

Every Alternative News Update

ISL G for Truck

With more truck fleets considering natural gas as an option, Cummins Westport (CWI) offers customers a wide variety of availability in truck makes and models.

The 250-320 hp (186-239 kW) ISL G was recently announced as available in the Freightliner Business Class® M2 112 truck in a total of six different truck, tractor and vocational configurations.

Peterbilt Motors has also announced the Cummins Westport ISL G for their vocational and aerodynamic vehicles, Model 365 and Model 384.

In addition to these new offerings, the ISL G is available in a variety of other truck and refuse vehicle models.

For a complete list of OEM availability, see our website:

<http://www.cumminswestport.com/customer/oem.php>.

Maintenance-Free Emissions Control

The ISL G 8.9 litre natural gas engine meets 2010 EPA, CARB, and Euro EEV emissions regulations today without the need for Selective Catalytic Reduction (SCR).



Emissions are controlled with a simple, maintenance-free Three-Way Catalyst (TWC). There are no exhaust-system related maintenance costs. See the TWC page on our website for more information on the benefits of TWC emissions control: http://www.cumminswestport.com/products/three_way_catalyst.php

Events

CWI participates in a variety of tradeshow & events each year. The fall conference season started off with Buscon in Chicago, IL, where CWI staff exhibited and presented to customers and suppliers on the benefits of natural gas engines for the bus market.

Buscon was followed by the Natural Gas Vehicles for America (NGVA) annual conference and meeting in Long Beach, CA. This event featured discussions and information exchange on topics related to alternative fuels for transportation, such as vehicle & fueling technology, funding & policy, and infrastructure. See www.ngvc.org for more information on natural gas for transportation in the United States.

Also in California, Cummins Westport and the local Cummins distributor, Cummins Cal Pacific, exhibited at Wastecon 2009 - an annual event focussed on the waste and recycling industry.

Look for CWI at the following events:

- October – Busworld in Kortrijk, Belgium, ANGVA 2009 in Donghae, South Korea, and the Canadian Waste & Recycling Show in Vancouver, BC
- November – Canadian Urban Transit Association's Fall Conference & Expo in Montreal, QC, and the Bus and Truck Show in Bangkok, Thailand.
- December – Pollutec France in Paris, France

Service Tips for Natural Gas Engines

■ Fuel System Maintenance

Keeping your engine's fuel system free of contaminants is important to the smooth operation of your vehicle. Cummins Westport's fuel specifications state that fuel should not contain water, dust, sand, dirt, oils, or any other substance in an amount that is detrimental to the operation of the engine.

If traces of such substances do enter the vehicle fuel storage system, CWI engines are equipped with fuel filters to capture them. These fuel filters

are designed to protect the engine against damage. It is the operator's responsibility to perform maintenance on the fuel filter as per the schedule outlined in the owner / maintenance manuals.

There is a daily check that involves opening the drain valve by hand 1½ to 2 turns until draining occurs. This will drain any captured water or oils from the filter. The fuel filter should also be replaced on a regular basis – consult your owners manual for details.

■ Cooling System Fill Procedure

The engine cooling system provides vital protection for your Cummins Westport engine. Correctly filling this system is essential to ensure its proper performance.

One of the most important factors when filling the cooling system is the rate at which coolant is added. Adding coolant too quickly can result in air being trapped in parts of the system. This air causes stress to engine components and must be removed. Your engine cooling system is designed to eliminate air; however it is important to minimize the amount of air caught in the system during filling. The key to this is patience.

Filling the system too rapidly can cause air to become trapped in places as rapidly rising coolant blocks the air's normal escape route. The slower you can fill the system, the less air will be left behind. You cannot fill the cooling system too slowly.

Some installations have special fill procedures due to their configuration or due to accessories that have special fill and venting requirements. Vehicles with such special procedures will have a label with instructions clearly posted near the engine as well as in the vehicle manufacturer's service literature.



Cummins Westport
101 – 1750 West 75th Avenue
Vancouver, BC V6P 6G2 Canada

Phone: 1-604-718-8100
www.cumminswestport.com
©2009 Cummins Westport Inc.
November 2009