What's News

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What's News brings you the latest Cummins news — information on engine launches, new products and other press releases. With **What's News** in your in-box, you'll never miss out on the most recent stories!

For added convenience, you can follow these links directly to cummins.com and everytime.cummins.com (if your e-mail client allows).

Tier 2 QSK60 Power Module Introduced for Offshore Drilling

A 4-9% fuel efficiency gain over competitive Tier 1 and Tier 2 products is achievable with Cummins new QSK60 offshore drilling power module. Rated at 1855 hp (1383 kW) at 1200 rpm with a 10 percent overload capability, it is integrated with a Cummins-manufactured AvK DSG99 alternator at 2150 kVa and 690 volts. Specifically designed, built and tested for offshore oil and gas drilling applications, this product is ideal for the durability, reliability and power density requirements of high-hour and hard-duty cycle applications such as drilling power modules with no major midlife top-end overhaul requirement. See Tier 2 QSK 60 Power Module Launch.

Next Generation Gas Emissions Controls To Meet 2010/2011 NSPS

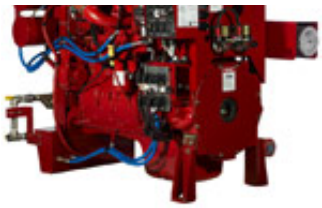
Cummins is focused on achieving the EPA Spark-Ignition New Source Performance Standard (SI NSPS) for EPA 2010/2011 with in-house technologies. With 200 tests and over 4,000 test hours on the engine and emissions control system, Cummins engineers have developed a new reliable and durable air-fuel ratio controller and catalyst combination that is integrated with today's proven engine. Having complete ownership of these in-house technologies and subsystems allows Cummins engineers to integrate these systems more effectively through the development of new natural gas products. See Gas Emissions Controls for more information.

New Range of 156- to 610-HP Fire Pump Packages For Tier 3

Cummins Home

Dodge Ram
Recreational Vehicles
2010 Technology
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 Fire Power has released a new range of stationary fire pump packages meeting EPA Tier 3 and EU Stage IIIA off-highway emissions standards across the 156- to 610-hp (116 to 455 kW) power range. They feature a new line of UL-listed flexible connecting drive shafts to ensure higher operational reliability. Cummins Tier 3 engines are electronically integrated with the fire pump package, providing enhanced safety with isochronous speed control to minimize system over-pressurization. See Tier 3 Fire Pump Packages for more.

New Diesel Engine Line Starts Production In Beijing

Beijing Foton Cummins Engine Company Limited (BFCEC) has begun production of Cummins ISF2.8 and ISF3.8 engines. With a horsepower range of 109-170 hp, the high performance and low weight of these ISF engines makes them ideal for light commercial applications such as trucks, vans, and utility vehicles, as well as small construction equipment and industrial applications. See ISF Engine Production Starts in Beijing for additional information.

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CUMMINS LAUNCHES TIER 2 QSK60 POWER MODULE FOR OFFSHORE-DRILLING APPLICATIONS

Cummins Latest Launch For The Oil And Gas Market Includes A Fuel Efficiency Improvement Of 4 Percent To 9 Percent

Houston, Texas (May 4, 2009) -

Cummins Inc. (NYSE:CMI) launched the QSK60 offshore-drilling power module at the 2009 Offshore Technology Conference in Houston, Texas, demonstrating Cummins continued dedication and commitment to the oil and gas market.

Cummins QSK60 offshore-drilling power module is rated at 1855 hp (1383 kW) at 1200 rpm with a 10 percent overload capability and is integrated with a Cummins-manufactured AvK DSG99 alternator at 2150 kVa and 690 volts. Cummins leverages the recognized success of its V16 KV Series product with a track record of 9,000 QSK60 engines. Specifically designed, built and tested for offshore oil and gas drilling applications, this product is ideal for the durability, reliability and power density requirements of high-hour and hard-duty cycle applications such as drilling power modules with no major midlife top-end overhaul requirement.

The Cummins Modular Common Rail (MCR) fuel system enables full-authority electronic control over fuel timing, quantity, pressure and delivery rate shape. Precision control over the number of injection events enables optimum performance, fuel economy, smooth power delivery, better idle stability, and dramatically reduced engine noise, as well as providing the capability for an in-cylinder Tier 2 emissions solution. Cummins optimized the MCR fuel system for load requirements in drilling applications, allowing the power module to achieve a 4 percent to 9 percent fuel economy advantage over competitive Tier 1 and Tier 2 products of similar speeds and ratings. The MCR fuel system also gives the QSK60 power module a fine-tuned fuel calibration to meet all marine regulations, including EPA Marine Tier 2, IMO Tier 1 and EC Directive Regulations.

