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Cummins QSC Powers The New Versatile 250 And 280 Tractor.
The QSC 8.3-liter engine from Cummins Inc. (NYSE: CMI) will power the Versatile 250-hp and 280-hp tractor introduced by Buhler Versatile Inc. The QSC engine joins the larger QSM 11-liter and QSX 15-liter engines as part of the Cummins power lineup in the versatile tractor range meeting U.S. EPA Tier 3 emissions standards. For additional details, see Versatile Tractor Launch.

Cummins Tier 4 QSB6.7 Wins Gold Award For Design Leadership
Cummins Tier 4 QSB6.7 engine with integrated technology from air intake to exhaust aftertreatment has won a gold award for design leadership in the LLEAP 2008 awards, taking first place in the systems category. The Cummins Direct Flow™ air filter on the QSB6.7 also took a silver award in the LLEAP innovative components category. The LLEAP awards (Leadership in Lifting Equipment and Aerial Platforms) recognize innovative products or design concepts advancing the industry. To learn more, visit Cummins Wins LLEAP Awards.

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Tier 2 QSK50 Gets 2500-hp Rating For Well-Servicing Applications.
Cummins released a new rating for its Tier 2 QSK50 for well-servicing applications with a class-leading 2500 horsepower. This is the highest of any Tier 2 engine in its class – critical for well-servicing equipment that is often on trailers or rigs traveling on roads with local or regional weight restrictions. This product is ideal for the durability, reliability and power density requirements of well-servicing applications. See New 2500-hp Rating For QSK50.

Cummins Debuts 2010 Solutions For Transit Bus Market.

Cummins debuted its complete product portfolio for transit and shuttle bus markets at the American Public Transportation Association (APTA) Expo. Cummins displayed diesel, diesel-electric hybrid and natural gas technologies all designed to meet the near-zero 2010 emissions standards. Specifics are available at 2010 Technology For Bus Markets.

Cummins Filtration Recognized For Innovative Nanofiber Engine Air Filter Research.
Engineers from Cummins Filtration recently received the prestigious Diploma of Recognition from the International Federation of Automotive Engineering Societies (FISITA) for their research paper on the company's innovative Direct Flow engine air filter with nanofiber filter media. The research paper, titled "Development of High Dust Capacity, High Efficiency Engine Air Filter with Nanofibers," was authored by Tadeusz (Tad) Jaroszczyk, Ph.D., P.E. and Cummins Filtration Research Fellow; Stephen L. Fallon, Product Line Engineer, Air Filtration at Cummins Filtration; and Scott W. Schwartz, Sr. Project Engineer - Manager at Cummins Filtration. Information about FISITA and a link to the paper can be found at Award-Winning Nanofiber Filter Research.

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Cummins QSC Powers The New Versatile 250 and 280 Tractor
8.3-Liter Engine Enhances Performance With Up To 50 Percent Torque Rise

Winnipeg, Manitoba (October 30, 2008) -

The QSC 8.3-liter engine from Cummins Inc. (NYSE: CMI) will power the Versatile 250-hp and 280-hp tractor launched today by Buhler Versatile Inc. (TSX: BUI). The QSC engine joins the larger QSM 11-liter and QSX 15-liter engines as part of the Cummins power lineup for the Versatile tractor range meeting U.S. EPA Tier 3 emissions standards and equivalent Canadian regulations.

The six-cylinder, 24-valve QSC offers the premium performance benefit of a Cummins High Pressure Common Rail fuel system that enables cleaner combustion and a faster engine response to deliver deep reserves of torque. Peak torque for the 250-hp rated Versatile tractor is 830 lb-ft (1125 N•m) at 1500 rpm, while the 280-hp rated Versatile tractor provides 1000 lb-ft (1356 N•m) at 1500 rpm. The new tractor takes full advantage of the available torque with a rapid 50 percent torque rise from the 280-hp rated engine and a 39 percent torque rise from the 250-hp rating.

With a very high torque rise, the engine returns to peak torque far more rapidly as rpm speed falls from 2200-rpm rated power due to more difficult working conditions. The tractor maintains a constant drawbar pull even with changing engine load factors. “Cummins QSM- and QSX-powered Versatile tractors have established an enviable reputation in high-productivity farming, and customers of the new Versatile 250 and 280 tractor will be equally impressed with how well the QSC engine performs under the toughest conditions,” said Ric Kleine, Vice President of Cummins Off-Highway Business.

