

Contact:

Advanced Power: The Cummins 610 Turbo Diesel

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- Better Acceleration, Throttle Response and Drivability
- Fifty-state Certification Meets all U.S. Federal and State Emission Requirements
- Boasts 610 lb.-ft. of Torque Starting at Only 1600 rpm

Chrysler Group and Cummins revolutionized the diesel pickup in 1988 with the introduction of the Dodge Ram Cummins Turbo Diesel. The team has set impressive benchmarks in the last 17 years. In 2005, Chrysler Group introduced the Cummins 610 in the Dodge Ram Heavy Duty. With 610 lb.-ft. (827 N•m) of torque, the engine provides better performance for towing and acceleration combined with improved throttle response and drivability over previous models.

"The Cummins 610 provides our Dodge Ram customers with a quiet and powerful diesel engine option," said Bob Lee, Vice President of Powertrain Product Team, Chrysler Group. "We worked closely with Cummins to develop the engine for our full-size trucks."

The Cummins 610 Turbo Diesel is not only more powerful, it's also cleaner. Particulates and nitrogen oxides (NOx) have been reduced to meet the 50-state 2005 emission standards. The advanced 610 meets all U.S. federal and state emission requirements. The Cummins engine includes technology to provide an in-cylinder solution along with a diesel oxidation catalyst. A uniquely designed piston combustion bowl and a high-flow, electronically controlled waste-gated turbocharger match boost pressure with engine needs to reduce emissions. This solution does not require exhaust gas recirculation, avoiding the need for over 50 components.

The Cummins 610 Turbo Diesel offers reliability, durability and efficiency. The engine builds upon these features with:

- An average of 350,000 miles before overhaul
- Proven technology
- In-cylinder combustion and a diesel oxidation catalyst solution that requires no exhaust gas recirculation components
- Gallery cooled, high-strength aluminum pistons for durability
- Premium high-strength Inconel® exhaust valves and high-cobalt Stellite® exhaust valve seats for durability and long life
- A high-strength exhaust manifold with multi-layer gasket between head and manifold
- Forged steel, fracture-split connecting rods

The Cummins 610 includes advanced noise, vibration and harshness control systems to further reduce the noise at idle. These complex noise deadening systems greatly decrease the familiar sounds associated with earlier diesels. Part of the method is pilot injection - a short burst of fuel before the main injection. The pilot injection reduces the spike in combustion pressure for dramatically quieter combustion. Customers will realize greater comfort without compromising the impressive power of the Cummins 610.

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