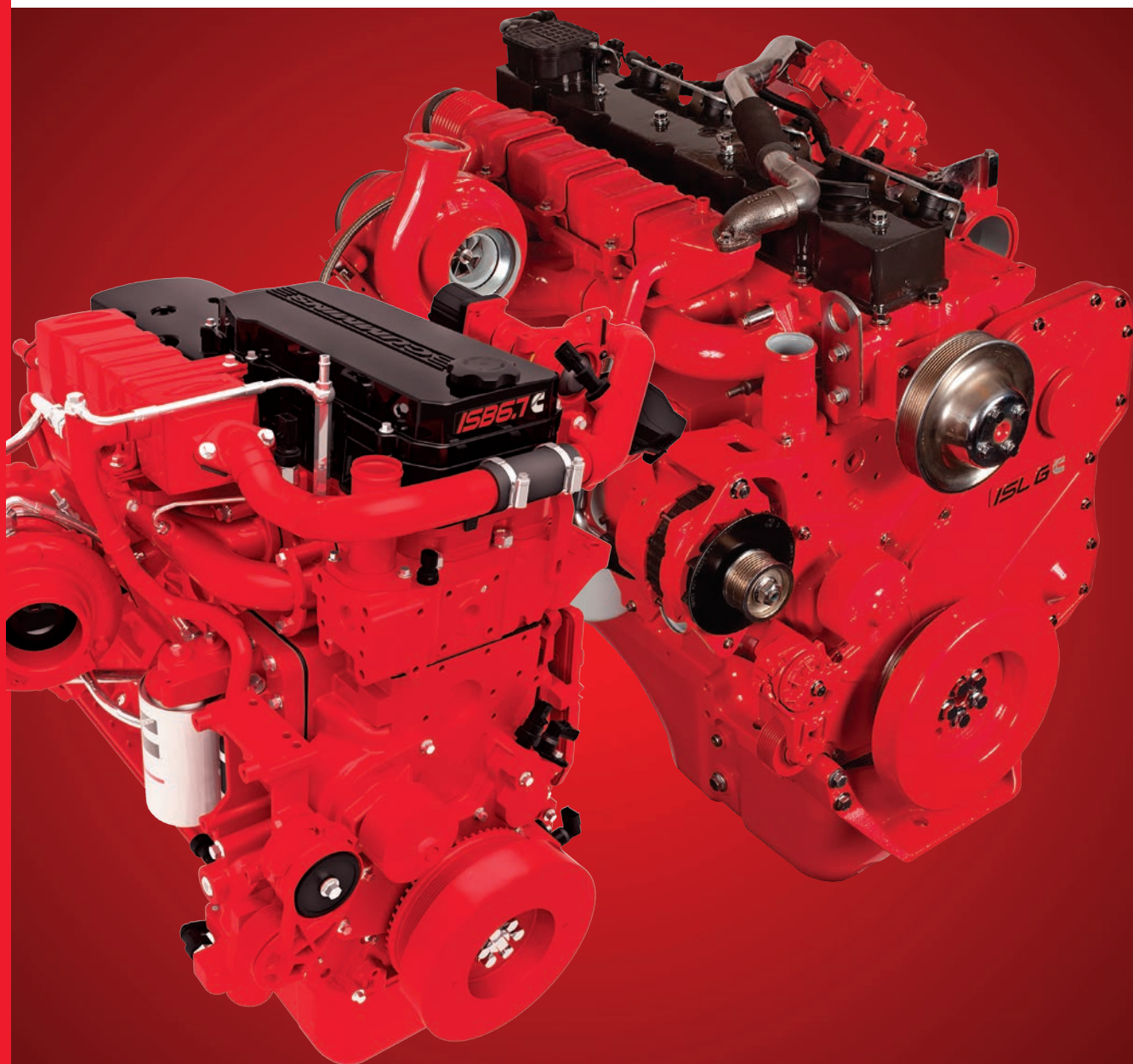
