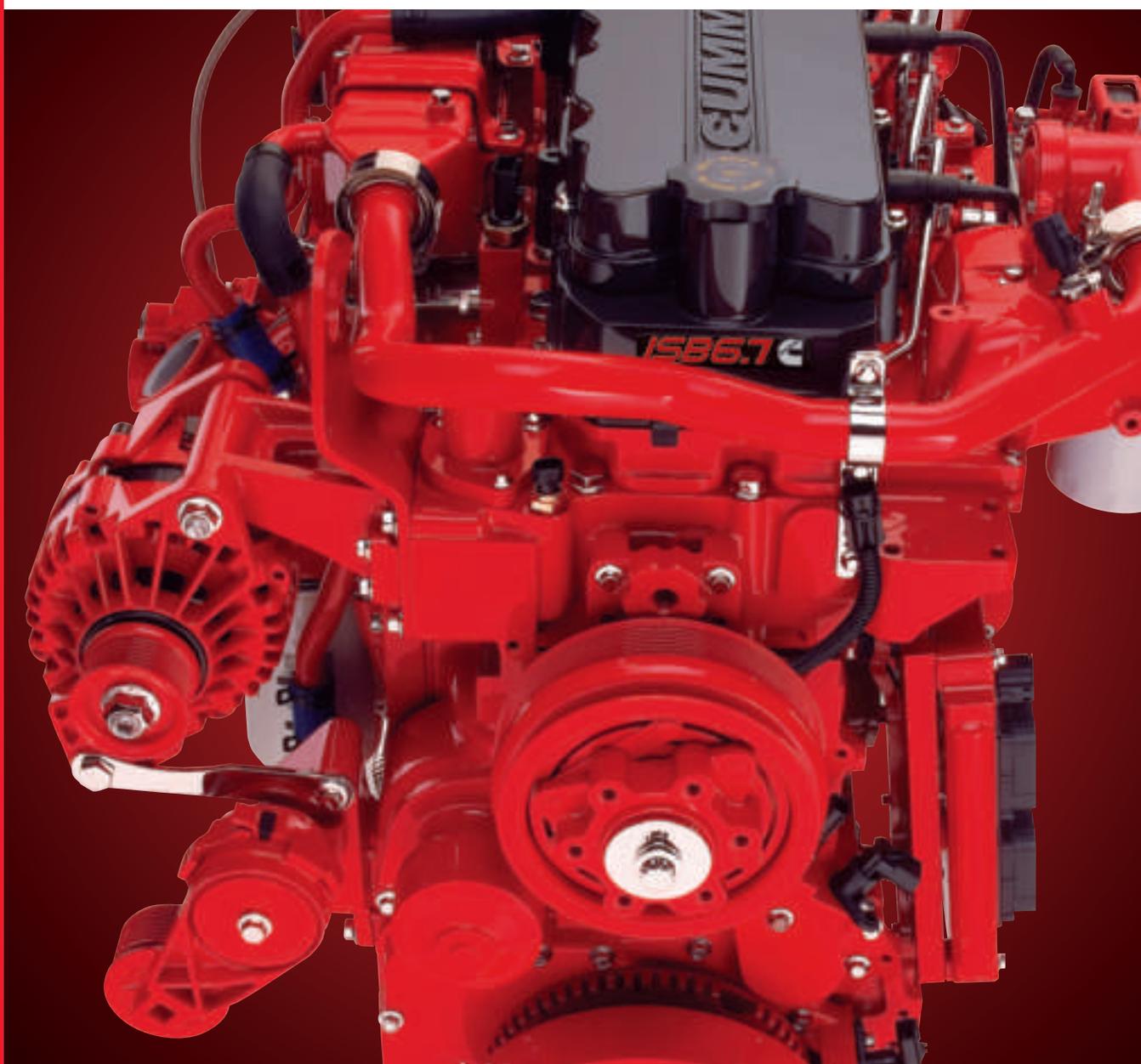




Big Results. Every™ Job.

