Low-emissions technology

Leadership in meeting global standards

Cummins® Power Generation

From prime power for mining and oil-and-gas operations in remote regions to standby and emergency power for hospitals, office complexes and factories in every corner of the globe, Cummins Power Generation provides reliable, efficient and easy-to-use power systems.

At the same time, we are committed to meeting or exceeding clean air standards worldwide.

New technologies to reduce emissions

The design and manufacture of all internal combustion engines – especially diesel engines – has changed significantly in the past decade.

Since the mid-1990s, the U.S. Environmental Protection Agency (EPA) and regulatory agencies in the European Union (EU) have required significant reductions of these pollutants from diesel engines. Pollutants such as nitrogen oxides (NOx), hydrocarbons (HC) and particulate matter (PM) from diesel engines are precursors to smog and ozone in many populated areas of the world.

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Cummins Power Generation has been in the forefront of the move to cleaner, quieter and more efficient diesel-powered generators in compliance with these new requirements. Our investment in and commitment to developing cleaner, quieter and more efficient diesel engines for on-highway vehicles, nonroad and stationary engines used in generator sets has achieved impressive results.

> Cummins Power Generation was the first manufacturer to introduce Environmental Protection Agency (EPA) Tier-2 and Tier-3 generator sets to the market – ahead of the regulatory deadline.

> Cummins Power Generation was the first generator manufacturer to introduce European Union (EU) Stage IIIA and Stage II-compliant diesel engines to Europe. Many G-drive engines (Cummins diesel engines sold as OEM prime movers for generator sets and other industrial uses) exceed emissions requirements for Europe.

> Cummins Power Generation led in innovative emissions solutions that focused predominantly on in-cylinder design improvements to eliminate most of the nitrogen oxides, hydrocarbons and particulate matter before they were formed.

As a result of this effort to reduce exhaust emissions worldwide, Cummins Power Generation diesel engine generators are not only very clean, but also retain all of their performance advantages without exhaust aftertreatment strategies that add cost and complicate maintenance for end users.

Our commitment to clean air

Cummins Power Generation is committed to meeting or exceeding all global air-quality regulatory standards for stationary and nonroad diesel engine generators through 2017 and beyond. This brochure describes the global regulatory landscape for diesel emissions and how technological innovations from Cummins Power Generation meet or exceed those requirements – thereby protecting public health and conserving our planet's vital natural resources.

This is truly – *Our Energy Working For You.*

Cleaner, quieter and more efficient

Award-winning diesel technology

Frost & Sullivan named Cummins Power Generation the recipient of the 2006 North American Diesel Engine Technology Leadership of the Year Award. The award recognizes Cummins Power Generation's advancements and market leadership in emissions technology.

"The company boasts an approach to engine emissions reduction based not only on best-in-class technology and design, but also on providing a product and cost that aligns with customer requirements."

2006 FROST & SULLIVAN
North American Diesel Engine Technology Leadership of the Year Award

To assist with global harmonization, Cummins Power Generation designs its engines for worldwide applications to meet or exceed EPA and EU requirements.

As part of its global emissions strategy, Cummins Power Generation focuses on meeting or exceeding U.S. EPA and EU emissions standards, as these standards are the world's most stringent and all-encompassing. This strategy assures end-users of the best power generation solution for their application, regardless of country or continent.

Although many countries now regulate emissions from stationary and nonroad diesel engines, these regulations vary from one country to the next. Industry organizations emphasize the need for harmonized standards worldwide – and regulations are trending in that direction. Such uniform standards assist manufacturers and customers in applying cost-efficient power systems that have minimal impact on local air quality.

A worldwide standard: EU and U.S. EPA regulations

Both the U.S. EPA and regulatory agencies in the EU have established categories of allowable emissions: Tiers 1-4 in the U.S. and Stages I-IV in the EU. Each increasing Tier or Stage specifies lesser amounts of four specific pollutants that are permitted based on the number of grams per kilowatt-hour of the compounds present in diesel exhaust (see page 7: Combustion Chemistry).

