



More Traction

Cummins engines for rail applications



EPA Tier 4 Final / Stage IIIB Engines for Railcars

With over 10,000 underfloor engines in service around the world, Cummins has unrivalled experience in powered diesel railcars.

Our horizontal engine configuration offers high acceleration and high speed capability, with journey times reduced. It also reduces noise and vibration and increases passenger capacity. The engines allow for ease of access of maintenance technicians at the side of the rail vehicle. All of these operational benefits come with the renowned durability from Cummins.

The N14-R engine has a pedigree of over 25 years in the rail industry around the globe. Powering inter-urban railcars it has built a reputation for reliability and dependability.

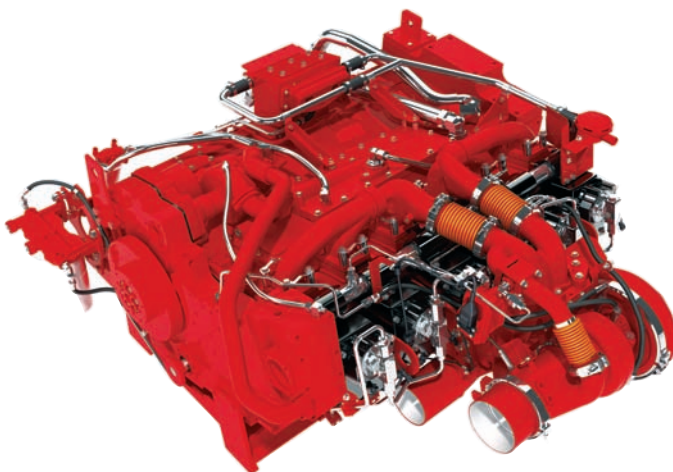
The QSK19-R is a unique product in the underfloor railcar diesel market, offering unparalleled power, advanced electronics, low emissions and durability. Giving the operator benefits of lower than ever life cycle cost with reduced environmental impact.

With over 1,800 QSK19-R engines in use this product has become the class leader in its field. The engine's compact package and high

power capability make it ideal for high speed diesel railcars.

Cummins proven QSK19-R engine moves to EPA Tier 4 / Stage IIIB emissions with no compromise on performance. Long life to overhaul and low oil consumption is maintained whilst service intervals are extended.

- Base engine design – no changes required for long term installation consistency
- Electronic Control Module – high processing capability to manage the engine and aftertreatment system
- Combustion technology – clean burn solution for low engine-out particulates
- Modular Common Rail Fuel System – delivering 2200 bar pressure for refined and rapid power delivery, reduced noise, and improved cold start
- Closed Crankcase Ventilation (CCV) system
- SCR aftertreatment – designed and built by Cummins to remove oxides of nitrogen from the exhaust stream. The flow-through catalyst replaces existing exhaust muffler and requires no scheduled maintenance. There is no requirement for a diesel oxidation catalyst or a diesel particulate filter



Railpack Expertise

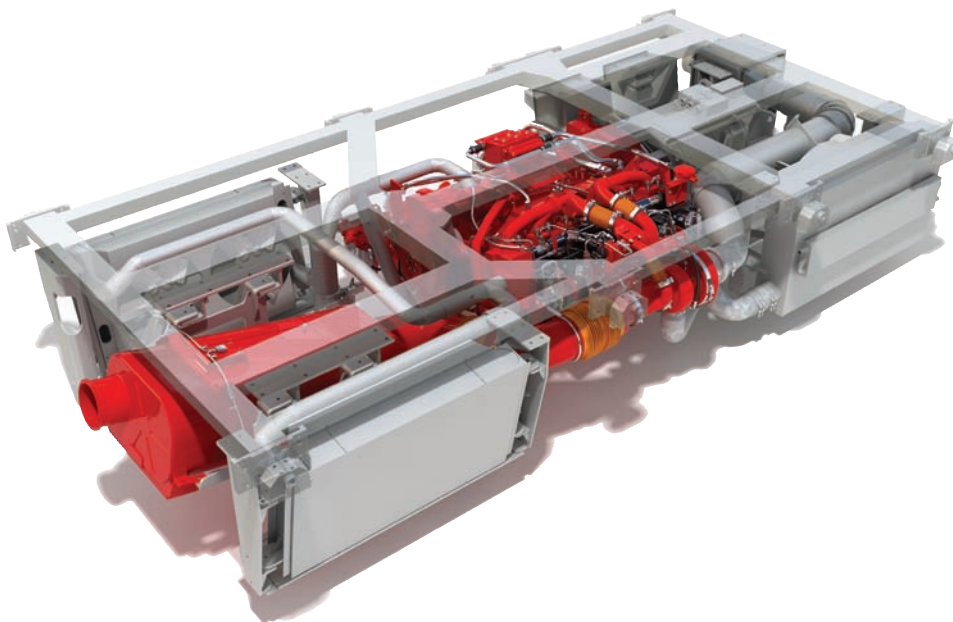
Customized Railpack Capability

Cummins has many years of experience in demanding railcar applications. We recognize that the complete railpack needs to be designed to meet high performance standards as well as the specific requirements of each installation. Working closely with customers, Cummins railpacks have won multiple in-service awards with some of the best engineered solutions in the world. We can deliver your customized solution including:

- Frame and mounts
- Alternator / transmission
- Cooling system
- Air filtration
- Aftertreatment and exhaust system



Siemens class 185 railcar
with QSK19-R



EPA Tier 4 Final Engines for Railpack

QSK19-R Tier 4F / Stage IIIB

760 hp / 567 kW @ 1800 rpm

760 hp / 567 kW @ 2000 rpm

QSN14-R / N14-R

350 hp / 260 kW @ 2100 rpm

450 hp / 335 kW @ 2100 rpm

Global Support. Everywhere



At Cummins, we recognize that it's not just about investing in the best engine technology. Equally important is the investment we make in our service support. With a network of approximately 6000 dealer locations, few other engine companies come close to Cummins global support capability.

Cummins' customer support capability extends beyond a successful engine installation.

Dedicated Cummins rail technicians can offer parts and service support anywhere around the world, where and when our customers need it.

Our support goes even further with QuickServe – our commitment to rapid response. Cummins customers can access on-line a complete portfolio of engine diagnostics, maintenance procedures, repair and parts information. You can rely on Cummins, every time.