



Every™ Resource.

Oil And Gas Global Product Guide.



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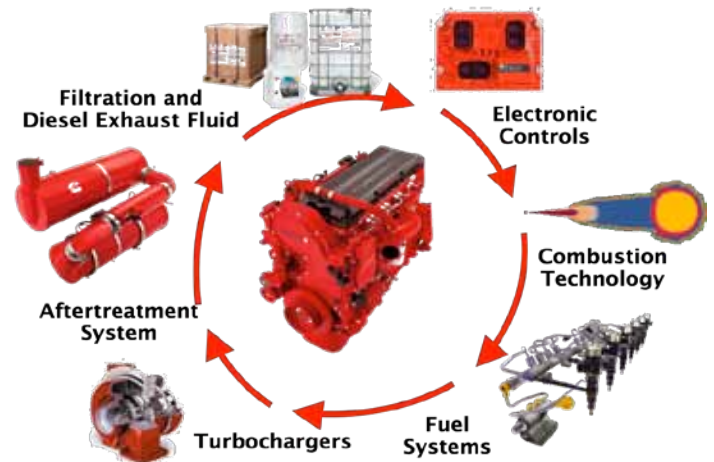
Cummins Oil And Gas Overview.

Cummins is committed to meeting the needs of oil and gas customers worldwide, no matter how broad the scope of your oil and gas business. If you are drilling, producing or servicing, we have the power, filtration, emissions technology, parts and service support to meet your every need.

Cummins delivers the toughest and most dependable four-cycle diesel and natural gas power in the world, including mechanically and electronically controlled emissions-compliant diesel engine platforms from 3.3 liters to 78 liters, and natural gas engines from 5.9 liters to 91 liters.

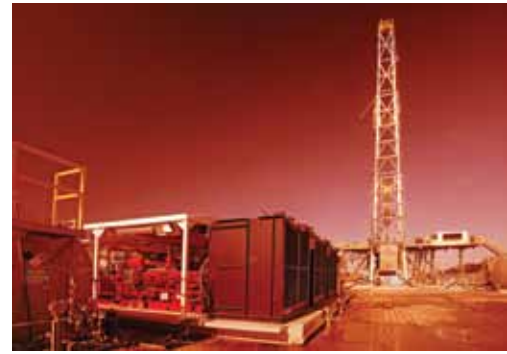
DIESEL	3.3L - 78L
NATURAL GAS	5.9L - 91L
LITERS	0 20 40 60 80 100

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.



Drilling.

Cummins delivers the complete package of products, services and support to meet all your drilling equipment needs. From loose engines and power units for mechanical rig power to land and offshore drilling power modules, you won't find a stronger, more dependable product lineup. We offer engines ranging from 185 hp to 2700 hp to power your customized drilling, hoisting and pumping applications, developed with Cummins-manufactured alternators, turbochargers, filtration and emission solutions components.



Mechanical Drilling Engines

ENGINE MODEL	RATING (BHP) ⁽¹⁾	RATING (kW) ^(2,3)	CONFIG.	DISPLACEMENT (L)	WEIGHT ⁽⁴⁾		EMISSIONS ^(5,6)	AFTERTREATMENT
					(LB)	(KG)		
QSX11.9	320-500	239-373	I-6	11.9	2,798	1,269	U.S. EPA Tier 4(i), EU Stage IIIB	Cummins Particulate Filter
QSX15	400-600	298-448	I-6	14.9	3,166	1,436	U.S. EPA Tier 4(i), EU Stage IIIB	Cummins Particulate Filter
QSK19	506-800	377-597	I-6	19	4,535	2,057	U.S. EPA Tier 4(i)	-
QSK23	760-950	567-709	I-6	23	6,001	2,722	U.S. EPA Tier 4(i)	-
QST30	850-1500	634-1119	V-12	30.5	7,337	3,328	U.S. EPA Tier 4(i)	-
QSK38	920-1260	686-939	V-12	37.8	9,039	4,100	U.S. EPA Tier 4(i)	-
QSK50	1350-2500	1007-1865	V-16	50.3	12,566	5,700	U.S. EPA Tier 4(i)	-
QSK60	1782-3000	1329-2237	V-16	60	21,206	9,619	U.S. EPA Tier 4(i)	-

