

2024 B6.7™ AND L9™ SCHOOL BUS ENGINES

FOR
A WORLD
THAT'S
ALWAYS ON™



B6.7™

FOUR DECADES OF POWER, PERFORMANCE AND RELIABILITY

The Cummins B6.7™ is one of the most dependable, durable and reliable medium-duty engines available. This proven diesel engine has been tested and optimized over 40+ years of production. We've built more than 13 million B-series engines in that time. Users have driven billions of miles and safely moved millions of students.

UPDATED FOR 2024

We're not resting on our past. We continue to improve the uptime and reliability of our products based on user feedback and real-world data. The EPA-certified 2024 B6.7 builds on this legacy. We're implementing rating changes to peak torque on low-end ratings to best align with current transmissions and deliver improved durability.

AN UNPARALLED ABILITY TO LOOK AHEAD

Also new for EPA 2024, the B6.7 offers advancements in connectivity to identify, prevent and resolve issues faster. You can expect a digitally enriched experience over the life of the vehicle. Newly released features connect in-mission operations directly to maintenance and repair processes, giving you an unparalleled ability to look ahead, optimize operations and minimize downtime.

REDUCED OPERATING COSTS

Reliability is one thing, but affordability means a lot too. For EPA 2024, we kept previous feature updates that allow for longer oil change intervals, more time between fuel filter changes and a completely maintenance-free crankcase ventilation filter. That means your school buses go longer between trips to the garage for regular maintenance. The result: money back to your operating budget.

UNRIVALED SUPPORT

The B6.7 is backed by the best warranty and extended coverage plans in the industry and the largest, most capable support network in North America. That means your buses are never far from a Cummins certified technician.



L9™

AT THE TOP OF ITS CLASS

The Cummins L9™ has a reputation across North America as a proven workhorse, boasting 35+ years of production with more than five million engines manufactured globally. The 2024 L9 delivers class-leading power and torque ratings, well suited for Class C and D school buses. The unmatched power-to-weight ratio results in ratings from 260-360 horsepower (194-268 kw) and up to 1150 lb-ft of torque, providing the dependability and uptime you need for longer trips and more demanding routes.

LONG-LASTING, HEAVY-DUTY COMPONENTS

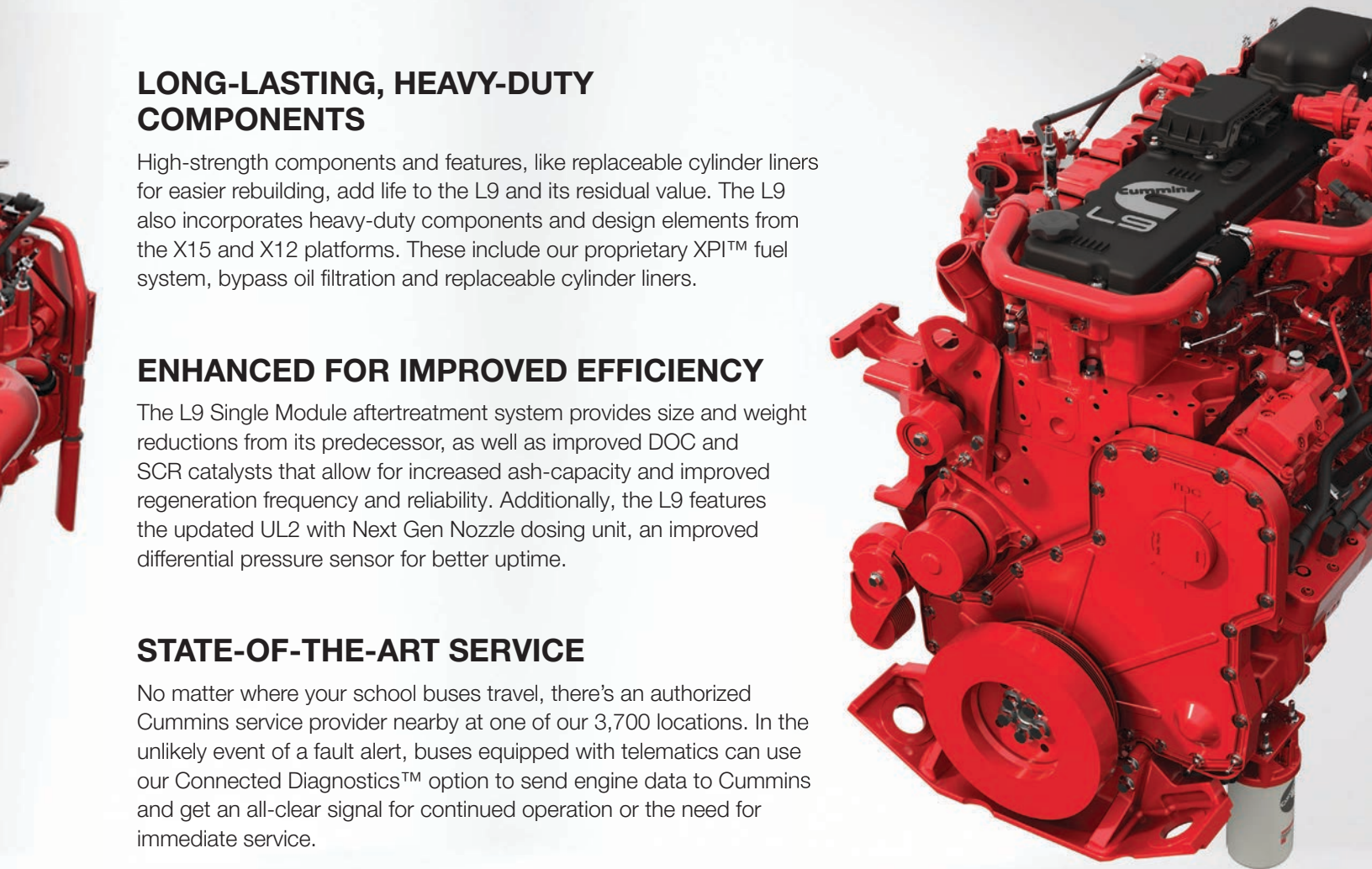
High-strength components and features, like replaceable cylinder liners for easier rebuilding, add life to the L9 and its residual value. The L9 also incorporates heavy-duty components and design elements from the X15 and X12 platforms. These include our proprietary XPI™ fuel system, bypass oil filtration and replaceable cylinder liners.

