



CUMMINS 2017 EMISSIONS

OVERVIEW

With emissions standards for over-the-road truck engines becoming more stringent every year, meeting the ever-changing regulations forces diesel engine manufacturers to push the technology envelope even further.

As many of you might have heard last year Cummins updated its ISX15 engine to the all-new Cummins X15 turbodiesel engine. They also released the new L9 at the same time which has replaced the ISL9 engines. As for the ISX12 engine this will be transitioning to the new X12 starting in 2018. The new X12 should be on display at the upcoming FDIC show this year in Indianapolis for all to get a closer look.



X15



**X12
(RELEASE 2018)**



L9

In preparation of the phasing out of the old 2013 ISX15 and the ISL9 engines, Sutphen has purchased and is currently stocking these engines as of December of 2016. The new production engines are available now for purchase, but because of pre-buys Sutphen won't be installing the new X15 until September. The L9 are set to ship in April of this year, and installed shortly after. As for the X12 it will not be available until after April of 2018. If you have any question in regards to a specific truck currently in production please reach out to your Sales Territory Manager (STM) or Project Coordinator for more information.



CUMMINS 2017 EMISSIONS

OVERVIEW CONTINUED

The X15 is available in two different configurations: Performance and Efficiency. Sutphen will be utilizing the Performance series because the upgraded high flow air-handling system gives faster pedal response for enhanced drivability at full payload and steep-gradient climbing. The Performance-series engine has a power range of 485 to 605 hp, 2,050 lb-ft of torque.

The details about the X12 have not been released yet, and as soon as they become available from Cummins we will be sure to distribute to all of our or dealers so they are properly informed on the new engines.

The L9 delivers exceptional performance with ratings from 270 to 450 hp, 1,250 lb-ft of torque. Cummins 2017 L9 will continue to lead its class with the highest power-to-weight ratio, offering optimized ratings for the toughest duty-cycles. New for 2017 is a 350 hp, 1,150 lb-ft torque rating that maintains more power and torque across a wider rpm range, ideal for vocational duty-cycles.

With the new engines comes another new component. The Single Module aftertreatment system (single canister) which combines the Diesel Oxidation Catalyst (DOC), Diesel Particulate Filter (DPF), and Selective Catalytic Reduction (SCR) systems in a single canister. This MidRange system takes up to 70 percent less space with up to 30 percent less weight than current aftertreatment systems. The new UL2 Urea Dosing System eliminates the need for engine coolant lines to and from the DEF injector, reducing installation complexity and allowing for easier servicing.

We are also proud to claim that we passed the initial cooling testing for the new exhaust on the first try which has never been done before here at Sutphen. The new Demo for the Midwest is the first unit that this system has been tested and installed on.