Land-Based Oilfield Generator Sets

ENGINE MODEL	RATING (BHP) ⁽¹⁾	RATING (kW) ^(2,3)	SPEED (RPM)	FREQUENCY (Hz)	VOLTAGE (V)	EMISSIONS ^(5,6)	AFTERTREATMENT
QSX15	454-620	322-439	1500/1800	50/60	400/480	U.S. EPA Tier 4(i)	-
QSK19	715-815	507-578	1500/1800	50/60	400/480	U.S. EPA Tier 4(i)	-

Land-Based Drilling Power Modules

ENGINE MODEL	RATING (BHP) ⁽¹⁾	RATING (kW) ^(2,3)	SPEED (RPM)	FREQUENCY (Hz)	VOLTAGE (V)	EMISSIONS ^(5,6)	AFTERTREATMENT
QSK23	770-1085	546-769	1500/1800	50/60	380/600	U.S. EPA Tier 4(i)	-
QST30	850-1350	602-957	1500/1800	50/60	380/600	U.S. EPA Tier 4(i)	-
QSK38	1034	772	1200	60	600/690	U.S. EPA Tier 4(i)	-
KTA50	1470	1096	1200	60	600/690	Non-certified	-
KTA50	1750	1306	1500	50	600/690	Non-certified	-
QSK50	1480	1104	1200	60	600/690	U.S. EPA Tier 4(i)	-

Offshore Emergency Generator Sets

ENGINE MODEL	RATING (BHP) ⁽¹⁾	RATING (kW) ^(2,3)	SPEED (RPM)	FREQUENCY (Hz)	VOLTAGE (V)	EMISSIONS ⁽⁷⁾	AFTERTREATMENT
6B-CS	X	74-92	1500/1800	50/60	380-480	N/A	-
6C-CS	X	136-152	1500/1800	50/60	380-480	IMO 1	-

Offshore Drilling Power Modules

ENGINE MODEL	RATING (BHP) ⁽¹⁾	RATING (kW) ^(2,3)	SPEED (RPM)	FREQUENCY (Hz)	VOLTAGE (V)	EMISSIONS	AFTERTREATMENT
QSK60-DR	1855	1327	1200	60	600/690	EPA Tier 2, IMO 2	-
QSK60-DR	2095	1563	1500	50	600/690	EPA Tier 2, IMO 2	-
QSK60-DR	2547	1900	1800	60	600/690	EPA Tier 2, IMO 2	-

(1) Other ratings may be available. Some ratings may be restricted and require approval for use. Please contact your distributor.

(2) Prime power ratings with 10% overload. This power rating conforms to ISO 8528 guidelines.

(3) kW reflects the approximate amount of electrical power available when used in genset configuration. Some ratings may be preliminary. Please contact your distributor.

(4) Wet weight with standard features. May vary based on selected configuration.

(5) Non-certified ratings are also available. Please contact your distributor.

(6) Engines >751 hp will comply with EPA Nonroad Tier 4 Interim requirements using Transitional Program for Equipment Manufacturers (TPEM). No European emissions regulations for engines >751 hp.

(7) Emergency gensets are exempt from IMO emissions legislation. Engines <130 kW do not require IMO certification.

Gas Compression.

Whether you are gathering at the wellhead, boosting pressure for pipeline transmission or operating a CNG refueling station, you need a reliable power source for your compression package – one that keeps production up and maintenance costs down.

Every Cummins natural gas engine is built on the same base engine components used in Cummins diesel engines, including the block, crankshaft, connecting rods and power cylinder components. These components deliver exceptional durability even in the harshest compression applications.

Cummins is the supplier of EPA-certified New Source Performance Standards (NSPS) spark ignition engines with our complete solution for emissions requirements, including lean-burn and rich-burn systems with our Three-Way Catalyst from Cummins Emission Solutions.



