



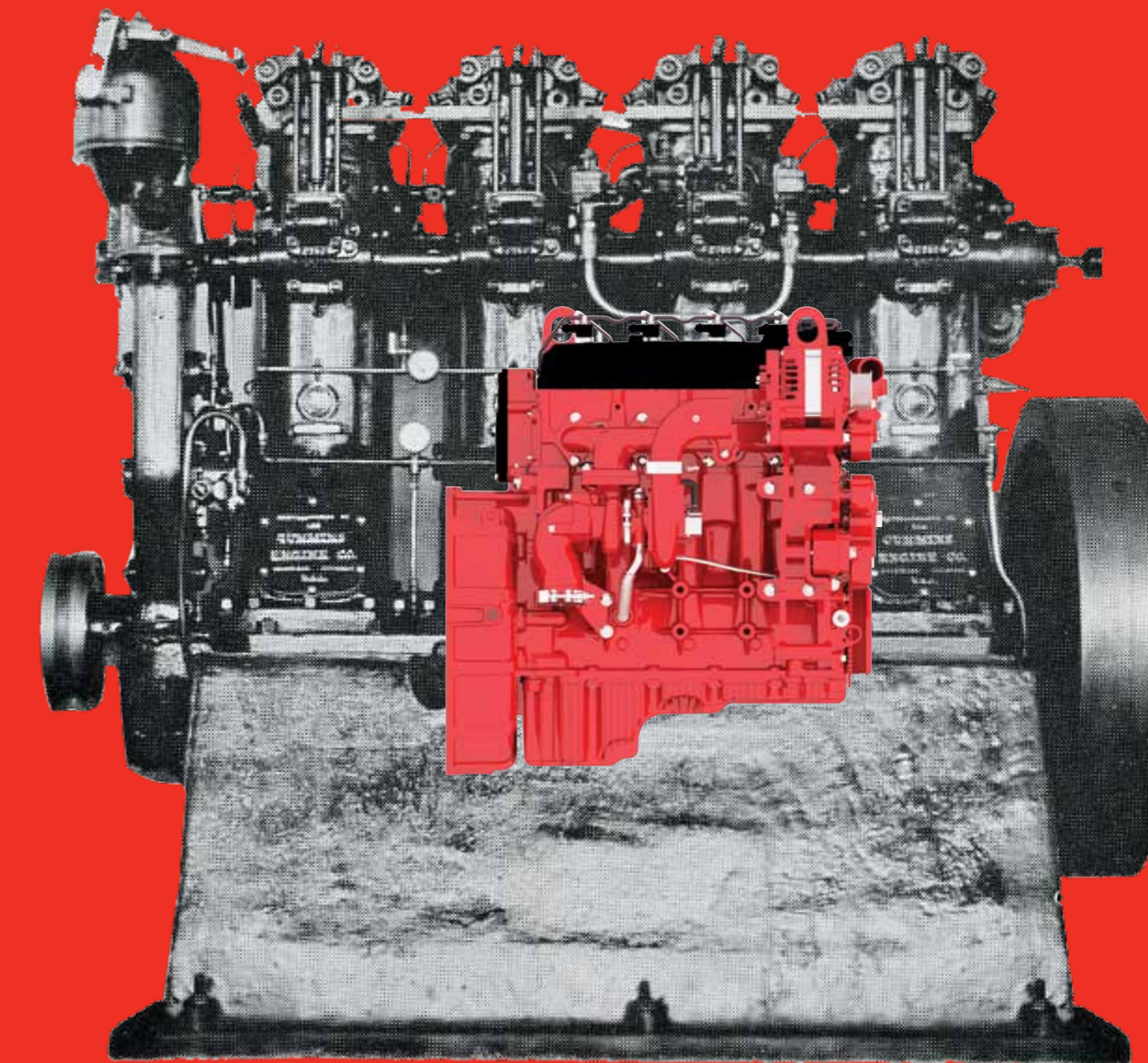
QSF2.8

Better Technology.

