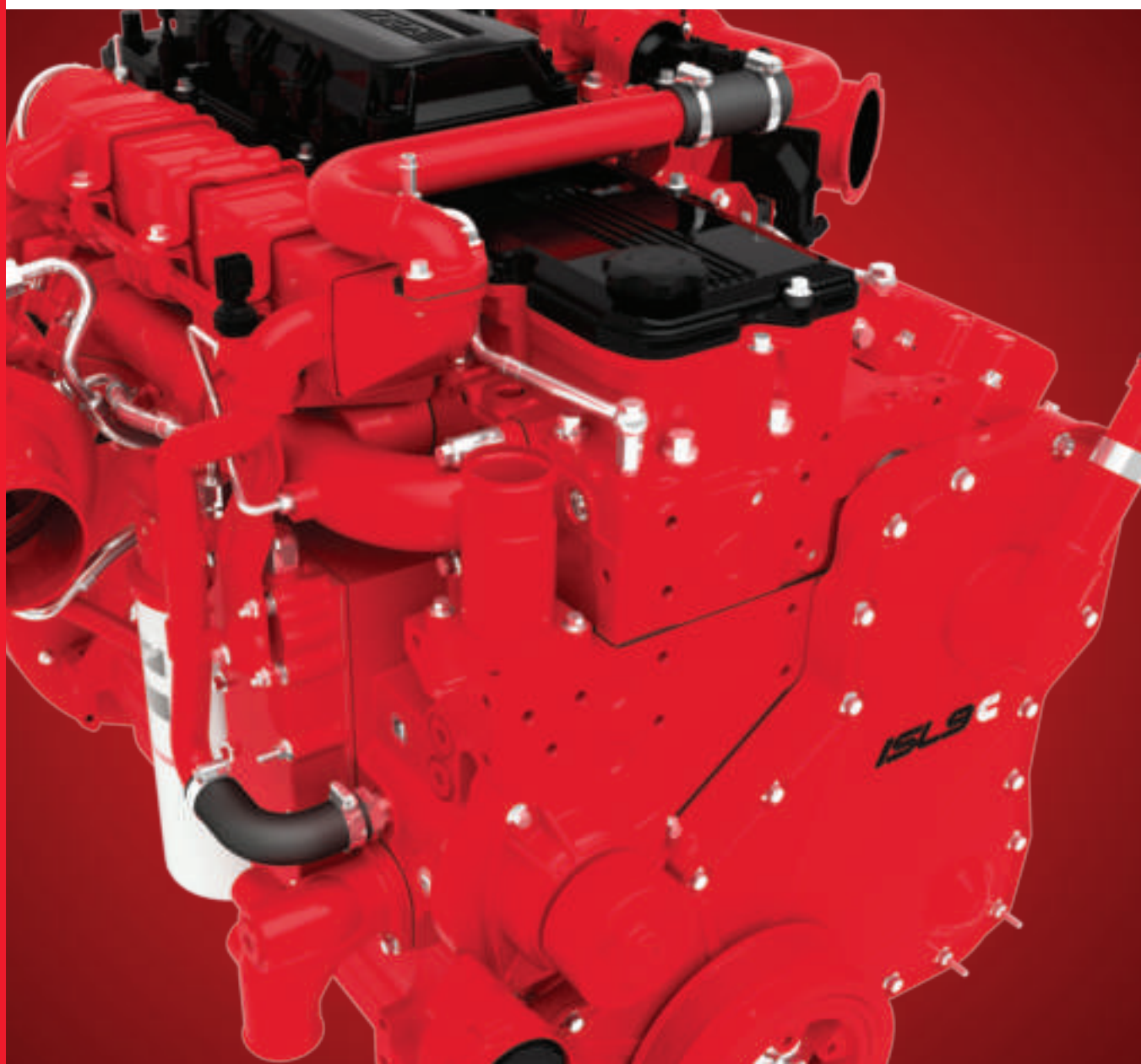


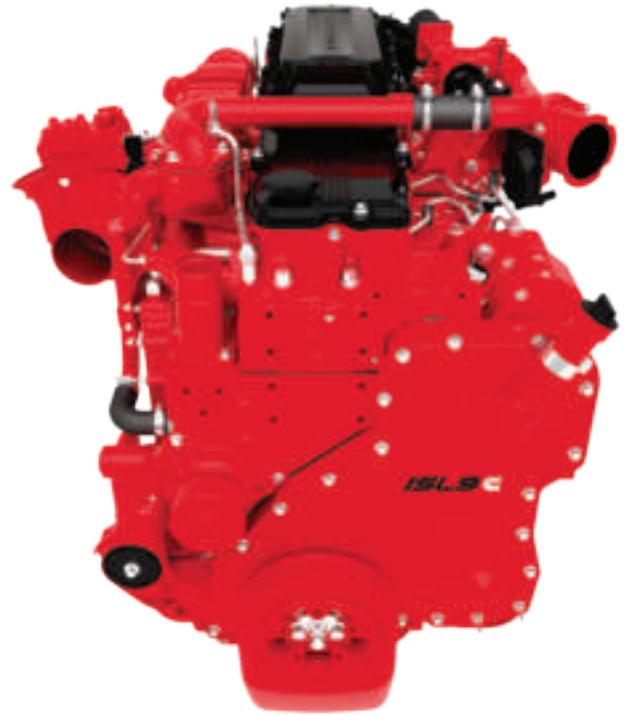


Better Power. Every™ Truck.