Gas Compression Ratings

GROSS HORSEPOWER (kW) w/O FAN

ENGINE MODEL	C/R	CONTINUOUS RATING HP (kW) @ RPM			
		1200	1500	1800	2200
G5.9 (3,5)	10.5:1	–	41 (31)	49 (37)	60 (45)
	10.5:1	–	70 (52)	84 (63)	99 (74)
G5.9E (2,5)	10.5:1	–	70 (52)	84 (63)	99 (74)
GTA5.9 (4)	8.5:1	–	96 (72)	116 (87)	140 (104)
G8.3 (3,5)	10.5:1	–	83 (62)	99 (74)	121 (90)
	10.5:1	–	99 (74)	118 (88)	135 (101)
G8.3E (1,5)	10.5:1	–	99 (74)	118 (88)	–
GTA8.3 (4)	8.5:1	–	145 (108)	175 (130)	–
	8.5:1	–	150 (112)	190 (142)	–
GTA8.3SLB (4,6)	8.5:1	–	145 (108)	175 (130)	–
QSL9G (2,5)	9.7:1	–	145 (108)	175 (130)	–
G855 (3,5)	10:1	–	157 (117)	188 (140)	–
G855E (1,5)	10:1	–	157 (117)	188 (140)	–
GTA855 (3,5)	8.5:1	–	188 (140)	225 (168)	–
GTA855E (1,5)	8.5:1	–	188 (140)	225 (168)	–
	8.5:1	–	213 (159)	256 (191)	–
GTA855 (4)	8.5:1	–	213 (159)	256 (191)	–
	8.5:1	–	234 (174)	281 (210)	–
	8.5:1	–	238 (177)	286 (213)	–
KTA19GC (3,5)	8.5:1	265 (198)	–	–	–
KTA19GC (3,5)	8.5:1	–	317 (236)	380 (283)	–
KTA19GC (4)	8.5:1	–	350 (261)	420 (313)	–
KTA19GC SLB (4,6)	8.5:1	–	350 (261)	420 (313)	–
KTA38GCE (2,5)	8.5:1	507 (378)	635 (474)	–	–
	8.5:1	–	635 (474)	760 (567)	–
KTA38GC SLB (4,6)	8.5:1	567 (423)	710 (529)	–	–
	8.5:1	–	710 (529)	850 (634)	–

Notes

- (1) EPA SI NSPS CERTIFIED – This engine is certified to meet the U.S. EPA SI NSPS emissions rating of 1.0-gr/hp-hr NOx, 2.0-gr/hp-hr CO and 0.7-gr/hp-hr VOC. Also, 0.5-gr/hp-hr NOx capabilities are available to meet local emissions requirements. The engine includes a factory-supplied air/fuel ratio controller and Cummins Emission Solutions Three-Way Catalyst. Contact your local distributor for fuel and operational requirements.
- (2) COMPLIANT CAPABLE – This engine is capable of meeting the SI NSPS regulations from the factory. However, the owner/operator is required to conduct site compliance testing and submit documentation per the EPA SI NSPS requirements. Engines with the "E" designation include a factory-supplied air/fuel ratio controller and a Cummins Emission Solutions Three-Way Catalyst.
- (3) CUSTOMER-COMPLIANT UPGRADEABLE – This engine is capable of operating with a Three-Way Catalyst at this rating. It is the responsibility of the owner/operator to upgrade the engine with an air/fuel ratio controller and a Three-Way Catalyst capable of meeting the SI NSPS regulations. The owner/operator is required to conduct site compliance testing and submit documentation per the EPA SI NSPS requirements.
- (4) This engine is not capable of meeting the EPA SI NSPS and is offered only for use outside the U.S.
- (5) Catalyst rating.
- (6) This engine emits 2.0-gr/hp-hr NOx, 4.0-gr/hp-hr CO, 1.0-gr/hp-hr VOC. This engine does not meet the revised EPA SI NSPS requirements for non-emergency engines and is offered only for use outside the U.S.

Well Servicing.

Cummins engines for well servicing are the toughest in the industry – more than ready to meet every challenge of your blending, cementing, fracturing and workover applications. Specialized aggressive ratings are available on many of our engine models.

But you also need to have your equipment to the job site, on time. Cummins Heavy-Duty ISL9, ISX11.9 and ISX15 engines with 310-600 hp (231-447 KW) deliver the proven performance you demand – proven by millions upon millions of hours. Cummins dependability and reliability make us the best choice for diesel power for frac rig trucks and workover rig applications.



