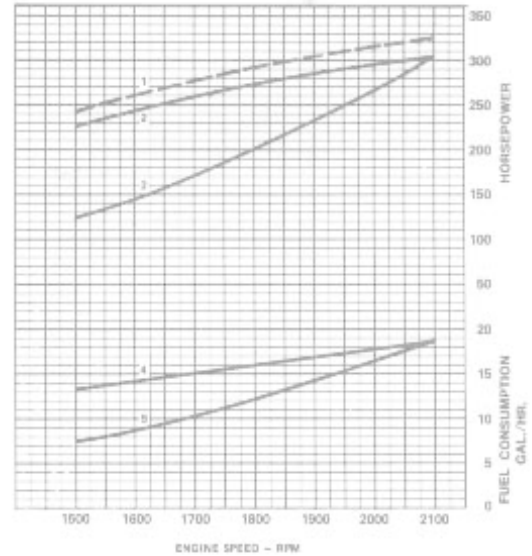


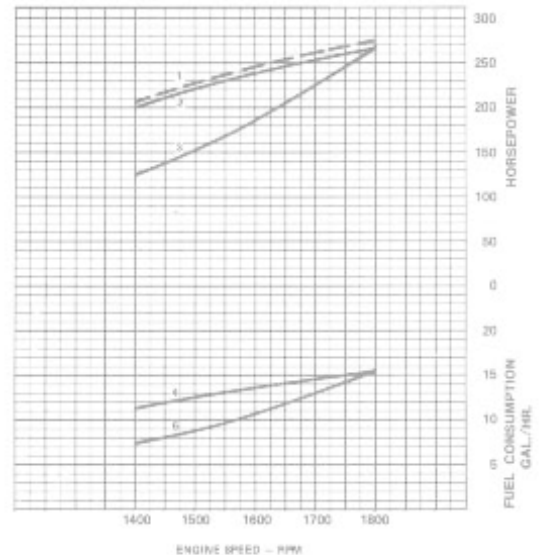
Big Displacement Design Features

- 1 **Internal Fuel Lines:** Drilled passages in cylinder heads eliminate threaded fuel line connectors and external lines.
- 2 **Large Intake and Exhaust Passages:** Minimize restriction of air and exhaust flow. Allows maximum air charge for clean burning, top economy.
- 3 **Overhead Valves:** Precision machined from high strength alloy steel. Intake valves are of silichrome steel. Exhaust valves of big displacement models are nitrogen steel for high temperature strength and faced with corrosion resistant material.
- 4 **Open Type Combustion Chamber:** Gives most efficient combustion . . . most power from each gallon of fuel.
- 5 **Replaceable Wet-type Cylinder Liners:** Dissipate heat faster. Liners are easily replaced without reboring block.
- 6 **Conventional Push Rod and Rocker Lever Arrangement:** Activates valves and injectors from a single camshaft. Roller type camshaft followers are used for long life.
- 7 **Cam-ground Pistons:** Assure perfect fit at operating temperatures.
- 8 **Alloy Cast Iron Cylinder Block:** Follows proven design and material specification to achieve maximum durability.
- 9 **Large Volume Water Passages:** Give even flow of coolant around cylinder liners, valves and injectors to draw excess heat from combustion chamber. Centrifugal pump circulates large volumes of water.
- 0 **Connecting Rods:** Forged from high tensile strength alloy steel. I-beam section gives maximum strength. Large diameter piston pins are full-floating. Tapered piston pin end used for superior load distribution and maximum piston crown material.
- 1 **Fully Counterweighted Crankshafts:** Precision machined from high tensile strength steel forgings. Bearing journals are induction hardened for long life.

Light Duty Commercial Performance



Continuous Duty Performance



These performance curves represent the performance available for the specified ratings at 500 feet (150m) altitude (29.00 in. [737mm] Hg dry barometer), 85°F. (29°C.) intake air temperature, and 0.38 in. (9.7mm) Hg water vapor pressure (S.A.E. J816b test conditions).

Fuel consumption curves based on fuel weight of 7.0 lbs./U.S. gallon (0.84 kg/l).

1. Gross Brake Horsepower.
2. Net horsepower with reverse reduction gear, alternator and raw water pump.
3. Hypothetical propeller power curve (2.7 exponent for light duty commercial performance, 3.0 exponent for continuous duty performance).
4. Fuel consumption for net shaft horsepower.
5. Fuel consumption for hypothetical propeller.

Light Duty Commercial Rating – This rating is intended for use in applications where the average load factor does not exceed the continuous rating and where full throttle does not exceed eight hours total in any 24-hour period.

Cummins Engine Company, Inc., Columbus, Indiana 47201
Cummins Americas, Inc., Columbus, Indiana, U.S.A.
Cummins Diesel Australia, Ringwood, Australia
Cummins Diesel International Limited
Cummins Engine Company Ltd., London, England

Conforms with DIN "B" 6270.

Continuous Duty Rating – This is a 24-hour continuous rating and is intended for use in applications requiring uninterrupted service at full throttle operation. Conforms with DIN "A" 6270.

DEFINITION: Load factor is defined as the arithmetic mean of the load profile at the normal duty cycle, not including prolonged periods at idle operation.