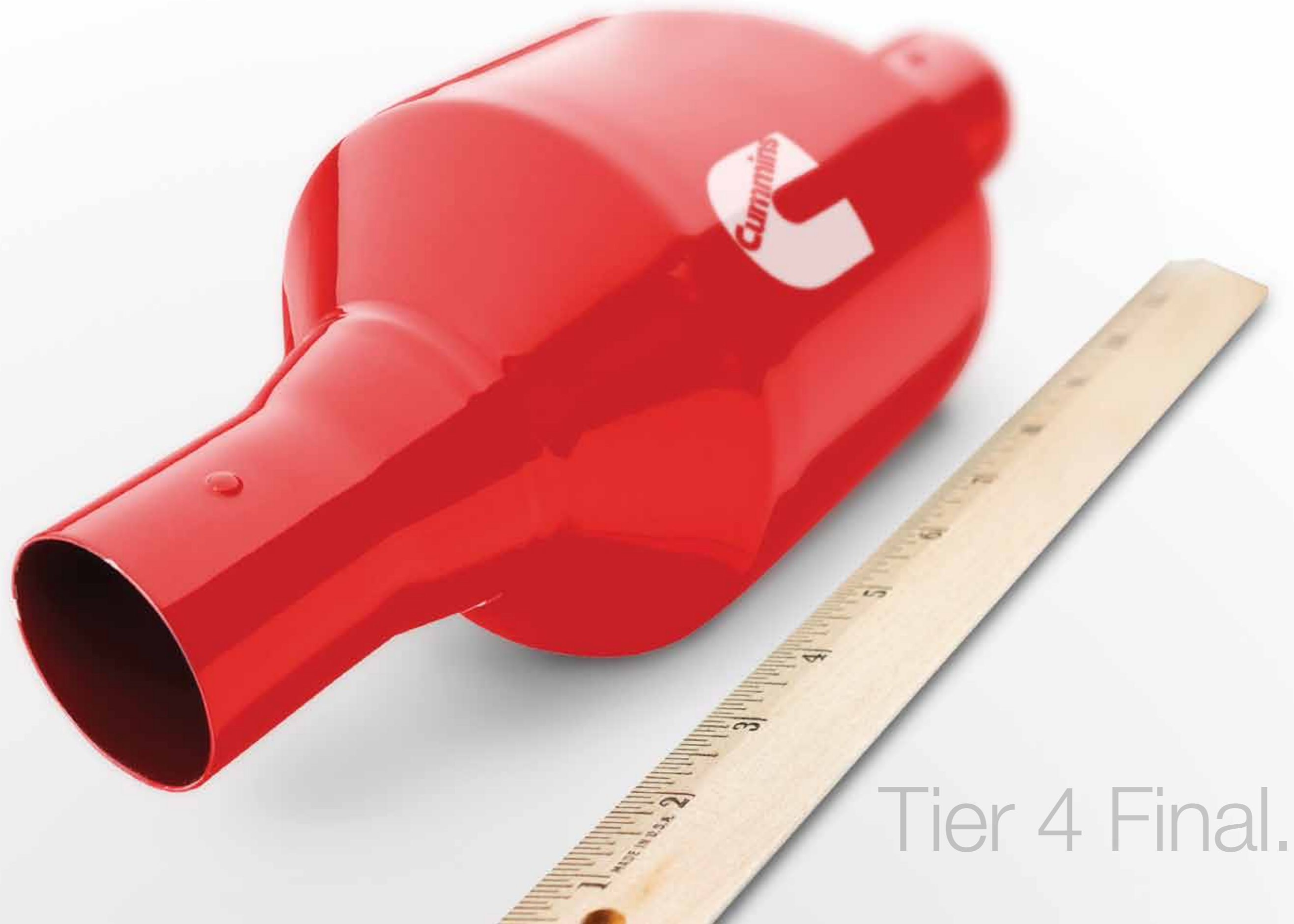
When Cummins introduced the Model F engine in the 1920s, it was revolutionary four-cylinder technology, installed in one of the first excavators with diesel power.

Today, 90 years later, the legacy of the Model F is renewed with the new QSF2.8 four-cylinder, the smallest fully electronic-controlled, high-pressure common-rail engine ever introduced by Cummins for the off-highway industry. This is truly a clean-sheet design, ready to set a new class standard for 49- to 74-horsepower (37-55 kW) applications. Smaller. Stronger. Smarter.

Introducing The QSF2.8.