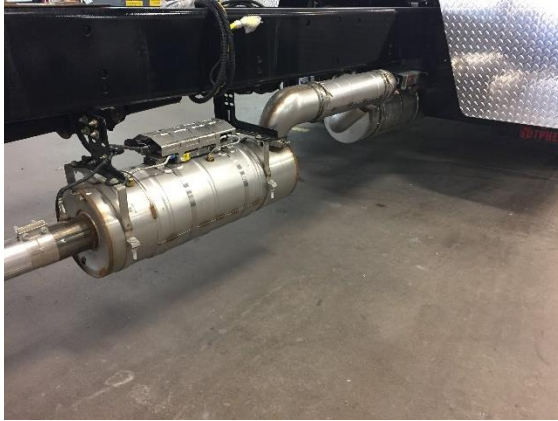
Single Module Aftertreatment System



CUMMINS 2017 EMISSIONS

OVERVIEW CONTINUED

CUSTOM CHASSIS EXISTING EXHAUST CANISTER LOCATION



AERIAL CHASSIS EXISTING EXHAUST CANISTER LOCATION



NEW CANISTER LOCATION



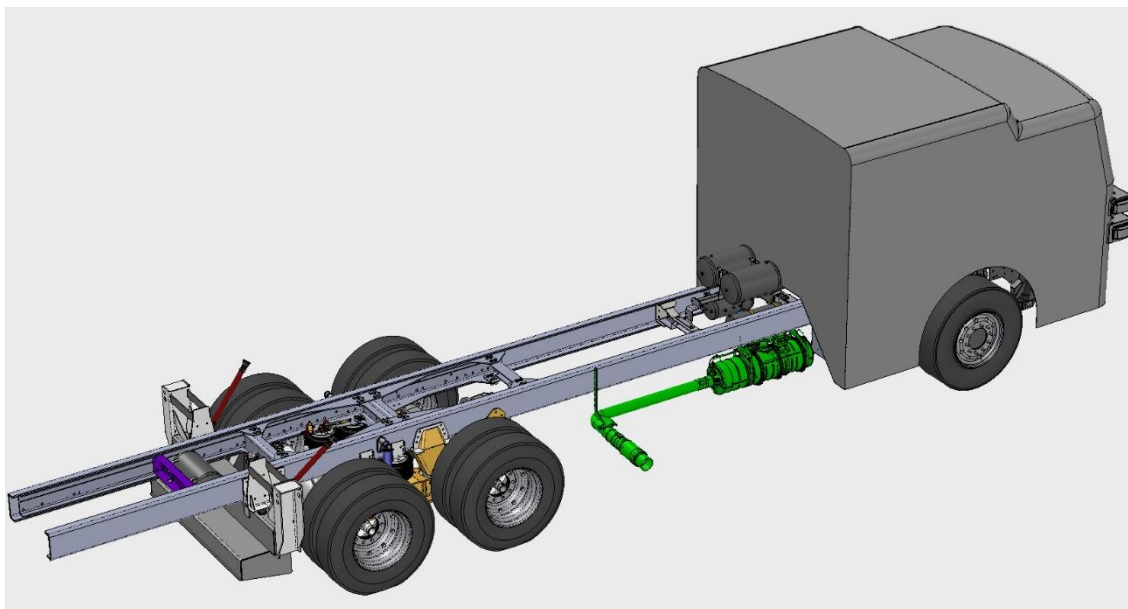


CUMMINS 2017 EMISSIONS

OVERVIEW CONTINUED

Please keep in mind that we had many changes other than the exhaust. We changed or altered the intake plenum (slightly different radiator surround but no change to grille), ember screen (larger area), air cleaner (larger – now 750CFM), expansion tank (now with vertical sight tube and correct fluid levels clearly marked), radiator, CAC & CAC pipes, power steering cooler (now omits fans & bracketry), engine cooling fan (more suited to our application), radiator pipes, tranny cooler (& bracket & pipes), bellows and pipes and brackets, and the heat shield (two piece for easier install & access). Additionally the expansion (surge tank) & air cleaner have swapped locations and now the tank can be rotated up and away from the crankcase vent filter for much easier regular engine maintenance. The radiator is not from AKG but is similarly constructed so it can still be removed thru the grille.

We did not have to change the cab and hood. Please keep in mind that when you are building your quote for the new L9 engine in SQS please notify your STM if you have a wheelbase of 170" or less. This will allow our team to properly relay this information to engineering to determine the best routing for the new exhaust. As for the X15 and the ISX12, the same wheelbase restrictions will remain in effect until the new engines are implemented.





CUMMINS 2017 EMISSIONS

EXTENDED WARRANTY

Cummins is proud to offer extended coverage plans that will provide peace of mind years after your base engine warranty expires. Cummins extended coverage is added protection against unexpected repair bills for up to eight years for your 2017 and newer engine. Please review the extended plans below, and contact your STM for optional pricing.

Cummins offers two levels of extended coverage.

RVF – Full Engine Coverage

Our most complete engine coverage, which includes Exhaust Gas Recirculation (EGR) components.

FCM – Registered Major Components Coverage

- Accessory drive gear
- Camshaft
- Camshaft idler gear
- Connecting rod forging
- Crankshaft
- Cylinder block casting
- Cylinder head capscrews
- Cylinder head casting
- Flywheel
- Front gear cover
- Front gear housing
- Fuel pump drive gear
- Oil cooler housing
- Oil pan
- Water pump

RVF – Full Engine Coverage

Get full engine coverage for 100,000 miles (160,935 km) or up to the term below, whichever occurs first.

86.7 (200 hp to 360 hp)	
6 years	100,000 mi (160,935 km)
7 years	100,000 mi (160,935 km)
8 years	100,000 mi (160,935 km)
L9 (270 hp to 450 hp)	
6 years	100,000 mi (160,935 km)
7 years	100,000 mi (160,935 km)
8 years	100,000 mi (160,935 km)
X15 (505 hp to 605 hp)	
6 years	100,000 mi (160,935 km)
7 years	100,000 mi (160,935 km)
8 years	100,000 mi (160,935 km)

FCM – Registered Major Components Coverage

Get major castings and forgings coverage for 200,000 miles (321,870 km) or up to 10 years, whichever occurs first.

86.7 (200 hp to 360 hp)	
10 years	200,000 mi (321,870 km)
L9 (270 hp to 450 hp)	
10 years	200,000 mi (321,870 km)
X15 (505 hp to 605 hp)	
10 years	200,000 mi (321,870 km)