“The launch of our new QSK60 power module is another example of Cummins commitment to the oil and gas industry. In fact this product is just one of 25 platforms that Cummins has launched for the oil and gas market in the last three years. We’ve listened to our customers and provided the market with the QSK60 power module that has several advantages. Throughout the design and testing for the drilling market, Cummins ensured that we have the highest reliability and lowest cost of operation with a 4 percent to 9 percent fuel economy benefit versus similar competitor packages,” said Erik Drewry – Director HHP Oil and Gas.

Cummins designed this product for the lowest installation cost for repowers by using customer interfaces similar to competitor packages for quick installation in rigs that allow for the easiest accessibility. The QSK60 is also designed with common mounting arrangements for drilling applications.

The Cummins QSK60 power module offers an electronic information system with a C-Command Elite and Elite Plus panel designed to protect and enhance engine performance and manage cost. The electronic information system and special panels provide customers rugged controls that are able to stand up to marine environments and use flexible presentations of engine parameters, multilingual touch screens with full-color text and graphics, and remote panel options to simultaneously monitor up to eight engines. For customers interested in using their own controls, the engine can accept speed signals in 0-10 VDC, 0-200 mA, or MODBUS protocols as well.

“Cummins is uniquely positioned to provide a total solution to our drilling customers as a single-source supplier. The QSK60 power module is developed with Cummins-manufactured engines, alternators, turbochargers and filtration components. Cummins also remains focused on providing technology, platforms, and customer support to the oil and gas market that are the best in the industry,” said Jim Trueblood, Vice President of Cummins High-Horsepower Engineering.

Cummins Advanced Engine Monitoring (AEM) system provides a high level of visibility into the engine’s

performance with extended data logging capturing beneficial information on fuel consumption, duty cycle and load factor, operational trends, fault snapshots and shutdown information.

The ELIMINATOR™ system on the QSK60 reduces lube system maintenance costs by up to 90 percent while increasing uptime by allowing up to 1,000 hours between filter changes. On top of this feature, the optional CENTINEL™ lube system can extend this interval to an industry-leading 4,000 hours for greater uptime.

More details and product brochures are available at www.CumminsOilandGas.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.

Top of Page

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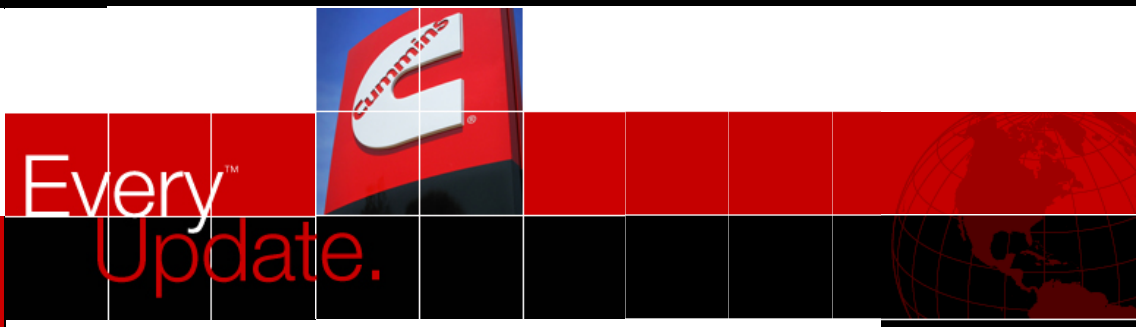

CUMMINS EXPANDS ON TECHNOLOGY PORTFOLIO TO CREATE NEXT GENERATION OF GAS EMISSIONS CONTROLS TO MEET 2010/2011 NSPS

New Cummins Proprietary Air-Fuel Ratio Control System Completes Over 4,000 Hours In 200 Tests

Columbus, Indiana (May 4, 2009) -

Cummins Inc. (NYSE:CMI), as an established leader in clean engine emissions technology, provides solutions to meet 2007/2008 EPA Spark-Ignition New Source Performance Standard (SI NSPS) emissions standards and is focused on lowering natural gas emissions for EPA 2010/2011 with in-house technology. Cummins utilizes the advantage of both lean-burn and rich-burn combustion technology depending on the emissions levels to be attained.

Building on current engine control capability, Cummins has developed a proprietary air-fuel ratio control system that employs a dithering control algorithm with dual-loop feedback for rich-burn engines. With 200 tests and over 4,000 test hours on the engine and emissions control system, Cummins engineers have developed a new reliable and durable air-fuel ratio controller and catalyst combination that is integrated with today's proven engine. Cummins tests validate the air-fuel ratio control system's capability to compensate for environmental variations such as humidity, catalyst inlet temperature, fuel quality and air intrusion into the exhaust stream.

