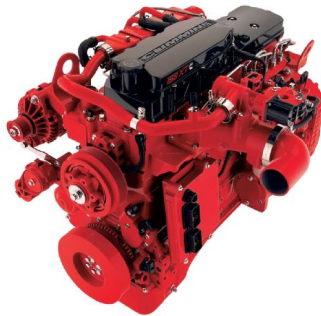




New Cummins Feature will be STANDARD for NYBS Service Update #18-0307



Diesel Particulate Filter (DPF) Temperature Stabilization

Cummins issued the attached TSB and New York Bus Sales has updated engines with this feature with some positive results.

Cummins feels the optimum is to verify the minimum regen speed parameter is set to “5” MPH. While working with Blue Bird it has always been that due to higher temperatures produced that other than in a “FORCED” Regen they would not allow a unit to go through a regenerative mode under “5” MPH and has had Cummins “lock” that feature into their engines. So when this feature is added to the Blue Bird product the setting will actually be “5.6” MPH.

We have had inquires about updating engines in the field which can be done. Any unit which uses DEF can be updated.

Should you have units which you would like updated, please call any of our service locations to have them scheduled.

ALL of our Service Updates can be found on the [New York Bus Sales website](#)
Or at the [New York Head Mechanic website](#)

Technical Service Bulletin Number
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TSB170058



Technical Service Bulletin

Subject

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.

Contents

Product 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

Issue

Symptom:

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- 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 first 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 vehicles 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 Temperature Stabilization feature is a user-selectable feature in INSITE™ electronic service tool. See Figure 1.
- 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 will also allow 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.

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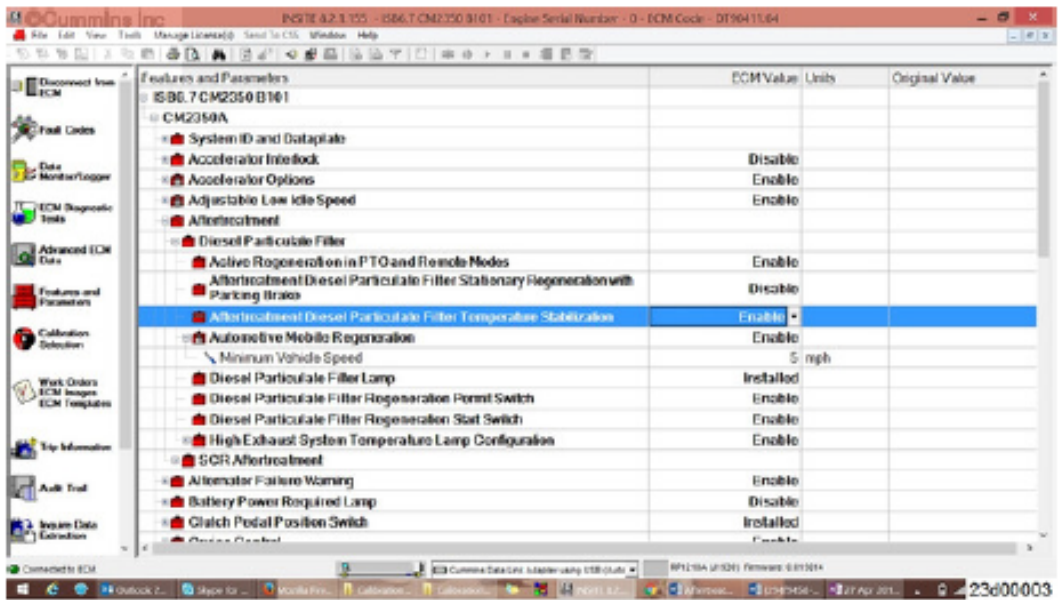


Figure 1, Aftertreatment Diesel Particulate Filter Temperature Stabilization Feature

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CONTACT OUR SERVICE OR PARTS DEPARTMENT WITH ANY QUESTIONS

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