Well Servicing Engine Ratings

Off-Highway

ENGINE MODEL	RATING ⁽¹⁾		CONFIG.	DISPLACEMENT (L)	WEIGHT ⁽²⁾		EMISSIONS ^(3,4)	AFTERTREATMENT
	(BHP)	(KWM)			(LB)	(KG)		
QSB3.3	85-120	63-90	I-4	3.3	606	275	U.S. EPA Tier 4(i), EU Stage IIIB	Cummins Compact Catalyst
QSB4.5	110-163	82-121	I-4	4.5	860	390	U.S. EPA Tier 4(i), EU Stage IIIB	Cummins Compact Catalyst
QSB6.7	146-300	109-224	I-6	6.7	1,144	519	U.S. EPA Tier 4(i), EU Stage IIIB	Cummins Particulate Filter
QSL9	230-400	172-298	I-6	8.9	1,561	708	U.S. EPA Tier 4(i), EU Stage IIIB	Cummins Particulate Filter
QSX11.9	320-500	239-373	I-6	11.9	2,798	1,269	U.S. EPA Tier 4(i), EU Stage IIIB	Cummins Particulate Filter
QSX15	400-600	298-448	I-6	14.9	3,166	1,436	U.S. EPA Tier 4(i), EU Stage IIIB	Cummins Particulate Filter
QSK19	506-800	377-597	I-6	19	4,535	2,057	U.S. EPA Tier 4(i)	-
QSK23	760-950	567-709	I-6	23	6,001	2,722	U.S. EPA Tier 4(i)	-
QST30	850-1500	634-1119	V-12	30.5	7,337	3,328	U.S. EPA Tier 4(i)	-
QSK45	2000-2250	1491-1677	V-12	45	13,199	5,987	Non-certified	-
QSK50	2250-2500	1677-1864	V-16	50.3	12,566	5,700	U.S. EPA Tier 4(i)	-
QSK60	2500-3000	1864-2237	V-16	60	21,206	9,619	U.S. EPA Tier 4(i)	-

On-Highway

ENGINE MODEL	RATING ⁽¹⁾		CONFIG.	DISPLACEMENT (L)	WEIGHT ⁽²⁾		EMISSIONS ⁽³⁾	AFTERTREATMENT ⁽⁶⁾
	(BHP)	(LB-FT)			(LB)	(KG)		
ISL9	345-380	1150-1300	I-6	8.9	1,770	803	U.S. EPA 2010	Cummins Aftertreatment System
ISX11.9	350-450	1350-1650	I-6	11.9	2,798	1,269	U.S. EPA 2010	Cummins Aftertreatment System
ISX15	525-600	1850-2050	I-6	14.9	3,122	1,416	U.S. EPA 2010	Cummins Aftertreatment System

Hazardous Areas

ENGINE MODEL	RATING ⁽¹⁾		CONFIG.	DISPLACEMENT (L)	WEIGHT ⁽²⁾		EMISSIONS ⁽⁵⁾	AFTERTREATMENT
	(BHP)	(KWM)			(LB)	(KG)		
QSM11 Zone 2	365-500	272-373	I-6	10.8	2,374	1,077	U.S. EPA Tier 4(i), IMO 2	-

(1) Other ratings may be available. Some ratings may be restricted and require approval for use. Please contact your distributor.

(2) Wet weight with standard features. May vary based on selected configuration.

(3) Non-certified ratings are also available. Please contact your distributor.

(4) Engines >751 hp will comply with EPA Nonroad Tier 4 Interim requirements using Transitional Program for Equipment Manufacturers (TPEM). No European emissions regulations for engines >751 hp.

(5) Engine will comply with EPA Nonroad Tier 4 Interim requirements using Transitional Program for Equipment Manufacturers (TPEM).

(6) DPF: Diesel Particulate Filter. SCR: Selective Catalytic Reduction.

EPA 2010 On-Highway Engines.

You can depend on Cummins to deliver the leading on-highway technology for EPA 2010.

Cummins on-highway engines feature the industry's most advanced clean diesel technology that delivers better fuel economy, better performance and better reliability for our wide range of customers.

Cummins is the only engine manufacturer to design and develop, manufacture and support every component from the air intake to the exhaust aftertreatment.

Our proven technology makes Cummins engines the leaders in fuel efficiency and reliability. And the world-class technology of Cummins Aftertreatment System, including our proven Selective Catalytic Reduction (SCR) technology, delivers significant advantages over any in-cylinder solution.



Our complete lineup of on-highway diesel engines offers many advantages. At the high end of the lineup are the ISX15 and the ISX11.9. The ISX15 is the industry-leading big-bore engine that delivers up to 6% better fuel economy over our 2007 ISX while achieving near-zero emissions with the use of SCR technology. The ISX11.9 features a high power-to-weight ratio, strong acceleration and a compact design ideal for work truck applications.

Next in the lineup are the ISL9, ISC8.3 and ISB6.7, which use the same cooled Exhaust Gas Recirculation (EGR) and Cummins Aftertreatment System. Each engine offers a wide range of horsepower and torque options while delivering on all the specific performance requirements of customers to best fit specific application needs.

Pressure Pumping Transmissions.



