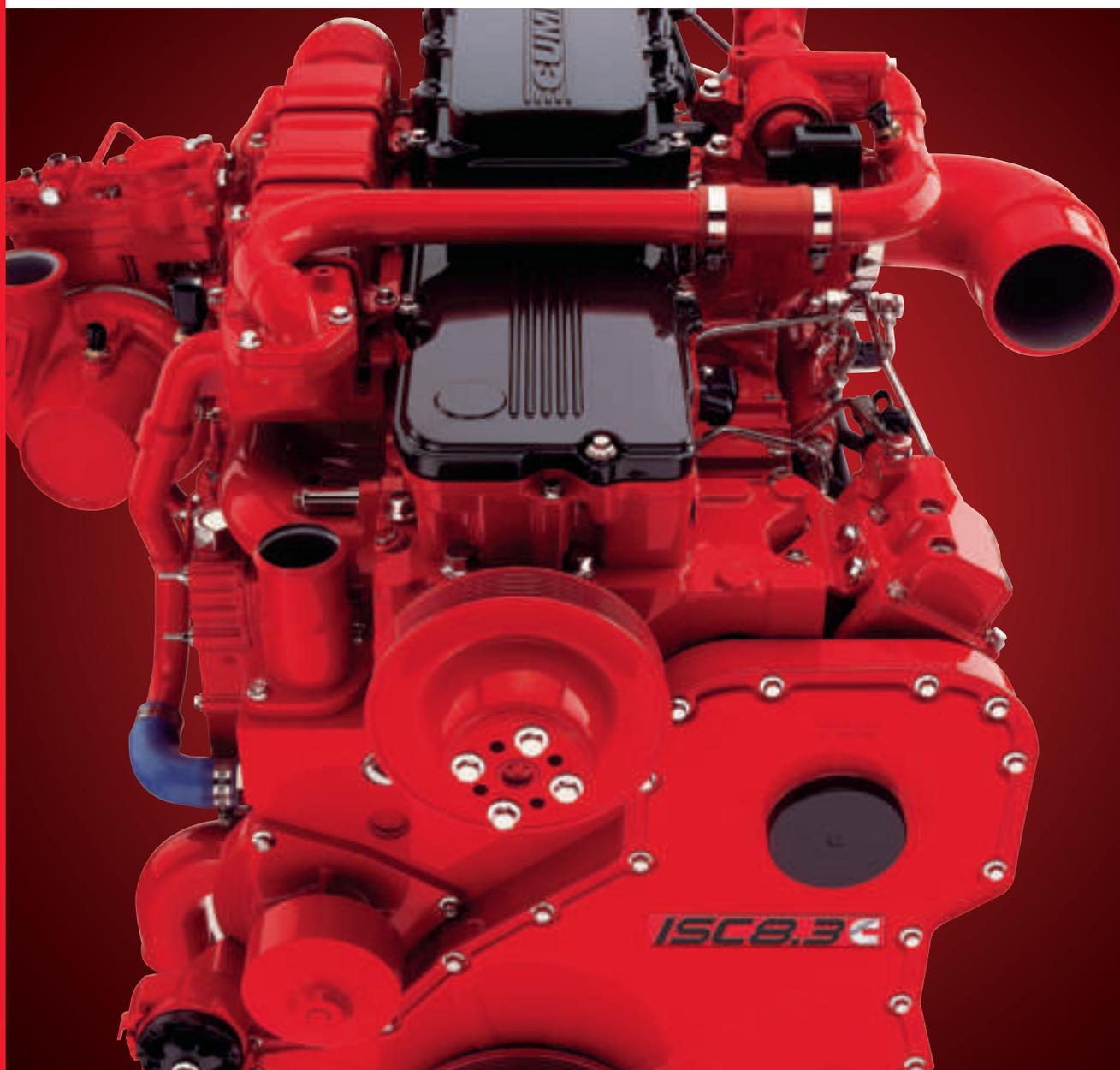




Better Performance. Every™ Load.

