

What's News



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Cummins Unveils Products For EPA 2010.

Cummins on-highway engine lineup for 2010 is ready to meet Environmental Protection Agency (EPA) regulations. It includes a new ISX15 that will provide better fuel economy, performance and reliability compared to today's industry-leading ISX. A new, compact, lightweight Cummins ISX11.9 and three new MidRange engines have also been introduced. All engines feature Selective Catalytic Reduction (SCR) technology to meet emissions regulations. Ratings and additional technical information can be found in the [Cummins Engines For 2010](#) press release.



Cummins Filtration Extending Distribution Of Fleetguard Diesel Exhaust Fluid (DEF).

Fleetguard® Diesel Exhaust Fluid for engines equipped with Selective Catalytic Reduction (SCR) will be offered at over 187 Cummins distributor locations throughout the U.S., Canada and Mexico starting October 1, 2009. DEF will also be available through the extensive Cummins Filtration network, which includes over 20,000 locations with nearly 8,000 retailers in North America. See [Extended Distribution Of DEF](#) for details on packaging and availability.



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B20 Biodiesel Approved For 19- To 78-Liter Engines.

Cummins has announced the approval of B20 biodiesel blend for use with QSK19 to QSK78 high-horsepower engines manufactured after



January 1, 2008. Cummins K Series engine platforms from the K19 to the K2000E are also approved for use with B20 biodiesel across a 450- to 2000-hp range (336 to 1491 kW). For complete details, see [Cummins Approves B20 Biodiesel For 19- To 78-Liter Engines](#).

Cummins Powers MOWAG Patrol Vehicles.

Cummins has been awarded a contract from MOWAG to supply 198 ISBe 5.9 engines to power Eagle IV patrol vehicles for the German army. This is a follow-on order from MOWAG for 90 ISBe 5.9 engines for the Danish army. To learn more, see [Cummins Powers MOWAG Patrol Vehicles](#).

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CUMMINS UNVEILS PRODUCTS FOR EPA 2010 REGULATIONS

LOUISVILLE, Ky. (March 17, 2009) -

Cummins Inc. (NYSE:CMI) unveiled its on-highway engine lineup ready to meet the new Environmental Protection Agency (EPA) regulations for the North American market. Cummins products are on display at the Mid-America Trucking Show in Louisville, Kentucky, from March 19 through March 21.

The new EPA regulations, which take effect on January 1, 2010, are the most stringent in the world, with near-zero Oxides of Nitrogen (NOx) and Particulate Matter (PM) emission levels of 0.2 grams and 0.01 grams per brake-horsepower-hour, respectively. Additionally, On-Board Diagnostics (OBD) will be required for the first time on heavy-duty diesel engines for on-highway vehicles over 14,000 pounds.

Cummins unveiled the ISX15 which will provide better fuel economy, better performance and better reliability compared to today's industry-leading ISX engine. The ISX15 features the Cummins XPI fuel system, an enhanced cooled-EGR system, a single VGT™ Turbocharger and the new Cummins Aftertreatment System that incorporates Selective Catalytic Reduction (SCR) catalyst technology together with the Cummins Particulate Filter that was introduced in 2007.

The ISX15 features the XPI fuel system and a single overhead camshaft for an industry-leading power-to-weight ratio among big-bore engines. Fuel economy gains of up to five percent will be realized as compared to Cummins 2007 engines, and gains of up to nine percent as compared to competitive 2010 in-cylinder solutions are anticipated. Ratings will be maintained from 400-600 horsepower (298-447 kW), with torque outputs from 1450-2050 lb-ft (1966-2779 N•m).

The new Cummins ISX11.9 engine was also unveiled. The ISX11.9 provides a compact and lightweight medium-bore engine ideal for vocational trucks, day cabs, emergency vehicles and motorcoach applications. Sharing common cooled EGR, VGT Turbocharger, XPI fuel system, electronic controls and aftertreatment system with the ISX15, the ISX11.9 will be offered with ratings from 310-425 horsepower (231-317 kW) and torque from 1150-1650 lb-ft (1559 – 2237 N•m).

The ISX15 will continue to feature the Intebrake™, an integrated engine brake; and the ISX11.9 will be offered with an optional engine compression brake.

