

**EVERY™
ALTERNATIVE.**

Technical Bulletin- 8.27.2008

Subject: ISL G Heavy Duty Performance

The low emissions and high performance of the Cummins Westport ISL G heavy duty natural gas engine makes it the ideal choice for a broad range of urban transit vehicles and trucks and tractors from LTL carriers with day cabs to dump trucks refuse haulers and mixers.

Enhanced Reliability And Durability.

The ISL G is designed for years of dependable service and features:

- Full Skirted Block increases rigidity and strength for superior piston ring and bearing life. Improved coolant flow and targeted piston cooling, 12:1 compression increases reliability and durability.
- Life to rebuild and rebuildability is the same as diesel.
- Combination full-flow and bypass oil filter extends piston ring and bearing life.
- Heavy duty components – Shares many heavy-duty components (80%) with proven ISL diesel engine
- High-efficiency lube cooler lowers oil temperatures for long life.
- Three Way Catalyst – Aftertreatment is a passive device that is maintenance free.

Cummins Westport ISL G is designed to operate in a variety of heavy duty truck and transit applications. The high torque and broad power band provide excellent performance when matched to various automatic transmissions and axle ratios.

Gearing and Transmission Recommendations.

The optimum balance of performance and fuel economy in multiple applications is achieved when the ISL G is geared to cruise in the 1600-1900 rpm range. Vehicle manufacturers have successfully integrated the ISL G in 35' - 60' articulated transit buses, refuse collection trucks, and a variety of vocational applications. In inner city applications the ISL G low noise benefit is apparent.

In vocational and P&D applications using automatic transmissions, it is best to select the proper rear axle ratio for the vehicle's tire size and desired top road speed.



Performance

For P&D applications, LNG tractors have been factory designed and engineered with an ISL G 320 and an Allison Automatic transmission for a duty cycle based on inner city use with relatively level terrain and a 55 MPH top speed requirement. GVW limits are typically set by the truck manufacturer.

As an example, in-use "real world" testing of a port drayage ISL G tractor was recently completed in California at the Long Beach Port, with the ISL G Tractor successfully meeting performance and fuel economy targets. The test incorporated loads consisting of all container combinations and weights, with positive reports of vehicle performance from drivers.

Cummins Westport manufactures and sells the world's widest range of low-emissions alternative fuel engines for commercial transportation applications and has over 17,000 alternative fuel engines in service around the world.

For further information contact a Cummins Westport representative, or visit www.cumminswestport.com

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