"The new air-fuel ratio control system compensates for degradation of the O2 switching sensor, improves catalyst oxygen storage, prolongs the life of the catalyst and improves its efficiency. All of these enablers help keep your engine in compliance between maintenance checks," says Al Weber, Cummins Natural Gas Engine Chief Engineer.

Cummins rich-burn natural gas engines are supplied with three-way catalysts from Cummins Emission Solutions and employ Cummins Electronic Control Modules (ECM). Having complete ownership of these in-house technologies and subsystems allows Cummins engineers to integrate these systems more effectively through the development of new natural gas products.

Cummins new 2010 NSPS technology allows a customer to buy a complete engineered package from one supplier. This also allows for emissions solutions and points of contact from sales, support and application engineering to come from the same company. Cummins is able to offer complete emissions solutions from 84 to 760 hp (63-567 kW) with emissions down to 0.5-gr/hp-hr Oxides of Nitrogen (NOx) to meet current and future emissions requirements. Lean-burn engines are available from 175 to 850 hp (130-634 kW) with 2-gr/hp-hr NOx emissions to meet the current EPA requirements. In addition to the industrial natural gas engines, Cummins also offers natural gas gensets powered by lean-burn natural gas engines from 334 kWe to 2 MW with NOx emissions from 0.7 to 1.0 gr/hp hr.

"Looking to the future, Cummins understands that emissions standards will continue to become more stringent. With 2010/2011 EPA SI NSPS on tomorrow's doorstep and oil and gas fields developing in non-attainment areas, meeting future emissions requirements will continue to be at the forefront of all new Cummins engine development programs," states Rusty Downey, Cummins Gas Compression Segment Leader.

More details and product brochures are available at www.CumminsOilandGas.com.

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CUMMINS FIRE POWER INTRODUCES NEW RANGE OF 156- TO 610-HP FIRE PUMP PACKAGES MEETING TIER 3 EMISSIONS STANDARDS

Feature UL-Listed Flexible Drive Shafts And Electronic Speed Control For Enhanced Safety

DE PERE, Wis. (June 5, 2009) -

Cummins Fire Power, a joint venture with Cummins Inc. (NYSE:CMI), announced today the release of a new range of stationary fire pump packages meeting EPA Tier 3 and EU Stage IIIA off-highway emissions standards across a broad 156- to 610-hp (116 to 455 kW) power range.

These latest fire pump packages feature a new line of UL-listed flexible connecting drive shafts to ensure higher operational reliability. Cummins Tier 3 engines are electronically integrated within the fire pump package, providing enhanced safety with isochronous speed control to minimize system over-pressurization.

The new fire pump packages have successfully achieved certification from Underwriters Laboratories (UL) and Factory Mutual (FM). They are also compliant to National Fire Protection Association (NFPA) 20, the standard for the installation of stationary pumps for fire protection.

“Cummins Fire Power uses proven and reliable Cummins engines integrated with other high quality components our customers can depend on,” said Tom Kubasta, Product Manager, Cummins Fire Power. “These latest fire packs meet EPA Tier 3 emissions standards and will complement our expanding product range to enhance the fire protection needs of commercial buildings, hotels and industrial facilities. They are fully compatible with today’s off-highway diesel fuel, on-highway diesel fuel and higher sulfur fuels, making these fire packs suitable for installation anywhere in the world,” added Kubasta.

Ratings for the compact CFP7E fire pump package extend from 156 to 250 hp (116 to 186 kW) powered by a 6.7-liter Cummins QSB engine. The CFP9E ranges from 212 to 399 hp (158 to 298 kW) featuring a Cummins 9-liter QSL engine. The powerful CFP15E is rated from 380 to 610 hp (283 to 455 kW) using a 15-liter Cummins QSX engine.

Cummins Fire Power also announced the release of their new line of Underwriters Laboratories-listed flexible connecting drive shafts for fire pump packages. These new UL listings ensure that the products comply with global safety certification and compliance testing requirements for public safety. The drive shafts are built and tested to the stringent UL 448A requirements for proven reliability and longevity over the life of the diesel fire pump driver.

“We’ve worked hard to make sure that our products meet the highest global safety requirements for our customers and are proud to offer these new UL-listed fire pump packages from 320 lb-ft to 2220 lb-ft (434 to 3010 N•m) of torque. The entire staff at Cummins Fire Power is dedicated to developing the best and most reliable global products to meet and exceed the demands of our customers,” said Kubasta.

Fire pump packages are available in either horizontal or vertical pump configurations. Customers can also select from a host of options to meet their various application needs, such as 24V electrical systems, Tier 1 and 2 emissions products, freshwater or seawater cooling loops, non-listed drive shafts, battery racks, cabling, exhaust adapters, silencers and various base options.