The QTR Series Transmissions are the first application-specific transmissions, designed to provide superior performance and durability in the high-demand pressure pumping industry. Intended to complement the industry-leading Cummins QSK50 and QSK60 engines, the QTR Series Transmissions are designed as a direct replacement for existing powertrain products, providing exceptional reliability and durability.

The transmissions have a unique lay shaft design, allowing extremely fast shifting and an increase in service life. The integration of a dual clutch allows for constant torque output, and the electronically controlled Cummins Synchro Shift™ allows the transmission to quickly shift up or down based on engine performance. Cummins QTR Series Transmissions are custom-designed to meet the needs of the well servicing market for the oil and gas industry, with available ratings at 2500 hp (1864 kW) and 3000 hp (2237 kW).

GENERAL

BHP	2500 (1864 kW) and 3000 (2237 kW)	
Warranty	Same as engine (1 year/unlimited hours; 2 years/2,000 hours)	
Weight	7,200 lb (3,266 kg)	

DIMENSIONS

Length	82 in	2083 mm
Width	50 in	1270 mm
Height	62 in	1575 mm

GEAR RATIOS

1	5.824
2	4.626
3	3.626
4	2.861
5	2.254
6	1.790
7	1.404
8	1.107

Customized Packaging.



Centers Of Excellence.

To better serve our customers' needs worldwide, Cummins Centers of Excellence (COE) leverage our processes and expertise to provide unsurpassed technical sales and consulting, engineering, specialty package assembly and test procedure capabilities. Supported by Cummins global distribution network, our COEs meet your highly specialized customer requirements in the oil and gas and commercial marine markets around the world.

Centers of Excellence combine technical sales and application engineering expertise, operational systems and infrastructure to deliver customized solutions and, when required, consulting and project management directly with OEMs.

The COE unique value proposition includes our market-focused, highly integrated business model for a total value package that no other manufacturer can cost-effectively duplicate.

COE customer benefits include:

- Established relationship with a local Cummins distributor
- Competitively priced, high-quality customized products
- Consistency of product design for given applications
- Global technical and aftermarket support

Land-Based Oil And Gas Center Of Excellence.

Based in Houston, Texas, the land-based oil and gas COE offers products such as specialized packages for workover rigs, pump drives and hazardous area applications, land-based drill rig power modules and high-horsepower power units. Houston has been carefully selected as the home for this COE to facilitate ready access to and collaboration with the high concentration of oil and gas customers who have headquarters in the region. Our 65,000-square-foot facility includes the latest in engineering, manufacturing and test technology and is certified to ISO 9001:2008 standards.

The Offshore Oil And Gas And Commercial Marine Center Of Excellence.

Based in Singapore, the offshore oil and gas and commercial Marine COE offers products that include specialized packages for hazardous area applications, offshore drill rig power modules, offshore emergency gensets, flood pumps and C Power marine gensets. Singapore has been selected as the home of this combined COE facility to provide ready access to and collaboration with the high concentration of shipyards and oil platform builders and their supply bases located in the region. This facility includes the latest in engineering, manufacturing and test technology and will be certified to ISO 9001:2008 standards.



Cummins Power Products.

Cummins Power Products offers a total solution for power unit needs. Offering a full range of diesel and compressed gas products from 41 hp to 1500 hp with options designed to meet your specific needs. Cummins Power Products offers turnkey solutions in both open and enclosed platforms from a standard line of base engine models, or a customized unit specifically engineered for a unique piece of equipment for virtually any application. For more information on Cummins Power Products ratings, please visit cumminspowerproducts.com.

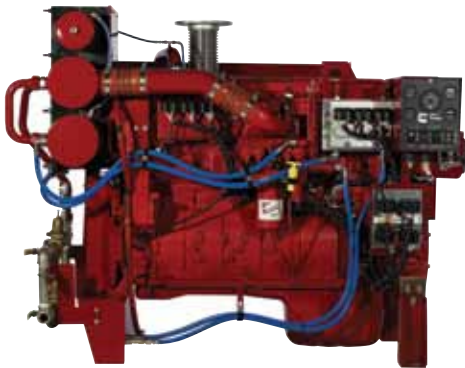
Power Generation.

Cummins is a world leader in the design and manufacture of generator sets, G-Drive engines and mobile gensets, offering a full range of gas and diesel power to meet a variety of oil and gas application needs. For more detailed information on available ratings and product offerings, please visit cumminspower.com.



Fire Power.

The oil and gas industry is a tough business, with job sites located in some of the harshest environments around the world. All of the Cummins Fire Power pump drivers for oil and gas utilize the latest engineering technology, including 3-D modeling, and are rigorously tested to Cummins stringent standards, ensuring a premium, reliable product.



