



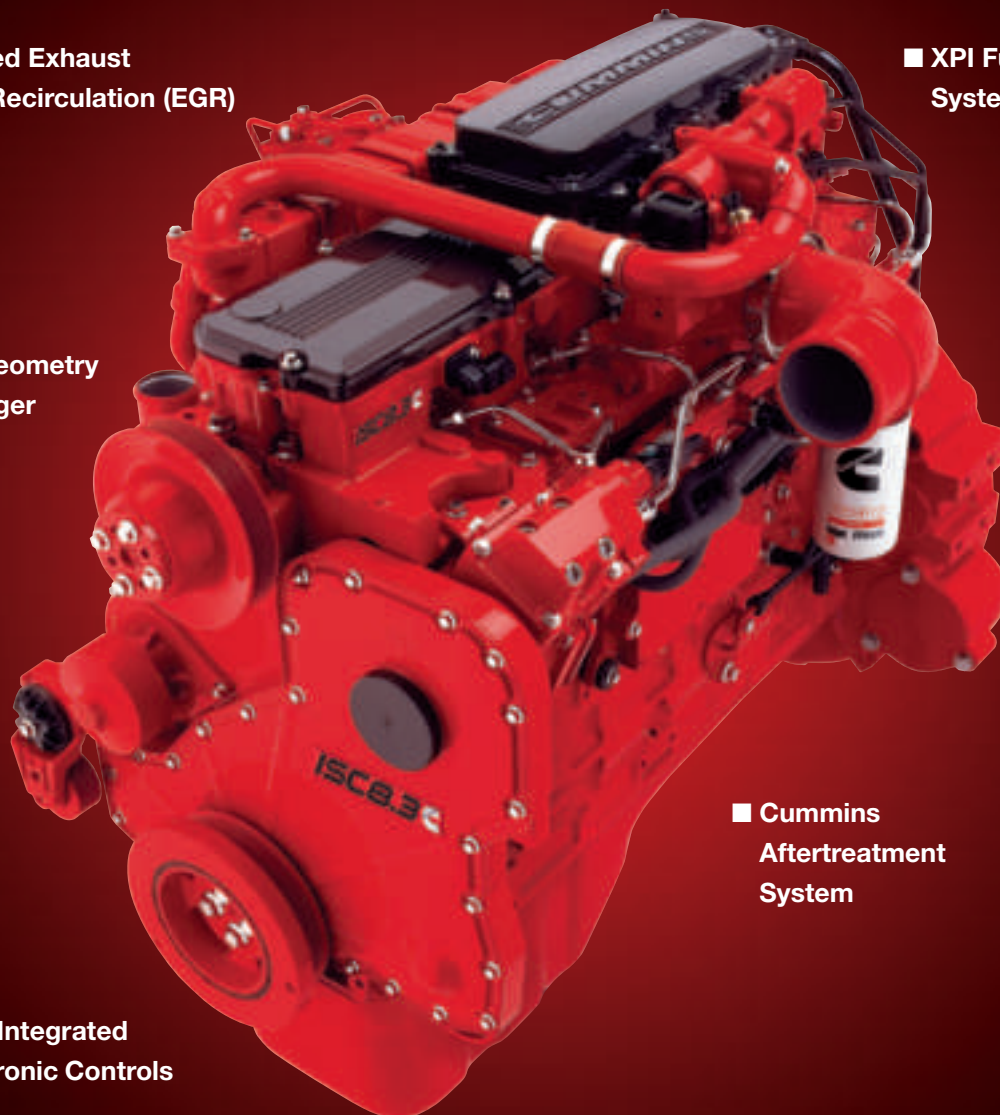
Better Every™ Mile.

ISC8.3 For EPA 2010.

■ Cooled Exhaust
Gas Recirculation (EGR)

■ XPI Fuel
System

■ Variable Geometry
Turbocharger



■ Cummins
Aftertreatment
System

■ Fully Integrated
Electronic Controls

Designed To Work Harder. Every™ Day. ISC8.3 For EPA 2010.

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. And it's the reason very few changes have been made to the base engine for 2010. You can expect the same great performance and reliability from the ISC8.3 EPA 2010 that 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 ever before.

The aftertreatment system combines cooled EGR with proven Selective Catalytic Reduction (SCR) technology and has been fully integrated with the engine to deliver near-zero emissions and stronger performance at every rpm.

Simply put, the ISC8.3 is designed to work harder for you. Every day. Every route. Every delivery.

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 maximizes fuel economy and performance while decreasing exhaust emissions.



Heavy-Duty Design – Rugged features include replaceable wet liners, roller followers, by-pass oil filtration and targeted piston cooling for longer service in the toughest work environments.

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 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.

ISC8.3 Specifications

Advertised Horsepower	260-350 HP	194-260 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	1,830 LB	829 KG
Engine (Dry)	1,630 LB	739 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	30,000 MI 48,000 KM	1,000	12
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 on 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 and 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.



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