Cummins ISB6.7 For EPA 2010.
For Truck Applications.



Better Results. Every™ Job.

For superior performance with the lowest cost of operation and maximum uptime, Cummins ISB6.7 EPA 2010 is best in class.

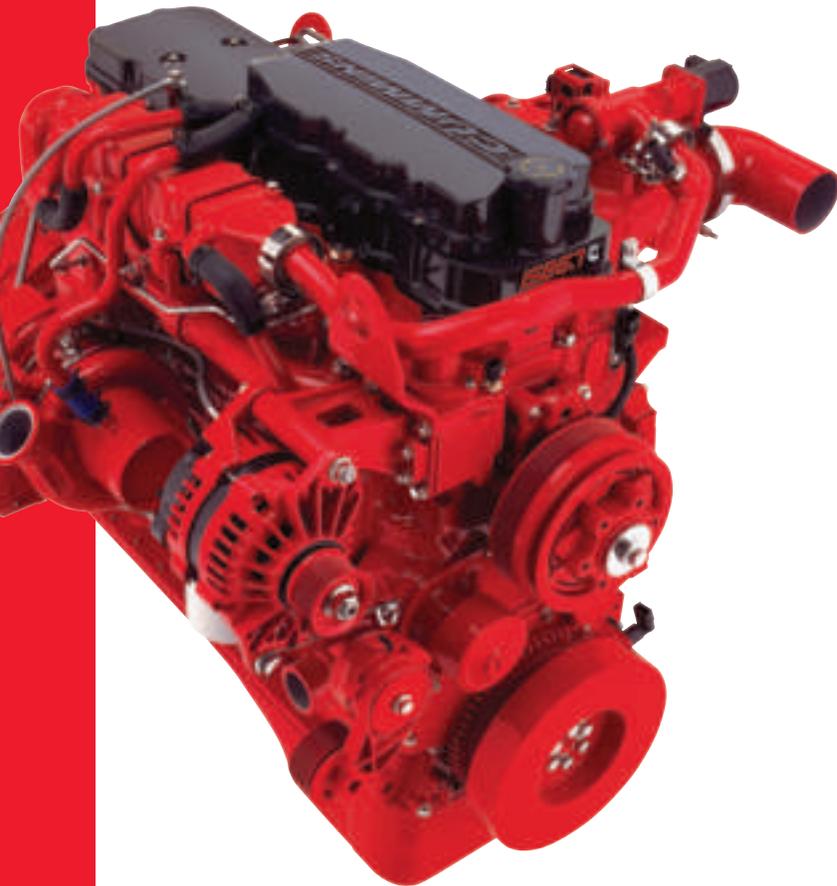
The ISB6.7 incorporates a fully integrated Cummins Aftertreatment System that combines cooled EGR with proven Selective Catalytic Reduction (SCR) technology. This proven technology delivers near-zero emissions, and the combination of SCR (with our proprietary copper zeolite catalyst) and our High Pressure Common Rail (HPCR) fuel injection system does more than clean up the exhaust. It also enables us to lower cooled-EGR levels and recalibrate the ISB6.7 for stronger performance and better fuel efficiency. The Diesel Exhaust Fluid (DEF) tank should need to be refilled only every third diesel fill-up.

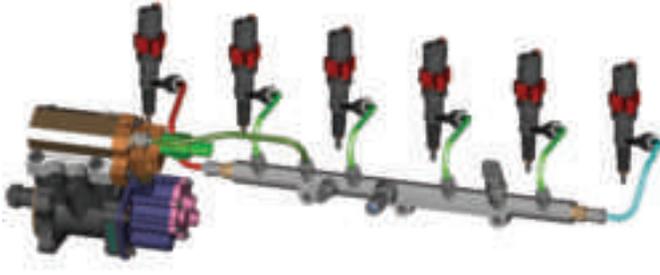
The HPCR fuel system delivers a precise mixture of fuel and air at a constant pressure, regardless of engine rpm. This flexibility in injection timing allows multiple injection events per cycle, which maximizes fuel economy and performance while decreasing noise and exhaust emissions.