Cummins Fire Power and Cummins Inc. have been building fire pumps for more than 55 years. Being part of the Cummins family gives Cummins Fire Power the opportunity to fully utilize the advanced diesel technical leadership and service support in 190 countries and territories around the world. Cummins Fire Power leverages this success and also provides the ability to design, manufacture and market custom engine applications for the stationary diesel fire pump engine market, with dedicated resources and staff. For more information on these new engine offerings, visit the Cummins Fire Power web site at cumminsfirepower.com.

About Cummins Fire Power
Cummins Fire Power is the premier manufacturer of fire pump drivers and is located at a 40,000 sq. ft. manufacturing facility in De Pere (Green Bay), Wisconsin. Its dedicated facility, and more than 25 years of experience in providing custom engine applications for both the industrial and the power generation markets, makes a great fit for the manufacturing of fire pump drivers. Cummins Fire Power is a division of Cummins NPower LLC, headquartered in St. Paul, Minn., and is one of Cummins largest jointly owned distributors.

About Cummins Inc.
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Top of Page

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Investors And Media

- Press Releases
  - 2008
  - 2007
  - 2006
  - 2005
  - 2004
  - 2003
  - 2002
- Chairmans Message
- Fact Sheet
- Worldwide Manufacturing Locations
- Contacts

Home > Investors And Media > Press Releases

Beijing Foton Cummins Engine Company starts production of Cummins ISF light-duty engine

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For Immediate Release
June 9, 2009

BEIJING -- Beijing Foton Cummins Engine Company Limited (BFCEC), a 50/50 joint venture between Cummins Inc. (NYSE:CMI) and China's Beiqi Foton Motor Company (Foton Motor) today officially began production of Cummins light-duty, high-performance ISF diesel engines.

With a power range from 109 – 170 horsepower, the new ISF2.8 and ISF3.8 have been developed to produce high performance with low weight, making them well suited for light commercial applications such as trucks, vans, and utility vehicles, as well as small construction equipment and industrial applications.

These two clean diesel engines will meet stringent on-highway and off-highway emission standards worldwide, including Euro IV and above. The ISF engines will be supplied to both the China market and to markets outside the country.

Together, Cummins and Foton Motor have invested $146 million in the joint venture. BFCEC will have an annual capacity of 400,000 units. When operating at full capacity, BFCEC will be Cummins' highest volume manufacturing plant and one of the largest light-duty engine manufacturing facilities in China.

"The opening of BFCEC marks Cummins' official entry into China's booming light-duty diesel market. We are honored to take the first step hand in hand with Foton, which is a demonstrated leader in China automotive industry," said Tim Solso, Cummins Chairman and Chief Executive Officer. "By combining our proven technology with a strong local partner, which offers a significant OEM base for our products, Cummins is poised to significantly expand its portfolio of engine products in the important China market, where the Company has enjoyed considerable success over the years."

Foton, founded in 1996, is the largest producer in the light-duty truck market in China, selling more than 329,000 units in 2008. The light-duty truck market in China produced 1.17 million units in 2008.

"We are delighted to be able to complement our vigor and strength with Cummins' expertise and leading technology," said Wang Jinyu, General Manager of Beiqi Foton. "Working with Cummins offers us invaluable access to best-in-class light-duty engines, which will be vital in building the unique competitive advantage of Foton vehicles in the China market, as well as in our efforts to penetrate into the international markets."

BFCEC represents a further expansion of Cummins' product line in China, where the Company already is the leading foreign producer of heavy-duty and mid-range diesel engines. Cummins began licensing its engine technology in China in 1981 and formed its first joint venture in the country in 1995. Today, Cummins operates 26 facilities in China - including 15 manufacturing sites - representing all areas of the Company's business.

About Foton Motor
Beiqi Foton Motor Co., Ltd., established in 1996, has quickly grown into one of China's largest producers in the commercial vehicle industry, and the leading maker of light-duty trucks. Foton's product line includes trucks with payload under 35 tons, light bus, SUV, pickup truck, medium and large buses. With 28,000 employees, Foton produced more than 409,000 total

vehicles in 2008. Further information can be found at www.foton.com.cn

About Cummins
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Forward-looking disclosure statement
Information provided in this release that is not purely historical are forward-looking statements within the meaning of the Private Securities Litigation Reform Act of 1995, including statements regarding the company's expectations, hopes, beliefs and intentions on strategies regarding the future. It is important to note that the company's actual future results could differ materially from those projected in such forward-looking statements because of a number of factors, including, but not limited to, general economic, business and financing conditions, labor relations, governmental action, competitor pricing activity, expense volatility and other risks detailed from time to time in Cummins Securities and Exchange Commission filings.

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Top of page