



**TO UNLEASH THE POWER
OF YOUR CUMMINS ENGINE,
USE ONLY GENUINE CUMMINS
PARTS.**

**To ensure uptime of your
assets always insist for
Genuine Cummins Parts only.**



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**EVERY™ PART
GENUINE**



*For BSNL / MTNL lines

"Will-Fit" parts result in following ill effects on engine performance

Dear Customer,

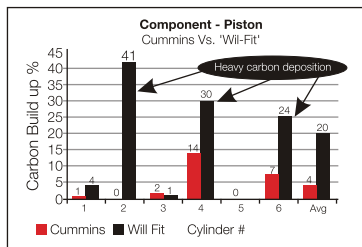
ONLY GENUINE CUMMINS PARTS DELIVER THE POWER

No matter which model of Cummins engine you use, you get legendary performance and long-term durability. But accumulated wear at the end of a normal service life can take its toll. That's why you need Genuine Cummins Parts to keep your engine running smoothly.

Why Insist on Genuine Cummins Parts?

- Guaranteed for performance.
- Genuine Cummins parts are feature product updates with re-engineering that takes advantage of over four decades of experience and development.
- Genuine Cummins Parts meet Cummins specifications
- Special testing provides ability to withstand stress
- Value for money
- Minimum chance of engine failures, reducing cost of the part or cost due to heavy damage to related parts or to even an engine
- Continuous research on products is done in an effort to offer products consistently with a customer focussed approach

The competitive test conducted for 500 hours using Genuine Cummins Parts as against 'Will-Fit' parts has shown significant differences.



Fake, counterfeit, imitation, or will-fit. Even by another name, any part that's not a Genuine Cummins Part will surely let you down. For starters, will-fit parts are often produced using

substandard materials that don't perform like Genuine Cummins Parts. They don't measure up to Cummins world-class quality standards too.

The real knockout is that while will-fit parts may cost less up front, they will cost you more in the long run. What you get in the bargain is frequent failures, prolonged equipment downtime, production losses and even engine damage that can seriously affect your business.

Part Name	Defects in "Will Fit" Parts	Effect on engine performance
Pin Piston	- Chatter found out of specification.	Reduced life.
Seal Crevice	- Compression set is high. - Flash is not trimmed properly from outer periphery. - Colour code (pink) is not provided on the outer diameter.	High compression set can lead to permanent deformation of seal and subsequent leakage. Absence of colour coding can result in fitment of wrong part number.
Seal O-ring	- Variation in wall thickness. - Oversize at some locations.	Fitment issue.
Piston Ring	- Chromium layer thickness found lower than specification and coverage not as per drawing requirements.	Reduced life of the part.
Piston Ring (Oil)	- Oil ring windows are small, opening is smaller than drawing specifications.	Reduced life.
Liner Cylinder	- Chemistry and microstructure not as per specifications. Tensile strength is lower than CIL specifications. - Surface finish not as per specification. Variation in bearing ratio. - Bead profile is not ok. Very sharp edges observed. Sealing land not present. Angle and radii at bead not as per drawing/smooth. - Under cut at locating diameter not as per drawing. Angle and radius profile is very rough/not smooth. - Variation in radius at groove diameter. Edge radii at grooves found with sharp edges. Run out not as per specification.	Fitment issue. Reduced life due to brittle phase available in microstructure. Can lead to brittle failure under fairly lower loads.
Piston	- No anodising layer is observed on combustion bowl and skirt. - Bowl radius found oversized, radius profile is not smooth. - Heavy burr/pieces observed in circlip groove. - Bottom skirt diameter lower than specification.	Reduced life and performance.
Ring Retaining	- Hardness found lower than specification (as against specified hardness). - Free OD, thickness, width at hole, hole diameter not as per drawing specifications.	Fitment issue and reduced life as low hardness can lead to permanent deformation.

We are Cummins. You can depend on us.