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Cummins Supports Government Standards for Greenhouse Gas Emissions and Fuel Efficiency for Medium- and Heavy-Duty Commercial Vehicles

COLUMBUS, Ind.--(BUSINESS WIRE)-- Cummins Inc. (NYSE: CMI) today expressed its support for the regulatory proposal by the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation (DOT) to improve greenhouse gas (GHG) emissions and fuel efficiency for medium- and heavy-duty commercial vehicles.

The proposal is the result of President Obama's memorandum in May directing the two agencies to coordinate efforts to create a single national GHG reduction and fuel efficiency program. The release of the proposal by EPA and DOT marks the beginning of the formal rulemaking process. Cummins will participate in this public process by submitting comments on the proposal to the agencies and will continue to work closely with them and other stakeholders on developing a workable regulatory structure.

"For some time now, Cummins has advocated for consistent and responsible regulations that recognize the needs of business, offer clear direction and provide incentives to companies that create innovative technologies as well as jobs in this country," said Cummins Engine Business President Rich Freeland. "Such regulations also add real value to our customers, as better fuel economy lowers their operating costs while significantly benefiting the environment. We look forward to working with the EPA, DOT and other stakeholders in developing the final rule."

Cummins is already well along the path of clean diesel technology. The Company spends millions of dollars a year researching and developing technologies to meet emissions regulations while improving fuel economy. Much of this work is done in close collaboration with the Department of Energy.

Earlier this year, U.S. Secretary of Energy Dr. Steven Chu visited Cummins' Technical Center in Columbus, Indiana to award the company nearly \$54 million in funding to support systems level technology development, integration and demonstration for highly efficient advanced technology powertrains. This development will play a critical role in achieving the type of GHG reduction and fuel efficiency improvements necessary to meet new regulatory

standards.

Today's on-highway diesel engines in the U.S. emit 99 percent less particulate matter and nitrogen oxides (NOx) than 30 years ago. The company's Selective Catalytic Reduction (SCR) technology used to meet EPA's stringent 2010 emission standards not only reduces NOx to near zero levels but also reduces fuel consumption. As a result, the Cummins 2010 heavy-duty and midrange engines deliver up to 6 percent improved fuel efficiency compared with the previous models. SCR enables the company to continue to meet these low emissions standards while also serving as a key technology for the company's future fuel efficiency improvements.

About Cummins

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 approximately 190 countries and territories through a network of more than 500 company-owned and independent distributor locations and approximately 5,200 dealer locations. The Company reported net income attributable to Cummins Inc. of \$428 million on sales of \$10.8 billion in 2009. Press releases can be found on the Web at www.cummins.com.

Forward-looking disclosure statement

Information provided in this release that is not purely historical are forward-looking statements within the meaning of the Private Securities Litigation Reform Act of 1995, including statements regarding the company's expectations, hopes, beliefs and intentions on strategies regarding the future. It is important to note that the company's actual future results could differ materially from those projected in such forward-looking statements because of a number of factors, including, but not limited to, general economic, business and financing conditions, labor relations, governmental action, competitor pricing activity, expense volatility and other risks detailed from time to time in Cummins Securities and Exchange Commission filings.

Source: Cummins Inc.