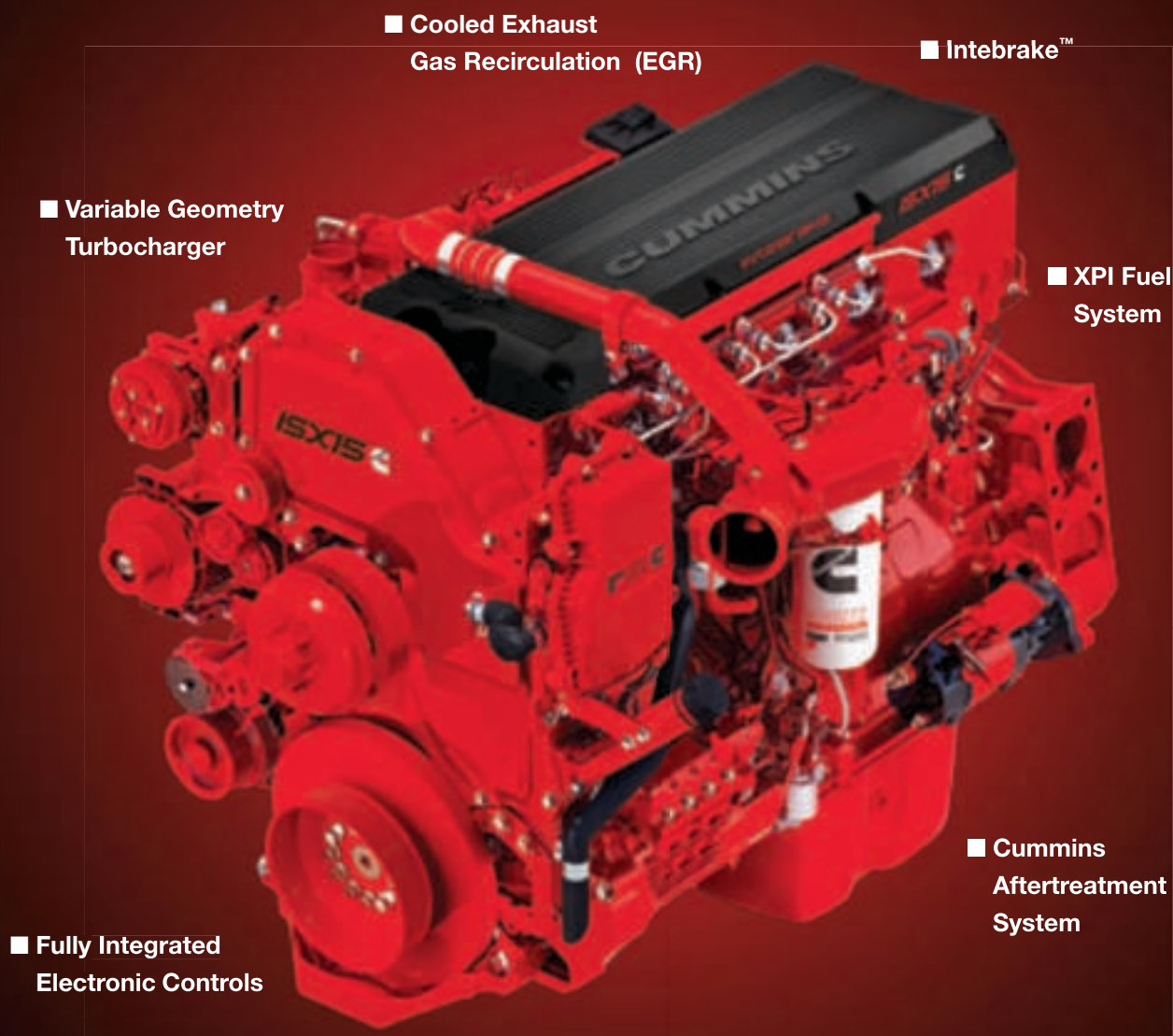




# Better Every™ Mile.

ISX15 For EPA 2010.



# More Miles. Every™ Gallon. ISX15 For EPA 2010.

Cummins ISX15 EPA 2010 delivers superior driving performance while improving industry-leading fuel economy. Plus, it achieves near-zero emissions levels without sacrificing the reliability or durability that you expect from a Cummins engine.

Every major component and system is designed and built by Cummins for total quality control, building on a proven engine with fully integrated electronics. An improved, more precise air-handling system has reduced restriction, which helps optimize performance.

The result is that Class 8 truck owners will achieve up to 5% more miles per gallon with the ISX15. In addition, maintenance intervals are unchanged from previous years. So the ISX15 will deliver the lowest operating costs of any engine in its class.

