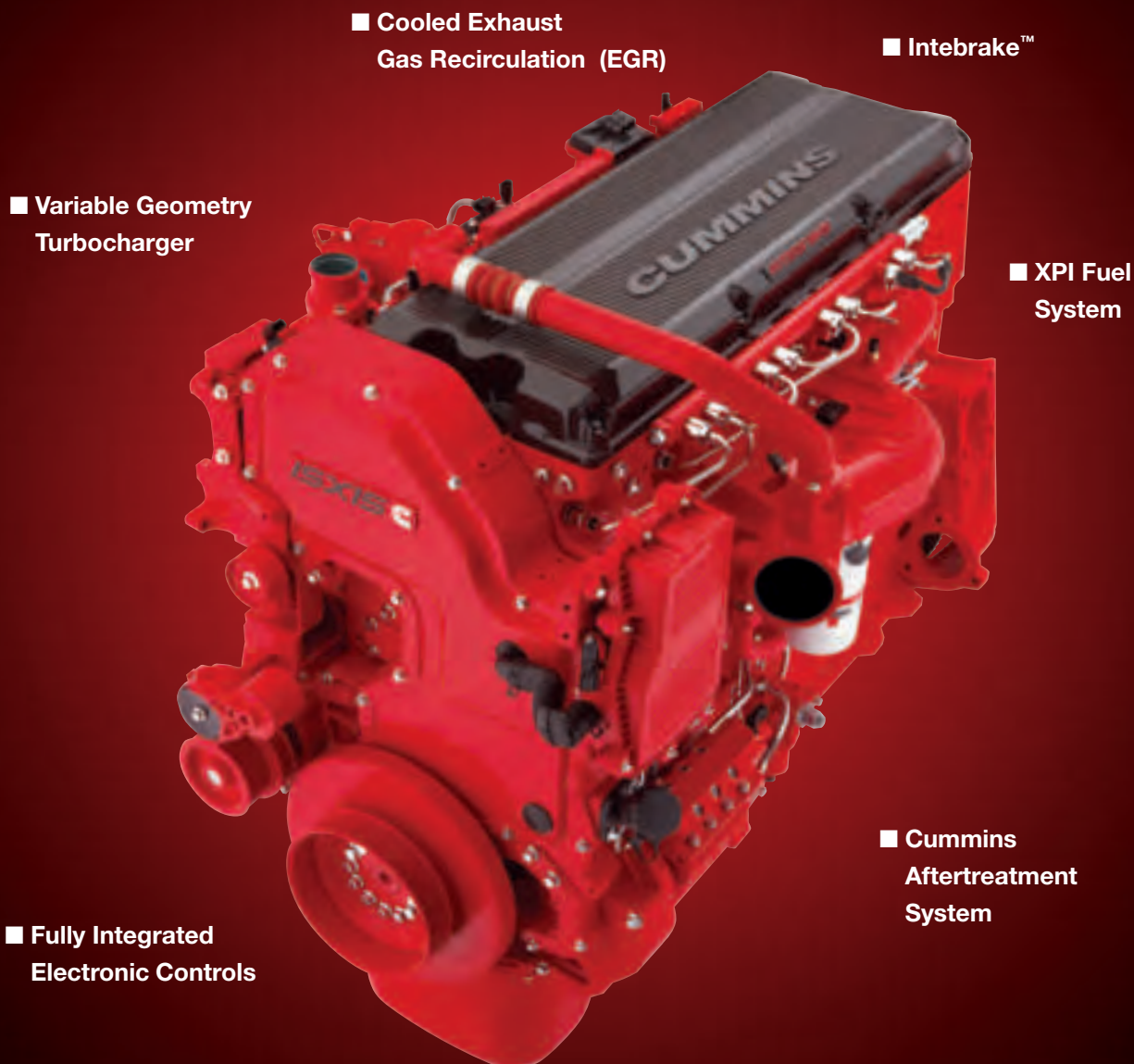




Better Every™ Call.

ISX15 For EPA 2010.

For Fire And Emergency Applications.



Big Power. Every™ Call. ISX15 For EPA 2010.

Cummins ISX15 EPA 2010 delivers quicker throttle response than ever before, with a higher power density than any other engine in its class. Plus, it achieves near-zero emissions levels without sacrificing the reliability or durability that you expect from a Cummins engine. The ISX15 is more than capable of powering the largest and heaviest fire equipment you use.

Every major component and system is designed and built by Cummins for total quality control, building on a proven engine with fully integrated electronics. An improved, more precise air-handling system has reduced restriction, which helps optimize performance.

In addition, maintenance intervals are unchanged from previous years. So the ISX15 will deliver the lowest operating costs of any engine in its class.

With strong performance, long-range durability, exceptional dependability plus superior fuel economy, you've got every reason to spec an ISX15.

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 increases fuel economy and performance while decreasing exhaust emissions.



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.

Intebrate™ – Even with one overhead cam, the ISX15 still has best-in-class braking horsepower (up to 600 bhp) for greater vehicle control with reduced service brake wear.

Cummins Aftertreatment System – The proven Cummins Particulate Filter reduces particulate matter by over 90%. It is combined with Cummins Selective Catalytic Reduction (SCR) to meet emissions standards while maintaining best-in-class performance, reliability and durability. Cummins SCR technology has been proven in over 300,000 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.

ISX15 Specifications

Advertised Horsepower	455-600 HP	339-448 kW
Peak Torque	1750-1850 LB-FT	2373-2508 N•M
Governed Speed	2000-2100 RPM	
Clutch Engagement Torque	1000 LB-FT	1356 N•M
Number of Cylinders	6	
Oil System Capacity	14 U.S. GALLONS	52.9 LITERS
System Weight	3,122 LB	1,416 KG
Engine (Dry)	2,965 LB	1,345 KG
Aftertreatment System*	222 LB	101 KG

*Increase over standard muffler and does not include chassis OEM-supplied components.

ISX15 Maintenance Intervals

Maintenance Item	Miles/Kilometers	Hours	Months
Oil and Filter*	15,000 MI 24,000 KM	400	6
Fuel Filter	25,000 MI 40,000 KM	800	6
Coolant Filter**	50,000 MI 80,000 KM	1,500	12
Valve Adjustment	500,000 MI 800,000 KM	10,000	60
Coalescing Filter***	125,000 MI 200,000 KM	3,000	12
DEF Filter	200,000 MI (320,000 KM)	4,500	
Particulate Filter Cleaning	300,000 MI (480,000 KM)		

*Assuming severe duty cycle for fire/emergency vehicle applications.

**With appropriate filter.

***For blowby <12 in. H₂O

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



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