



PRESS RELEASE

Freightliner Trucks Announces Natural Gas Powered Vehicle with Cummins Westport Engine

December 9, 2008

VANCOUVER, BC – Cummins Westport Inc. (CWI), a leading provider of high-performance, alternative fuel engines for the global market, announced today that Daimler Trucks North America will offer the ISL G natural gas engine in Freightliner M2 tractor/truck configurations. Both LNG and CNG options are planned for introduction in mid 2009. The Cummins Westport ISL G, an 8.9 litre stoichiometric cooled-exhaust gas recirculation (EGR) engine, offers the lowest emissions available in the industry without sacrificing top-level performance and efficiency.

"Demand for the Sterling LNG tractor with the Cummins Westport ISL G natural gas engine has been encouraging. By introducing the Freightliner M2 112 with natural gas, in replacement of the Sterling Setback 113, we're continuing to provide our customers a hard-working truck with added economic & environmental benefits," noted Chris Patterson, President and CEO of Daimler Trucks North America of Daimler Trucks.

Guan Saw, President of CWI, added, "This is an opportunity to continue the CWI OEM platform with Freightliner, one of North America's market-leading truck manufacturers. Freightliner natural gas trucks will provide a clean, low emission solution for applications in short-haul port operations, as well as natural gas utilities and municipal fleets."

About the Cummins Westport ISL G

The ISL G meets EPA 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) today. 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. No further aftertreatment is required. In addition to delivering ultra-low emissions, the ISL G, with ratings from 250 to 320 horsepower, delivers increased thermal efficiency and over 30% higher low-speed torque compared with previous CWI "Plus" engines. CWI has already logged significant orders for the ISL G from Sterling Truck (a Daimler brand) as well refuse truck fleets and 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 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

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