HBC
HOGLUND BUS COMPANY
Your Fleet Solutions Partner

823 South 19th Avenue
Marshalltown, IA 50158

Return Service Requested

Aftertreatment Diesel Particulate Filter (DPF) Temperature Stabilization Feature

Warranty Statement: The information in this document has no effect on present warranty coverage or repair practices, nor does it authorize TRP or campaign actions.

Products Affected: ISB6.7 CM2250; ISB6.7 CM2350 B101; B6.7 CM2350 B121B; ISC CM2250; ISL CM2250; ISL9 CM2350 L101; L9 CM2350 L116B L9 CM2350 L123B; ISX12 CM2250; ISX12 CM2350 X102; ISX15 CM2250; ISX15 CM2350 X101

Symptom: Frequent need for stationary regeneration or excessive regeneration in low duty cycle or stop/go applications, such as refuse truck, feedlot truck, school bus, shuttle/transit bus, delivery truck, yard spotter, mixer, utility truck and so forth.

Root Cause: With the Aftertreatment Diesel Particulate Filter Temperature Stabilization feature disabled, active regeneration of the aftertreatment diesel particulate filter (DPF) is inhibited until the vehicle reaches 40 mph. Active regeneration will abort when the vehicle speed falls below the Automotive Mobile Regeneration Minimum Vehicle Speed threshold. Active regeneration will remain inhibited until the vehicle reaches 40 mph again.

RESOLUTION:

- The Aftertreatment Diesel Particulate Filter Temperature Stabilization feature has been released to improve the ability for low duty cycle and stop/go applications to actively regenerate the aftertreatment DPF during normal operation.
- The Aftertreatment Diesel Particulate Filter Treatment Stabilization feature is a user-selectable feature in INSITE™ electronic service tool.
- When enabled, the Aftertreatment Diesel Particulate Filter Temperature Stabilization feature will change the start of regeneration threshold to be 0.6 mph above the Automotive Mobile Regeneration Minimum Vehicle Speed threshold versus the 40 mph standard start of regeneration threshold. The Aftertreatment Diesel Particulate Filter Temperature Stabilization feature also allows the system to inject low amounts of fuel to keep the aftertreatment DPF warm when the vehicle speed drops below the Minimum Vehicle Speed threshold. This prevents the regeneration from aborting and allows the regeneration to continue once the vehicle speed exceeds the Minimum Vehicle Speed threshold.
- If Automotive Mobile Regeneration Minimum Vehicle Speed is set to 0 mph, active regeneration is **not** inhibited due to vehicle speed and the use of the Aftertreatment Diesel Particulate Filter Temperature Stabilization feature is unnecessary.

Source: Cummins Technical Service Bulletin - TSB170058

Service Special: $150.00 for programming

MOBILE SERVICE AVAILABLE - CAN'T MAKE IT TO US? WE'LL COME TO YOU!

Hoglund Bus Company offers Mobile Service throughout parts of Iowa. Contact **Tom Paulson** for details & scheduling.

Tom Paulson
D: 763.271.2962
E: mobileadvisor@hoglundbus.com

HBC
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AUGUST 2017
School Bus Flyer

We had a great time at the IPTA Show!
Thanks for stopping by the Hoglund Booth!

IPTA
IOWA PUPIL TRANSPORTATION ASSOCIATION

INSIDE THIS ISSUE:

Bus Sales Team

Marc Steele (Northern)
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DIRECT LINES:

Sales: 800.866.3105
Parts: 800.866.3104
Service: 877.752.4733
Tech Line: 763.271.2982

www.hoglundbus.com

OnCommand™

OnCommand™ Connection is the industry's first and only open architecture remote diagnostic system for fleets of all makes and models of vehicles. Use OnCommand™ Connection to proactively identify potential problems, improve vehicle uptime, control maintenance and lower repair costs.

Features & Benefits

- **Reduce** en-route events by proactively scheduling maintenance and repair
- **Map** tools that plot truck locations, nearest dealers, hotels and local towing providers
- **Generate** real-time comprehensive vehicle health reports
- **Understand** fault codes quickly and easily with descriptions in plain English
- **Gain** more insight with fault code action plans that provide severity information & recommend solutions

REPAIR-CONNECT.NET | Mitchell1 | NEXIQ TECHNOLOGIES | NOREGON

TRADE SHOWS & TRAINING

8/2 - School Administrators Iowa, CCCU, Des Moines

11/15 - 11/17 - IASB, Iowa Association of School Boards Iowa Events Center, Des Moines

PARTS

800.866.3104

Our Parts Department carries an extensive inventory of "all makes" products and can supply everything needed to keep your vehicles running smoothly.

ARE WE READY FOR BACK TO SCHOOL?

FLEETRITE

BRAKE SHOE KIT ABEX FRICTION 6008 20K RATED 4707 FMSI

FLTEN4702QPK - $44.95 exchange

FLTEN4707QPK - $49.95 exchange

FLTEN4720QPK - $53.95 exchange

FLTEN4711QPK - $76.95 exchange

*Hardware kits included

Repair panel for rear corner of bus. Upper panel, lower panel, or both!
Part Number: IC-RRPC

$97.50 ea.

Rear emergency door threshold for IC-CE model. Re-designed with stainless steel screws.
Part Number: 419311001HOG

$62.00 ea.

STEP 1 Repair panel - P/N: STEP-1

$49.32 ea.

STEP 2 & 3 Repair panel
P/N: STEP-2 & 3

$82.65 ea.

Tiger Mirror - Rear View
P/N: TM1455

$126.00 ea.