1926 – Model F
2012 – New QSF Series



Tier 4 Final.

Better Installation.

The low weight and space-efficient envelope of the naturally aspirated 2.8-liter QSF enable the engine to replace installations down to 2.2 liters while bringing significantly better performance and higher durability. Compared with installations of engines up to 3.4-liters, the turbocharged QSF2.8 offers a smaller, lighter and more fuel-efficient solution with strong torque delivery.

This installation advantage gets even better to meet Tier 4 Final and Stage IIIB low-emissions standards with the simple addition of the Cummins Compact Catalyst exhaust aftertreatment, a “fit and forget” design that never needs any operator input or maintenance. This means the same engine envelope, the same cooling requirements and the same servicing for the Tier 4 engine as for the Tier 3 engine. The QSF2.8 is truly a global engine, resulting from unique design collaboration with Cummins technical teams in Europe, China and the United States.

Small Catalyst. Big Difference.

Better Performance.

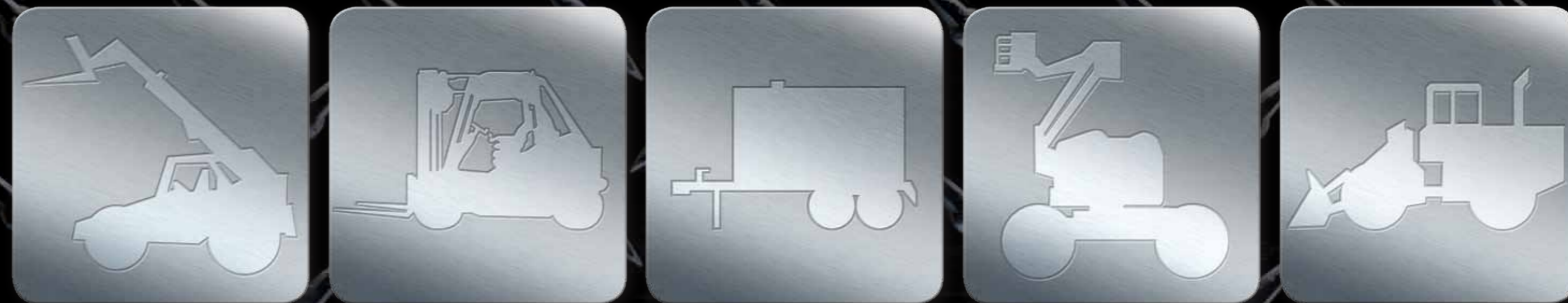
The QSF2.8 is built with exceptional strength, ready for the toughest applications in the industry. A cast-iron, sculptured block reduces torsional vibration, and the power cylinder is designed with the same peak-pressure capability as Cummins powerful QSB4.5 engine. The QSF2.8 also takes a design lead from the proven QSB4.5, with a high-efficiency rear gear train providing superior mounting stiffness and a reduction in gear noise.

While the 2.8-liter architecture incorporates many features associated with higher-displacement engines, the wet weight is remarkably low at just 507 pounds (230 kg) due to the innovative use of high-strength composite materials for features such as the valve cover. The engine is not only stronger, but also smarter. Cummins electronic control system drives the High Pressure Common Rail (HPCR) system to enable multiple injection events with cleaner, more fuel-efficient combustion. The system continuously monitors all key engine parameters and automatically optimizes performance.

