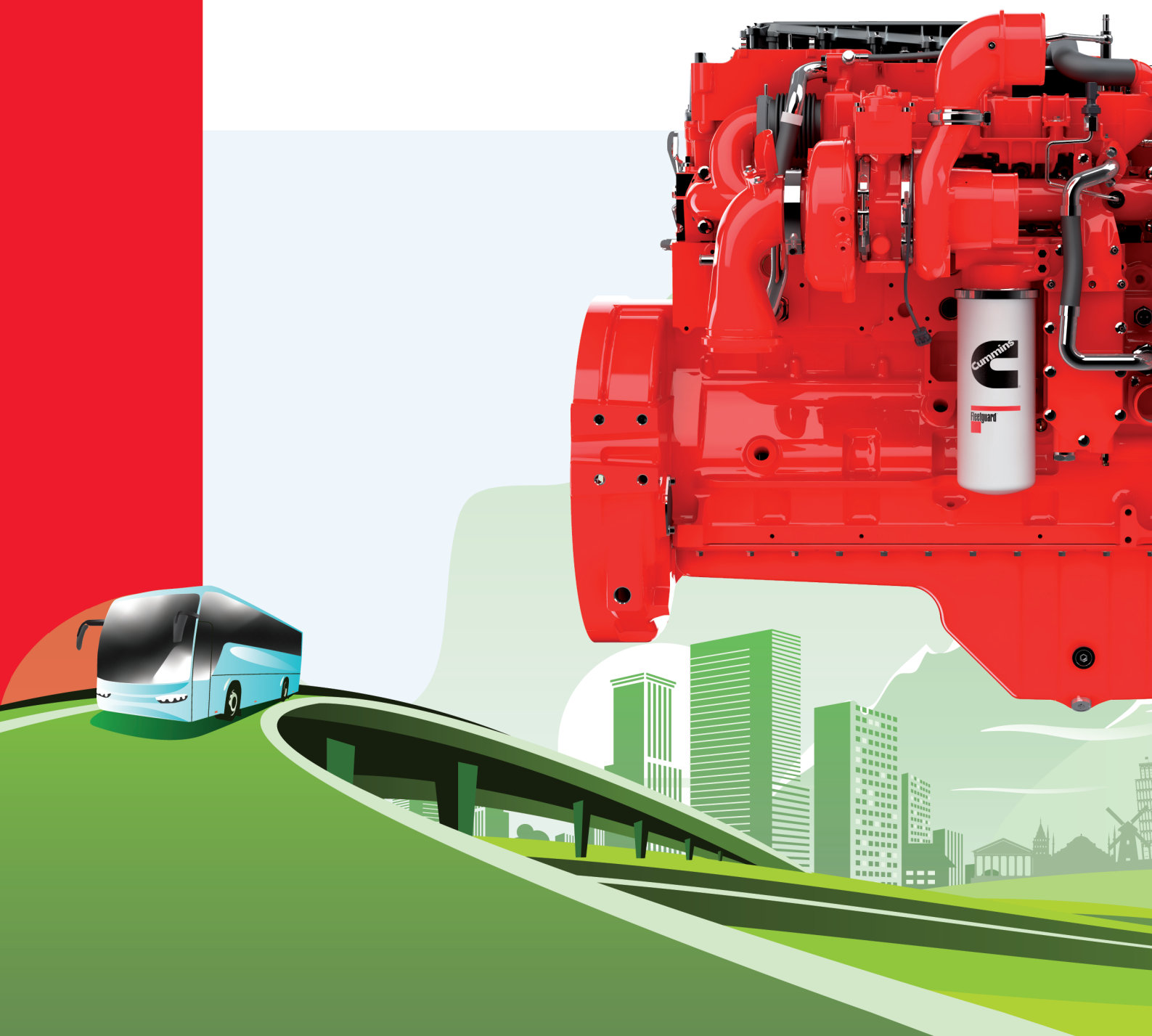




# L9 Euro 6

for Buses and Coaches





# Smart Efficiency



The L9 is a highly flexible power choice with a light weight, compact size and fuel efficient 8.9 litre configuration. Operators of heavy duty buses and coaches will benefit from high performance, strong acceleration and low operating costs, all with the reliability and durability expected from Cummins. With unrivalled levels of torque for an engine of this size, the L9 provides you with the solution you need.

