



## PRESS RELEASE

# Daimler Trucks North America Introduces Natural Gas Powered Vehicle with Cummins Westport Engine

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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 Daimler Trucks North America will offer the ISL G Natural Gas (NG) engine in the Freightliner Business Class® M2 112 truck in a total of six LNG and CNG tractor/truck configurations. The rollout begins today with an LNG tractor for port and regional haul applications. The Cummins Westport ISL G, an 8.9 litre stoichiometric cooled-exhaust gas recirculation (EGR) engine, meets 2010 EPA emissions today, reduces greenhouse gas emissions and offers top-level performance and efficiency.

Later in 2009, a CNG version of the tractor is expected to be offered, followed by CNG single axle tractor, 4X2 and 6X2 truck, and vocational configurations. It is expected that the entire natural gas offering will be available by the end of 2010.

"Introducing a factory designed and engineered Business Class® M2 112 with natural gas adds to Daimler Trucks' "Shaping Future Transportation" initiative while we continue to provide our customers a hard-working truck with added economic and environmental benefits," noted Melissa Claussen, Director of Marketing, Freightliner Trucks.

Roe East, President of Cummins Westport, added, "This is a great opportunity for CWI to partner with Freightliner, one of North America's market-leading truck manufacturers. By launching the Cummins Westport ISL G in the M2 112 tractor, Freightliner will be able to provide customers with clean, economic natural gas power for a wide range of applications. By the end of 2010, Freightliner Trucks expects to have a complete CWI-powered lineup with configuration options for over 90% of truck applications in North America.

## 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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