Cummins Fire Power has certified technicians who are trained and equipped with diagnostic tools and knowledge on the latest engine technologies. The Cummins Fire Power 2-year/2,000-hour warranty includes parts, labor and travel. For more information on specifications and certifications, please visit cumminsfirepower.com.

Emission Solutions.

On-Highway (EPA 2010).

Cummins Particulate Filter (CPF) And Selective Catalytic Reduction (SCR).

Cummins solution for 2010 consists of a highly capable base engine with cooled EGR, along with our Cummins Aftertreatment System, which includes our Diesel Particulate Filter (DPF), urea decomposition reactor and Selective Catalytic Reduction (SCR) catalyst, which reduces oxides of nitrogen (NOx) and Particulate Matter (PM) to achieve near-zero emissions standards. Cummins 2010 engines and aftertreatment systems are a proven integrated solution that work seamlessly together for better fuel economy, reliability and overall engine performance.



Off-Highway Natural Gas Compression. Three-Way Catalyst (TWC) For Natural Gas Engines.

The Cummins Westport ISL G natural gas engine uses Stoichiometric Combustion with cooled Exhaust Gas Recirculation and a Three-Way Catalyst.

Cummins Emission Solutions offers the Three-Way Catalyst program for rich-burn natural gas engines to simultaneously reduce NOx, CO and THC. Our Three-Way Catalysts are sized to offer a full range of emissions reductions. Cummins can help you meet the most stringent requirements anywhere.

Please contact your Cummins distributor for the full product line offering.

Off-Highway Tier 4 Interim.

Cummins Compact Catalyst (CCC). QSB3.3, QSB4.5, QSB6.7 Below 174 hp.

Cummins Compact Catalyst has been specifically designed for the QSB3.3, QSB4.5 and QSB6.7. The catalytic coating and substrate are unique to these engines and provide optimum performance without compromising engine transient response or reliability. The catalyst does not operate by passive or active regeneration typical of a Diesel Particulate Filter, but instead works by a simple process of continuous passive oxidation of the Particulate Matter (PM) as it flows through the system. This oxidation is initiated by the normal temperature of the exhaust so that additional fuel injection is not needed to increase this

temperature. This catalyst will not create additional noise or heat compared with a standard muffler. The equipment will need to retain a muffler for noise reduction; however, we offer an integrated muffler as an option to maximize integration flexibility. This maintenance-free catalyst provides the installation simplicity needed for Tier 4 Interim engines below 174 hp (130 kW) and is designed to last the life of the engine.

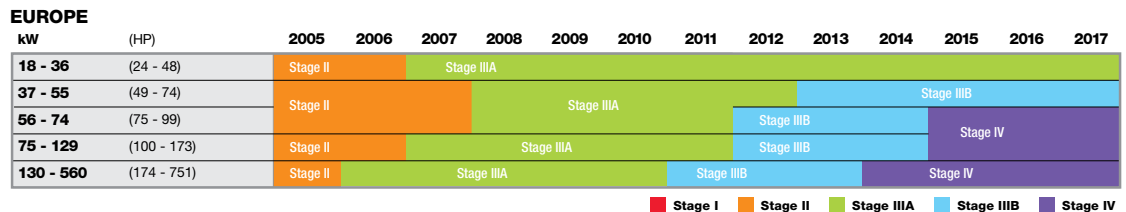
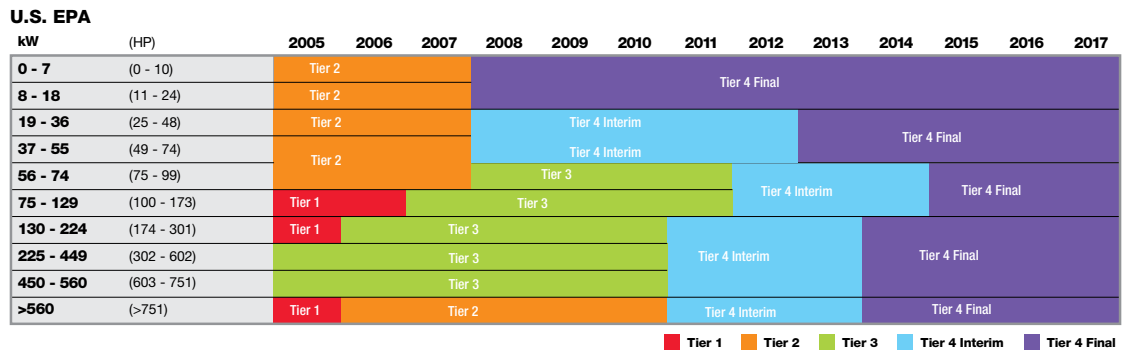


Off-Highway And Marine Emissions Timetables.