ENHANCED FOR IMPROVED EFFICIENCY

The L9 Single Module aftertreatment system provides size and weight reductions from its predecessor, as well as improved DOC and SCR catalysts that allow for increased ash-capacity and improved regeneration frequency and reliability. Additionally, the L9 features the updated UL2 with Next Gen Nozzle dosing unit, an improved differential pressure sensor for better uptime.

STATE-OF-THE-ART SERVICE

No matter where your school buses travel, there's an authorized Cummins service provider nearby at one of our 3,700 locations. In the unlikely event of a fault alert, buses equipped with telematics can use our Connected Diagnostics™ option to send engine data to Cummins and get an all-clear signal for continued operation or the need for immediate service.



B6.7 MAINTENANCE INTERVALS

Maintenance Item	Miles/Kilometers	Hours	Months
Oil and Filter*	30,000 mi/48,000 km	1000	18
Fuel Filter	60,000 mi/96,000 km	2000	18
Overhead Adjustment	150,000 mi/240,000 km	5000	48
Coolant Check	15,000 mi/24,000 km	500	6
DEF Filter	200,000 mi/320,000 km	6500	N/A
Particulate Filter Cleaning	200,000 mi/320,000 km	6500	N/A
Crankcase Ventilation	Maintenance-free	N/A	N/A

*With a 19.5-quart oil pan. Duty-cycle dependent.
Consult your Operation and Maintenance Manual for more information.

L9 MAINTENANCE INTERVALS

Maintenance Item	Miles/Kilometers	Hours	Months
Oil and Filter*	Up to 50,000 mi/80,000 km	1500	18
Fuel Filter	50,000 mi/80,000 km	1500	18
Overhead Adjustment	150,000 mi/240,000 km	5000	48
Coolant Check	60,000 mi/96,000 km	2000	24
DEF Filter	200,000 mi/320,000 km	6500	N/A
Particulate Filter Cleaning	200,000 mi/320,000 km	6500	N/A
Crankcase Ventilation	Maintenance-free	N/A	N/A

*With total oil capacity of > 29 quarts (27.4 liters)/duty-cycle dependent.
Consult your Chassis and Engine Owner's Manuals for more information.

B6.7 SCHOOL BUS RATINGS

Engine Model	Advertised HP (kW)	Peak Torque LB-FT (N•m) @ RPM	Governed Speed
B6.7 200	200 (149)	600 (814) @1300	2600
B6.7 220	220 (164)	600 (814) @1300	2600
B6.7 240	240 (179)	600 (814) @1300	2600
B6.7 250	250 (187)	660 (896) @1400	2600
B6.7 260	260 (194)	660 (896) @1400	2600
B6.7 280	280 (209)	660 (896) @1400	2600
B6.7 300	300 (224)	660 (896) @1400	2600

L9 SCHOOL BUS RATINGS

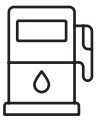
Engine Model	Advertised HP (kW)	Peak Torque LB-FT (N•m) @ RPM	Governed Speed
L9 260	260 (194)	860 (1165) @1200	2200
L9 270	270 (201)	860 (1165) @1200	2200
L9 300	300 (224)	860 (1165) @1200	2200
L9 330	330 (245)	1000 (1356) @1200	2200
L9 360	360 (268)	1150 (1559) @1200	2200

COMING SOON

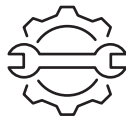
MEET THE B6.7 OCTANE, OUR FIRST ENGINE THAT'S GASOLINE POWERED

The B6.7 Octane isn't a pickup truck engine modified to go into a school bus. It's not a diesel engine converted to run on gasoline. It's the industry's first purpose-built medium-duty, turbocharged, spark-ignited engine platform.

