



# REDEFINING PRODUCTIVITY



**C**ummins is the undisputed global leader in high-performance diesel engines for the heavy-duty truck market. For nearly two decades, the Cummins X Series platform has continually set new standards for power, productivity, low cost of operation and total value.

In 1952, the No. 28 Cummins Diesel Special featured the first turbocharger used at the Indianapolis 500,<sup>®</sup> winning the pole position with a qualifying speed of 136 mph.



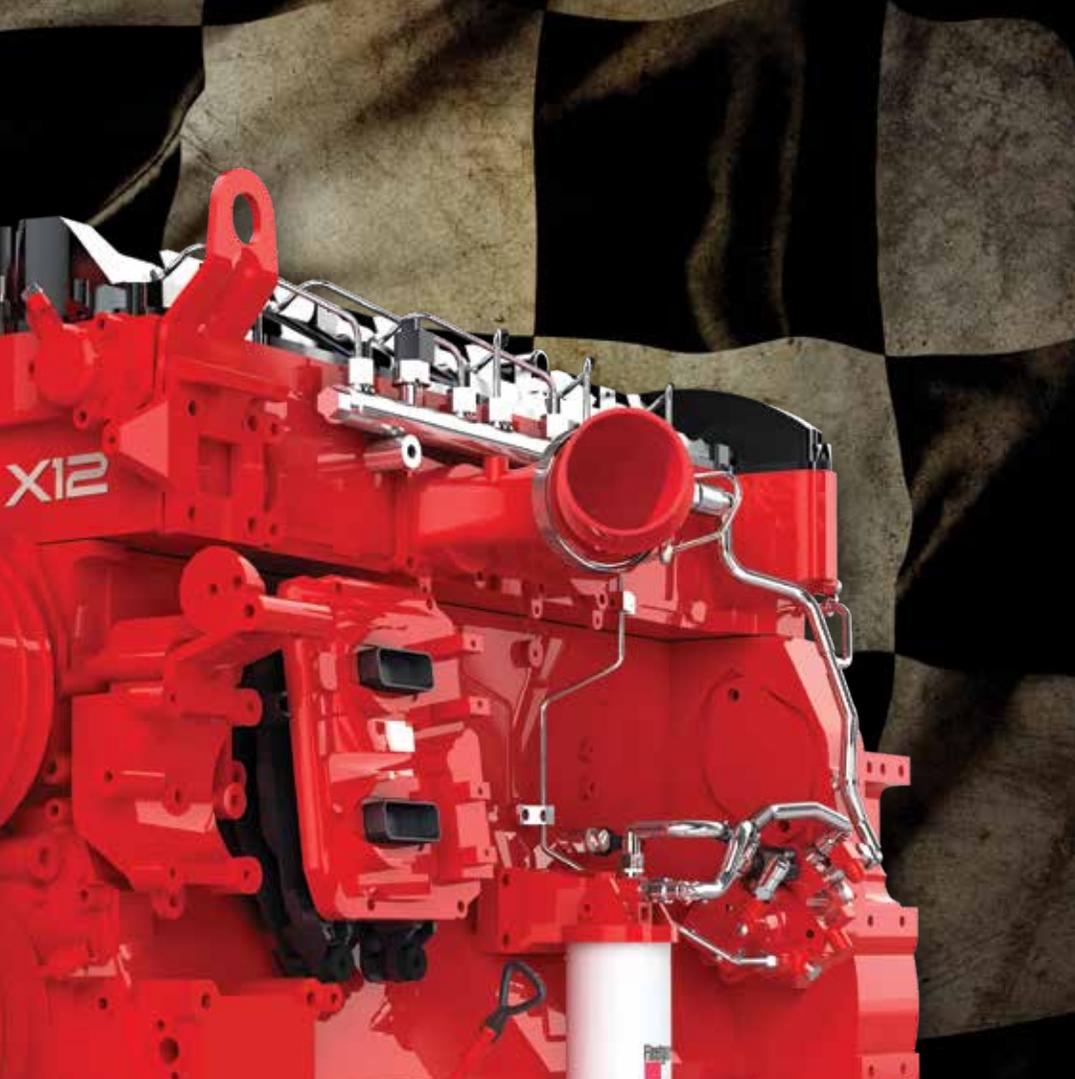
## TRUST MAKES ALL THE DIFFERENCE.

We are committed to the success of your business. You aren't just buying a Cummins engine, you're buying Cummins expertise and commitment, anywhere your business takes you.

In the South Pacific region, we have the best service support footprint of any industrial company – a footprint that includes 35 branches, more than 140 authorised dealers, and the award-winning Cummins Support Centre which can be contacted via hotline 24 hours a day, 365 days a year for after-hours assistance and technical advice and parts support.

We're proud of our ability to provide the service and support excellence you can depend on, no matter the situation.





## LIGHTWEIGHT. HIGH POWER DENSITY.

The new lightweight, high-output 12-litre X12 is currently on test in Australia as part of a Cummins Euro 5 global test program.

With impressive peak outputs of 500 hp and 1700 lb ft of torque, the X12 has the highest power-to-weight ratio of any engine in the 10-to-16-litre class.

The innovative architecture of the X12 results in a remarkably low engine weight of 862 kg, achieved through a sculptured block design and the use of high-strength composite materials for components such as the oil pan and valve cover.

The X12 is Euro 5 emissions compliant using selective catalytic reduction (SCR) technology with AdBlue/DEF (Diesel Exhaust Fluid) dosing. Significantly, the X12 will achieve Euro 6 compliance without the addition of exhaust gas recirculation (EGR).

The X12 incorporates Cummins' XPI (Extreme Pressure Injection) common rail fuel system, derived from the 15-litre ISX. Generating injection pressures in excess of 30,000 psi, the XPI system improves combustion and fuel economy, reduces noise and enables fast response at low rpm.

The use of a rear geartrain also contributes to overall engine refinement by reducing vibration and lowering noise.

The X12 uses a standard wastegate turbocharger and also has an integrated engine brake that delivers the high retarding power that Cummins heavy-duty engines are renowned for. The engine's single cam in-head design with roller valve train and high-efficiency intake ports continues the design theme of minimum complexity and maximum efficiency.



# X12



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