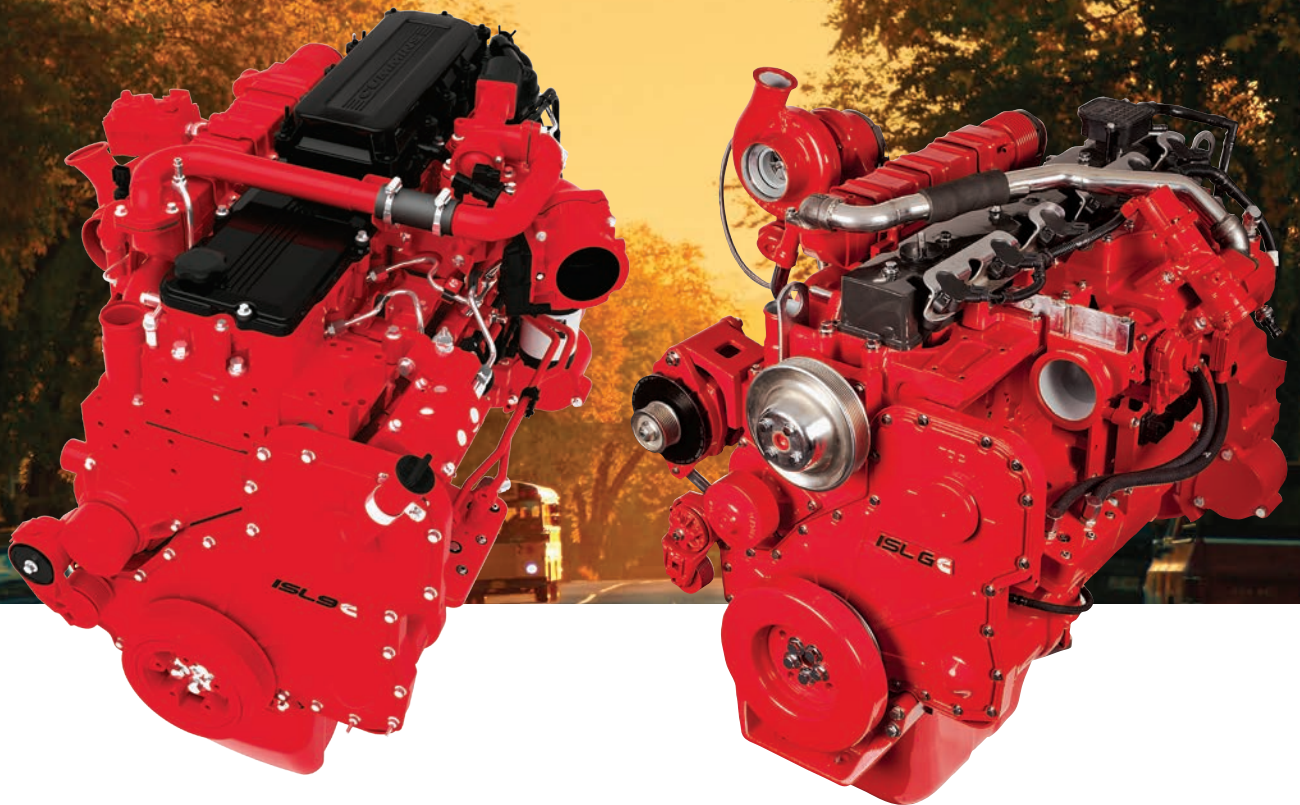




