



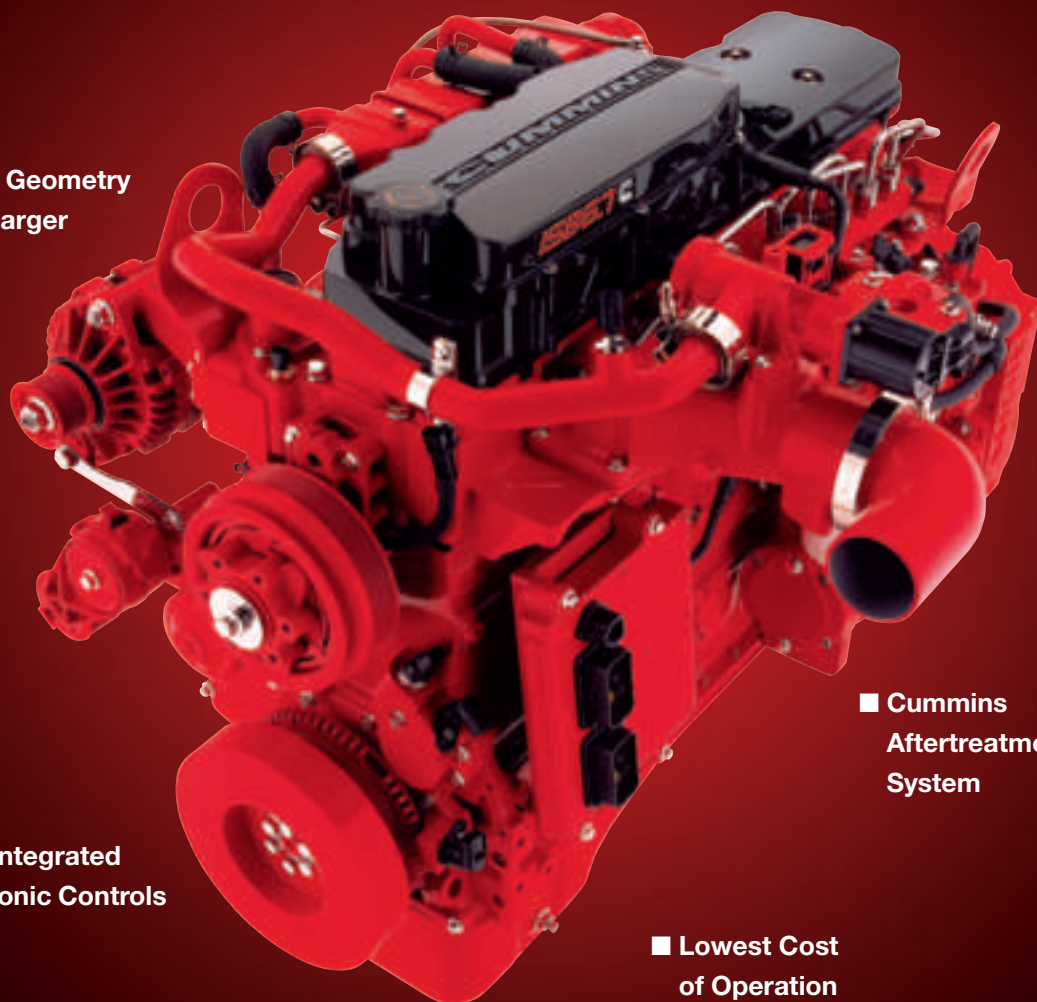
Better Every™ Mile.

ISB6.7 For EPA 2010.

■ Cooled Exhaust
Gas Recirculation (EGR)

■ High Pressure
Common Rail (HPCR)
Fuel System

■ Variable Geometry
Turbocharger



■ Cummins
Aftertreatment
System

■ Fully Integrated
Electronic Controls

■ Lowest Cost
of Operation

Big Results. Every™ Job. ISB6.7 For EPA 2010.

For superior performance with the lowest cost of operation and maximum uptime, Cummins ISB6.7 EPA 2010 is best-in-class. Its High Pressure Common Rail (HPCR) fuel system delivers an optimum balance of performance, emissions control and fuel economy across the entire operating range.

The ISB6.7 incorporates a fully integrated aftertreatment system that combines cooled EGR with proven Selective Catalytic Reduction (SCR) technology. This proven technology delivers near-zero emissions, while getting more power out of every drop of fuel.

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 pick up and delivery vehicles and more.

VGT™ Turbocharger – The Cummins VGT Turbocharger is both simple and precise. Electric actuation allows infinite adjustment, providing the exact amount of boost necessary for superior response. The proven sliding-nozzle design has best-in-class reliability and durability.

Lowest Cost of Operation – You can rely on the Cummins ISB6.7 to keep operating budgets in line with reduced maintenance, long service intervals and the best fuel efficiency of any engine in its class.

HPCR Fuel System – 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.

Cooled EGR – This next-generation system lowers combustion temperatures for reduced emissions and optimized fuel economy.

Fully Integrated Electronic Controls – A single higher-capacity Electronic Control Module (ECM) controls everything from air intake to exhaust aftertreatment for peak performance and near-zero emissions.

Cummins Aftertreatment System – The proven Cummins Particulate Filter reduces particulate matter by over 90%. In 2010 it is combined with Cummins SCR to meet emissions standards while maintaining best-in-class performance, reliability and durability. Cummins SCR technology has been proven in over 200,000 European vehicles and uses Diesel Exhaust Fluid (DEF) to achieve NOx emissions at near-zero levels. DEF will be readily available; reference Cummins Filtration flyer LT15618 for more information.



ISB6.7 Specifications

Advertised Horsepower	200-325 HP	150-242 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)		
Particulate Filter Cleaning	200,000-400,000 MI (320,000-640,000 KM)		

*Assuming normal duty cycle.

**OEM-supplied; intervals may vary.

***If engine is equipped with an optional coolant filter, it will need to be replaced on the same intervals as the oil filter.

****Extended coolant and 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.



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