“The QSC offers an exceptionally high torque rise and a power boost feature which both make an important contribution to how well the tractor performs out in the field. Power and torque delivery is faster, quieter and smoother on the new Versatile tractor due to the precision fueling capability of the High Pressure Common Rail system. The tractor is ready to establish new performance standards in its power class,” added Kleine.

With 250-hp (187 kW) and 280-hp (209 kW) rated power at 2200rpm, the QSC is ideally power-matched to the new Versatile tractor to optimize fuel efficiency across all operating conditions. Peak power for the 250-hp rated Versatile is 265 hp (198 kW) and 300 hp (224 kW) for the 280-hp rated Versatile. This additional peak power above rated power arrives at a lower 1900 to 2000 rpm to help pull the tractor though tough spots without the need for downshifting.

Electronically Integrated
The QSC integrates seamlessly with electronic systems on the Versatile tractor and is fully synchronized with the powershift transmission to provide smooth shifting control and programmable features to precisely match work requirements.

“Our application engineers worked closely with the Versatile design team to tailor a specific engine calibration that is optimized for the most fuel-efficient operation across all farm working conditions,” commented Silvio Novaes, Cummins Account Executive, Agricultural Market.

“The Versatile 250 and 280 are highly impressive machines, and the QSC engine will fully contribute to realizing the highest productivity and lowest cost of operation for this class of tractor. The Cummins support team is extremely delighted with this opportunity to power the new line of Versatile tractors with the QSC engine, which now extends Cummins power all the way from 250 hp to 535 hp (399 kW) for the Versatile range.

“This represents a significant milestone in the agricultural market for Cummins and we are honored to be the engine supplier for Versatile tractors, which have such a long and distinguished history in the farming industry,” added Novaes.

HPCR Power Capability

The High Pressure Common Rail (HPCR) fuel system on the QSC was specifically developed and scaled by Cummins to the engine platform size and power output. The system enables multiple injection events with very high fuel injection pressure across all engine rpm speeds, resulting in cleaner combustion and improved engine response. Precision control of fuel injection also enables improved cold-weather starting and idle control for the Versatile tractor. Engine noise and vibration are significantly reduced due to more balanced fueling across the cylinders. Visible smoke is virtually eliminated across most engine load conditions.

The HPCR fuel pump and injectors are built farm tough with superior durability and reliability with no scheduled maintenance intervention required. Optimal fuel efficiency is continuously achieved by full-authority electronic control of the system. The HPCR fuel system is compatible with B20 biodiesel blends conforming to industry-approved standards.

The QSC-powered tractor shares the same ease of servicing as offered by the QSM- and QSX-powered tractors, which is a particular advantage of the Versatile range for operators. Electronic commonality with a plug-in connection within the Versatile cab allows engine data downloads for rapid service diagnostics and engine performance tracking.

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 $739 million on sales of $13.05 billion in 2007. Press releases can be found on the Web at cummins.com or everytime.cummins.com

About Buhler Versatile Inc.

Versatile, a division of Buhler Industries Inc. (TSX: BUI), is the only Canadian manufacturer of tractors for the agriculture market. The factory in Winnipeg, Manitoba, covers almost 700,000 square feet with complete manufacturing and assembly capabilities and full research and development facilities. Versatile also has a rural 40-acre test site with a paved quarter-mile circuit and bump-track. For more information on Versatile tractors visit www.versatile-ag.com.

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Press Release

Cummins Tier 4 QSB6.7 Wins Gold Award For Design Leadership
2011 Emissions-Ready System Recognized By LLEAP Innovation Awards
Cummins Direct Flow Air Filter Also Takes Silver Award

Columbus, Ind. (November 19, 2008) -

Cummins Inc. (NYSE: CMI) Tier 4 QSB6.7 engine with integrated air intake to exhaust aftertreatment technology has won a gold award for design leadership in the LLEAP 2008 awards, taking first place in the systems category. A double award success has been achieved by Cummins with the new Direct Flow™ air filter on the QSB6.7 recognized with a silver award in the LLEAP innovative components category.