Better. Every™ Bus.

Engines For School Bus
And Shuttle Bus.





Better. Every Route.

At Cummins, our goal is to make sure the wheels keep turning – every hour of every day, on every type of route, whether it's from the airport to the hotel or from the local neighborhood to the regional elementary school.

We offer three different engines that are widely used for school buses and shuttle buses. Two are clean diesels – the ISB6.7 and the ISL9, which replaces the ISC8.3. The third option is our natural gas Cummins Westport ISL G.

All of these engines help you reduce fuel expenses and greenhouse gas (GHG) emissions. The 2013 ISL9 and ISB6.7 get up to 2 percent better fuel economy versus the previous models. The ISL G takes advantage of an abundance of domestically produced natural gas to provide lower fuel costs. These engines share common base-engine components for exceptional reliability and durability.

Our totally integrated package, from the air handling to the exhaust aftertreatment, allows us to optimize performance to a degree that no other engine manufacturer can match. It's that kind of advanced thinking that allows every one of these

engines to meet the 2014 fuel-efficiency and GHG standards a full year ahead of schedule in 2013. All with improved fuel economy, reliability and virtually no change in maintenance.

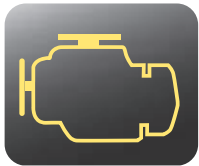
So you can expect your school bus or shuttle bus to meet your demanding performance standards while lowering the cost of operation for your fleet. Plus, these engines share the largest and most capable service and support network in North America, with over 3,500 authorized locations. That's what we mean when we say that Cummins has the power to make every bus better – where it counts.



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 and 2017. Lowering fuel use results in less carbon dioxide (CO₂) emissions, so achieving better fuel economy actually reaches both standards.

The fact that Cummins is continuing to use technology proven on commercial vehicles – including current-model school bus and shuttle bus engines – is one of the reasons we are meeting these requirements a full year ahead of schedule. Our Cummins 2013 engines are 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 on thousands of on-road vehicles since 2007. The On-Board Diagnostics 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 troubleshooting and possible repair.



Cummins Aftertreatment System.

This proven system uses a Diesel Particulate Filter (DPF) in combination with Selective Catalytic Reduction (SCR), all managed to maximize efficiency and minimize emissions. This system virtually eliminates oxides of nitrogen (NO_x) through the injection of a small amount of Diesel Exhaust Fluid (DEF) upstream of the catalyst. This enables optimized combustion with better performance and reliability.

DEF Refill Rate.

DEF is sprayed at a rate of approximately 3 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 in bulk for easy home-base refilling, as well as at all Cummins distributors, within Cummins Filtration's vast North American distribution network and at major service stations and truck stops.

To illustrate DEF usage, assume your bus gets 8 miles per gallon (3.4 km/liter). At 15,000 miles (24,140 km) per year, you'll consume 1,875 gallons (7,098 liters) of diesel fuel each year. At a 3 percent DEF consumption rate, you'll use 56.25 gallons (213 liters) of DEF. If your tank size is 10 gallons (38 liters), you'll need to refill your DEF approximately five to six times a year.





ISB6.7

Cummins ISB6.7 Diesel. Jumping A Grade.

Cummins is ahead of the curve in developing diesel engines that deliver everything from better fuel economy to improved reliability and durability. We're even meeting 2014 GHG emissions standards a year ahead of schedule. That's like being smart enough to jump a grade in school. What's more, the ISB6.7 is the cleanest diesel engine available for the school bus market.

The fuel-economy story is even better. Cummins ISB6.7 already provides best-in-class fuel economy, and it's getting up to 2 percent better in 2013. There's no compromise on performance, as the ISB6.7 is rated at 200 hp to 300 hp (149-224 kW) with up to 660 lb-ft (896 N•m) of peak torque. Maintenance intervals for the ISB6.7 are virtually unchanged across the board.

ISB6.7 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 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		
Diesel Particulate Filter	200,000 MI 320,000 KM		

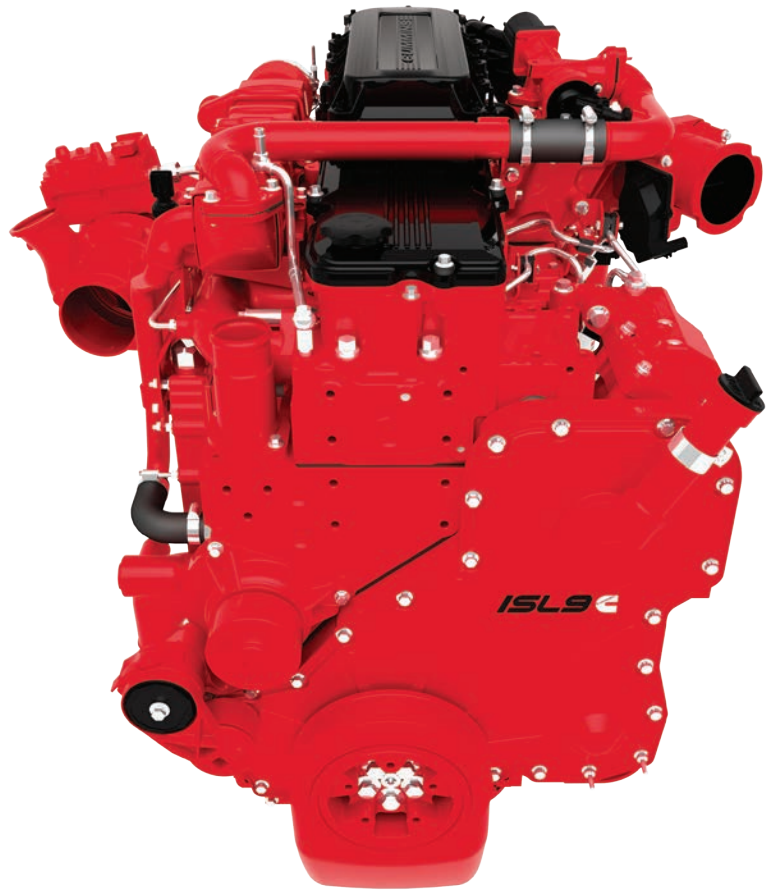
Consult your Operation and Maintenance Manual for more information.