While the EU and U.S. set the standards for emissions worldwide, there are differences between the two regulatory bodies. A primary difference is that the U.S. regulates both nonroad and stationary applications (as of January 1, 2007); the EU regulates only nonroad applications (however, Germany's TA Luft and France's *Directive* 2910 regulate some stationary applications; see below). Nonroad regulations primarily affect portable diesel generator sets and other industrial engines. Due to the broad power range of diesel engines, nonroad emissions standards are phased in by power categories (examples: 100-174 hp [75-130 kWm] and 174-750 hp [130-560 kWm]). Stationary generator sets include those used for prime, peak shaving, load shedding or emergency standby power.

In the EU, only nonroad generator sets powered by diesel engines in the range of 18 kWm to 560 kWm are regulated. All nonroad equipment, such as rental generator sets, are required to meet Stage II requirements as of December 31, 2006.

TA Luft, *Directive* 2910 for stationary applications

The main regulations currently in force in Europe for stationary applications are TA Luft (German Air Purification Act) and France's *Directive* 2910. Both rules set limits for applications above 1 MW (thermal) in Germany and 2 MW (thermal) in France. Standby applications (<500 hours/year in France and <300 hours/year in Germany) also benefit from less stringent requirements. For instance, TA Luft mainly controls NO_X and PM, while France's *Directive* 2910 controls emissions of NO_X, CO, SO_2, NMOC (non methane organic compounds) and PM.

For continuous or prime power applications, TA Luft also regulates NO_X and CO emissions to limits based on the size of the application. *Directive* 2910 limits NO_X to 1500 mg/m^3 for prime power applications. (Variations of these two rules also apply in Austria, Switzerland, Belgium and Luxembourg.)

Emissions: The rest of the world

CHINA – China has proposed a standard for nonroad machinery that includes all generator sets powered by engines up to 560 kWm. Beginning in 2007, all generator sets powered by engines from 37 kWm to 560 kWm will have to comply with the EU Stage I. It has been proposed that beginning in 2008, diesel generator sets powered by engines from 18 kWm to 560 kWm will have to comply with EU Stage II.

INDIA – The regulations for diesel generator set emissions are currently divided into two categories – engines below 800 kWm and engines above 800 kWm. Engines smaller than 19 kWm will follow EPA Tier 1 beginning October 2008. The next level of regulations will go into effect in 2011 and be based on EU Stage IIIA.

JAPAN – Japan does not regulate emissions from very small or very large engines. Current permissible emissions levels in Japan are similar to Stage I in Europe and the Tier 1 in the U.S., with some exceptions.

SINGAPORE – Off-highway diesel engines (including portable generators) must meet either EU Stage I or U.S. EPA Tier 1.

CENTRAL and SOUTH AMERICA – Mexico, Argentina and Brazil have introduced regulations for on-highway diesel vehicles, but have not instituted controls on nonroad engines for power generation. Chile is adopting a variance of the TA Luft standard. Local authorities may institute emissions regulations if warranted by local air quality.

Recently proposed future nonroad regulations in the EU and the U.S. call for NO_X and PM levels 98 percent below unregulated levels beginning in 2011.

Tier 3 and Stage IIIA emissions

The third phase of emissions standards – Tier 3 and Stage IIIA – are phased in between 2005 and 2011, depending on power category. Generally, these standards require a 40-percent reduction in emissions from Tier 2/Stage II levels.

U.S. EPA nonroad and stationary emissions regulations schedule

Beginning 1 January 2007 denoted by the red bar, all stationary and nonroad regulations are harmonized. Emergency standby generators only have to comply with Tier 3 requirements and are exempt from Tier 4 Interim and Tier 4 Final regulations that require aftertreatment.

NO_X / HC / CO / PM (g/kW-hr)
(NO_X + HC) / CO / PM (g/kW-hr)
[Conversion: (g/kW-hr) x 0.7457 = g/bhp-hr]
Separate NO_X and HC standards separated by a slash.
Combined NO_X and HC standards denoted in parentheses "( )".