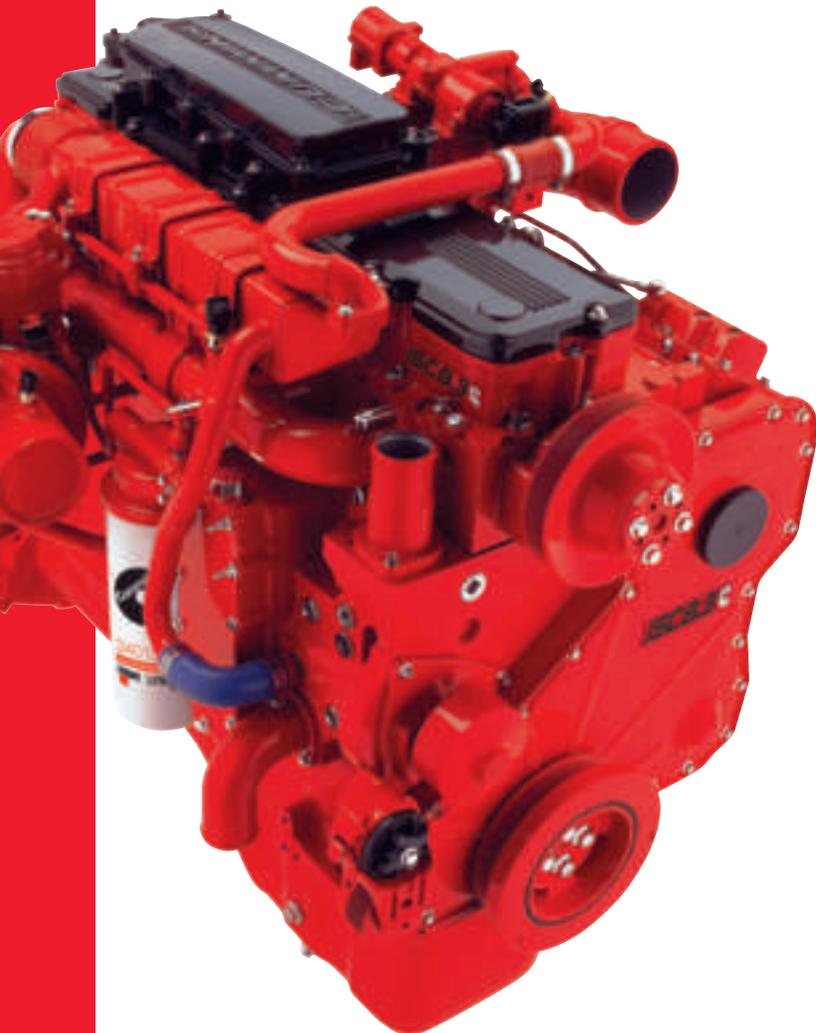
Cummins ISC8.3 For EPA 2010.
For Truck Applications.



Better Performance. Every™ Load.

Year after year, in every type of vehicle from refuse equipment to dump trucks, Cummins ISC has earned the trust of drivers and owners alike. That's the reason very few changes have been made to the base engine for 2010. You can expect the same great reliability with even better performance from the ISC8.3 EPA 2010 than you currently get from ISC-powered vehicles.

With heavy-duty features like replaceable wet liners, the ISC8.3 has one of the highest power-to-weight ratios in its class.



It features Cummins XPI fuel system – the same technology that's used on the ISX15. This high-pressure system allows the ISC8.3 to run cleaner, quieter and stronger than the EPA 2007 model.

The Cummins Aftertreatment System combines the Cummins Particulate Filter with proven Selective Catalytic Reduction (SCR) technology, using a proprietary copper zeolite catalyst, and has been fully integrated with the engine to deliver near-zero emissions. Adding SCR does more than clean up the exhaust. It also enables us to lower cooled-EGR levels and recalibrate the ISC8.3 for stronger performance and better fuel efficiency. The Diesel Exhaust Fluid (DEF) tank should need to be refilled only every second or third diesel fill-up.

The combination of SCR, XPI fuel injection and the total integration of all elements controlled under a single system results in up to 3% better fuel economy versus an EPA 2007 ISC. And when you lower the amount of fuel being burned, you're also lowering greenhouse gas emissions.

Maintenance intervals and costs remain virtually unchanged for the ISC8.3. The only additional item is the replacement of the DEF filter every 200,000 miles (320,000 km).

Bottom line: The ISC8.3 is designed to deliver more value for you. Every day. Every route.



Every System. Integrated.

Cummins is the only engine manufacturer to design and develop, manufacture and support every component from the air intake to the exhaust aftertreatment in a totally integrated system. This allows us to optimize critical systems to deliver the right technology to our customers in a way that other engine manufacturers using outside suppliers simply can't match.

The ISC8.3 features our exclusive XPI fuel system. Of all North American manufacturers, only Cummins has the in-house capabilities to design and manufacture this critical element. The XPI fuel system has fewer moving parts than competitive units do, for greater reliability. It is capable of the highest injection pressures in the industry, consistent at every rpm for stronger performance with multiple injection events for cleaner, quieter and more complete combustion. A single-piece armature, increased current capacity and fueling accuracy bolster the performance of a more robust fuel injector.

The fully integrated system also includes a VGT™ Turbocharger custom-built by Cummins Turbo Technologies. The simplicity and precision of this design set the standard for the transportation industry. A new bearing housing, actuator adjustments, an undercut push rod and a revised feather ring combine with an improved mounting system to deliver better reliability and durability than ever before.

Every Need. Covered.

The Cummins service network (the largest in North America, with over 3,500 locations) works hard to ensure that every engine performs as promised.

Personnel at our authorized service centers are trained on these engines and have the necessary equipment and Genuine Cummins Parts to promptly handle any type of service issue.

Finding your local authorized Cummins service facility is as easy as dialing the 1-800-DIESELS™ (1-800-343-7357) Customer Assistance Center or using the service locator tool at cumminsengines.com.

Finding DEF is easy as well, as it is being carried at thousands of Cummins Filtration distributor and dealer outlets throughout North America as well as at major truck stop locations.