ISB6.7 Specifications

Advertised Horsepower	200-300 HP	149-224 KW
Peak Torque	660 LB-FT	896 N•M
Governed Speed	2600 RPM	
Clutch Engagement Torque	400 LB-FT	542 N•M
Number of Cylinders	6	
System Weight	1,357 LB	616 KG
Engine (Dry)	1,150 LB	522 KG
Aftertreatment System*	207 LB	94 KG

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

ISL9



Cummins ISL9 Diesel. Proven Reliability. Every Route.

Cummins ISL9 combines performance and endurance in a proven package. This engine is built for years of bus duty, with features such as replaceable wet liners, roller followers, by-pass oil filtration and targeted piston cooling for longer service in the most demanding school bus applications. It uses the XPI fuel system and shares the same Electronic Control Module (ECM) with all other Cummins on-highway diesel engines for powerful, smooth, clean and quiet operation.

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 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	
Diesel Particulate Filter	200,000 MI 320,000 KM	6,500	

Consult your Operation and Maintenance Manual for more information.

When you order an ISL9-powered school bus, you're doing your part for future generations, as it meets 2014 GHG emissions standards a full year in advance. This is due in part to a 2 percent increase in fuel economy versus the previous model. School bus ratings for the ISL9 range from 260 hp to 350 hp (194-261 kW) with a peak torque of 1000 lb-ft (1356 N•m). Shuttle bus ratings range from 260 hp to 370 hp (194-276 kW) with 1250 lb-ft (1695 N•m) of peak torque.

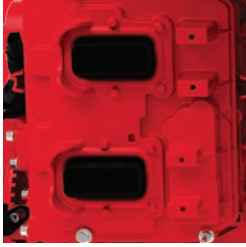
ISL9 Specifications

Advertised Horsepower	260-370 HP	194-276 kW
Peak Torque	720-1250 LB-FT	976-1695 N•M
Governed Speed	2100/2200 RPM	
Clutch Engagement Torque	550 LB-FT	746 N•M
Number of Cylinders	6	
System Weight	1,912 LB	868 KG
Engine (Dry)	1,695 LB	770 KG
Aftertreatment System*	217 LB	98 KG

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

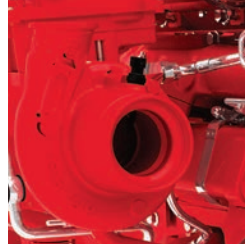
Designed To Work Better – Where It Counts.

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



High-Capacity Electronic Control Module (ECM)

In 2013, a single ECM manages the entire engine and aftertreatment system, for optimum performance and fuel economy. This ECM is used across the board for 2013 on-highway engines to simplify servicing.



VGT™ Turbocharger from Cummins Turbo Technologies

The patented design is widely recognized as the industry leader for performance. Electric actuation provides quick response and increased braking horsepower.



Cummins Aftertreatment System from Cummins Emission Solutions

The proprietary system consists of DPF and SCR technology for near-zero emissions.



Fleetguard® Fuel Filters From Cummins Filtration

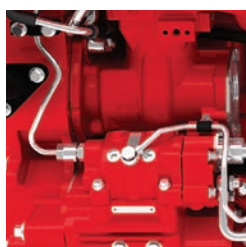
Innovative NanoNet™ media provides 10 times better protection than conventional fuel filters.



