



EVERY™ CALL. ISC

For Fire And Emergency Applications

Features And Benefits.

- Enhanced High Pressure Common Rail (HPCR) fuel system delivers optimum balance of performance, emissions control and fuel economy across the entire operating range.
- Variable Geometry Turbocharger gives enhanced response and control. Electric actuation for infinite adjustment provides the exact boost needed across the operating range.
- Durability is enhanced with heavy-duty features that include replaceable wet liners, roller followers, by-pass oil filtration, and targeted piston cooling.
- Emissions are reduced and mpg optimized with Cooled Exhaust Gas Recirculation, lowering the combustion temperatures.
- Particulate matter is reduced 90% with Cummins Particulate Filter. Fully integrated for uncompromising performance and reliability.
- For optimum control of the engine and aftertreatment, the full-authority Electronic Control Module has higher microprocessor capacity and speed.
- C Brake™ by Jacobs® an option which adds greater driver control as it minimizes service brake wear and maintenance costs.



Ratings

ENGINE MODEL	ADVERTISED HORSEPOWER	PEAK TORQUE	GOVERNED SPEED
ISC 360	360	1050 @ 1400 rpm	2200 rpm
ISC 330	330	1000 @ 1400 rpm	2200 rpm
ISC 315	315	1000 @ 1400 rpm	2200 rpm
ISC 300	300	860 @ 1300 rpm	2200 rpm
ISC 285	285	800 @ 1300 rpm	2200 rpm
ISC 260	260	800 @ 1300 rpm	2200 rpm

Specifications

Advertised Horsepower	260-360 hp	194-268 kW
Peak Torque	800-1050 lb-ft	1085-1424 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	1,680 lb	762 kg
Engine (Dry)	1,630 lb	739 kg
Aftertreatment*	50 lb	23 kg

*Increase over standard muffler

Cummins ISC For Fire And Emergency Applications.

Mid-size equipment is the backbone of every fire department, from EMT vehicles to hook and ladder trucks. The 2007 ISC is the best power for this equipment, designed to run stronger than ever with exceptional dependability. And in the process we've also made it run cleaner.

How did we meet stringent emissions controls and still make all these improvements? The totally integrated design includes our proven cooled-EGR subsystem, a High Pressure Common Rail fuel injection system, patented VG Turbo, Cummins Particulate Filter and a crankcase ventilation system. Add the optional compression brake, and it even stops better.

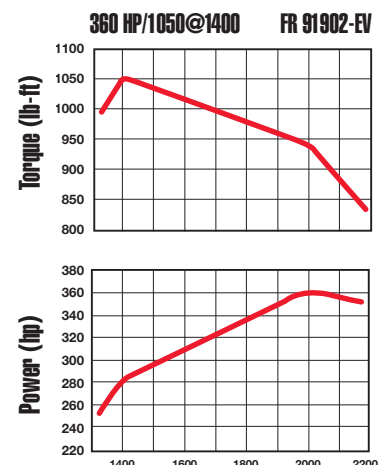
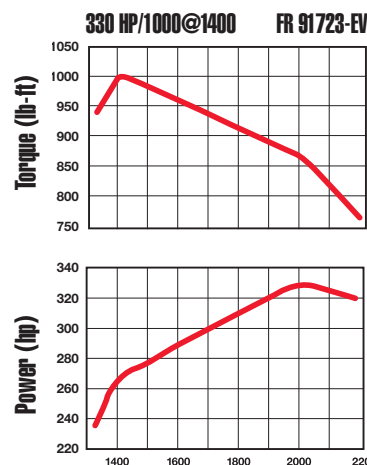
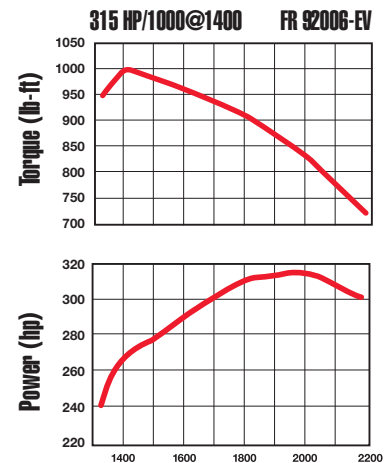
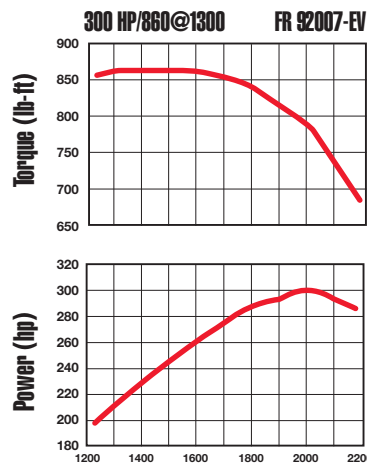
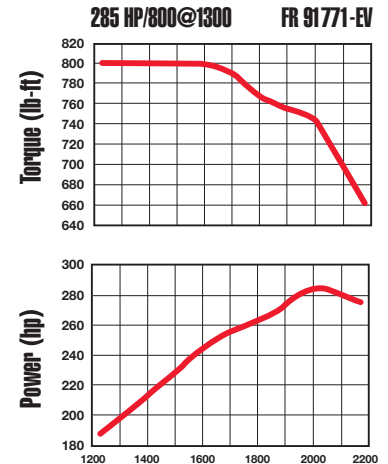
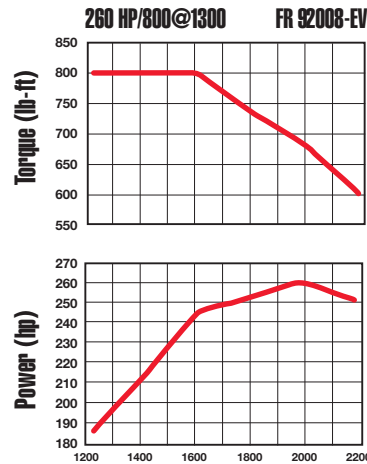
Ready To Respond, Every Call.

Cummins ISC is designed for years of reliable service. Heavy-duty components such as articulated steel-top pistons and roller camshaft followers are standard, along with a self-tensioning belt drive system to increase belt life. A high-efficiency lube cooler lowers oil temperatures and improves lubrication. Put all that together with Six Sigma design practices, and you've got an engine that is built to last.

ISC Maintenance Intervals.

	MILES/ KILOMETERS	HOURS	MONTHS
OIL AND FILTER	15,000 24,000	500	6
PRIMARY FUEL FILTER	15,000 24,000	500	6
SECONDARY FUEL FILTER	30,000 48,000	1,000	12
COOLANT FILTER	NONE*	NONE*	NONE*
OVERHEAD ADJUSTMENT	150,000 241,500	5,000	48
COALESCING FILTER	EVERY 3RD TO 4TH OIL CHANGE		
PARTICULATE FILTER	200,000-400,000 mi (320,000-640,000 km)		

*If engine is equipped with a coolant filter, it will need to be replaced on the same intervals as the oil filter.



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Cummins is a pioneer in product improvement. Thus specifications may change without notice. Illustrations may include optional equipment.



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