



# EVERY™ CALL. ISL

## 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, two-piece steel articulated pistons, 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
ISL 425	425	1200 @ 1300 rpm	2200 rpm
ISL 400	400	1200 @ 1300 rpm	2200 rpm
ISL 370	370	1200 @ 1300 rpm	2200 rpm
ISL 365	365	1250 @ 1400 rpm	2100 rpm
ISL 345	345	1150 @ 1300 rpm	2100 rpm

### Specifications

Advertised Horsepower	345-425 hp	257-317 kW
Peak Torque	1150-1250 lb-ft	1559-1695 N•m
Governed Speed	2100-2200 rpm	
Clutch Engagement Torque	575 lb-ft	780 N•m
Number of Cylinders	6	
Oil System Capacity	7.3 U.S. gallons	27.6 liters
System Weight	1,685 lb	764 kg
Engine (Dry)	1,635 lb	742 kg
Aftertreatment*	50 lb	23 kg

\*Increase over standard muffler

## Cummins ISL For Fire And Emergency Applications.

The two things that matter most in a fire or emergency vehicle are response time and reliability. So we've built the 2007 ISL to run stronger with exceptional dependability. And, in the process we've also made it run cleaner.

How did we make these improvements and still meet stringent emissions controls? The ISL is designed as a totally integrated system that 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 with more than 330 braking hp.

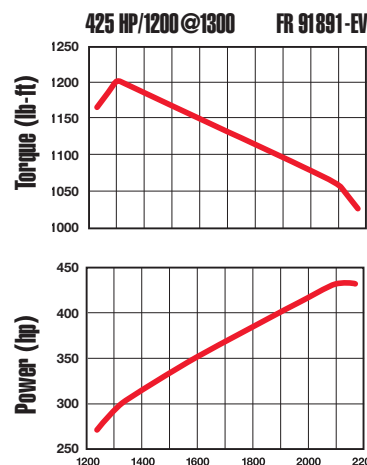
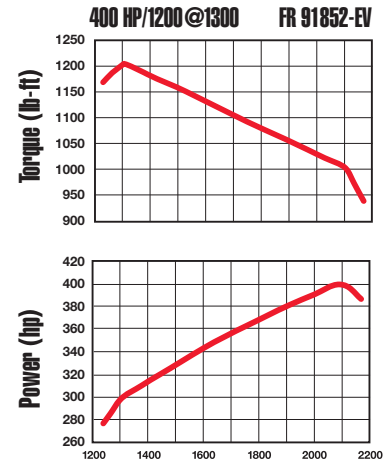
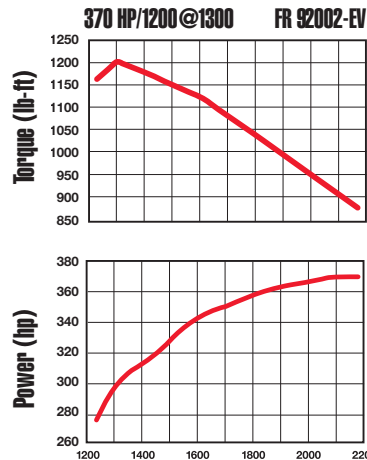
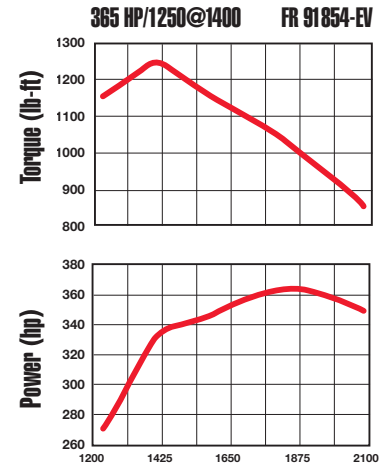
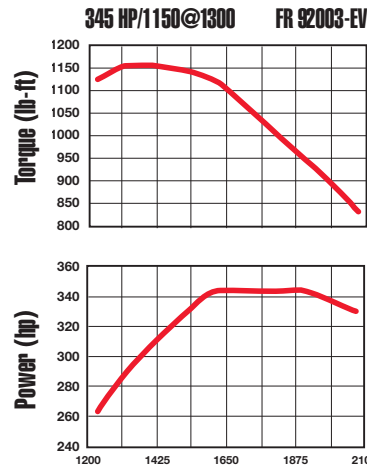
### Ready To Respond, Every Call.

Cummins ISL 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 and a high-efficiency lube cooler to lower oil temperatures and improve lubrication. Put all that together with Six Sigma design practices, and you've got an engine that is built to last.

### ISL Maintenance Intervals.

	MILES/ KILOMETERS	HOURS	MONTHS
OIL AND FILTER	20,000 32,000	500	6
PRIMARY FUEL FILTER	20,000 32,000	500	6
SECONDARY FUEL FILTER	40,000 64,000	1,000	12
COOLANT FILTER	NONE*	NONE*	NONE*
OVERHEAD ADJUSTMENT	150,000 241,500	5,000	48
STD. COOLANT CHANGE	240,000 385,000	N/A	24
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.



C Brake is a trademark of Cummins Inc.

Jacobs is a registered trademark of Jacobs Vehicle Systems.

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



Cummins Inc.  
Box 3005  
Columbus, IN 47202-3005  
U.S.A.

Phone: 1-800-DIESELS (1-800-343-7357)  
Fax: 1-800-232-6393  
Internet: [everytime.cummins.com](http://everytime.cummins.com)

Bulletin 4103989 Printed in U.S.A. 4/06  
©2006 Cummins Inc.