High Pressure Common Rail (HPCR) Fuel System

High injection pressures produce quick throttle response at every rpm. Optimized timing increases fuel efficiency and lowers emissions.

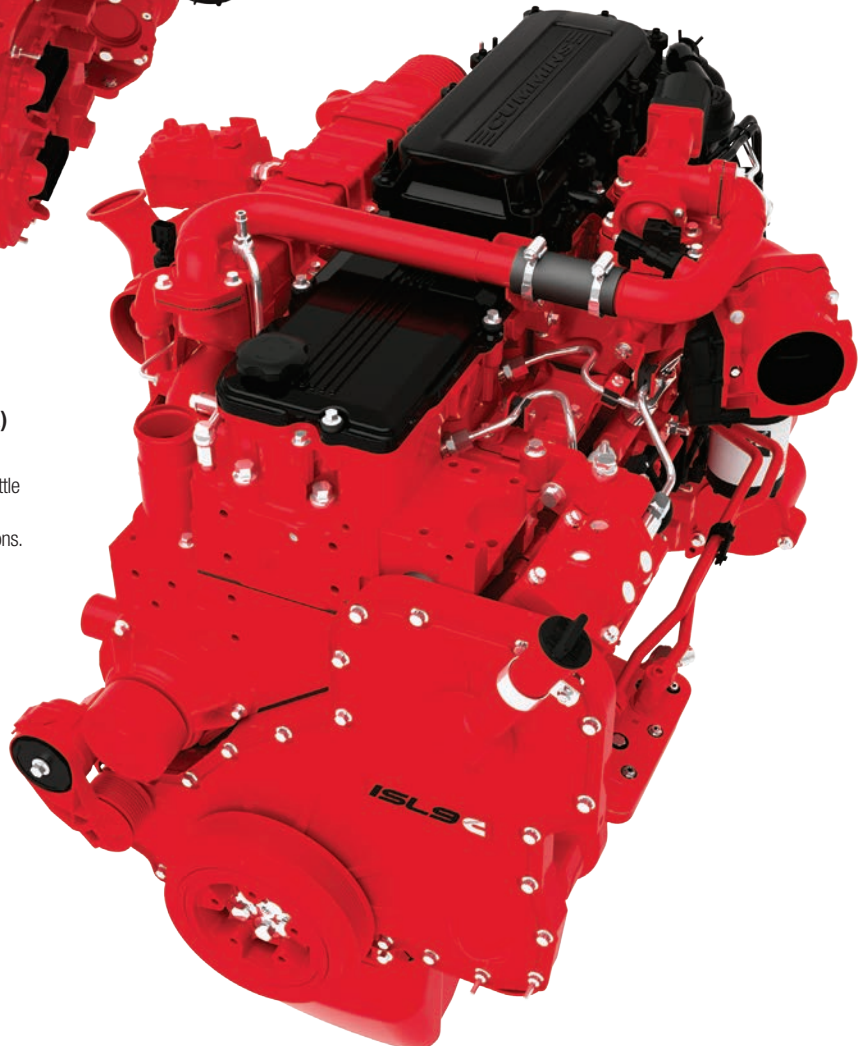
(ISB6.7)