For superior fuel economy, strong performance, long-range durability and exceptional dependability, you've got every reason to spec an ISX15.

**XPI Fuel System** – The proven technology of the XPI common-rail fuel system delivers a precise quantity of fuel at ultra-high pressures. This, together with more robust electronic engine controls, enables multiple injection events per cycle. Flexibility in injection timing increases fuel economy and performance while decreasing exhaust emissions.



**Single Overhead Cam** – Our improved XPI fuel system eliminates the need for a second camshaft. This provides weight savings and simplifies operation.

**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.

**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.

**Intebrate™** – Even with one overhead cam, the ISX15 still has best-in-class braking horsepower (up to 600 bhp) for greater vehicle control with reduced service brake wear.

**Cummins Aftertreatment System** – The proven Cummins Particulate Filter reduces particulate matter by over 90%. In 2010 it is combined with Cummins Selective Catalytic Reduction (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.

## ISX15 Specifications

Advertised Horsepower	400-600 HP	298-447 kW
Peak Torque	1450-2050 LB-FT	1966-2779 N•M
Governed Speed	2000 RPM	
Clutch Engagement Torque	1000 LB-FT	1356 N•M
Number of Cylinders	6	
Oil System Capacity	14 U.S. GALLONS	52.9 LITERS
System Weight	3,186 LB	1,445 KG
Engine (Dry)	2,964 LB	1,344 KG
Aftertreatment System*	222 LB	101 KG

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

## ISX15 Maintenance Intervals

Duty Cycle*	Light	Normal	Severe
Oil and Filter	35,000 MI 56,000 KM	25,000 MI 40,000 KM	15,000 MI 24,000 KM
Fuel Filter	25,000 MI 40,000 KM	25,000 MI 40,000 KM	25,000 MI 40,000 KM
Coolant Filter**	50,000 MI 80,000 KM	50,000 MI 80,000 KM	50,000 MI 80,000 KM
Valve Adjustment	500,000 MI 800,000 KM	500,000 MI 800,000 KM	500,000 MI 800,000 KM
Coalescing Filter	125,000 MI (200,000 KM) or Every 5th to 6th Oil Change Interval		
DEF Filter	200,000 MI (320,000 KM)		
Particulate Filter Cleaning	200,000-400,000 MI (320,000-640,000 KM)		

\*Light Duty = > 6.7 mpg; Normal Duty = 5.5-6.7 mpg; Severe Duty = < 5.5 mpg

\*\*With appropriate filter.



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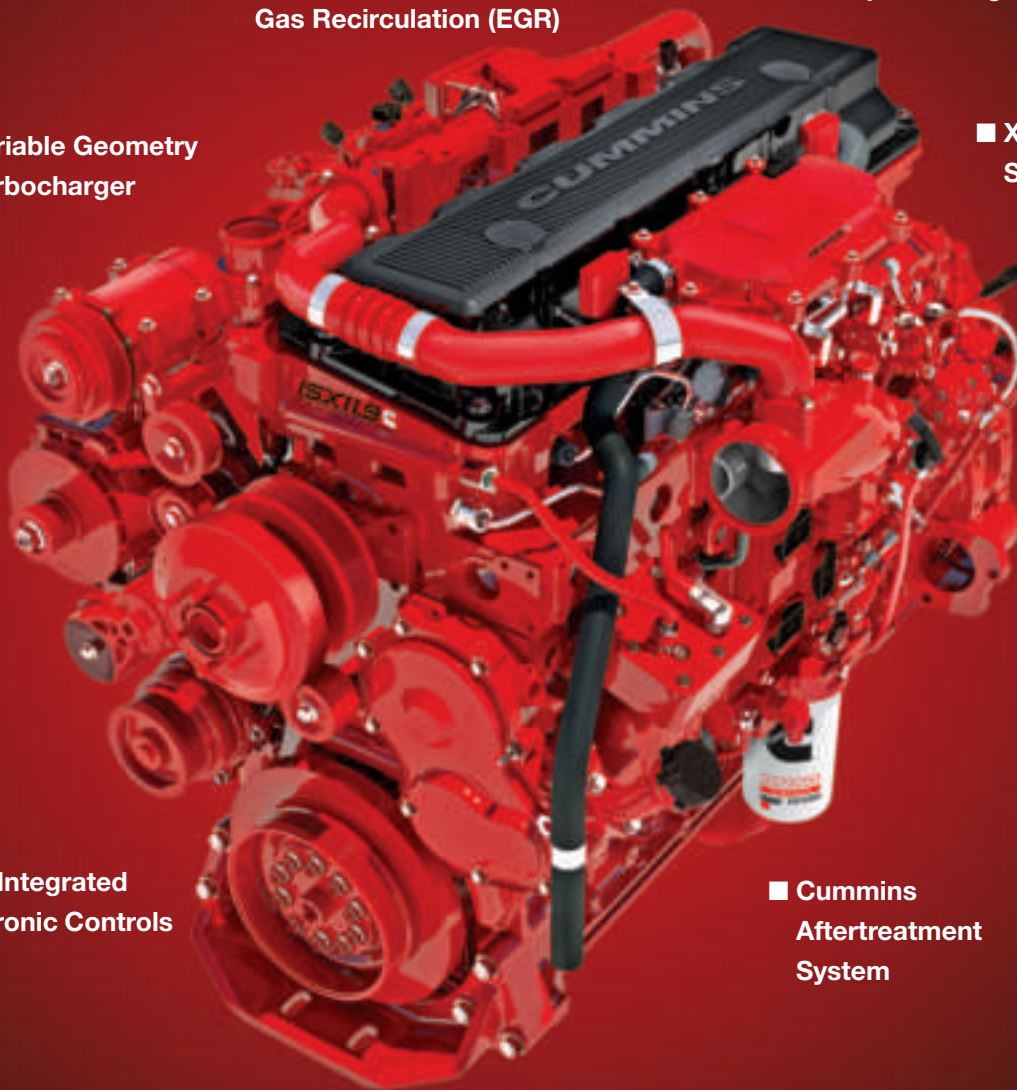
ISX11.9 For EPA 2010.