“Cummins Heavy-Duty engines have made their name with outstanding fuel economy, reliability, durability and resale value,” said Steve Charlton – Vice President, Heavy-Duty Engineering. “Customers can count on our engines to be even better in 2010 in every regard. Our Heavy-Duty engines for 2010 have a large ‘sweet spot’ due to the low-temperature NOx conversion capability of the copper-zeolite catalyst, which means that these engines are extraordinarily driver-friendly. Fuel economy gains can be realized with even the most inexperienced driver and, at the same time, the engines deliver performance that the driver will love.”

Cummins debuted its MidRange engines for 2010, which appear nearly identical to their 2007 counterparts with the addition of an SCR catalyst in the Cummins Aftertreatment System. Cummins MidRange engines deliver best-in-class fuel economy and reliability with best-in-class power-to-weight ratios and have made significant market share gains in medium-duty truck and bus applications.

The ISB6.7, ISC8.3 and ISL9 engines continue to feature a single Cummins VGT Turbocharger; the ISC8.3 and ISL9 engines also feature the XPI fuel system, as they have since 2007. The most predominant change for 2010 is that the MidRange engines will share a common Electronic Control Module (ECM) with Cummins Heavy-Duty engines, with increased input/output and processing capability for full integration of the Cummins engine and aftertreatment system.

Engine braking capability on Cummins MidRange engines is provided by the VGT Turbocharger, and an optional compression brake is available for the ISC8.3 and ISL9.

Cummins ISB6.7 will be offered in truck ratings of 200-325 horsepower (150-242 kW), with peak torque of 520-750 lb-ft (705-1017 N•m). Cummins ISC8.3 will be offered in truck ratings of 260-350 hp (194-260 kW), with peak torque of 660-1000 lb-ft (895-1,356 N•m). The ISL9 will be offered in truck ratings of 345-380 hp (257-283 kW) and peak torque of 1150-1300 lb-ft (1560-1763 N•m).

Engine models and electronic calibrations for the bus, recreational vehicle and emergency vehicle markets will be available in 2010, as well as the ISB6.7 hybrid model.

“Cummins MidRange engines for 2010 are designed to perform in all types of applications and duty cycles, exceeding our customers’ expectations every mile,” said Jim Cramer, 2010 ISB Technical Program Leader. “The use of cooled EGR and Selective Catalytic Reduction offer a substantial fuel economy improvement – up to nine percent over an in-cylinder solution. With the use of SCR, we’re able to tune the combustion recipe in the engine to dramatically reduce diesel particulate filter regeneration. That means less fuel and greater simplicity in operations for our customers.”

All engines offer best-in-class fuel economy, reliability and high power-to-weight ratios. In addition, maintenance intervals are maintained for low operating costs. All of Cummins 2010 on-highway MidRange and Heavy-Duty engines are compatible with long-life coolants and biodiesel blends up to B20.

Cummins on-highway engines for the U.S. and Canada are assembled in the U.S. at Cummins manufacturing facilities in Jamestown, New York; Rocky Mount, North Carolina; and Columbus, Indiana. Manufacturing processes were verified on the assembly lines for field test units. Limited production will begin in fourth quarter 2009 and full production in January 2010.

Cummins Aftertreatment System for 2010 was also displayed. The new system builds on the proven Cummins Particulate Filter, introduced in 2007 in North America, with a Selective Catalytic Reduction system. The SCR system adds a DEF-dosing valve, decomposition reactor for the hydrolysis of DEF and a catalyst with copper zeolite coating. Truck OEM-supplied components include the DEF tank and associated plumbing and heating. DEF, a new fluid which will be required for the operation of most 2010 diesel-powered vehicles, is an American Petroleum Institute (API) certified product which will be readily available at Cummins distributors, dealers and major truckstops.

“Cummins investment in our 2010 engines demonstrates that we are in the North American on-highway markets for the long haul,” said Jim Kelly – President, Engine Business. “I am extremely confident in Cummins readiness for 2010 – across all areas of our business. And I’m confident that, with our OEM partners, we’ll continue to deliver high-performance products that help our customers operate cost effectively and efficiently and, at the same time, reduce greenhouse gas emissions and dependence on foreign oil.”