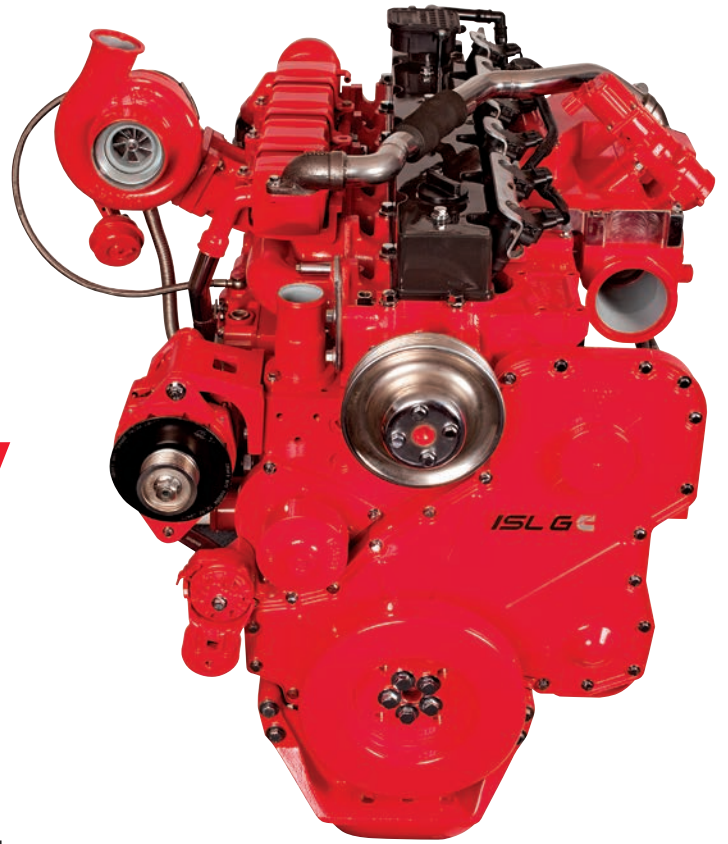
XPI Fuel System From Cummins Fuel Systems

The XPI delivers superior performance at every engine speed. Multiple injection events per cycle improve fuel economy and enable smoother, quieter operation.

(ISL9)



ISL G



Cummins Westport ISL G Natural Gas Engine.

There are over 40,000 Cummins Westport natural gas engine-equipped vehicles performing cleanly and reliably today. Interest in natural gas engines is steadily growing throughout North America, due in large part to the success of Cummins Westport natural gas engines in urban transit fleets, school buses, shuttles and pickup-and-delivery vehicles. The ISL G combines all of the advantages of clean-burning natural gas with no-compromise power and torque.

The ISL G uses Stoichiometric cooled Exhaust Gas Recirculation (SEGR) combustion to create the optimal combination of power, torque, fuel economy and low emission levels. Stoichiometric combustion is the ideal ratio at which fuel and oxygen are both completely consumed.

ISL G Maintenance Intervals

Maintenance Item	Miles/Kilometers	Hours	Months
Oil and Filter*	7,500 MI	500	6
	12,000 KM		
Fuel Filter	15,000 MI	1,000	12
	24,000 KM		
Coolant Filter	7,500 MI	500	6
	12,000 KM		
Spark Plugs	22,500 MI	1,500	18
	36,000 KM		
Coolant Change	30,000 MI	2,000	24
	48,000 KM		
Valve Adjustment**	30,000 MI	2,000	24
	48,000 KM		

*Requires natural gas engine oil (CES 20074)

**Initial valve adjustment at 1,000 hours

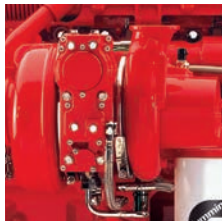
The lack of oxygen in the exhaust stream enables the use of our proprietary Three-Way Catalyst (TWC). This completely passive device never needs additional fluids, regeneration or cleaning, and takes the place of a conventional muffler. Fuel for the Cummins Westport ISL G can be stored on the vehicle as compressed natural gas (CNG) or liquefied natural gas (LNG).

The ISL G shares 80 percent of its heavy-duty components with its diesel counterpart, the Cummins ISL9. This increases durability and reliability while reducing the overall ownership cost. Many other components and all of the troubleshooting capabilities (using Cummins standard software and diagnostic tools) are also shared.

ISL G Specifications

Advertised Horsepower	250-320 HP	186-239 kW
Peak Torque	660-1000 LB-FT	896-1356 N•M
Governed Speed	2200 RPM	
Clutch Engagement Torque	550 LB-FT	746 N•M
Number of Cylinders	6	
Net Weight (Dry)	1,625 LB	737 KG
Aftertreatment System	Three-Way Catalyst (TWC)	

Better Comes Naturally.



Proven Wastegate Turbo From Cummins Turbo Technologies

A simple, reliable design from the world leader in turbocharging technology.



