, is a corporation of complementary business units that design, manufacture, distribute and service engines and related technologies, including fuel systems, controls, air handling, filtration, emission solutions and electrical power generation systems. Headquartered in Columbus, Indiana (USA), Cummins serves customers in more than 160 countries through its network of 550 company-owned and independent distributor facilities and more than 5,000 dealer locations. Cummins reported net income of $739 million on sales of $13.05 billion in 2007.

Top of Page

Terms of Us

Cummins Next-Generation Tier 4 QSB6.7 Showcased at Conexpo with 300-Horsepower Capability

Integrated Technology Extends From Direct Flow Air Intake To Particulate Filter Exhaust Aftertreatment

LAS VEGAS (March 11, 2008) - Cummins Inc. (NYSE:CMI) revealed today the next-generation QSB6.7 engine with a fully integrated air intake to exhaust aftertreatment system ready to meet U.S. EPA Tier 4 Interim and European Stage IIIB off-highway emissions regulations in January 2011. The 6.7-liter QSB engine displayed at the CONEXPO-CON/AGG show is an installation-ready package incorporating the new Cummins Direct Flow air filtration system by Fleetguard and Cummins Particulate Filter exhaust aftertreatment.

Cummins clean diesel technology enables the Tier 4 QSB6.7 engine system to achieve a 90 percent reduction in Particulate Matter (PM) and a 45 percent reduction in Oxides of Nitrogen (NOx). While meeting these stringent emission levels, Cummins integration capability also enables the QSB6.7 to increase Tier 3 power output from 275 hp (205 kW) to a new top rating of 300 hp (224 kW) for Tier 4. This will take the QSB6.7 to a power output more typical of a larger displacement engine and offer a significant installation advantage.

"By making an early start with developing our Tier 4 emissions solution we have been able to optimize Cummins integrated technology and achieve higher power outputs and improve fuel efficiency," said Ric Kleine, Vice President of Cummins Off-Highway Business.

"Cummins ability to design, build and integrate a complete installation package from air intake to exhaust aftertreatment means we can deliver the most dependable solution with the lowest cost of ownership. For equipment manufacturers our integrated system

approach will offer more efficient packaging for an easier Tier 4 installation," added Kleine.

Cleaner and more fuel-efficient in-cylinder combustion is achieved for Tier4 by utilizing cooled Exhaust Gas Recirculation (EGR) together with a High Pressure Common Rail (HPCR) fuel system. Cooled EGR works by re-circulating a varying proportion of the exhaust gas back to the cylinder. This reduces the oxygen content to a lower combustion temperature with a resulting 45 percent reduction in NOx formation. This combination of cooled EGR and HPCR fuel injection flexibility enables Tier 4 QSB6.7 fuel consumption to be reduced by up to 5 percent compared to Tier 3, dependent on engine rating and duty cycle.

Integrated Particulate Filter Aftertreatment
The Cummins Particulate Filter is part of an integrated engine and aftertreatment solution that reduces Particulate Matter (PM) emissions by 90 percent to meet the 2011 regulations. The PM is collected on the filter and oxidized gradually by catalytic passive regeneration to exit the filter as clean exhaust gas. Depending on duty cycle, PM accumulation rate may eventually exceed oxidation rate, and a short active regeneration is initiated by the engine electronic control module utilizing the HPCR fuel system and variable geometry turbocharger. Cummins in-house capability has been applied in developing core programs and algorithms for controlling the particulate filter through the engine electronic control module.

Cummins successfully utilized particulate filter technology to meet EPA'07 on-highway regulations in North America and has leveraged this experience to develop a particulate filter specifically tailored for off-highway operational factors. The filter replaces the muffler in the exhaust stream and provides equivalent noise reduction.

"The Cummins Particulate Filter for Tier 4 is an exceptionally rugged design which is hardened to withstand severe shock loads and vibration," said Susan Harrison, Executive Director, Cummins Industrial Engineering.

"A compact profile with flexible inlet and outlet orientations enable the Cummins Particulate Filter to integrate more effectively with varying types of equipment installations. Together with the Cummins Direct Flow air filtration system, the Particulate Filter aftertreatment combines the packaging integration for a complete air-in to exhaust-out installation for Tier 4 applications," added Harrison.

Air Management
Cummins Tier 4 engine range will be available with a new type of air filtration system providing integrated management of the engine airflow. The Cummins Direct Flow air filtration system by Fleetguard provides a 35 percent smaller installation profile than typical Tier 3 air

filtration systems, yet retains the same filtration efficiency. This is accomplished by creating a direct-flow path through the filter media which is packaged in a rectangular configuration rather than a conventional cylindrical shape. The Direct Flow housing includes a sensor to monitor temperature and pressure which sends data to the engine electronic control module to ensure optimum air intake system operation.

Cummins expertise in air filtration is also employed to prevent crankcase blowby gas escaping from the engine with a high-efficiency crankcase filter. The filter also eliminates oil mist and tiny oil droplets to maintain clean engine operating conditions.