## L9

The latest engine meets 2017 Euro 6 OBD C using the ultra-low emissions technologies of cooled exhaust gas recirculation (EGR) and variable geometry turbocharging (VGT).

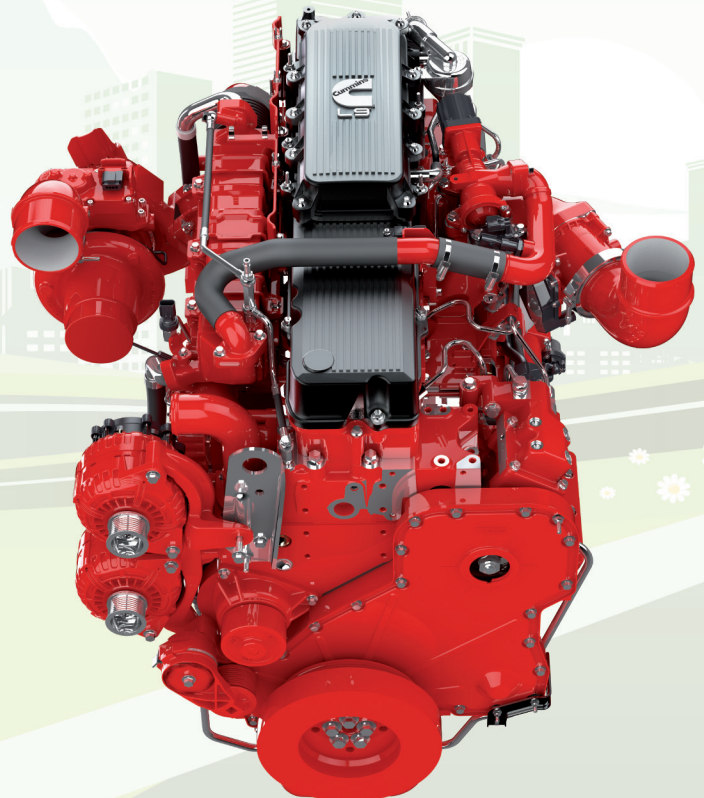
Using EGR alongside Selective Catalytic Reduction (SCR) to meet the required oxides of nitrogen emissions levels means that fuel economy and Adblue usage are optimised for the lowest possible running costs. The VGT, developed by Cummins Turbo Technologies, is designed for high torque and low speed capability, delivering significant performance and vehicle productivity improvements.

The aftertreatment system incorporates a diesel particulate filter to meet the very low particulate emissions requirements. All of the technologies are proven, and have been tailored specifically for European vehicles and operations to provide the best solution for your business.

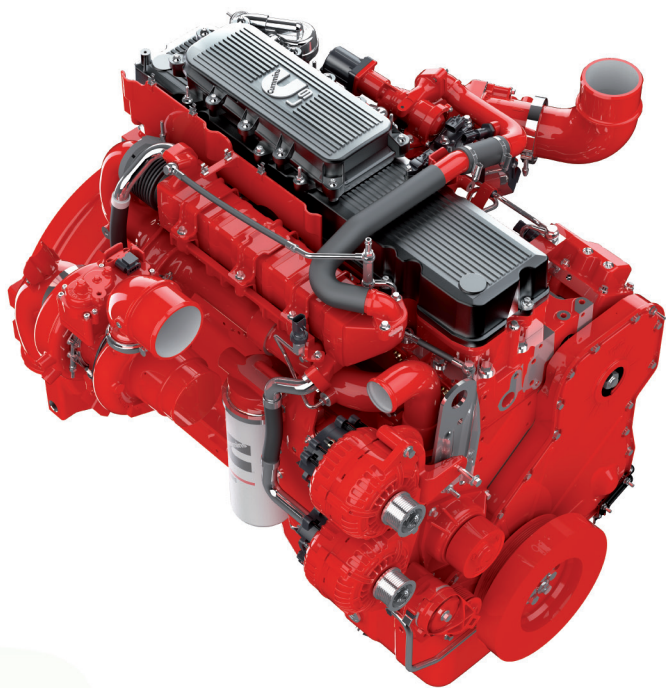
Specifications	COACH	Bus
POWER (HP)	340-400	340-370
POWER (KW)	254-298	254-276
PEAK TORQUE (NM)	1700	1600
GOVERNED SPEED (RPM)	1900-2000	2000
NO. OF CYLINDER	6	6
DISPLACEMENT (LITRES)	8.9	8.9
DRY WEIGHT (KG)	769	769