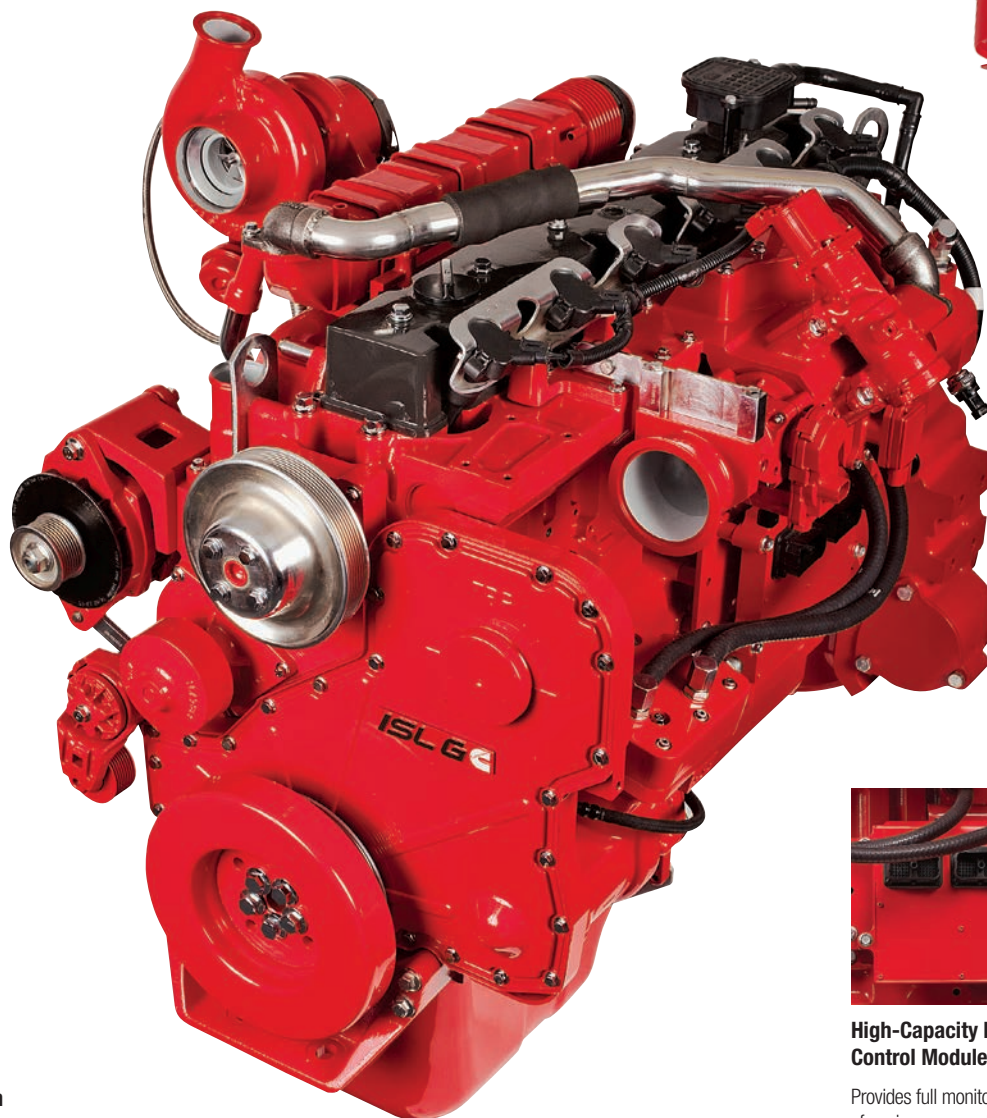
Stoichiometric Cooled EGR

The ideal air/fuel ratio for complete combustion means zero oxygen in the exhaust, which allows use of the passive Three-Way Catalyst.



High-Energy Ignition System

Provides better performance, longer service intervals and improved spark plug and coil durability, plus self-diagnostics. A coil-on-plug ignition system eliminates the need for spark plug wires.



Fully Skirted ISL9 Diesel Engine Block

The high-strength, rebuildable design adds durability. Shares 80 percent of major engine components with the Cummins ISL9 diesel.

Three-Way Catalyst (TWC) From Cummins Emission Solutions

TWCs are passive devices packaged as part of the muffler, and are maintenance-free. The ISL G does not require active aftertreatment such as a particulate filter or Selective Catalytic Reduction (SCR).



High-Capacity Electronic Control Module (ECM)

Provides full monitoring and control of engine sensors, the fuel system and the ignition system. Compatible with Cummins software and other diagnostic service tools.