The combination of SCR, HPCR fuel injection and the total integration of all elements controlled under a single system results in up to 3% better fuel economy versus an EPA 2007 ISB. And when you lower the amount of fuel being burned, you're also lowering greenhouse gas emissions.

Maintenance intervals and costs remain virtually unchanged for the ISB6.7. The only additional item is the replacement of the DEF filter every 200,000 miles (320,000 km).

Low operating costs and big results are what you've come to expect from a Cummins B Series engine, and the ISB6.7 delivers – in every kind of job, from dump trucks to P&D vehicles and more.





Every System. Integrated.

Cummins is the only engine manufacturer to design and develop, manufacture and support nearly every component from the air intake to the exhaust aftertreatment in a totally integrated system. This allows us to optimize critical systems to deliver the right technology to our customers in a way that other engine manufacturers using outside suppliers simply can't match.

One of the big differences between Cummins and other manufacturers is the integration of the engine and electronic control system for greater efficiency and system optimization. This is the same ECM and engine software featured on all Cummins on-highway diesels from the ISB6.7 to the ISX15, and it has been improved in 2010 with more precise control for better combustion.

Our fully integrated system also includes a VGT™ Turbocharger custom-built by Cummins Turbo Technologies. The simplicity and precision of this design has set the standard for the transportation industry. We introduced a new bearing housing, an undercut push rod and revised actuator adjustments in addition to an improved mounting system to deliver better reliability and durability than ever before.

The story is similar for other components in the system. Our exhaust manifold, injector nozzles and even our fuel pump seal have been re-engineered and improved. Every single component in the fully integrated system has been scrutinized and modified to make the ISB6.7 more reliable than ever before.

Every Need. Covered.

The Cummins service network (the largest in North America, with over 3,500 locations) works hard to ensure that every engine performs as promised.

Personnel at our authorized service centers are trained on these engines and have the necessary equipment and Genuine Cummins Parts to promptly handle any type of service issue.

Finding your local authorized Cummins service facility is as easy as dialing the 1-800-DIESELS™ (1-800-343-7357) Customer Assistance Center or using the service locator tool at cumminsengines.com.

Diesel Exhaust Fluid is available at thousands of Cummins Filtration distributor and dealer outlets throughout North America as well as at major truck stop locations.



ISB6.7 Specifications

Advertised Horsepower	200-325 HP	149-242 kW
Peak Torque	520-750 LB-FT	705-1017 N•M
Governed Speed	2600 RPM	
Clutch Engagement Torque	400 LB-FT	542 N•M
Number of Cylinders	6	
Oil System Capacity	4 U.S. GALLONS	15 LITERS
System Weight	1,340 LB	608 KG
Engine (Dry)	1,150 LB	522 KG
Aftertreatment System*	190 LB	86 KG

*Increase over standard muffler and does not include chassis OEM-supplied components.

ISB6.7 Maintenance Intervals

Maintenance Item	Miles/Kilometers	Hours	Months
Oil and Filter*	15,000 MI 24,000 KM	500	6
Primary Fuel Filter**	15,000 MI 24,000 KM	500	6
Secondary Fuel Filter	15,000 MI 24,000 KM	500	6
Coolant Filter	None***	None***	None***
Overhead Adjustment	150,000 MI 241,500 KM	5,000	48
Standard Coolant Change****	60,000 MI 96,000 KM	2,000	24
Coalescing Filter	Every 3rd to 4th Oil Change Interval		
DEF Filter	200,000 MI 320,000 KM	6,500	
Particulate Filter Cleaning	200,000 MI 320,000 KM	6,500	

*Assuming normal duty cycle.