## Features and Benefits

- Premium Engineering – cylinder block with integrated fluid lines, high strength tensile steel forged crankshaft, high durability pistons and special surface finish mid-stop cylinder liners support the overhaul durability goal of 850,000km.
- Electronic Integration and protection – industry standard datalink accepts inputs from all powertrain components including electronic transmissions, ABS brakes and ASR anti-slip. Creates a seamless flow of information shared along a high speed network.
- Electronic Protection – sensors throughout the engine continually send data back to the ECM for self diagnosis and protection. Rapid diagnostics and data downloading are available, helping to ensure maximum uptime for vehicles.







- Electronic Control Module (ECM) – has a higher processing capacity than the previous model. It maintains an optimum balance between load demands, fuel-efficiency and emissions control.

It is designed to be isolated from detrimental thermal and vibration loading for extreme reliability and durability.

The ECM ensures that the engine and aftertreatment meet the more challenging on-board diagnostics (OBD) monitoring requirements for Euro 6.

- High Power – available up to 370 hp for bus applications and 400 hp for coach applications, giving it the highest power to weight ratio in its class.
- High Torque – with up to 1600Nm for bus applications and 1700Nm for coach applications for excellent responsiveness.

## Emission Technologies

- High Pressure Common Rail fuel system – works at higher pressure and provides more precise control of the combustion process. Capable of generating up to 1800 bar injection pressures for refined and rapid power delivery, reduced noise, and improved cold start.
- Variable Geometry Turbocharger – developed by Cummins Turbo Technologies the VGT is optimised for high torque and low speed capability, delivering significant performance and driveability improvements.
- Latest Engine Filtration – a new nanotechnology based fuel filter media offers unmatched protection for the engine's fuel system, removing up to 98.7% of all particles as small as 4 microns.
- Aftertreatment system – an inline configuration for compact installations, packaged ready for manufacturers to fit direct to their chassis. Controlled by the engine ECM, it incorporates a Cummins Particulate Filter (CPF) with Selective Catalytic Reduction (SCR) to meet the ultra-low levels required at Euro 6.
- Emissions control – the EGR and SCR systems are closely balanced to meet the regulated NOx levels and optimise the fuel economy and Adblue usage for the lowest possible running costs.

## Smart Efficiency

**Smart**Efficiency at Cummins means providing future-proof solutions that take Cummins and our customers beyond Euro 6. We are developing a range of sustainable technologies for improved fuel efficiency,

reduced CO<sub>2</sub> emissions and the lowest total cost of operation. Using our experience we tailor these technologies to each installation for the optimum driveline efficiency across a range of operations and duty cycles.



## Support

Cummins technology and engineering expertise enables us to partner with our customers to manage the complexity of Euro 6 with them. Strong integration support capability means that we can work closely with the vehicle manufacturers to maximise the potential of their products powered by our engines. Our ability to tailor the engine to the installation is a positive advantage for them.



All Cummins engines are backed by the widest support network in the industry, with over 7,200 service outlets worldwide. Your local Cummins customer assistance centre is available to provide technical support when you need it. Visit **[cumminsengines.com](http://cumminsengines.com)** for more details.

Cummins has always been a pioneer in product development. Thus specifications may change without notice. Illustrations may include optional equipment.



Cummins Ltd.  
Yarm Road, Darlington, DL1 4PW, UK  
Tel: +44 (0) 1325 554829 Fax: +44 (0) 1325 362481  
E-Mail: [enquiries.engines@cummins.com](mailto:enquiries.engines@cummins.com)

**[www.cumminsengines.com](http://www.cumminsengines.com)**

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