

September 24, 2007



Cummins Announces Right Technology for 2010

No NOx Aftertreatment On Heavy-Duty Engines; MidRange Engines Use Proven SCR Technology

NASHVILLE, Tenn.--(BUSINESS WIRE)--

Cummins Inc. (NYSE:CMI) today announced its technology approach for on-highway engines to meet the more stringent 2010 EPA emissions standards. The company will use an evolution of its proven 2007 solutions to maintain power and torque with comparable fuel economy and maintenance intervals the same as today. Cummins will offer a complete lineup of on-highway engines to meet the near-zero 2010 emissions standards.

Heavy-Duty Formula For Success

Key ingredients of the Cummins 2010 Heavy-Duty lineup include:

- No NOx aftertreatment: NOx reduction will be achieved by an integrated technology solution comprised of the XPI High Pressure Common Rail (HPCR) fuel system, next-generation cooled Exhaust Gas Recirculation (EGR), advanced electronic controls, proven air handling and the Cummins Particulate Filter.
- X platform expansion and increased displacement: Cummins will expand the Heavy-Duty X platform in North America to three displacements with the introduction of an 11.9L engine and a 16L engine to complement its flagship 15L product. The engines will share a common architecture including the XPI HPCR fuel system. The expansion will enable Cummins to meet a broader array of customer needs, and marks the first time in nearly 20 years that the company has had a common architecture across its industry-leading Heavy-Duty products.

"Having the ability to meet a broader range of customer needs with an expanded product line using Cummins proven technology is our formula for success in 2010 and beyond. We will continue to deliver products in 2010 with unrivaled performance, reliability, durability and the lowest cost of operation available in the marketplace," said Ed Pence, Vice President and General Manager, Cummins Heavy-Duty Engine Business.

"Designing and producing the best-in-class Heavy-Duty diesel requires expertise in combustion, air handling, fuel systems, electronic controls and exhaust aftertreatment. That expertise and the ability to balance customer and environmental needs drive Cummins innovation," said Dr. Steve Charlton, Cummins Executive Director of Heavy-Duty Engineering.

The next-generation cooled EGR is key to reducing emissions and oxides of nitrogen (NOx). EGR technology will not add complexity to the vehicle; and power, torque, fuel economy and maintenance intervals will stay the same. Cummins presently leads the U.S. on-highway truck market with cooled-EGR technology.

Cummins will continue to use its proven Variable Geometry Turbocharger (VG Turbo), which bolsters total engine performance from power output to response to superior engine braking, while working in tandem with the cooled-EGR subsystem.

The Cummins Particulate Filter, designed and manufactured by Cummins Emission Solutions and introduced in 2007, will be the only aftertreatment required for Heavy-Duty engines in 2010. The engine and aftertreatment work together to further reduce particulate emissions.

MidRange Engine Evolution

Cummins will enhance its MidRange on-highway product performance and reliability by adding Selective Catalytic Reduction (SCR) to its existing product to meet the near-zero 2010 emissions standards. SCR is the right technology for Cummins medium-duty truck, bus and specialty-vehicle customers who want a simple and proven solution to meet their diverse power and duty cycle needs.

"Cummins MidRange engines are known for their exceptional value," said Dave Crompton, Vice President and General Manager, Cummins MidRange Engine Business. "SCR enables us to extend our power range while maintaining excellent fuel economy, maintenance intervals and overall low cost of ownership. This translates to even better value for MidRange customers in 2010," he added.

"Our 2007 products are working well and customers are delighted. For 2010, we will simply add a proven NOx reduction system to ensure a highly reliable and cost-effective solution," said Jeff Weikert, Executive Director of MidRange Engineering.

SCR technology uses a chemical called urea and a catalytic converter to significantly reduce oxides of nitrogen (NOx) emissions.

SCR technology is not new to Cummins. In 2006, Cummins launched its MidRange engines certified to the Euro 4 standard using SCR for commercial vehicle applications in Europe.

"Leveraging our experience in Europe, Cummins is positioned to implement SCR better than any other engine manufacturer in North America. Our customers can depend on Cummins to be ready with proven technology for 2010, just like we were in 2007," said Crompton.

Across its entire lineup of on-highway engines, Cummins is able to meet increasingly stringent emissions regulations with speed and efficiency, due primarily to two competitive advantages.

First, Cummins benefits from an integrated business structure that enables it to tap the core competencies of Cummins Emission Solutions, Cummins Turbo Technologies, Cummins Fuel Systems and Cummins Filtration. These businesses work together to bring to market technologically superior, fully integrated systems. Second, Cummins benefits from its worldwide experience and leadership with a wide range of proven technologies. Cummins continues to execute its carefully planned product strategy, anticipating changes and investing in the research and development necessary to meet customer needs and environmental goals.

All Cummins on-highway engines will be fully certified and compliant to the near-zero EPA 2010 emissions standards.

Cummins Inc., a global power leader, is a corporation of complementary business units that design, manufacture, distribute and service engines and related technologies, including fuel systems, controls, air handling, filtration, emission solutions and electrical power generation systems. Headquartered in Columbus, Indiana (USA), Cummins serves customers in more than 160 countries through its network of 550 company-owned and independent distributor facilities and more than 5,000 dealer locations. Cummins reported net income of \$715 million on sales of \$11.4 billion in 2006. Press releases can be found on the Web at cummins.com or everytime.cummins.com.

Source: Cummins Inc.