More details and product brochures are available via www.everytime.cummins.com.

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 approximately 190 countries and territories through a network of more than 500 company-owned and independent distributor locations and approximately 5,200 dealer locations. Cummins reported net income of \$755 million on sales of \$14.3 billion in 2008. Press releases can be found on the Web at cummins.com or everytime.cummins.com.

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CUMMINS FILTRATION ANNOUNCES PLANS TO EXTEND DISTRIBUTION OF FLEETGUARD DIESEL EXHAUST FLUID (DEF) IN NORTH AMERICA

Louisville, Ky. (March 17, 2009) -

Cummins Filtration (NYSE:CMI) announced plans to extend availability and offering of Fleetguard® Diesel Exhaust Fluid to support all customer requirements for 2010 Selective Catalytic Reduction (SCR)-equipped engines.

“DEF will be widely available through all our Cummins distributor locations by October 1, 2009,” says Pamela Carter, President of Cummins Distribution. Customers will be able to easily access product through all 20 Cummins distributors at over 187 locations throughout the U.S., Canada and Mexico. DEF product will also be available through the extensive Cummins Filtration network, which includes over 20,000 locations with nearly 8,000 retailers in North America.

Cummins Filtration has been providing DEF since 2003, formerly sold under the StableGuard Urea name. Fleetguard DEF product is currently available in several packaging options, including bulk, 330-gallon plastic totes, 275-gallon disposable totes and 55-gallon plastic drums. Smaller packaging sizes and dispensing equipment are expected to be available by mid-2009.

“Customer needs will vary based on consumption, fueling procedures and other factors. Cummins Filtration is committed to offering dependable DEF supply solutions to meet these different customer needs,” said KC Hall, Director of Diesel Exhaust Fluid Business Development. “While some customers will enjoy delivery of DEF product along with their other filtration products, other customers will opt for specific DEF supply arrangements to streamline their business processes.

“Cummins Filtration is fully committed to increasing DEF availability and knowledge in the marketplace by providing our customers with a full package of products, information and service options. A range of information, including education materials, is available from our web site, [cumminsfiltration.com](#). Customers can access a detailed training module, fact sheets and product brochures. There are also several webinars planned to provide comprehensive information and guidance on Diesel Exhaust Fluid. The materials we have developed are designed to help customers understand how to best meet their specific business requirements,” said Hall.

DEF information can be found by visiting [cumminsfiltration.com](#). Global distributor contact information can be accessed through the retail locator.

About Cummins Filtration

Cummins Filtration Inc. is a wholly owned business unit of Cummins Inc. and the world's leading designer and manufacturer of filtration and chemical technology products for all engine-powered equipment. Cummins Filtration cares about maintaining a cleaner, healthier and safer environment. Going beyond compliance, Cummins Filtration proactively seeks improvements to products and processes and offers environmentally friendlier product choices for all major engine systems. The company's homepage can be found at [cumminsfiltration.com](#). In North America, customers can call Cummins Filtration Customer Assistance at 1-800-22FILTER (1-800-223-4583) for more information.

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CUMMINS APPROVES B20 BIODIESEL FOR 19- TO 78-LITER HIGH-HORSEPOWER ENGINES

Environmental Benefits Of Renewable Fuel Blend Extended Up To 3500 hp (2610 kW)

Columbus, Ind. (February 9, 2009) -

Cummins Inc. (NYSE: CMI) announces the approval of B20 biodiesel blend for use with 19- to 78-liter high-horsepower engine platforms manufactured after January 1, 2008. This approval provides a significant expansion of Cummins engine compatibility with B20 usage, bringing the environmental benefits of using a 20 percent renewable fuel blend to high-horsepower applications in mining, oil and gas, rail, industrial and power generation markets.

Cummins high-horsepower engines approved for use with B20 biodiesel include the Quantum Series engine platforms from the QSK19 to the QSK78, covering a wide 506- to 3500-hp range (377 to 2610 kW). Cummins K Series engine platforms from the K19 to the K2000E are also approved for use with B20 biodiesel across a 450- to 2000-hp range (336 to 1491 kW).