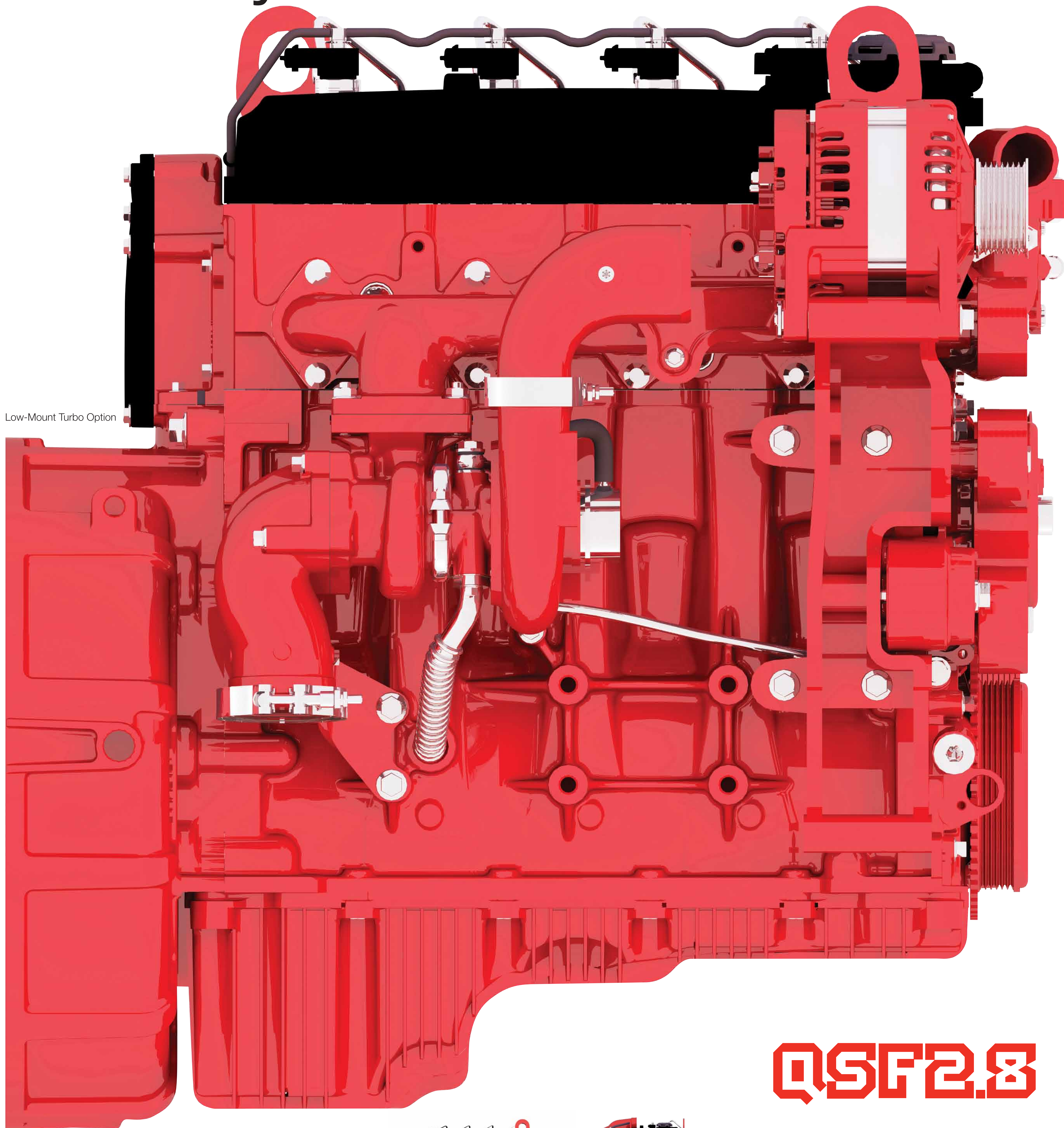
High Power. Low Weight.



49-74 Horsepower



Better. In Every™ Dimension.