Genset Power: kWm	(hp)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
0 - 7	(0 - 10)		(7.5) / 8.0 / 0.80			(7.5) / 6.6 / 0.40									
8 - 18	(11 - 24)		(7.5) / 6.6 / 0.80												
19 - 36	(25 - 48)	(7.5) / 5.5 / 0.60				(7.5) / 5.0 / 0.30					(4.7) / 5.0 / 0.03				
37 - 55	(49 - 74)	(7.5) / 5.0 / 0.40				(4.7) / 5.0 / 0.30									
56 - 74	(75 - 99)					(4.7) / 5.0 / 0.40				3.3 / 0.19 / 5.0 /0.02			0.40 / 0.19 / 5.0 / 0.02		
75 - 129	(100 - 173)	(6.6) / 5.0 / 0.30			(4.0) / 5.0 / 0.30										
130 - 224	(174 - 301)	(6.6) / 3.5 / 0.20			(4.0) / 3.5 / 0.20				2.0 / .019 / 3.5 / 0.02			0.40 / 0.19 / 3.5 / 0.02			
225 - 449	(302 - 602)	(6.4) / 3.5 / 0.20			(4.0) / 3.5 / 0.20										
450 - 560	(603 - 751)	(6.4) / 3.5 / 0.20			(4.0) / 3.5 / 0.20										
>560*	(>751)*	9.2 / 1.3 / 11.4 / 0.54			(6.4) / 3.5 / 0.20				3.5 / 0.40 / 3.5 / 0.10 0.67 / 0.40 / 3.5 / 0.10 (>1207hp) [a]			(3.5) / 0.19 / 3.5 / 0.04 0.67 / 0.19 / 3.5 / 0.03 (>751hp) [b]		

Tier 1 | Tier 2 | Tier 3 | Tier 4 Interim | Tier 4 Final

a. Applies to portable power generation >1207hp. b. Applies to portable power generation >751hp.

European Union nonroad emissions regulations schedule

Portable nonroad generator sets (i.e., rental) are required to meet Stage II beginning 1 January 2007 and Stage IIIA where indicated by red bars. The EU does not regulate stationary prime or emergency standby installations.

Genset Power: kWm	(hp)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
18 - 36	(24 - 48)	No regulations for nonroad mobile generator sets.			8.0 / 1.5 / 5.5 / 0.8				(7.5) / 5.5 / 0.6						
37 - 55	(49 - 74)				7.0 / 1.3 / 5.0 / 0.4					(4.7) / 5.0 / 0.4					
56 - 74	(75 - 99)														
75 - 129	(100 - 173)				6.0 / 1.0 / 5.0 / 0.3				(4.0) / 5.0 / 0.3						
130 - 560	(174 - 751)				6.0 / 1.0 / 3.5 / 0.2				(4.0) / 3.5 / 0.2						

Stage II | Stage IIIA

NOTES:

1. Generally, effect dates of standards are for engines built on or after 1 January of the respective year, except where noted.
2. All standards are based upon ISO 8178 C1 8-mode test for variable-speed engines and D2 5-mode test for constant-speed engines. Transient test required beginning with 2011 phase-in.
3. Smoke requirements: U.S – On-highway federal test procedure. Europe – None, but some OEMs require R24.03 certification.
4. Nonroad generator sets in Europe are required to meet Stage II standards beginning 1 January 2007.

Combustion Chemistry:

NO_X *(oxides of nitrogen)* — A collective term for several gases composed of nitrogen and oxygen that react together during combustion. The EPA estimates that diesel engines emit 25% of all NO_X in the U.S.

HC *(hydrocarbons)* — React with NOx in sunlight to form ground-level ozone, involved in the formation of smog and acid rain.

CO *(carbon monoxide)* — Produced by the incomplete combustion of fossil fuels. CO is present at very low levels in diesels.

PM *(particulate matter)* — A non-gaseous material consisting of soot, carbon and other combustion by-products. The EPA estimates that diesel engines emit 15% of all PM in the U.S.

