

## Euro 6 range of engines from Cummins delivers

At Euro 6, Cummins' tried and trusted ISB engine utilises three technologies to meet the stringent emissions requirements.

Selective catalytic reduction (SCR), exhaust gas recirculation (EGR) and variable geometry turbocharging (VGT) all combine to deliver ultra-low emissions and exceptional driveability. The patented SCR design uses copper zeolite technology for very high conversion efficiency even at low temperatures.

Cummins' technology choice has been made thanks to one of the most comprehensive development projects it has ever undertaken in Europe. In excess of 80,000 hours' engine testing and two million road miles have been accumulated to refine and validate the technology.

In-service testing is backed up by more stringent on-board diagnostic regulations, which

measure exhaust emissions during operation. Tougher NOx limits and anti-tampering will be introduced at Euro 6, including an AdBlue quality sensor. Engine and aftertreatment are controlled by the same electronic module to meet on-board diagnostic requirements.

The four-cylinder ISB4.5 is available at ratings up to 210bhp and a maximum torque of 760Nm. Its six-cylinder ISB counterpart can deliver up to 310bhp in coach use and 280bhp in bus applications, with a peak torque of 1100Nm. Both offer excellent power-to-weight ratios.

For its Euro 6 engines Cummins will retain as a minimum the class-leading fuel consumption levels of Euro 5, while reducing AdBlue consumption to around 2-3% of diesel use.

● [www.cummins.com](http://www.cummins.com)

## Envirox – greening the traditional diesel fleet

While development of hybrid, gas and electric vehicles continues to advance, high initial costs coupled with normal fleet replacement rates mean that diesel buses will be in the majority for many years yet.

More and more operators are embracing the opportunity that Envirox offers when it comes to making carbon reductions and associated savings in fuel costs from diesel fleets.

For example, Abellio decided to roll out Envirox across its UK bus operation from September 2013 following a 12-month, 280-bus trial at its four biggest London garages.

Abellio follows in the footsteps of Stagecoach, winner of numerous awards for environmental initiatives.

Announcing a renewed deal

earlier this year, which will take Stagecoach into a second decade of using Envirox, Les Warneford, then MD of Stagecoach UK Bus, said:

"Our pioneering use of this innovative additive has helped improve the sustainability of our operations, protect air quality, improve fuel efficiency, and keep fares low."

Envirox was developed in laboratories at Oxford University's Begbroke Science Park and is based on the oxidation catalyst cerium oxide, which is re-engineered for use as a diesel treatment. This ensures a cleaner burn, resulting in improved fuel efficiency and lower emissions. It also facilitates the removal of carbon deposits from the engine and diesel particulate filter.

● [www.energenics.co.uk](http://www.energenics.co.uk)



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