Cummins 2013 ISL9 For Truck Applications.



ISL9



Better. Where It Counts.

A great track record of proven performance continues to improve with Cummins ISL9. The ISL9 continues to have the highest power density of any engine in its class. So whether you're pulling a loaded dump truck out of the mud or a beverage truck across town, you've got the power to get the job done.

The ISL9 features common technology with the Heavy-Duty ISX15 and ISX12, including the XPI fuel system, a high-capacity Electronic Control Module (ECM) and the patented Cummins VGT™ Turbocharger from Cummins Turbo Technologies, for exceptional performance.

Replaceable wet liners make the ISL9 easier to rebuild. Heavy-duty roller followers, bypass oil filtration and targeted piston cooling all contribute to longer service in the toughest work environments.

Plus, the 2013 ISL9 gets up to 2 percent better fuel economy versus the 2012 ISL9. This fuel improvement comes from the addition of an air intake throttle that makes the Exhaust Gas Recirculation (EGR) system more efficient. The VGT Turbocharger has been modified to make it more efficient as well. With its fuel-economy gain, the 2013 ISL9 meets 2014 greenhouse gas (GHG) and fuel-efficiency standards a year ahead of schedule.

Every Benefit. Clear.

The Cummins Aftertreatment System has been proven for years and thoroughly tested under the most extreme conditions. This proven system consists of a Diesel Particulate Filter (DPF), Selective Catalytic Reduction (SCR) and a dosing system for the Diesel Exhaust Fluid (DEF). Designing and building the package in-house allows Cummins to calibrate the engine and aftertreatment system for optimum fuel economy, performance and near-zero emissions.

Expanded Ratings.

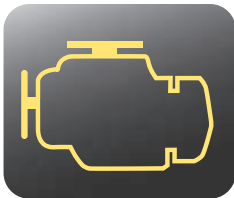
The power range has been expanded, as the ISL9 adds ratings previously offered in the ISC8.3 from 260 hp to 380 hp (194-283 kW). Optional features include engine braking for better control, Rear Engine Power Take-Off (REPTO) and Front Engine Power Take-Off (FEPTO). Maintenance intervals remain unchanged.

The ISL9 is one of the major reasons that Cummins engines are an industry favorite in medium-duty and vocational trucks, including dump trucks, mixers and refuse haulers. The ISL9 delivers better. Every truck.

New Standards. Proven Technology.

The U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation (DOT) have enacted new GHG and fuel-efficiency standards, scheduled to take effect in 2014. Lowering fuel use results in less carbon dioxide (CO₂) emissions, so achieving better fuel economy actually reaches both standards.

The fact that Cummins is utilizing technology proven on commercial vehicle engines is one of the reasons we are meeting these requirements a full year ahead of schedule. Our Cummins 2013 engines will also be equipped with the required On-Board Diagnostics system that monitors and ensures optimal performance of the emissions system.



On-Board Diagnostics.

Cummins proven On-Board Diagnostics system has been used in thousands of on-road vehicles since 2007. This system

continuously monitors performance of the emissions system, providing alerts via a Malfunction Indicator Lamp (MIL) on the instrument panel. The MIL illuminates when it detects a malfunction related to the emissions control system, alerting the operator that the engine needs proper troubleshooting and possible repair.



Diesel Exhaust Fluid.

Diesel Exhaust Fluid (DEF) is sprayed at a rate of approximately 3 percent to 4 percent of fuel consumption, and will need to be refilled periodically. Simply check the DEF gauge on your dashboard at each refueling. DEF is readily available at all Cummins distributors, through Cummins

Filtration's distribution network and at major service stations and truck stops.

For more information, see the fuel and DEF usage calculator at cumminsengines.com.

ISL9 Maintenance Intervals

Maintenance Item	Miles/Kilometers	Hours	Months
Oil and Filter	15,000 MI 24,000 KM	500	6
Fuel Filter	15,000 MI 24,000 KM	500	6
Coolant Filter	15,000 MI 24,000 KM	500	6
Overhead Adjustment	150,000 MI 240,000 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	

Consult your Operation and Maintenance Manual for more information.