The award-winning 6.7-liter QSB engine incorporating the Direct Flow engine air filter and Cummins Particulate Filter exhaust aftertreatment was revealed at the CONEXPO show held in Las Vegas in March this year. The QSB6.7 captured industry attention as the first fully integrated system shown ready to meet U.S. EPA Tier 4 Interim and European Stage IIIB off-highway low-emissions regulations taking effect in January 2011.

A performance-enhancing High Pressure Common Rail fuel system and Variable Geometry Turbocharger enable the Tier 4 QSB6.7 to increase top-rated power to 300 hp (224 kW), representing a power output more typical of a larger-displacement engine. Cleaner, more efficient combustion reduces fuel consumption by up to 5 percent, dependent on rating. The Direct Flow air filter improves air flow efficiency and dust protection for the engine.

“We are very proud to be recognized with gold and silver LLEAP awards which highlight how Cummins Tier 4 design approach has taken a lead role in the off-highway equipment industry with a fully integrated air intake to exhaust aftertreatment solution,” said Ric Kleine, Vice President of Cummins Off-Highway Business.

“Our next-generation engines such as the QSB6.7 go beyond meeting the stringent 2011 emissions levels to lower the cost of ownership for operators and enhance equipment productivity. We are able to achieve this because we have access to the Tier 4-enabling technologies, all from within Cummins own resources.”

“This single-source capability to design, manufacture and integrate the key components is reflected by the LLEAP innovation award for the Cummins Direct Flow engine air filter,” added Kleine.

Held annually, the LLEAP awards (Leadership in Lifting Equipment and Aerial Platforms) are sponsored by Lift and Access magazine to recognize innovative products or design concepts advancing the industry. The LLEAP awards are judged by a panel of respected equipment rental professionals and industry consultants.

Performance-Enhancing Technology

Advanced in-cylinder combustion with lower fuel consumption is achieved for the Tier 4 QSB6.7 by utilizing cooled Exhaust Gas Recirculation (EGR) together with the High Pressure Common Rail fuel system. Cooled EGR works by recirculating a varying proportion of the exhaust gas back to the cylinder. This reduces the oxygen content to lower combustion temperature with a resulting 45 percent reduction in NOx formation.

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 by passive and active regeneration modes to exit the filter as clean exhaust gas. The particulate filter is an exceptionally rugged design that is hardened to withstand severe shock loads and vibration.

The Tier 4 QSB6.7 features a Cummins Variable Geometry Turbocharger to enhance engine response. A sliding-nozzle design continuously varies the air flow boost to precisely match engine rpm and load demands.

Direct Flow Air Filter

Air intake flow for the Tier 4 QSB6.7 is performance upgraded with a Cummins Direct Flow air filter by Fleetguard® providing a 35 percent smaller installation profile than typical engine air filters, yet retaining 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.

“Emissions regulations and tighter tolerances on components packaging have dictated the need for the higher air filtration performance and better integration opportunities provided by the new Direct Flow filter,” said Kevin Westerson, Executive Director of Engineering and Technology, Cummins Filtration.

“A further benefit is that the Direct Flow housing includes a sensor to monitor temperature and pressure which sends data to the engine electronic control module to ensure optimum system operation,” added Westerson.

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About Cummins Filtration
Cummins Filtration Inc. is a wholly owned business unit of Cummins Inc. and the world’s leading designer and manufacturer of air, fuel, hydraulic and lube filtration, chemicals and exhaust system 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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Press Release

Cummins Takes Tier 2 QSK50 To New 2500-HP Rating For Well-Servicing Applications

Low-Emissions 50-Liter Engine Sets Highest Power-To-Weight Ratio In Liter Class

Odessa, Texas (October 21, 2008) -

Cummins Inc. (NYSE:CMI) released a new rating for its Tier 2 QSK50 for well-servicing applications with a class-leading 2500 horsepower at the 2008 Permian Basin International Oil Show held in Odessa, Texas, October 21-23. This gives the QSK50 the best Tier 2 power-to-weight ratio in the 50- to 59-liter engine class. The QSK50 produces greater power from a smaller displacement and is lighter than the competition.

This power-to-weight ratio, 2500 hp from 12,566 lb (5,700 kg), is increasingly important as well-servicing equipment is often on trailers or rigs traveling on roads with local or regional weight restrictions.

