



Better Every™ Mile.

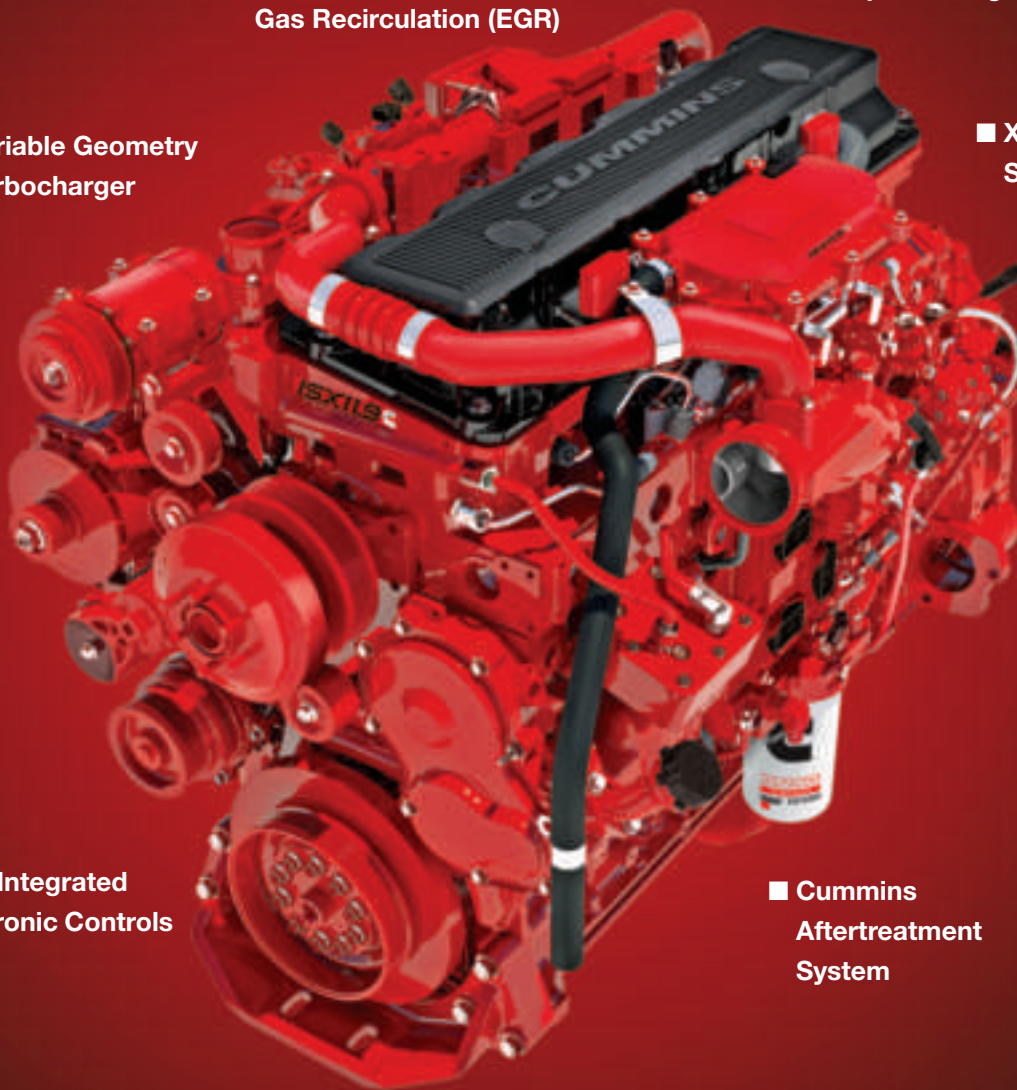
ISX11.9 For EPA 2010.

■ 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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