A world leader

170 distributors in 130 countries

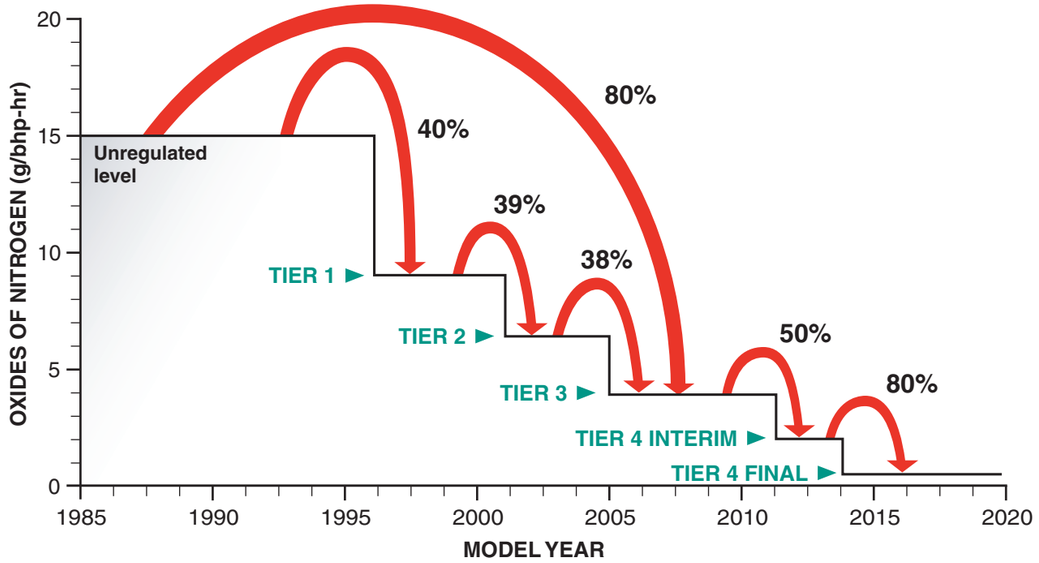
Cummins Power Generation is committed to understanding and meeting customers' needs worldwide – through trusted local relationships, innovative solutions and dedicated customer service. This promise enables us to deliver power wherever, whenever and however it is needed.

The real challenge in designing today's cleaner diesel engines involves a trade-off between NO_X and PM emissions while maintaining performance.

Cummins Quantum technology relies on analysis-led design rather than prototype testing. Analytical tools and computer simulation optimize combustion analysis and mechanical design. This "virtual build" modeling improves engine quality and reduces end-user cost.

Percent reduction of NO_X + HC (typical 250 kWe/60Hz and 275 kVA/50 Hz generator set)

Since 1996, when U.S. EPA emissions regulations for nonroad diesel engines first went into effect, Cummins Power Generation has developed technologies that reduce the primary pollutants in the exhaust of a diesel generator set by approximately 80 percent. All of these reductions have been accomplished through in-cylinder design improvements and precise control of the combustion process.



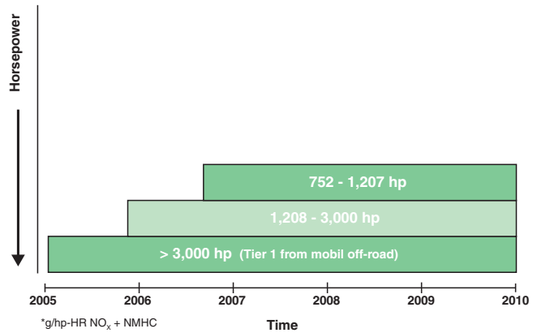
The Cummins Quantum system reduces emissions without sacrificing engine performance or reliability, or complicating maintenance.

The Cummins Quantum system is a series of integrated technologies that has transformed the emissions and performance profile of the diesel engine. Through this technological breakthrough, Cummins Power Generation has been able to meet stringent emissions regulations through EPA Tier 2/EU Stage II and Tier 3/Stage IIIA, predominantly without the use of exhaust aftertreatments or other power-consuming strategies.

Using proven base-engine platforms, the Quantum system reduces primary pollutants in generator set diesel exhaust by 60 percent in Tier 3 engines compared to Tier 1 levels.

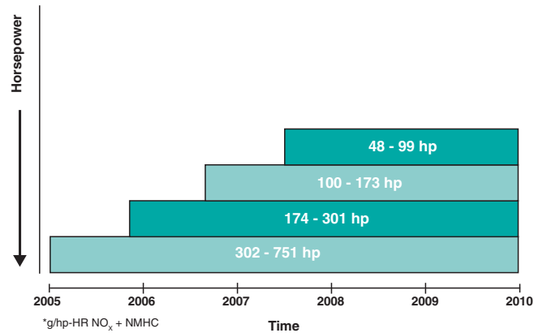
Tier 2 regulation phase-in (752 hp to >3000 hp)

The graph below shows how Tier 2 regulations will be applied to large generator engines as they are phased in by horsepower categories. Engines of >3000 hp must comply with Tier 2 if used in nonroad or non-emergency stationary applications. Stationary emergency generator sets powered by engines of >3000 hp will remain at Tier 1 until Tier 4 regulations take effect in 2011.