Air handling on the Tier 4 QSB6.7 is significantly enhanced with a Cummins Variable Geometry Turbocharger replacing the wastegated turbocharger on the Tier 3 engine. Manufactured by Cummins Turbo Technologies, the sliding-nozzle design of the Variable Geometry Turbocharger improves engine response by continuously varying the airflow boost to precisely match engine rpm and load demands.

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Top of Page

Terms of Us

Cummins Filtration Introduces Fleetguard Direct Flow Air System

For Immediate Release
March 12, 2008

NASHVILLE, TENN— Cummins Filtration (NYSE:CMI), the leader in filtration, exhaus chemical technology for all engine-powered systems, introduces the next generation technology with its Fleetguard Direct Flow™ Series engine air cleaner. The unique de significant reduction in size, allowing it to fit into areas conventional air cleaners do nc

Direct Flow™ air technology delivers numerous competitive benefits, including higher increased engine protection, improved handling and greater installation flexibility, low costs, and environmentally friendly service filter disposal as it contains no metal comp patented product fits a broad range of applications, including on and off highway vehi compressor equipment, marine and offshore equipment.

“Fleetguard Direct Flow™ is designed to minimize air flow directional changes, optimi performance,” explained Michele Simon, Executive Director of Global Filtration Techn Cummins Filtration. “Backed by Cummins Filtration’s extensive experience in air syste the Direct Flow™ air cleaner provides up to 50 percent higher performance and great a smaller product profile than conventional product designs.”

The Direct Flow™ air cleaner comes with an optional, high efficiency pre-cleaner moc recommended in high dust environments, that removes up to 95 percent of dust and before they reach the primary filter, further increasing the life of the filter. The primary from a highly optimized media arrayed in an efficiently pleated design that is over 99.9 efficient during the life of the filter.

Several media grades are available to best match customer needs. An optional secor available for further protection. Additionally, the air housing is made from an extremel composite material for optimal product strength in the most demanding operating env designed to enable easy service of the primary and secondary air filters.

“The Direct Flow™ air intake system was developed to meet the specific requirement Cummins and other engine platforms and to offer a fully integrated air intake system. technology offers high performance per unit of volume and is a key enabling technolo significantly lower emissions requirements,” said Patrick Barge, Executive Director of and Technology for Cummins Filtration. “Combined with the exhaust and crankcase a systems, the Direct Flow™ system completes the necessary integration to fully mana engine air flow. This represents an important step forward in air system technology of

About Cummins
Cummins Inc., a global power leader, is a corporation of complementary business uni manufacture, distribute and service engines and related technologies, including fuel s

controls, air handling, filtration, emission solutions and electrical power generation sy
Headquartered in Columbus, Indiana, (USA) Cummins serves customers in more tha
through its network of 550 Company-owned and independent distributor facilities and
5,000 dealer locations. Cummins reported net income of $715 million on sales of $11
2006. Press releases can be found on the Web at www.cummins.com.

About Cummins Filtration
Cummins Filtration Inc. is a wholly owned business unit of Cummins Inc. and the wor
designer and manufacturer of air, fuel, hydraulic and lube filtration, chemicals and ex
technology products for all engine-powered equipment. Cummins Filtration cares abo
cleaner, healthier, and safer environment. Going beyond compliance, Cummins Filtra
seeks improvements to products and processes and offers environmentally friendlier
for all major engine systems. The company's homepage can be found at cumminsfilt
North America, customers can call Cummins Filtration Customer Assistance at 1-800
800-223-4583) for more information.

Expiry Date :: February 17, 2107, Publish Date :: March 12, 2008, Author :: cb154, Approver :: cb154

Top of page

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Cummins ComfortGuard APU Solutions Comply With CARB 2008 Idle Reduction Regulation

LOUISVILLE, Ky. (Mar. 25, 2008) - Cummins Inc. (NYSE:CMI) announced today, at the Mid-America Trucking Show, two new ComfortGuard™ APU solutions that are compliant to meet the 2008 California Air Resources Board's (CARB) idle reduction regulation.

The new CARB idle reduction regulation, which went into effect on January 1, 2008, established more stringent standards to further reduce emissions by limiting the idling of new and in-use diesel-powered trucks. This new California regulation also requires that diesel-powered Auxiliary Power Units (APU) such as Cummins ComfortGuard have exhaust aftertreatment. Cummins ComfortGuard will be available with two options to meet these new, more stringent emissions criteria: 1) a stand-alone particulate filter on the ComfortGuard APU, or 2) a Cummins engine installation kit to route the ComfortGuard diesel exhaust gas into the Cummins Particulate Filter. The integrated kit for the ISX engine has been approved by CARB. Both options will be in production by the end of June 2008.

"Cummins ComfortGuard APUs offer the best solutions for a vast majority of trucks on the road," says Shawn Wasson, APU business leader for Cummins Inc. "These new 2008 CARB-certified APUs will give drivers cost-effective options to idling when necessary, with increased benefit to the environment."

The new ComfortGuard APUs meet all Cummins standards for performance as well as all criteria for compliance with the new CARB regulations.