Better Warranty Coverage.

Base engine warranty coverage for Cummins and Cummins Westport school bus applications includes virtually everything from parts and labor on warrantable failures* to limited progressive damage for both the engine and aftertreatment system, with no deductible. Every component from the block casting to the injectors to the aftertreatment system is covered for 5 years/100,000 miles (160,935 km). The base engine warranty for shuttle bus applications is for 2 years/unlimited mileage.

Better Extended Coverage.

Cummins has a wide variety of extended protection plans available, including new 10-year extended coverage options for school bus engines. For details, contact your local Cummins distributor or dealer.



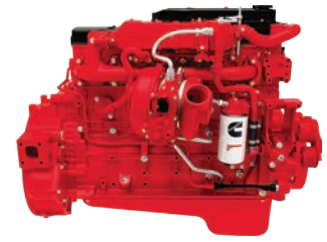
Better Service. Everywhere.

Cummins-powered buses are backed by the largest and most capable parts, service and support network in North America, with over 3,500 locations. Our authorized service technicians are fully trained on all our engines, and have the necessary equipment and Cummins Genuine parts to promptly handle any type of service issue. So no matter where field trips are headed, there's always expert service nearby. Call 1-800-CUMMINS™ (1-800-286-6467) for information and service locations.

Better Answers.

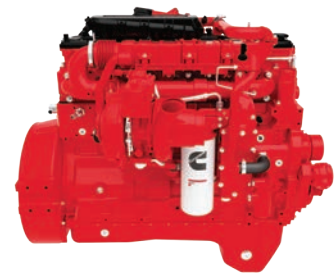
To learn more, please visit cumminsengines.com or cumminswestport.com. Assistance is also available by phone at 1-800-CUMMINS™ (1-800-286-6467), or contact your local Cummins distributor or dealer.

*Warrantable failures are those due to defects in Cummins materials or factory workmanship.



ISB6.7 Ratings

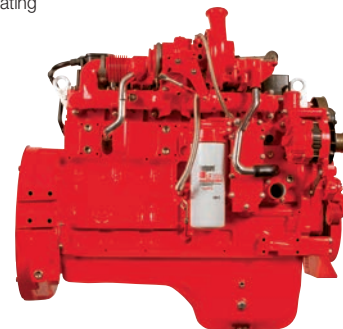
Engine Model	Advertised HP (kW)	Peak Torque LB-FT (N•m) @ RPM	Governed Speed
ISB6.7 300	300 (224)	660 (896) @ 1600	2600
ISB6.7 280	280 (209)	660 (896) @ 1600	2600
ISB6.7 260	260 (194)	660 (896) @ 1600	2600
ISB6.7 250	250 (187)	660 (896) @ 1600	2600
ISB6.7 240	240 (179)	560 (760) @ 1600	2600
ISB6.7 220	220 (164)	520 (706) @ 1600	2600
ISB6.7 200	200 (149)	520 (706) @ 1600	2600



ISL9 Ratings

Engine Model	Advertised HP (kW)	Peak Torque LB-FT (N•m) @ RPM	Governed Speed
ISL9 370*	370 (276)	1250 (1695) @ 1400	2100
ISL9 350	350 (261)	1000 (1356) @ 1400	2200
ISL9 345*	345 (257)	1150 (1561) @ 1400	2100
ISL9 330	330 (246)	1000 (1356) @ 1400	2200
ISL9 300	300 (224)	860 (1166) @ 1300	2200
ISL9 300*	300 (224)	850 (1152) @ 1300	2200
ISL9 270	270 (201)	800 (1086) @ 1300	2200
ISL9 260	260 (194)	720 (976) @ 1300	2200

*Indicates shuttle bus only rating



ISL G Ratings

Engine Model	Advertised HP (kW)	Peak Torque LB-FT (N•m) @ RPM	Governed Speed
ISL G 320	320 (239)	1000 (1356) @ 1300	2200
ISL G 300	300 (224)	860 (1166) @ 1300	2200
ISL G 280	280 (209)	900 (1220) @ 1300	2200
ISL G 260	260 (194)	660 (895) @ 1300	2200
ISL G 250	250 (186)	730 (990) @ 1300	2200



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