

**CE SERIES
GASOLINE**



IC BUS[®] CE SERIES
NOW AVAILABLE POWERED
BY CUMMINS[®] B6.7 OCTANE

THE COMBINATION OF THE IC BUS® CE SERIES AND THE CUMMINS® B6.7 OCTANE PROVIDES SCHOOL BUS FLEETS A PURPOSE-BUILT TORQUE, SMARTER FUEL USE, LOWER EMISSIONS AND A SERVICE ECOSYSTEM THAT SCHOOLS CAN COUNT ON. WHEN THE SAFETY & COMFORT OF STUDENTS ARE AT STAKE, COMPROMISE ISN'T AN OPTION.



DURABILITY OF DIESEL. CONVENIENCE OF GASOLINE.

BUILT FOR SAFETY & DEPENDABILITY

- Instant torque at Low RPMs – Delivers smooth acceleration from a stop & confident climbing power, even when fully loaded
- Turbocharged performance – Ensures consistent output in all environments – altitude, temperature or traffic
- Proven reliability – A favorite brand in school bus fleets for a reason. Built to perform, backed by the Cummins legacy.

SMART DESIGN FOR SMARTER FLEETS

- Multiple HP offerings providing flexibility for various route demands and load requirements
- EPA 2027 ultra low NOx & CARB .035 low NOx compliant

EASE OF MAINTENANCE, NORTH AMERICAN SUPPORT

- Designed for high-mile, stop and go operation – typical for school bus routes
- Backed by IC Bus and Cummins service network across North America

TOTAL COST OF OWNERSHIP THAT ADDS UP

- No DPF. No SCR and No regens.
- Longer service intervals – Spend less time in the shop, more time on routes





DIESEL-LIKE PERFORMANCE

Built on the legendary Cummins B6.7 platform, it's built to perform like a diesel engine with up to 300 hp and 660 lb-ft of torque



SERVICEABILITY

With low complexity air handling, no DEF required, and no active regens, maintenance and operation are simplified



DRIVABILITY

It's much like your daily driver you are already accustomed to



SUPERIOR FUEL ECONOMY

Up to 10% better fuel economy over other gasoline-powered engines



DURABILITY

Designed specifically with durability and reliability in mind



EASY REFUELING

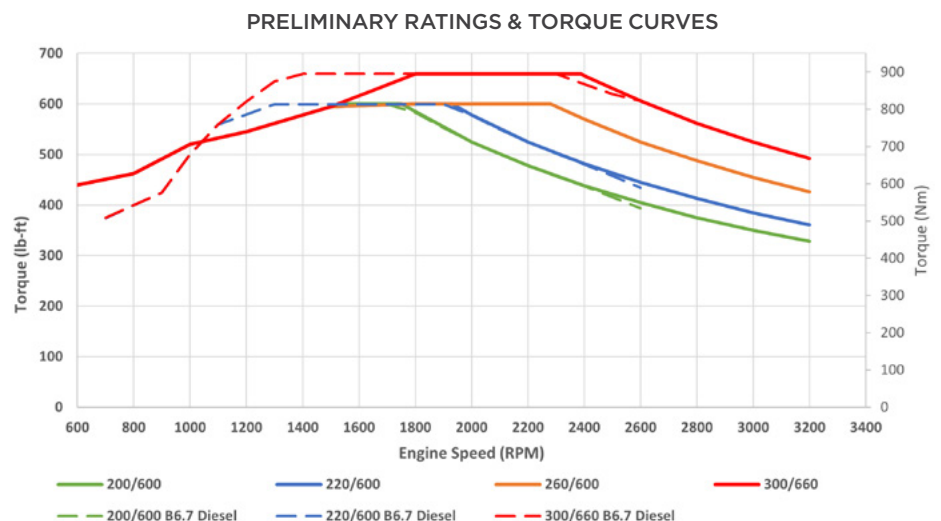
87 octane gasoline means ability to refuel anywhere

