



PRESS RELEASE

San Diego Metropolitan Transit System Orders 250 Cummins Westport ISL G Engines

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VANCOUVER, BC – Cummins Westport Inc. ("CWI"), a leading provider of high-performance, alternative fuel engines for the global market, announced today that the San Diego Metropolitan Transit System "San Diego MTS" has ordered 250 CWI ISL G engines to be installed in New Flyer, 40-foot, low-floor vehicles.

"San Diego MTS is a repeat customer, has significantly increased its natural gas engine fleet with this order and continues to be a strong advocate for lower emissions," said Gordon Exel, CWI's Vice President and General Manager, Americas. "These new engines will help San Diego MTS to operate one of the cleanest available transit engines. Additionally, the combination of low emission natural gas technology in the CWI ISL G and Cummins' customer support will provide San Diego MTS with robust products and exceptional service."

About the Cummins Westport ISL G

The ISL G surpasses EPA 2007 phase-in levels and meets 2010 emission standards of 0.2 g/bhp-hr (grams per brake horsepower hour) NOx (nitrogen oxide) and 0.01 g/bhp-hr PM (particulate matter). Based on the Cummins ISL, the ISL G leverages Cummins' proven cooled Exhaust Gas Recirculation ("EGR") with stoichiometric combustion allowing for the use of a three way catalyst, which is maintenance free and is in common use in passenger cars. In addition to delivering ultra-low emissions, the ISL G, with ratings from 250 to 320 horsepower, will deliver increased thermal efficiency and over 30% higher low-speed torque compared with today's CWI "Plus" engines. CWI has already logged significant orders for the ISL G from U.S. transit properties, including Los Angeles Metropolitan Transit Authority, Sacramento Regional Transit and the Orange County Transportation Authority. More information about the ISL G can be found at: www.cumminswestport.com/products/islg.php

About the San Diego MTS

The San Diego Metropolitan Transit System (MTS) is a multi-modal transportation agency serving San Diego, California and operates a fleet of more than 600 vehicles carrying over 88 million passengers per year. The San Diego MTS was created effective January 26, 1976 to provide the policy setting and overall management coordination of the public transportation system in the San Diego metropolitan service area. This service area encompasses approximately 2.19 million people residing in a 570 square mile area of San Diego County, including the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, Santee, and San Diego and the unincorporated area of the County of San Diego. A number of fixed-route operating entities provide the service and have banded together to form a federation of transit service providers called the Metropolitan Transit System. The purpose of the MTS is to provide coordinated routes, fares, and transfers among the different operating entities. Additional information can be found at www.sdmts.com.

About Cummins Westport Inc.

Cummins Westport Inc. designs, engineers and markets 5.9 to 12 liter spark-ignited natural gas engines for North American commercial transportation applications such as trucks and buses. Cummins Westport is a joint venture of Cummins Inc. (NYSE:CMI), a corporation of complementary business units that design, manufacture, distribute and service engines and related technologies, including fuel systems, controls, air handling, filtration, emission solutions and electrical power generation systems, and Westport Fuel Systems Inc. (NASDAQ: WPRT / TSX: WPRT), a global leader in alternative fuel, low-emissions technologies that allow engines to operate on clean-burning fuels such as compressed natural gas (CNG), liquefied natural gas (LNG), Propane (LPG), hydrogen, and biofuels such as landfill gas.

Cautionary Note Regarding Forward Looking Statements

This document contains forward-looking statements, including statements regarding the demand for our products, the future success of our business and technology strategies, investment, cash and capital requirements, intentions of partners and potential customers, the performance and competitiveness of our products and expansion of product coverage, future market opportunities, speed of adoption of natural gas for transportation, growth in demand as a result of new emission standards and terms of future agreements. These statements are neither promises nor guarantees, but involve known and unknown risks and uncertainties and are based on assumptions that may cause our actual results, levels of activity, performance or achievements to be materially different from any future results, levels of activities, performance or achievements expressed in or implied by these forward looking statements. These risks and assumptions include risks and assumptions related to our revenue growth, operating results, industry and products, the general

economy, conditions of and access to the capital and debt markets, governmental policies and regulation, technology innovations, fluctuations in foreign exchange rates, global government stimulus packages, the acceptance of natural gas vehicles in fleet markets, the relaxation or waiver of fuel emission standards, the inability of fleets to access capital or government funding to purchase natural gas vehicles, the sufficiency of bio methane for use in our vehicles, the development of competing technologies as well as other risk factors and assumptions that may affect our actual results, performance or achievements or financial position discussed in our most recent Annual Information Form and other filings with securities regulators. Readers should not place undue reliance on any such forward-looking statements, which speak only as of the date they were made. We disclaim any obligation to publicly update or revise such statements to reflect any change in our expectations or in events, conditions or circumstances on which any such statements may be based, or that may affect the likelihood that actual results will differ from those set forth in the forward looking statements except as required by National Instrument 51-102.

More Information

Cummins Inc.

Jon Mills

Director, External Communications

T 317-610-4244

jon.mills@cummins.com

www.cummins.com

Cummins Westport Inc.

Darren Seed

Vice President, Investor Relations and Communications

T 604-718-2046

invest@westport.com

www.cumminswestport.com

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