■ Cooled Exhaust  
Gas Recirculation (EGR)

■ Compact Design

■ Variable Geometry  
Turbocharger

■ XPI Fuel  
System



■ Fully Integrated  
Electronic Controls

■ Cummins  
Aftertreatment  
System

# A Perfect Fit. Every™ Time. ISX11.9 For EPA 2010.

Superior driveability is now available in the industry's most compact 10- to 13-liter engine. Cummins ISX11.9 EPA 2010 is a clean-sheet design that delivers everything you want – strong pulling power, excellent throttle response and high fuel economy numbers with legendary Cummins reliability and durability.

A high power-to-weight ratio and strong clutch engagement torque make it ideal for severe-duty applications like refuse haulers, dump trucks and mixers. The horsepower range and exceptional fuel efficiency are an ideal match for local and LTL trucking operations.

Every major component and system is designed and built by Cummins for total quality control, and the ISX11.9 shares technology with the proven ISX15 engine.

The ISX11.9 doesn't just replace the ISM. It surpasses it, in every way.

**XPI Fuel System** – The proven technology of the XPI common-rail fuel system delivers a precise quantity of fuel at ultra-high pressures. This, together with more robust electronic engine controls, enables multiple injection events per cycle. Flexibility in injection timing increases fuel economy and performance while decreasing exhaust emissions.



**Compact Design** – Designed from the ground up to be the best medium-bore engine in the industry. Compact and powerful, the ISX11.9 has plenty of torque to pull every load while delivering optimum fuel economy. It shares many major components with the ISX15, so it's strong enough to handle virtually any application.

**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.

**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 Selective Catalytic Reduction (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.

## ISX11.9 Specifications

Advertised Horsepower	310-425 HP	231-317 kW
Peak Torque	1150-1650 LB-FT	1559-2237 N•M
Governed Speed	2100 RPM	
Clutch Engagement Torque	700 LB-FT	949 N•M
Number of Cylinders	6	
Oil System Capacity	12 U.S. GALLONS	45.4 LITERS
System Weight	2,812 LB	1,276 KG
Engine (Dry)	2,590 LB	1,175 KG
Aftertreatment System*	222 LB	101 KG

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

## ISX11.9 Maintenance Intervals

Duty Cycle*	Light	Normal	Severe
Oil and Filter	35,000 MI 56,000 KM	25,000 MI 40,000 KM	15,000 MI 24,000 KM
Fuel Filter	25,000 MI 40,000 KM	25,000 MI 40,000 KM	25,000 MI 40,000 KM
Coolant Filter**	50,000 MI 80,000 KM	50,000 MI 80,000 KM	50,000 MI 80,000 KM
Valve Adjustment	250,000 MI 402,000 KM	250,000 MI 402,000 KM	250,000 MI 402,000 KM
Coalescing Filter	150,000 MI (240,000 KM) or Every 6th to 7th Oil Change Interval		
DEF Filter	200,000 MI (320,000 KM)		
Particulate Filter Cleaning	200,000-400,000 MI (320,000-640,000 KM)		

\*Light Duty = > 6.7 mpg; Normal Duty = 5.5-6.7 mpg; Severe Duty = < 5.5 mpg

\*\*With appropriate filter.



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