Cummins ComfortGuard APUs feature a two-cylinder low-emissions diesel engine and either a regenerative DPF or an exhaust adapter kit for use with 2007 Cummins ISX engines. Equipped with a

Cummins alternator, the APU produces 4,000 watts at 120 volts, 60 Hz AC, and has exceptional voltage and frequency stability for sensitive appliances and electronic equipment. It also produces up to 40 amps at 12 volts DC for charging the truck's batteries, and powering lights and fans. Additionally, the ComfortGuard APU can pay for itself in 18 months or less.

"Cummins is the only manufacturer with experience in the design and production of all the components in an APU - diesel engines, diesel exhaust aftertreatment systems, alternators and controls," says Wasson. "That experience is critical to designing products that offer superior performance, low maintenance and cost-saving advantages for the trucking industry."

Cummins Inc., a global power leader, is a corporation of complementary business units that design, manufacture, distribute and service engines and related technologies, including fuel systems, controls, air handling, filtration, emission solutions and electrical power generation systems. Headquartered in Columbus, Indiana (USA), Cummins serves customers in more than 160 countries through its network of 550 company-owned and independent distributor facilities and more than 5,000 dealer locations. Cummins reported net income of $739 million on sales of $13.05 billion in 2007. The Cummins ComfortGuard APU system is manufactured with the expertise of the company's Onan® brand. Onan mobile generators are used in the recreational vehicle, marine and fire markets, and have a long- standing reputation for quality. Press releases can be found on the Web at cummins.com and everytime.cummins.com.

Top of Page

Cummins Announces Availability of Driver Training Materials

LOUISVILLE, Ky. (March 25, 2008) - Cummins Inc. (NYSE:CMI) announced today the availability of tools to familiarize customers with what they need to know about Cummins on-highway engines.

Designed specifically for drivers, Cummins has created a driver training audio CD through which the listener can learn about key topics and engine features including fuel economy, patented features such as Load-Based Speed Control and Gear-Down Protection, and the Cummins aftertreatment system.

Additionally, customers now have an opportunity for more in-depth training with the Cummins Driver Training DVD. This new DVD is specially designed to allow viewing in segments to fit any schedule. Key topics in the Cummins training DVD include driving for fuel economy, electronic features, trip information, and an in-depth look at the Cummins aftertreatment system.

Cummins suite of training tools also includes an easy-to-read driver tip card highlighting fuel-saving techniques as well as an overview of dash lamps and switches found in vehicles with Cummins EPA '07 engines.

"Cummins is committed to delivering the right technology and dependable support to our customers to help them achieve maximum operating efficiency from their Cummins engines," said Jeff Jones, Vice President - Sales and Market Communications.

To receive these new tools, customers are encouraged to contact their local Cummins distributor to ask for the Cummins radio audio CD, the Cummins Driver Training 2008 DVD, or the Cummins driver tip card.

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Top of Page

Terms of Us

Cummins Inc. Continues to Provide the Latest Technology in ReCon Products

LOUISVILLE, Ky. (March 25, 2008) - Cummins Inc. (NYSE:CMI) began remanufacturing in response to customer requests for Genuine Cummins products. Since 1971, Cummins has provided remanufactured products that conserve natural resources and provide superior quality, performance and value to our customers.

Demand for ReCon® products continues to be strong in all Cummins global markets. To ensure customers have the latest emissions-capable products, Cummins continues to make the components and engines available as remanufactured products for customers who demand quality, durability and reliability.

Cummins remanufactures everything from pistons, heads and blocks to entire engines from the 3.9L B Series engines to the 19L K Series engines. Recent additions to the ReCon product lineup include cooled-EGR ISX and ISM engines and components; ReCon High Pressure Common Rail (HPCR) fuel system components for the ISL, ISC and ISB engines; and aftertreatment components for the current production engines available from Cummins. All ReCon products are engineered to maintain the high degree of reliability and fuel efficiency that customers expect from every Cummins product. In fact, because Cummins incorporates the latest advancements in materials, design and testing, a Cummins ReCon product may be more fuel-efficient and have lower emissions than the original product it replaces.

Cummins provides high-quality ReCon products for Cummins engines at a price affordable to the customer. In addition to these customer benefits, the remanufacturing of Cummins ReCon parts lessens the need to mine and process iron ore and other natural resources. It also reduces the amount of energy needed to transport

raw materials to a facility, melt iron, cast cylinder blocks, and machine cylinders and heads. Remanufacturing reduces consumption of energy and resources by up to 85 percent versus manufacturing a brand new part.

Energy savings from the San Luis Potosi, Mexico, remanufacturing plant alone are enough to provide the energy needs for 10,000 homes in the United States or to power 575,000 100-watt light bulbs for an entire year. Cummins ReCon plants have been registered as having ISO 14001 certified environmental management systems in place, including San Luis Potosi operations in 2002 and U.S. locations in 2005. Recycling, waste management, energy conservation and reduced emissions programs are in place at every Cummins facility.

Demand for ReCon products continues to be strong outside of North America as well. This demand, and Cummins commitment to excellence in support of customers, is being met by the expansion of remanufacturing facilities globally. This will enhance Cummins ability to deliver products to locations outside of the United States and Canada.

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Top of Page

Terms of Us