These high-horsepower engines will join Cummins EPA Tier 3 and EU Stage IIIA industrial engines already B20-approved down to the 80-hp (60 kW) QSB3.3.

“All the necessary components in our high-horsepower engine platforms built after January 1, 2008, are biodiesel compatible, enabling our customers an easy transition to biodiesel blends up to B20 with a few simple procedures,” said Jim Trueblood, Cummins Vice-President, High-Horsepower Engineering.

“Following extensive review and fuel testing with B20 on these engines over the last couple of years, we can ensure that the same durability and reliability our customers depend on today using petroleum-based diesel fuel will be unaffected when switching to B20 biodiesel,” Trueblood added.

Cummins requires that biodiesel fuel blends above B5 and up to B20 used in all Cummins engines are purchased from BQ-9000-certified suppliers and meet both the revised ASTM D6751 and the new ASTM D7467 standards or equivalent international specifications.

“We are delighted to provide our customers with the option of using B20 biodiesel as an alternative and renewable fuel for high-horsepower applications,” said Edward Lyford-Pike, Chief Engineer, Cummins Alternative Fuel Program.

“Biodiesel is a manufactured fuel produced from vegetable oils derived from organic sources and animal fats. Because biodiesel uses renewable resources as its origin, this provides the opportunity to reduce carbon emissions and helps to reduce dependence on petroleum-based diesel fuel.

“Cummins understands these environmental benefits and consequently we have worked diligently in completing all necessary testing and evaluations to ensure approval of B20 usage in our engines. This enables us to offer guidance and information to our customers on the proper use of biodiesel in Cummins engines. For example, a question-and-answer document is available on everytime.cummins.com for further information,” added Lyford-Pike.

Cummins continues participation in industry efforts aimed to improve the consistent quality of biodiesel. The availability of biodiesel from BQ-9000 Accredited Producers and Certified Marketers has increased significantly. Working closely with the American Society of Testing Materials has resulted in an improved B100 specification (ASTM D6751) that now requires a cold soak test and a new B20 specification (ASTM D7467) that includes an oxidation stability requirement.

About Cummins Inc.

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 approximately 190 countries and territories through a network of more than 500 company-owned and independent distributor locations and approximately 5,200 dealer locations. Cummins reported net income of \$801 million on sales of \$14.34 billion in 2008. Press releases can be found at cummins.com or everytime.cummins.com.

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Cummins to power Mowag Patrol Vehicles for Germany

*For Immediate Release
 February 11, 2009*

DARLINGTON, UK - Cummins Inc. (NYSE: CMI) has recently been awarded a contract from Mowag to supply 198 ISBe 5.9 litre engines rated at 250hp (186 kW) to power Eagle IV patrol vehicles for the German army. This is a follow-on order from Mowag for 90 ISBe 5.9 engines for the Danish army.

Commenting on the success, Cummins Defence Leader Dave Hurley said, "Cummins was chosen to supply the ISBe 5.9 engines because of their excellent reliability and durability. Furthermore, the ISBe engines are renowned for their reduced engine noise and fuel consumption which is very important in this demanding application."

In addition, the ISBe 5.9 engines enhance the stealth capability of the Eagle IV vehicles due to their high power to weight ratio and clean combustion technology with reduced visible smoke.

The Cummins ISBe family has established an outstanding reputation for power, performance and driveability appropriate for the latest generation of all-terrain, multi-purpose defence vehicles. Based on the outstanding success of its B series predecessor in the British and U.S. Armies, the ISBe engine comes with a military pedigree that few other engines can match.

The 198 Eagle IV vehicles will be jointly manufactured in Kreuzlingen, Switzerland, and at Kaiserslautern, Germany. Deliveries already commenced in 2008 and will extend to 2010.

About Mowag GmbH

Mowag GmbH of Kreuzlingen develops, designs, and manufactures technologically advanced special vehicles for military use. More than 13,500 armoured and non-armoured wheeled vehicles of the MOWAG PIRANHA, MOWAG EAGLE, and MOWAG DURO series are in service worldwide. Since October of 2003, MOWAG is part of the General Dynamics European Land Systems group, and employs a qualified staff force of more than 700 at its Kreuzlingen site, Switzerland.

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