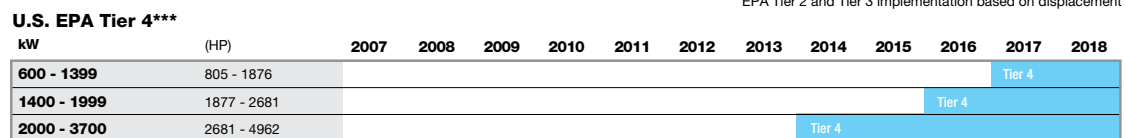
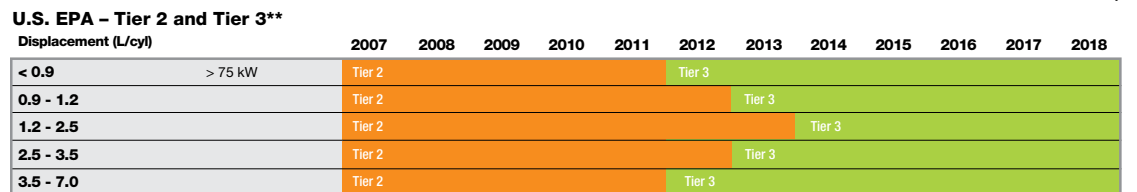
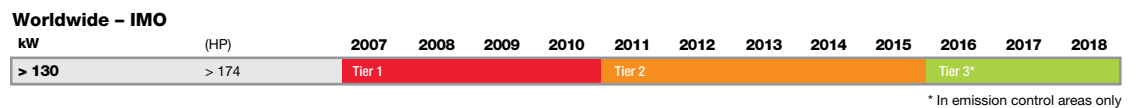
At Cummins, the right technology matters. Across Cummins entire lineup of off-highway and marine engines, our technology strategy is to be out in front with the right technology before standards change around the globe. The charts shown here illustrate the timetables to meet European and U.S. EPA emissions standards for both off-highway and marine applications, including stringent European Stage IIIB and U.S. EPA Tier 4 Interim emissions standards as well as European Stage IV and U.S. EPA Tier 4 Final standards.

So when you purchase your Cummins engines for oil and gas applications worldwide, you know you have met every standard at the right time, with the right technology.

Off-Highway Emissions Timetable



Marine Emissions Timetable





**Cummins Compact Catalyst And Cummins Particulate Filter.
QSB6.7 Above 174 hp, QSL9, QSX11.9, QSX15.**

In order to reach the Particulate Matter (PM) standards on off-highway applications, diesel particulate filters are needed. A PM reduction of over 90% is obtainable through either passive or active regeneration. When the system is used in “active” operation, the operator can control the regeneration event. These combination systems are designed for rugged off-highway markets and to fit tight space constraints. Particulate aftertreatment technology is new to the off-highway equipment industry – but it is not new to Cummins. Cummins introduced on-highway engines certified to EPA 2007 standards using both cooled EGR and the Cummins Particulate Filter. Over one million Cummins Emission Solutions catalyzed DPFs have been in use since 2004, and our experience with using EGR extends back to 2002.



**Off-Highway Tier 4 Final.
Thermal Enhancer (TE) And Cummins Particulate Filter.
B3.3 Below 75 hp.**

Combined with our CPF technology, the thermal enhancer improves NOx-reduction efficiency by managing exhaust gas temperatures to enable reliable regeneration in extreme weather conditions. This engineered component uses airless technology and is fuel sulfur-tolerant, enabling mechanical engines to become emissions-compliant without major chassis impact. This technology is highly effective in applications with low exhaust temperatures and severe transients, and can be combined with oxidation catalysts and diesel particulate filters.

**Cummins Compact Catalyst And Selective Catalytic Reduction – MidRange.
QSB3.3, QSB4.5, QSB6.7, QSL9.**

The Cummins Compact Catalyst/Selective Catalytic Reduction ultra-clean aftertreatment system is specifically configured to provide a more compact and flexible equipment installation for Tier 4 Final. The CCC, previously used for ratings below 174 hp (130 kW), is scaled-up in size for the 9-liter platform. Combined with SCR, the aftertreatment system achieves near-zero emissions with fully passive, flow-through operation. The CCC-SCR system will be utilized by the QSB3.3, QSB4.5, QSB6.7 and QSL9 engines to offer a common aftertreatment solution from 75 hp to 400 hp (56-298 kW).