Emergency door replacement panel (bottom)
P/N: 41938001-RP

$101.64 ea.

Tiger Mirror - Multi Adjustable Sun Visor
P/N: TM1002

$173.60 ea.

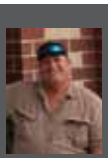
IC-CE Window Tool - P/N: IC-CE-TOOL

$41.99 ea.

If you would like to sign up for our weekly parts special email distribution, contact your Hoglund Bus Parts Representative.

Stretch your parts dollars with these special offers!

Part Number	Description	Price
IC-FR	Floor Panel Repair Part	$37.50 ea.
2241534CK	Wheel Well Repair Panel	$419.12 ea.
2201058C93R	Front Reman Door	$415.00, Core - 100.00
2201060C93R	Back Reman Door	$427.00, Core - 100.00
26316HOG	SS Thomas Manifold Repair Tube, Bottom	$172.21 ea.
0637275HOG	SS Battery Tray Glide Kit	$167.70 ea.
0654592HOG	SS Battery Tray Pin Kit	$31.99 ea.
6X30KB	Mirror Knob Kit	$6.87 ea.



TECH SUPPORT: We invite you to contact our tech help-line with any technical or training questions.
Doug Yager: **D:** 763.271.2982 • **C:** 763.350.2597
E: service@hoglundbus.com

WARRANTY SUPPORT: We invite you to contact our warranty dept. with any questions you might have.
Brian Tesmer:
D: 763.271.2978 • **E:** brian.tesmer@hoglundbus.com

SALES | 800.866.3105 | Financing & Leasing Available

NEW BUS INVENTORY

PASS	YEAR	SPEC	MAKE	ENGINE	BRK
44+	2017	1705	IC - CE	ISB/240	A
65	2017	1706	IC - CE	ISB/240	A
65	2018	1802	IC - CE	Propane/270	A
65	2018	1805	IC - CE	ISB/240	A
65	2018	1813	IC - CE	ISB/250	A
77	2018	1615	IC - CE	MXDT/230	A
77	2017	1733	IC - CE	ISB/240	A
77	2018	1801	IC - CE	Propane/270	A
77	2018	1804	IC - CE	ISB/240	A
65	2018	1855	IC - CE	ISB/240	H

2017 COURSE CATALOG

HBC HOGLUND UNIVERSITY

Hoglund Bus Company
- OnCommand Connection
- PSI Propane Training
- MaxxForce 7, DT, 9, 10
- CE Bus Program (Brakes, Electrical)

IC Bus
- 2007 Emissions Fundamentals
- Navistar Safety
- OnCommand Service & Parts Information
- ServiceMaxx Introduction and Usage
- MaxxForce DT, 9, 10 - Engine Overview: Brakes, Electrical, Door Adjustments

Navistar
- OnCommand Connection - Paid subscription available to purchase through Hoglund Bus, contact mnpartscoord@hoglundbus.com

Meritor
- Automatic Slack Adjuster
- Foundation Brake

LAST CALL — IC BUS UNIVERSITY TRAINING

- **August 7 - 11**

Training will be held at the Training Center at the Tulsa Bus Plant. It includes a Tulsa bus plant tour and comprehensive training on parts and service.

USED BUS SPOTLIGHT

• LOW MILES •

File: 22588AI
Year: 2014
Make: IC-CE
Pass: 65
Odometer: 48,803
Engine: MXDT/245
Fuel: Diesel
Brake: Air

USED BUS INVENTORY

PASS	YEAR	MAKE	ENGINE	BRK	ODO
Large Conventional Buses 65 to 77 Passenger					
65	2015	IC	MXDT/230	A	42,148
65	2015	IC	MXDT/230	A	38,559
71	2014	IC	MXDT/245	A	47,434
65	2014	IC	MXDT/260	A	39,046
65	2014	IC	MXDT/260	A	31,639
65	2014	IC	MXDT/245	A	54,037
65	2014	IC	MXDT/245	A	55,008
65	2014	IC	MXDT/245	A	48,803
65	2014	IC	MXDT/230	H	30,620
65	2013	IC	MX7/220	A	40,483
65	2011	IC	MX7/215	A	84,229
65	2011	IC	MX7/215	A	56,262
65	2010	IC	MX7/215	A	73,225
65	2010	IC	MX7/215	A	78,219
77	2008	Frtl	Merc/210	A	95,059
71	2008	Frtl	CatC7/210	A	109,247
77	2004	Intl	DT466/215	A	111,713
72	2004	IC	T444/210	A	120,503
71	2004	IC	T444	A	198,310
65	2002	Intl	T444/195	H	181,176
65	1999	Frtl	Cummins 5.9L/195	H	186,075
65	1996	Int	T444/190	H	168,818
Transit Buses					
84	1995	TH	Cummins 8.3L	A	237,041
10 - 64 Passenger Buses					
59	2012	IC	MX7/220	A	45,107
53	2012	IC	MX7/220	H	42,234
59	2008	TH	Merc/190	H	58,872
22	2004	Chev	6.0L	H	148,206
59	2000	Chev	Gas	H	227,316
59	1999	Intl	T444/190	H	143,461
59	1996	Chev	Gas	H	209,330
59	1994	Chev	6.0L	H	140,795
Special Needs & Lift Buses					
45+/3WC	2017	IC	ISB/250	A	2,696
46+	2007	BB	CatC7	A	132,846
48+	2006	IC	DT466/220	A	111,241
44+	2007	IC	DT466/220	A	97,699
33+	2005	IC	DT466/210	A	112,209
8+3	2004	Chev	Gas	H	120,928