ISC8.3 Specifications

Advertised Horsepower	260-350 HP	194-261 kW
Peak Torque	660-1000 LB-FT	895-1356 N•M
Governed Speed	2200 RPM	
Clutch Engagement Torque	500 LB-FT	678 N•M
Number of Cylinders	6	
Oil System Capacity	6.3 U.S. GALLONS	23.8 LITERS
System Weight	1,840 LB	834 KG
Engine (Dry)	1,640 LB	744 KG
Aftertreatment System*	200 LB	90 KG

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

ISC8.3 Maintenance Intervals

Maintenance Item	Miles/Kilometers	Hours	Months
Oil and Filter*	15,000 MI 24,000 KM	500	6
Primary Fuel Filter**	15,000 MI 24,000 KM	500	6
Secondary Fuel Filter	15,000 MI 24,000 KM	500	6
Coolant Filter	None***	None***	None***
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		
Particulate Filter Cleaning	200,000-400,000 MI 320,000-640,000 KM		

*Assuming normal duty cycle.

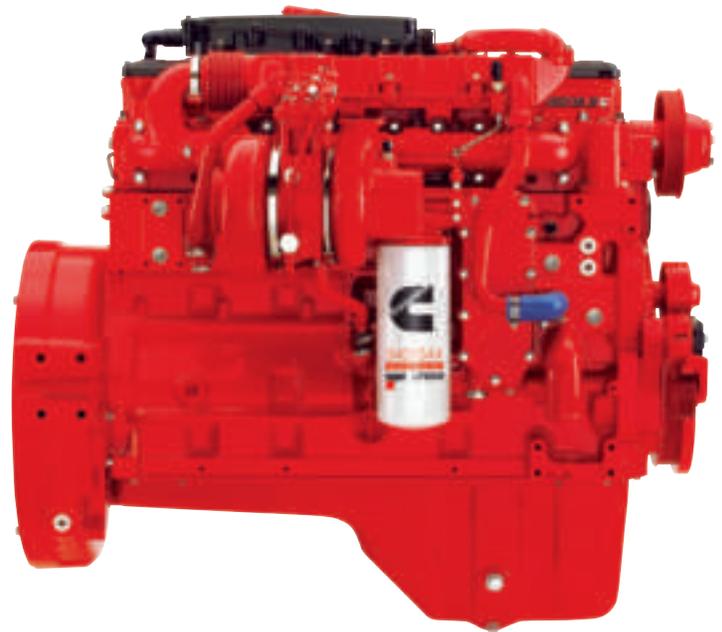
**OEM-supplied; intervals may vary.

***If engine is equipped with an optional coolant filter, it will need to be replaced at the same intervals as the oil filter. Regardless if the engine is or is not equipped with a coolant filter, SCA/DCA additive levels must be checked according to the interval listed in the Owners Manual.

****Extended coolant drain/flush/fill intervals may be followed when certain requirements are met. For more information on these requirements, refer to the Cummins Coolant Requirements and Maintenance Service, Bulletin 3666132.

ISC8.3 Ratings

Engine Model	Advertised Horsepower (kW)	Peak Torque lb-ft (N•m) @ rpm
ISC8.3 350	350 (261)	1000 (1356) @ 1400
ISC8.3 330	330 (246)	1000 (1356) @ 1400
ISC8.3 300	300 (224)	860 (1166) @ 1400
ISC8.3 270	270 (201)	800 (1085) @ 1300
ISC8.3 260	260 (194)	660 (895) @ 1300



Gearing Recommendations.

Vehicle gearing is a major factor in optimizing performance and fuel economy. Cummins PowerSpec is a software program that helps you quickly identify the axle ratio your truck needs. Log on to powerspec.cummins.com for gearing recommendations.



Warranty Coverage.

Cummins base engine warranty coverage* is now simpler and more comprehensive than ever. It includes virtually everything – parts, labor, consumables and progressive damage on everything from the block casting to the injectors for 2 years/250,000 miles (402,336 km). All Cummins branded elements in the Cummins Aftertreatment System, from the Cummins Particulate Filter to the hydrocarbon doser injector, decomposition reactor and SCR catalyst, are covered – with no deductible. It's ironclad proof that you can take to the bank.

*Covers defects in Cummins materials or factory workmanship.

Extended Coverage.

You can plan your maintenance and repair budgets with confidence when you have an extended coverage plan on your ISC8.3 engine. A wide variety of protection plans are offered, so you can choose the one that best meets your equipment trade cycle and financial goals. Contact your local Cummins distributor or dealer for additional details.

Better ROI. Every Trade.

While no one can predict the future, the improved reliability and durability of the ISC8.3, together with its higher power output and better fuel economy versus competitive engines, should result in a higher residual value at trade-in versus equipment powered by competitive engines.

A Better Choice.

Cummins ISC8.3 for EPA 2010 is a better solution to meet all your needs – from near-zero emissions and the lowest cost of operation in its class to driver-pleasing performance and proven reliability. For more information about the ISC8.3, visit your local Cummins distributor or dealer, phone the 1-800-DIESELS™ (1-800-343-7357) Customer Assistance Center or visit cumminsengines.com.





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