Tier 3 regulation phase-in (48 hp to 751 hp)

This graph shows how small to medium generator engines will be phased in to Tier 3 regulations based on horsepower categories. Like the phase-in of Tier 2 regulations, Tier 3 regulations apply to the larger horsepower engines sooner than the smaller ones because different size engines require different control strategies.



The Quantum benefits

- Compliance with EPA Tier 2 and Tier 3 regulations predominantly without exhaust aftertreatment strategies or increased engine displacement
- Lowest-cost installation
- Generator set footprints that are virtually identical with those of Tier 1
- High fuel efficiency with only a minor increase in heat rejection

The Quantum advantage

The Cummins Quantum advantage involves the optimization of engine control, combustion chemistry, in-cylinder design improvements and fuel delivery to prevent the formation of pollutants. Most engine modifications that decrease NO_X have a tendency to increase PM. The Cummins Quantum system optimizes the control of both NO_X and PM during combustion while producing the highest possible power output.

Cummins Quantum system components

Advanced electronic engine controls

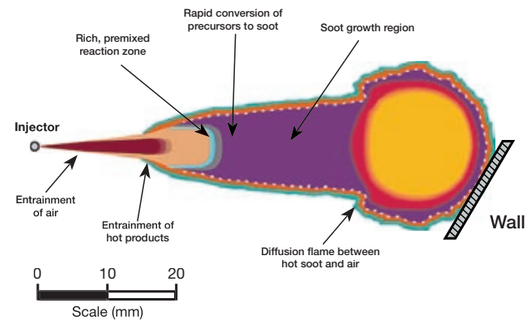
New electronic sensors and microprocessor-based controls have greatly improved fuel efficiency and power output while decreasing the production of both NO_X and PM. By controlling fuel quantity, injection timing, turbocharger boost pressure and other factors, electronic engine controls maintain optimum combustion efficiencies by compensating for load, temperature, fuel energy content, barometric pressure and even engine wear.

Combustion chamber geometry

Advanced combustion chamber design has optimized the compression ratio and improved mixing of fuel and air prior to combustion. This optimizes air swirl and turbulence to provide the best mixing and, therefore, the lowest emissions consistent with high power output.

Combustion optimization

Using detailed computer simulation of the combustion event, Cummins engineers were able to alter the combustion chamber geometry in order to optimize the combustion process. Careful control of this process has resulted in significant reductions in all emissions where they originate. This also results in lower piston temperatures and cylinder pressures that reduce mechanical stress.



- Fuel-rich, premixed flame
- Initial soot formation
- Thermal NO production zone
- Soot oxidation zone

The right technology matters.

Quantum in-house technologies position Cummins Power Generation to meet global emissions standards through 2017.

Durable, FCD cast iron pistons

All of the high-horsepower Cummins engines utilize a new FCD (ferrous cast ductile) single-piece, cast iron piston for an increase in power cylinder durability of up to 15 percent. Ideally suited to advanced combustion enhancement processes, the FCD piston permits even expansion and contraction during thermal cycles. The system also features piston-cooling nozzles with higher oil flow rate, and a nitrided cylinder liner for reduced oil consumption and wear.

Advanced fuel injection systems

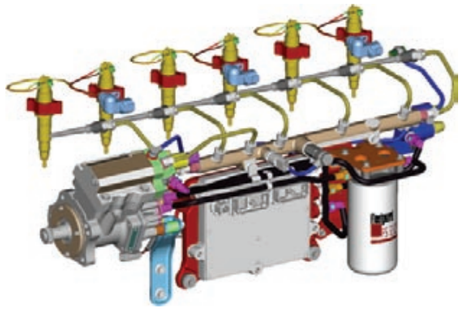
Injection timing, injection pressure and nozzle design have been optimized to control both NO_X and PM. In addition, the high-pressure common rail fuel system (used on engine platforms QSB3, QSB5, QSB7 and QSB9) also reduces engine noise and stress on engine parts for greater durability. The modular common rail system (used on engine platforms QSK19, QSK38, QSK50 and QSK60) does much the same for the higher-horsepower engines.