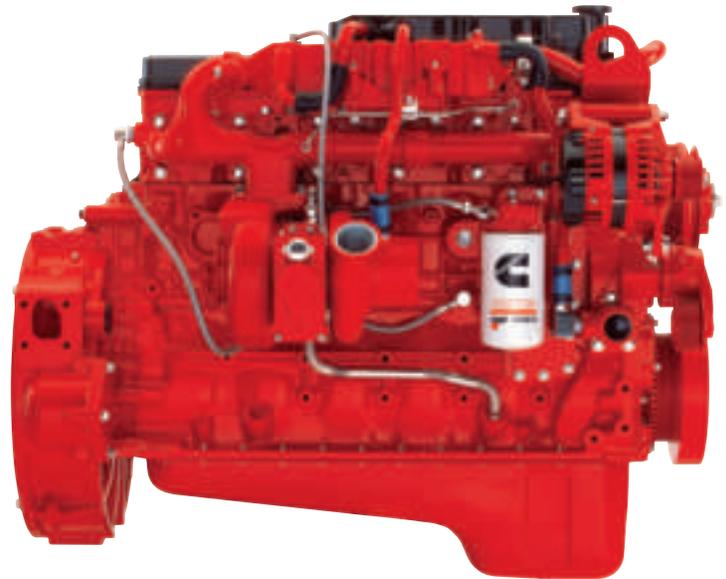
**OEM-supplied; intervals may vary.

***If engine is equipped with an optional coolant filter, it will need to be replaced at 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.

ISB6.7 Ratings

Engine Model	Advertised Horsepower (kW)	Peak Torque lb-ft (N•m) @ rpm
ISB6.7 325	325 (242)	750 (1017) @ 1600
ISB6.7 300	300 (224)	660 (895) @ 1600
ISB6.7 280	280 (209)	660 (895) @ 1600
ISB6.7 260	260 (194)	660 (895) @ 1600
ISB6.7 250	250 (186)	660 (895) @ 1600
ISB6.7 240	240 (179)	560 (759) @ 1600
ISB6.7 220	220 (164)	520 (705) @ 1600
ISB6.7 200	200 (149)	520 (705) @ 1600



Gearing Recommendations.

Vehicle gearing is a major factor in optimizing performance and fuel economy. Cummins PowerSpec is a software program that helps you quickly identify the axle ratio your truck needs. Log on to powerspec.cummins.com for gearing recommendations.



Warranty Coverage.

Cummins base engine warranty coverage* is simpler and more comprehensive than ever. It includes virtually everything – parts, labor, consumables and progressive damage on everything from the block casting to the injectors for 2 years/unlimited mileage. All Cummins branded elements in the Cummins Aftertreatment System, from the Cummins Particulate Filter to the hydrocarbon doser injector, decomposition reactor and SCR catalyst, are covered – with no deductible. It's ironclad proof that you can take to the bank.

*Covers defects in Cummins materials or factory workmanship.

Extended Coverage.

You can plan your maintenance and repair budgets with confidence when you have an extended coverage plan on your ISB6.7 engine. A wide variety of protection plans are offered, so you can choose the one that best meets your equipment trade cycle and financial goals. Contact your local Cummins distributor or dealer for additional details.

Better Results.

Cummins ISB6.7 for EPA 2010 is a better solution to meet all your needs – from near-zero emissions and the lowest cost of operation in its class to driver-pleasing performance and proven reliability. For more information about the ISB6.7, visit your local Cummins distributor or dealer, phone the 1-800-DIESELS™ (1-800-343-7357) Customer Assistance Center or visit cumminsengines.com.





Cummins Inc.
Box 3005
Columbus, IN 47202-3005
U.S.A.

Phone: 1-800-DIESELS (1-800-343-7357)
Fax: 1-800-232-6393
Internet: cumminsengines.com

Bulletin 4971257 Printed in U.S.A. Rev. 1/11
©2011 Cummins Inc.