ISL9 Specifications

Advertised Horsepower	260-380 HP	194-283 kW
Peak Torque	720-1250 LB-FT	976-1695 N•M
Governed Speed	2100/2200 RPM	
Clutch Engagement Torque	575 LB-FT	780 N•M
Number of Cylinders	6	
System Weight	1,912 LB	867 KG
Engine (Dry)	1,695 LB	769 KG
Aftertreatment System*	217 LB	98 KG

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



Better. In Total Performance.

Cummins designs, develops and supports every component from the air handling to the exhaust aftertreatment as a totally integrated system – so we can optimize every function better than other engine manufacturers.



VGT™ Turbocharger From Cummins Turbo Technologies

The patented design is widely recognized as the industry leader for performance. Electric actuation improves precision and responsiveness. The VGT Turbocharger also increases fuel economy and braking horsepower.

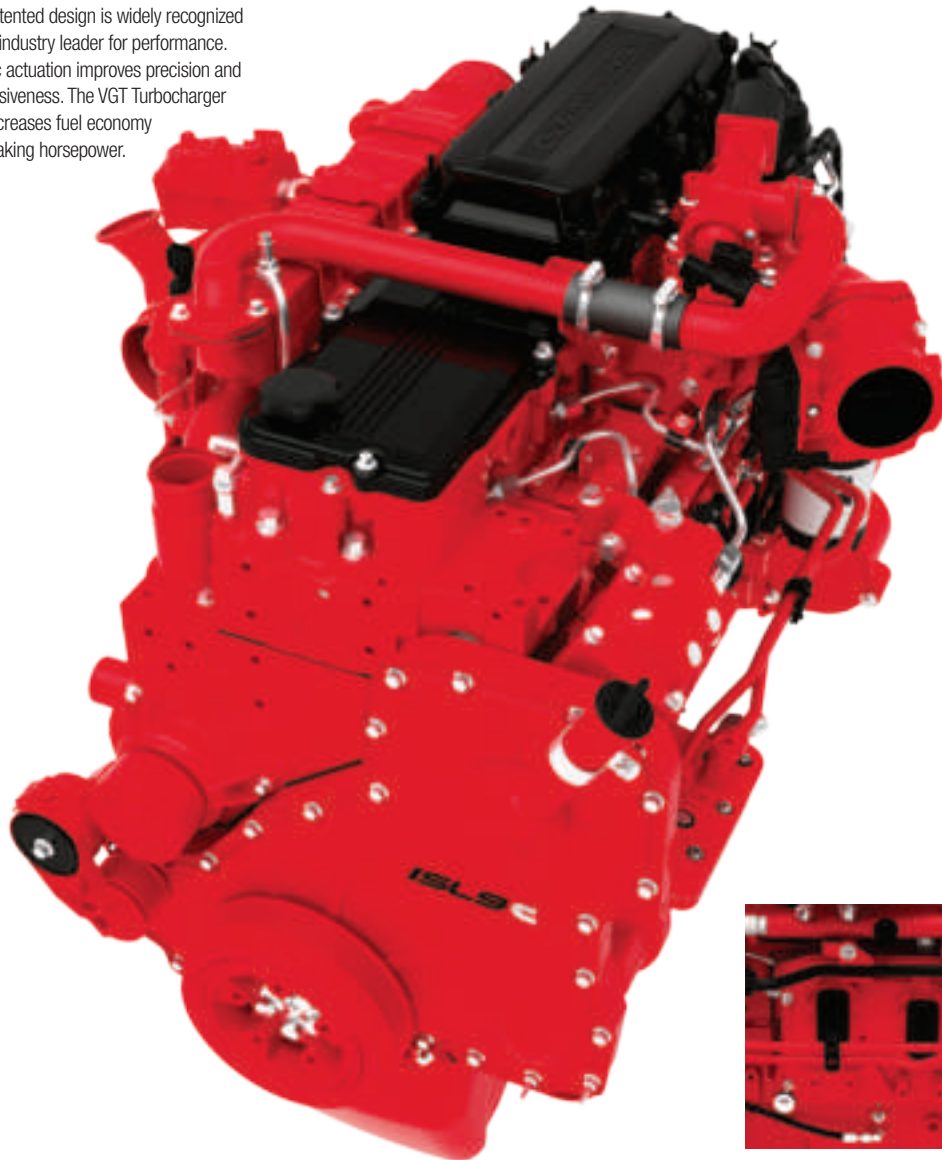


XPI Fuel System From Cummins Fuel Systems

Delivers superior performance regardless of engine rpm. Multiple injection events per cycle improve fuel efficiency and enable smoother, quieter operation.