**Cummins Compact Catalyst/Cummins Particulate Filter And Selective Catalytic Reduction – Heavy Duty.
QXS11.9, QXS15.**

The Cummins Particulate Filter/Selective Catalytic Reduction ultra-clean aftertreatment raises the threshold of what can be achieved in the trade-off between lower emissions and higher performance. With this technology, we are able to realize the full power productivity of the QXS engines by precisely balancing emissions control between the aftertreatment and engine combustion with Exhaust Gas Recirculation and XPI fuel injection.



Our integration capability translates into significant packaging, performance and reliability benefits for our customers.

For Tier 4 Final 2014 near-zero emissions levels, fuel consumption is reduced by an additional 3% to 4% from Tier 3.

This additional fuel savings will more than offset the cost of Diesel Exhaust Fluid (DEF) dosing required for the functioning of the SCR system, and overall fluid costs for the equipment operator.

**Selective Catalytic Reduction – High Horsepower.
19L And Above.**

To meet the EPA Tier 4 Final mobile off-highway emissions regulations above 751 horsepower, Cummins will leverage a proven next-generation in-house SCR technology and an optimized combustion process. This engine and aftertreatment architecture are common across all high-horsepower platforms. Designed with customer input, the Tier 4 Final solution will deliver the same level of reliability, durability and cost of operation that customers expect from Cummins.

Filtration.

The changing demands of oil and gas applications present tremendous challenges for filtration. With over 50 years of expertise, Cummins Filtration engineers, manufactures, distributes and services all of these oil and gas components worldwide, providing a unique competitive advantage.

With the many filtration, coolant and fuel additive choices on the market, it is more important than ever to select a brand that provides the highest standards of performance and protection. Cummins Filtration, through its industry-leading Fleetguard® brand products, provides integrated solutions for air, lube and fuel filtration, crankcase ventilation, and coolant and chemical products to keep your engines running cleaner, longer. Fleetguard products are on the job in the oil fields, at the compressor stations, on the offshore rigs, along the pipeline or in refineries and processing plants.

Renowned worldwide, the Fleetguard brand offers a complete line of products specifically engineered for oil and gas applications, including:

- Air filtration and housing
- Crankcase ventilation
- Coolants and chemicals
- Depth filtration
- Emissions
- Fluid analysis
- Fuel filtration and fuel processors
- Hydraulic filtration
- Lube filtration
- Oil regulators and meters



Parts And Service.

Genuine Cummins Gasket Kits For Gas Compression Engines.

In the oil and gas industry, you do not get to visually inspect every engine at each well every day. A bad gasket that leaks (or worse yet, blows out) can cause significant problems and downtime, especially in remote locations. Every minute you are not operating, you lose a lot more money than you might save with a non-genuine Cummins gasket. So when you replace a head gasket or any other seal in a gas compression engine, make sure you are getting the exact replacement part that your Cummins engine needs – and the best value for your money – in newly designed packaging. Ask for a Genuine Cummins Gasket Kit at your local distributor or certified Cummins service center.

Cummins distributors have a new line of gasket kits with new packaging designed specifically for Cummins gas compression engines used in the most demanding pressure pumping operations. These new kits contain the exact Genuine Cummins gaskets designed to fit your engine – including Cealastic™ gaskets. You pay only for the gaskets you need – no extra gaskets are included in these kits. Cummins gasket prices are comparable to those of competitor parts – but the quality and lasting value go beyond comparison.

Genuine Parts.

Leave it to the experts when it comes to critical parts for your engine, and enjoy peace of mind. Avoid potential early failure and unscheduled downtime caused by using will-fit parts. For parts and service information, contact your local Cummins distributor

or OEM dealer, call our 1-800-DIESELS™ Customer Assistance Center or visit quickserve.cummins.com.



Global Support.

Every Question. Answered.

All Cummins oil and gas solutions are supported 24 hours every day, 7 days a week, by the strength of the Cummins global network of over 6,600 distributor, branch and dealer locations in more than 190 countries and territories worldwide.

United States And Canada

Phone: 1-800-DIESELS™ (1-800-343-7357)
Fax: 1-800-232-6393 (International 1-812-377-4200)

Latin America

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