



**STAGE**  
**V**  
**VISION**

**X12**

**Displacement**  
12 Litres

**Power**  
335-512 hp  
250-382 kW

**Max. torque**  
2305 Nm

**Technology**  
that Transforms

# New Stage V Engines from C

Cummins Stage V engines do more with less. For operators, our engines deliver higher performance for more machine capability. Simpler architecture means more reliability, and more productivity. Additionally, our improved fuel efficiency with extended service intervals drives less running costs.

The Stage V engines are supplied as an integrated system with Cummins Single Module™ exhaust aftertreatment. Smaller and lighter than its predecessor, its improved NOx conversion efficiency enables the engines to be EGR-free. The engine and aftertreatment system is more compact with less weight, meaning less complexity and lower installation cost.



## **F3.8**

### **Displacement**

3.8 Litres

### **Power**

100-155 hp / 75-116 kW

### **Max. torque**

600 Nm



## **B4.5**

### **Displacement**

4.5 Litres

### **Power**

120-200 hp / 90-149 kW

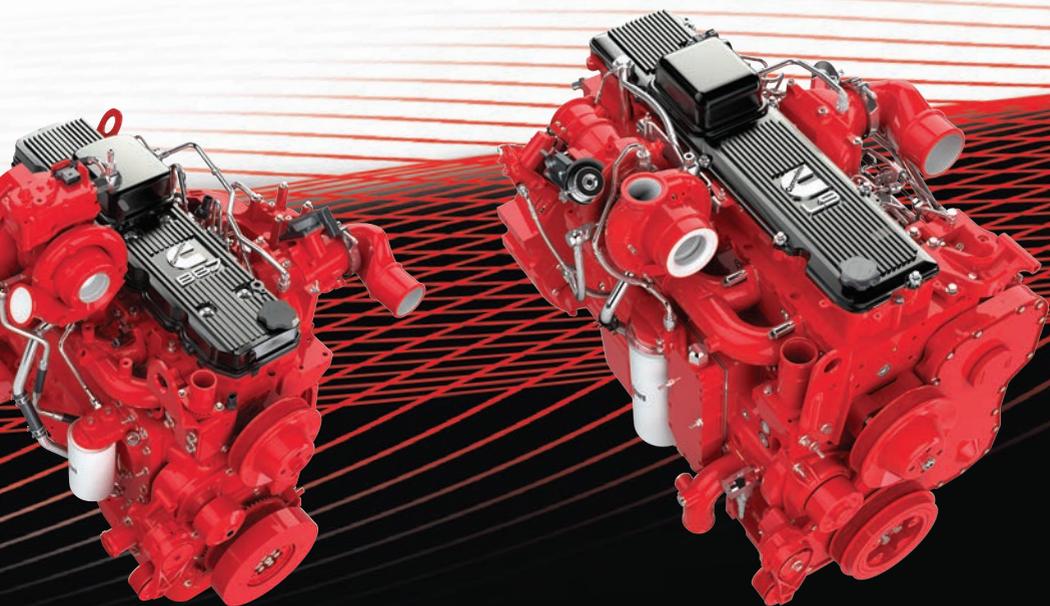
### **Max. torque**

780 Nm

# cummins

The Stage V global engine platforms enable a common installation for domestic and export business, giving more flexibility to manufacturers and reducing cost. This is backed by high sulphur fuel tolerance, meaning the engines can be used around the world.

**STAGE**  
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## **B6.7**

### **Displacement**

6.7 Litres

### **Power**

155-326 hp / 116-243 kW

### **Max. torque**

1375 Nm

## **L9**

### **Displacement**

9 Litres

### **Power**

275-430 hp / 206-321 kW

### **Max. torque**

1846 Nm

For more information visit [cumminsengines.com/stagev](http://cumminsengines.com/stagev)

# Single Module™ Advanced Aftertreatment System for Stage V

- Saves up to 50% in envelope size and up to 30% in weight compared to current systems
- A 'fit and forget' system for Stage V that removes emissions almost entirely by passive regeneration.... and has no impact on equipment operation
- Service cleaning is expected to extend significantly beyond the 5000 hours of today's systems
- Advanced dosing and mixing technology minimises urea consumption and reduces risk of urea crystallisation
- Latest catalyst technology achieves higher NOx conversion efficiency and removes 99.9% of all PM by weight and count
- Used with the new F3.8, B4.5, B6.7 and L9 engines



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