

# Cummins Aftertreatment Technology.

For MidRange And Heavy-Duty Tier 4 Final Engines.



# Every™ Solution. Ultra-Clean.

While other engine manufacturers outsource their emissions aftertreatment systems, Cummins designs and manufactures its own. This allows us to optimize the integration between the engine and the exhaust aftertreatment system for strong performance, reduced maintenance, exceptional fuel economy and near-zero emissions. The exhaust enters the atmosphere as water vapor and other harmless natural elements.

## MidRange 121-400 hp (90-298 kW) Tier 4 Final.

Off-highway equipment powered by Cummins QSL9, QSB6.7 and QSB4.5 Tier 4 Final engines use a proprietary Cummins Compact Catalyst (CCC) together with our proven Selective Catalytic Reduction (SCR) technology.



The CCC-SCR system is a highly efficient and flexible design that can be used in multiple configurations, including switchback, horizontal and vertical. The CCC is truly a “fit and forget” device that requires no action from the operator and no maintenance for the entire life of the engine. It is designed to oxidize Particulate Matter (PM) in the exhaust stream without the need for regeneration or maintenance of any type. You don’t even have to worry about exhaust temperatures, as they are similar to those of current Tier 3 mufflers.

Cummins SCR technology is a proven system that has been used in hundreds of thousands of applications throughout North America and Europe. It reduces oxides of nitrogen (NOx) to near-zero levels through the injection of Diesel Exhaust Fluid (DEF) upstream of the catalyst. Customers can expect 3% better fuel efficiency, in addition to the 5% in fuel savings with Cummins Tier 4 Interim engines.



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## Heavy-Duty 400-675 hp (298-503 kW) Tier 4 Final.

Cummins QSX Heavy-Duty engines have the higher power output needed for tough construction, mining and agricultural jobs. Cummins Heavy-Duty engines meet Tier 4 Final regulations with a combination of our patented Cummins Particulate Filter (CPF) and a next-generation SCR system that goes beyond the technology in use with Tier 4 Interim engines.

The CPF contains both a Diesel Oxidation Catalyst (DOC) and a wall-flow filter, providing exceptional Particulate Matter (PM) control. The higher efficiency of this unit allows increased power density. For example: the QSX15 now has a top rating of 675 hp (503 kW), an increase of over 12%. It also increases fuel efficiency by 4%, over and above the 5% gain that users are experiencing with our Tier 4 Interim engines.

The optimization of Cummins engines and this aftertreatment technology results in a virtually passive system – with active regenerations (the injection of small amounts of fuel in front of the catalyst to raise exhaust temperatures) taking place less than 1% of the equipment operating time.

## Every Question. Answered.

For more information about our engines and our proprietary aftertreatment systems, contact your local Cummins representative, visit [www.Tier4.info](http://www.Tier4.info) or call the toll-free number for your region:

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