Cummins Aftertreatment System From Cummins Emission Solutions

Proprietary system consists of a Diesel Particulate Filter (DPF) and Selective Catalytic Reduction (SCR) technology for near-zero emissions.



Single High-Capacity Electronic Control Module (ECM)

A single ECM manages the engine and aftertreatment system for optimum performance and fuel efficiency.



Fleetguard® Fuel Filters, Lube Filters And DEF From Cummins Filtration

Fleetguard filters protect against corrosion and contaminants with innovative technology such as NanoNet™ media, which provides 10 times better protection than conventional fuel filters. High-quality DEF is widely available at authorized Cummins and Fleetguard locations, as well as in bulk delivery.

ISL9 Ratings

Engine Model	Advertised HP (kW)	Peak Torque LB-FT (N•M) @ RPM
ISL9 380	380 (283)	1250 (1695) @ 1400
ISL9 370	370 (276)	1250 (1695) @ 1400
ISL9 350	350 (261)	1000 (1356) @ 1400
ISL9 345	345 (257)	1150 (1559) @ 1400
ISL9 330	330 (246)	1000 (1356) @ 1400
ISL9 300	300 (224)	860 (1166) @ 1300
ISL9 270	270 (201)	800 (1085) @ 1300
ISL9 260	260 (194)	720 (976) @ 1300

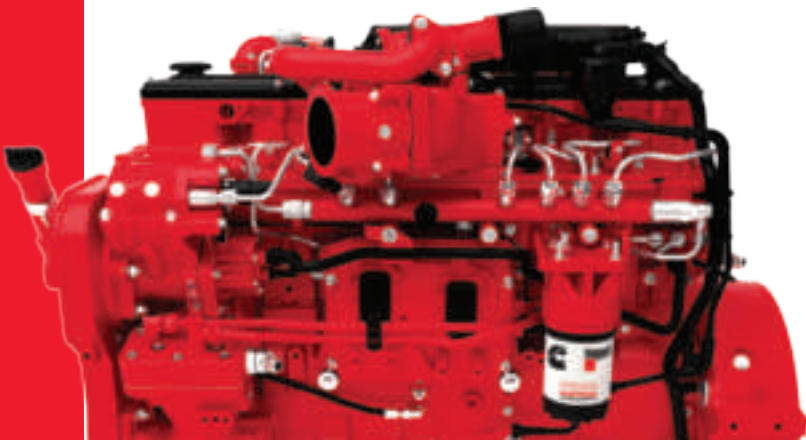
Better Warranty Coverage.

Base engine warranty coverage for Cummins ISL9 includes virtually everything from parts and labor on warrantable failures* for both the engine and the aftertreatment system. Even consumables used in the repair are covered – all with no deductible. Cummins base warranty coverage is good for 2 years/250,000 miles (402,336 km).

*Covers defects in Cummins materials or factory workmanship

Every Confidence.

Peace of mind comes from knowing you've bought a quality product, and that the manufacturer will stand behind it for years to come. Cummins offers a wide variety of protection plans for ISL9 engines, tailored to meet the needs of specific applications and trade cycles. It's insurance that allows you to make financial plans with complete confidence, with options for up to 7 years or 300,000 miles (482,803 km) on all registered parts and labor. Cummins extended coverage plans now cover internal components and major engine systems including the turbocharger, water pump and fuel injectors and, new for 2013, the air compressor, fuel pump and select engine sensors. For additional details, contact your local Cummins distributor or dealer.



Every Setting. PowerSpec.

On a new truck order, Cummins PowerSpec helps you find the ideal gearing specs for engine performance or fuel economy. In addition to gearing recommendations, PowerSpec allows authorized users to customize the operating parameters on individual vehicles – or easily cascade a “hot spec” through an entire fleet. It also reads fault codes, and can be programmed to collect trip information for multiple drivers on every truck. See powerspec.cummins.com for more information.

Better Customer Care.

Cummins-powered vehicles are backed by the largest and most capable parts and service network in North America, with over 3,500 locations. Our authorized service technicians are fully trained on all of our engines, and have the necessary equipment and Genuine Cummins Parts to promptly handle any type of service issue. Call Cummins Care at 1-800-DIESELS™ (1-800-343-7357), and you'll get 24/7/365 assistance from a Cummins Care representative. If you need service, your Cummins Care representative will locate the nearest available and authorized facility.



Better Answers.

From lower operating costs to stronger performance, the ISL9 delivers better where it counts. To learn more, visit cumminsengines.com, phone 1-800-DIESELS (1-800-343-7357) or contact your local Cummins distributor or dealer.



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

[Twitter.com/CumminsEngines](https://twitter.com/CumminsEngines)
[YouTube.com/CumminsEngines](https://www.youtube.com/CumminsEngines)

Bulletin 4971400 Printed in U.S.A. 12/12
©2012 Cummins Inc.