Cast iron pistons

New tier-compliant designs incorporate FCD cast iron pistons. A simplified valve train reduces loading on crankshafts and gear train.

High-pressure common rail

Higher injection pressures from new fuel injection systems improve fuel atomization and combustion chamber penetration that simultaneously improve cold starting and response to transient loads.



Enhances engine performance:

- Reduces noise and smoke
- Improves idle stability
- Improves low-end torque
- Produces cleaner combustion

Advanced in-cylinder combustion control for high hp (> 751)

- Utilizes proven engine platforms with no displacement or base-engine changes
- Avoids complicated engineering such as exhaust gas recirculation (EGR) or major changes to turbocharging or cooling
- Tolerates high-sulfur fuel

G-drive engines

G-drive engines from Cummins Power Generation are used extensively by original equipment manufacturers seeking a reliable source of power. G-drive engines are purpose-designed for high load factors and high hours and, at the same time are engineered for a variety of applications. Capabilities include mid-range (1.4-9 L), heavy duty (11-15L) and high-horsepower (19-78L).

Medium-horsepower engines, from 302 to 751 hp, provide the broadest Tier 3 product line with the most ratings. NO_X levels are reduced by 38% compared to Tier 2 levels.

Cummins is a major supplier of 500- to 3500-hp engines for applications including power generation, mining, commercial marine, oil and gas and railcars. High-horsepower engines that meet Tier 2/Stage II emissions requirements range from 750 to 3000 horsepower at both 1500 and 1800 rpm. The broad 19- to 78-litre range includes electronics and diagnostics, base engine and turbocharging, power cylinder and fuel systems.

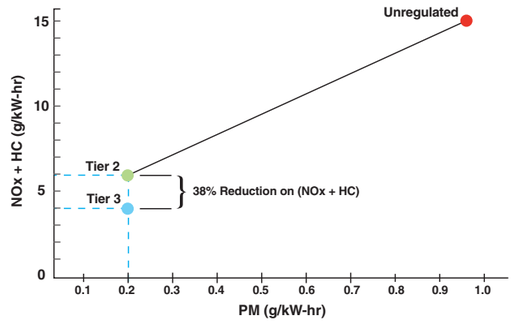
Contributing to clean air

The current phase of nonroad regulations (2005-2011) will bring further substantial reductions in diesel engine emissions.

By 2010 the U.S. EPA estimates that Tier 2 and Tier 3 regulations will reduce NO_X emissions by 1.2 million tons; HC emissions by 163,000 tons; and PM emissions by 140,000 tons from Tier 1 emissions levels.

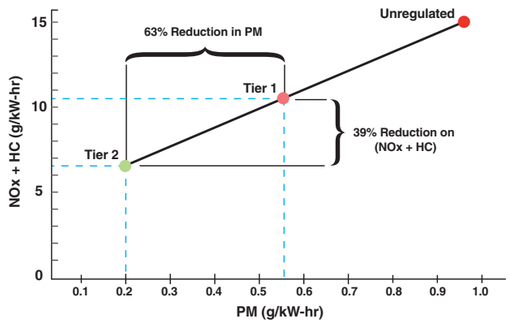
(NO_X + HC) reduction medium-hp engines

(NO_X + HC) emissions from medium-horsepower engines are reduced 39% from Tier 2 to Tier 3 levels.



(NO_X + HC) + PM reduction high-hp engines

(NO_X + HC) + PM emissions from high-horsepower engines are reduced 39% from Tier 1 to Tier 2 levels; PM emissions are reduced 63%.



Cummins engines power more types of equipment in more markets than those made by any other engine manufacturer.