Low-Mount Turbo Option

QSF2.8

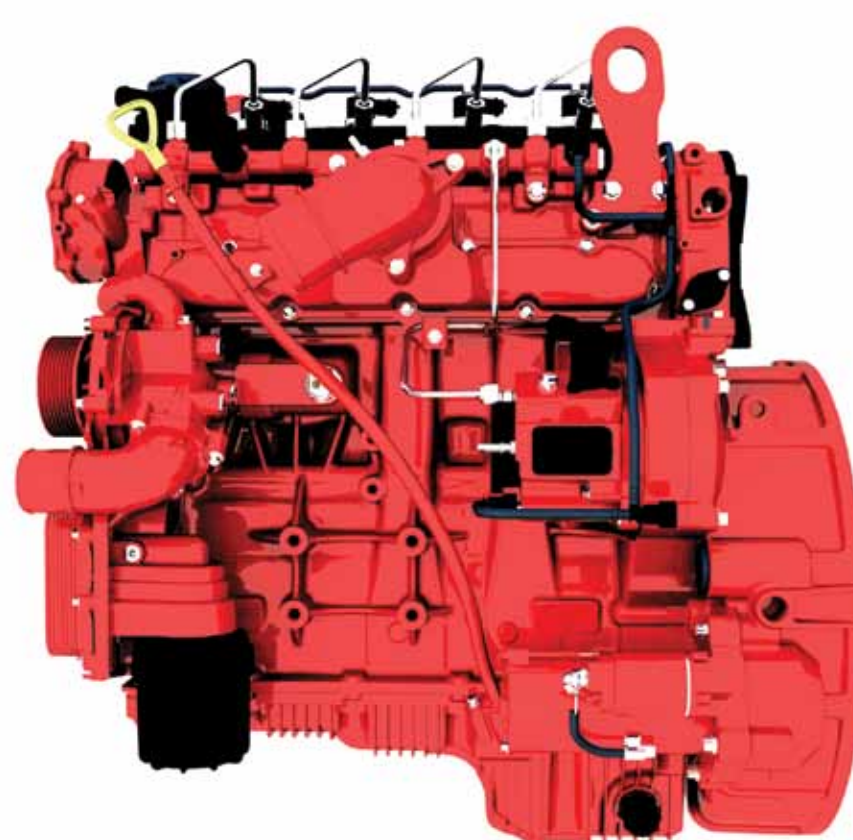
Every Inch A Cummins.

The QSF2.8 brings the premium-performance capability of larger Cummins electronic engines to below 75 hp (56 kW) for the first time. From weight savings to envelope size to engine response, the QSF2.8 is better. In every dimension.

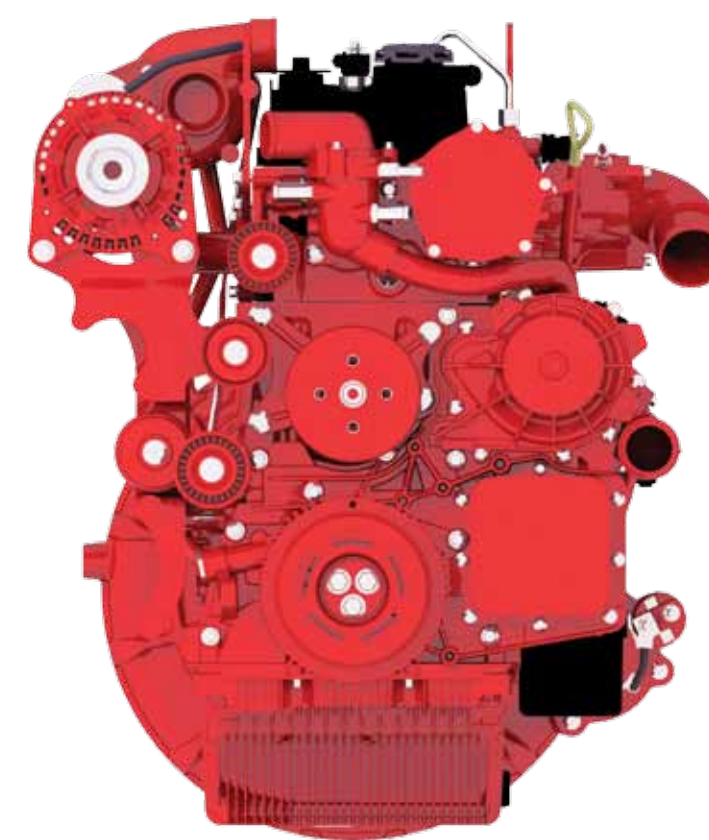
To learn more about the Cummins QSF2.8, please visit cumminsengines.com.

Engine Model	Rated hp (kW)	Peak Torque lb-ft (N•m)	Wet Weight
QSF2.8 Naturally Aspirated	49 (37)	118 (160)	507 lb (230 kg)
QSF2.8 Naturally Aspirated	65 (48)	118 (160)	507 lb (230 kg)
QSF2.8 Turbocharged	74 (55)	221 (300)	514 lb (233 kg)

Specifications apply to both Tier 3/Stage IIIA and Tier 4 Final/Stage IIIB emissions standards with fully passive Cummins Compact Catalyst aftertreatment.



High-Pressure Common-Rail



High-Mount Turbo



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