COMPARING THE B6.7 OCTANE TO THE B6.7 DIESEL

	B6.7 OCTANE	B6.7 DIESEL
Fuel	Gasoline — 87 octane	Diesel — ULSD
Certification Level	2027 Emissions	2024 Emissions
Rating Options (HP/Torque)	200Hp/600 lb-ft - 300Hp/660 Lb-ft	200Hp/600 lb-ft - 325Hp/725 Lb-ft
Engine Design: Head Material	Aluminum	Cast Iron
Engine Design: Camshaft	Dual Overhead Cam	Single Cam in block
Engine Design: Turbo	Wastegate turbo with command actuator	Variable Geometry with electronic actuator
Engine Design: EGR	No EGR	EGR
Engine Design: Engine Braking	Optional compression release brake	Variable Geometry Turbo braking
Engine Options: AC Comp.	Up to 2 attached to engine	Up to 3 attached to engine
Aftertreatment Design	On-Engine 3-Way Catalyst	Single Module Chassis Mounted
Maintenance: Oil Type	GF-6A Required	CK4 Required
Maintenance: Valve Lash	No Valve Lash Adjustment Needed	Valve Lash Adjustment at 150,000 miles
Aftermarket Tools	Guidanz® Diagnostic Toolkit	INSITE™ Diagnostic Toolkit
Fuel Economy Comparison	Up to 10% Better than Competition	Up to 25% Better than Gasoline
System Weight	Net savings as you remove DEF related parts	Baseline

AVAILABLE B6.7 OCTANE OFFERING IN THE CE SERIES

Engine Rating (HP)	Peak Torque	Peak Torque Speed	Governed RPM
200	600	1800	3200
220	600	1800	3200
260	600	1800	3200
300	660	1800	3200



*Preliminary, estimated comparative torque curves.

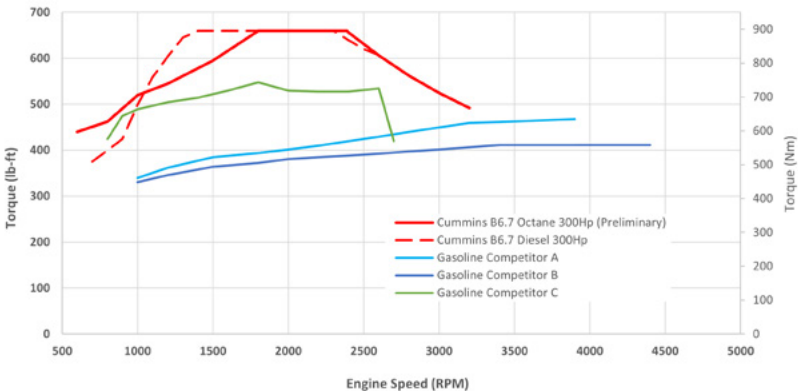
COMPARING THE B6.7 OCTANE TO THE FORD 7.3L GASOLINE

	CUMMINS B6.7L OCTANE	FORD 7.3L GASOLINE
Horsepower (HP) Ratings	200 / 220 / 260 / 300	335
Torque Ratings	600 / 660 ft-lbs	468 ft-lbs
Peak Torque	600 / 660 @ 1800 rpm	468 ft-lbs @ 3,900
Engine RPM	Idle: 700-800 Max: 3,800	Idle: 680 Max: 4,050
Displacement	6.7L / 409 CI	7.3L / 445 CI
Compression	10.5:1 & 9.75:1	10.5 to 1
Valvetrain	DOHC 4V	Pushrod 2V
Bore & Stroke	107 mm Bore x 124 mm Stroke	107.2 mm Bore x 101.0 mm Stroke
Air Intake	Turbocharged	Naturally Aspirated
Ignition	Coil on Plug	Coil near plug
Crankshaft	Forged Steel	Forged Steel
Block	Cast Iron	Cast Iron
Cylinder Heads	Aluminum	Aluminum
Intake	Cast Aluminum	Composite
Oil Capacity	4 gal / 15.14 L	8 Quarts
Injection	Direct Injection	Multiport in Head
Throttle	Electronic	Electronic

COMPETITIVE COMPARISONS

	B6.7 OCTANE	FORD 7.3L	PSI 8.8L
Peak Horsepower	300hp	335hp	265hp
Peak Torque @ lowest RPM	660 lb-ft @ 1800 RPM	468 lb-ft @ 3900 RPM	548 lb-ft @ 1800 RPM
Governed Speed	3200	3750	2800
Number of Cylinders	6	8	8
Bore x Stroke	107mm x 124mm	107.2mm x 101mm	110.5mm x 114.3mm
Engine Weight (dry)	611 kg	259 kg	331 kg

COMPARATIVE TORQUE CURVES



*Preliminary, estimated comparative torque curves.

THE CUMMINS B6.7 OCTANE OFFERING EXTENDS THE OPTIONS AVAILABLE IN THE IC BUS CE SERIES.

NOW AVAILABLE POWERED BY DIESEL, ELECTRIC OR GASOLINE

This expanded portfolio ensures customers can choose the right engine for their unique operational needs – without compromise!



IC Bus has full service solutions available — from finance, to service to parts.

Contact your local IC Bus® dealer for more information today!

www.ICBus.com

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