QSB3

- EPA Tier 3/EU Stage IIIA
- 60-80 kWe 60 Hz standby power
- 70-90 kVA 50 Hz standby power
- High-pressure common rail fuel system
- Dual speed
- 3.3 L displacement

QSB5

- EPA Tier 3/EU Stage IIIA
- 60-125 kWe 60 Hz standby power
- 70-150 kVA 50 Hz standby power
- High-pressure common rail fuel system
- Dual speed
- 4.5 L displacement

QSB7

- EPA Tier 3/ EU Stage IIIA
- 100-200 kWe 60 Hz standby power
- 110-220 kVA 50 Hz standby power
- High-pressure common rail fuel system
- Dual speed
- 6.7 L displacement

QSL9

- EPA Tier 3/EU Stage IIIA
- 200-275 kWe 60 Hz standby power
- 220-300 kVA 50 Hz standby power
- Full-authority electronic engine
- High-pressure common rail fuel system
- Dual speed
- 8.9 L displacement

QSM11

- EPA Tier 3/EU Stage II
- 275-300 kWe 60 Hz standby power
- 300-350 kVA 50 Hz standby power
- Fixed geometry turbocharger
- Dual speed
- 11 L displacement

QSX15

- EPA Tier 2/EU Stage II
- 500 kWe 60 Hz standby power
- 400-550 kVA 50 Hz standby power
- High-pressure fuel system
- 15 L displacement

QSK19

- EPA Tier 2/2g TAL
- 550 - 600 kWe 60 Hz standby power
- 600-715 kVA 50 Hz standby power
- Modular common rail fuel system
- Dual speed
- 19 L displacement

QSK23

- EPA Tier 2 at 1500/1800 rpm
- 650-800 kWe 60 Hz standby power
- 825-900 kVA 50 Hz standby power
- High-pressure injection fuel system
- Dual speed
- 23 L displacement

QST30

- Tier 2/2g TAL
- 750-1000 kWe 60 Hz standby power
- 825-1100kVA 50 Hz standby power
- 30 L displacement

QSK38

- Tier 2/2g TAL
- 900-1250 kWe 60 Hz standby power
- 1000-1400 kVA 50 Hz standby power
- Modular common rail fuel system
- 38 L displacement

QSK50

- Tier 2/2g TAL
- 1100-1600 kWe 60 Hz standby power
- 1250-1700 kVA 50 Hz standby power
- Modular common rail fuel system
- 50 L displacement

QSK60

- Tier 2/2g TAL
- 1750-2000 kWe 60 Hz standby power
- 1875-2250 kVA 50 Hz standby power
- Modular common rail fuel system
- 60 L displacement

New technologies and available platforms

To meet EPA Tier 2/Tier 3 and EU Stage II/Stage IIIA regulations, Cummins Power Generation has the broadest product line with ideal power ratings to match any application. Shown are the proven emissions-compliant engine platforms.

Tier 4 and beyond...

Beginning in 2011 in the U.S. and the EU, Tier 4 and Stage IIIB nonroad generator set emissions standards will require 15-ppm ultra low-sulfur fuel, PM filters and high-efficiency NO_X aftertreatment.

To better serve customers, Cummins Power Generation has developed advanced in-house capabilities in regenerative filters to control PM and selective catalyst reduction (SCR) systems for NO_X control. By being able to design, install and service these aftertreatment strategies, Cummins Power Generation will be able to provide customers with compatible, high-performance systems that assure maximum reliability and durability.

Strategic emissions leadership

While it's critical to succeed in reducing emissions to meet or exceed international standards, we consider that our real success is manufacturing low-emissions power generation products that deliver performance, safety, durability and value to our customers. That strategic philosophy is behind everything we do.

For more information on global emissions standards, visit:

www.cumminspower.com
www.epa.gov
www.dieselnet.com/standards/eu/offroad.html
www.cleanairworld.org

Or, contact your Cummins distributor.

Solutions triangle

Only Cummins Power Generation offers you the best power solution with unexcelled reliability, high product and performance value, worldwide service and applications and emissions expertise.

Product Reliability

- Digital control systems and pre-integrated power system components
- Fewer components and higher reliability with in-cylinder emissions solutions
- Proven emissions technology through hundreds of millions of hours of use

The Best Low-Emissions Power Solution

Value

- Best performance, service and support
- Value-added engineering to help you select cost-effective power solutions
- Full low-emissions product portfolio for correct sizing and application

Customer Support

- Prompt local response, 24/7 – 365 days of the year
- 170 worldwide service locations
- Local application engineering support to develop the low-emissions power solution for your needs

Our energy working for you.™

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