The B6.7 Octane provides the following advantages:



**DIESEL-LIKE
PERFORMANCE**

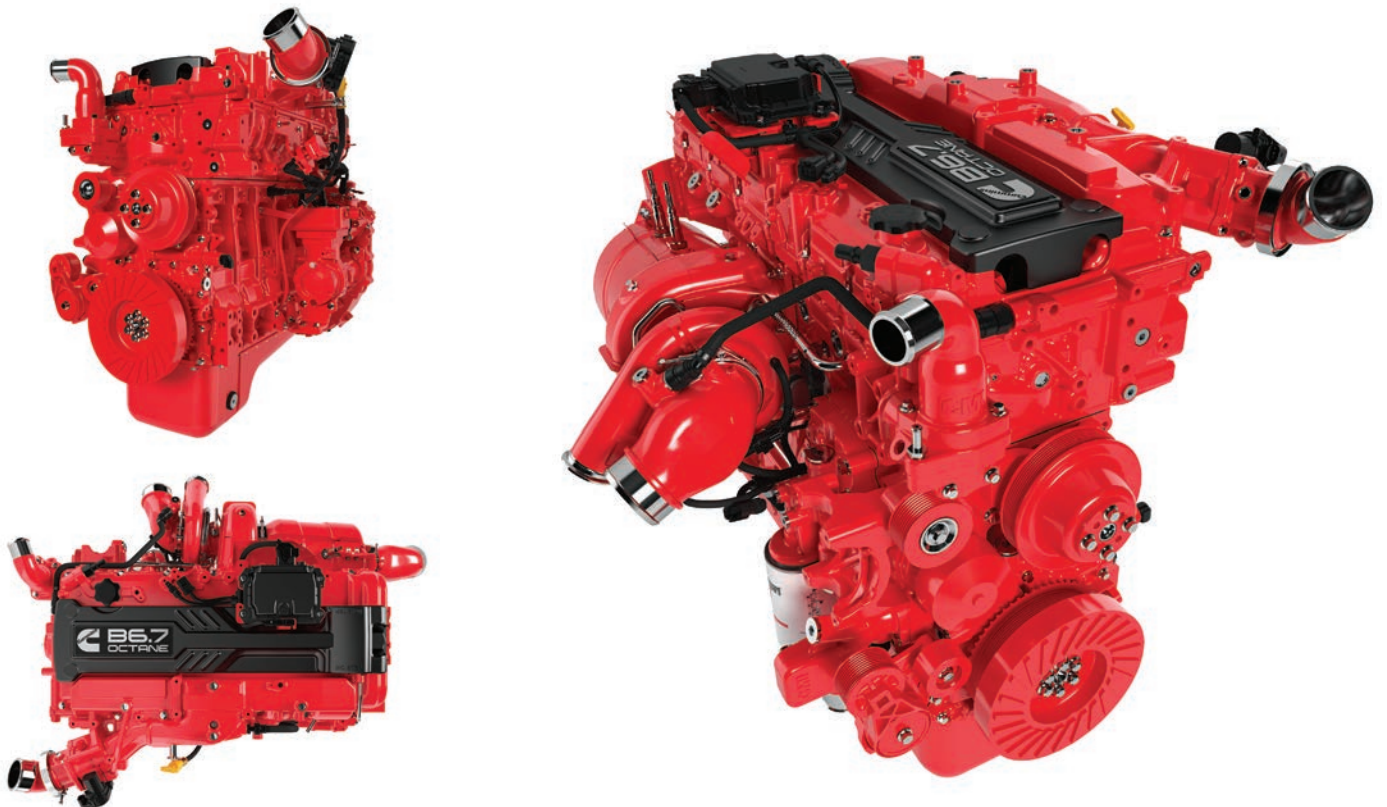


SERVICEABILITY



**SUPERIOR FUEL
ECONOMY**

Prior to production, the B6.7 Octane will accumulate more than two million miles of real-world field testing, demonstrating how it provides a lower total cost of operation than other gasoline engines in the market today. Extending the legacy of the Cummins B-Series platform, the B6.7 Octane will be built at Cummins Rocky Mount Engine Plant in North Carolina and will meet both 2024 and 2027 EPA and CARB regulations at launch.





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Bulletin 6562131 Produced in U.S.A. 6/24
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