The new rating for the Tier 2 QSK50 increases horsepower by 9 percent from 2300 hp to 2500 hp at 1900 rpm. This product is ideal for the durability, reliability and power density requirements of well-servicing applications.

"Cummins remains focused on providing engine ratings, platforms, customer support and technology to the oil and gas market that meet and exceed our customers' needs," said Erik Drewry, Director of Cummins Oil and Gas Market. "With this new rating, we will ensure that our customers have greater ease of transporting equipment between sites regardless of highway regulations, and when the equipment is at the site it will have more power for fracing."

Cummins QSK50 has taken the legendary durability of the base 50-liter engine and enhanced it with the proven technology of Cummins Quantum System electronics and Modular Common Rail fuel system. These performance and technology upgrades ensure not only EPA Tier 2 emissions compliance, but also quieter operation, better fuel economy, smoother power delivery and better idle stability. QSK50 engines share 70 percent of their parts with their corresponding predecessors and, with a track record of over 1,000 50-liter engines produced annually, proven reliability is assured every time.

The QSK50 utilizes the Cummins Modular Common Rail fuel system, a design that enables precision control over fuel timing, quantity, pressure and delivery rate shape. This improves power delivery and cold-start performance, delivers smoother idling and emissions compliance, as well as dramatically reducing engine noise. Cummins has been able to optimize its in-cylinder combustion system to meet EPA Tier 2 Oxides of Nitrogen (NOx) and Particulate Matter (PM) levels without increasing displacement or making significant configuration changes, which means minimal installation impact.

The QSK50 features proven single-piece Ferrous Cast Ductile (FCD) pistons, allowing for a more than 10 percent increase in life-to-overhaul compared to the previous 50-liter platform.

Cummins has been able to retain the simplicity of its two-pump, two-loop cooling system on the Tier 2 QSK50 design, which allows for easier, more reliable and more cost-effective system package integration, avoiding the need for a more complex charge air cooling technology. In many cases, the customers of other Cummins products can use a common radiator package, which helps customers reduce installation and operating costs.

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Cummins Debuts 2010 Solutions for Transit Bus Market

San Diego, CA (October 6, 2008) - Cummins Inc. (NYSE:CMI) debuted today its complete product portfolio for transit and shuttle bus markets at the American Public Transportation Association (APTA) Expo. Cummins displayed diesel, diesel-electric hybrid and natural gas technologies all designed to meet the near-zero 2010 emissions standards. The breadth of product offerings demonstrates Cummins commitment to the transit and shuttle bus markets. "Today Cummins offers a suite of technologies, including diesel, natural gas and hybrids that meet customers' needs in the transit and shuttle bus markets," said Tom Hodek, Cummins General Manager – Worldwide Bus Business. "We're delighted to continue to offer this wide portfolio of options to meet the 2010 emissions standards. Cummins is committed to providing products with the right technology and an extensive and capable service network to stand behind them."

For 2010 Cummins will offer its MidRange diesel engines with the same proven base architecture as today along with the Cummins Aftertreatment System to meet the near-zero 2010 emissions standards. Cummins ISB and ISL engines will continue to deliver exceptional product performance and reliability with enhancements to the totally integrated system, which includes proven cooled EGR, High Pressure Common Rail fuel system, Variable Geometry Turbocharger, filtration, and electronic controls. The Cummins Aftertreatment System will include Selective Catalytic Reduction (SCR) technology for reduction of Oxides of Nitrogen (NOx) in addition to the Cummins Particulate Filter, which was introduced in 2007.

SCR technology uses a chemical called Diesel Exhaust Fluid (DEF) and a catalytic converter to significantly reduce NOx. Cummins has successfully been using SCR for a number of years in Europe and will leverage that experience for its EPA '10 on-highway products.

The ISL G engine from Cummins Westport – which already meets 2010 emissions – will remain a strong element of the product portfolio for the transit and shuttle bus markets. Additionally Cummins will continue to offer diesel-electric hybrid engines for 2010, also with the addition of SCR.

"Cummins will have a complete lineup of engines fully certified and compliant to the 2010 EPA standard," said Hodek. "Customers can be confident in Cummins support today and in the future."

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