



Subject: Transmission Main Case – Oil Cooler Port Thread Change

Document Number: TAIB0864

Date: June 12, 2017

Description: Transmission main case oil cooler ports have been changed from 1/2” pipe thread (NPTF) to 3/4” straight threads (UNF-2A) with an O-ring seal to reduce oil leaks.

Affected Models:

Model	Current PN	New PN	Product Change
USP 8LL - VCS	4306099	4308757	October 2016
USP 9ALL - VMS	4306101	4308768	
USP 13/18 - MXP/VXP	4306036	4308733	November 2016
USP 13 - MHP/VHP	4308697	4308734	
USP 18 speed - MXP/VXP	4308681	4308774	
FR	4302071	4308739	December 2016
Fuller Advantage	4308354	4308769	May 2017
	4308355	4308770	
	4308356	4308771	
	4308679	4308772	
RTLO - 18	4305810	4308741	June 2017
RTLO - 9/13 Convertible 9	4308018	4308749	
RT, RTX - 8L/9	20500	4308735	
RTLO - 13	4305811	4308742	
RTLO - 713	4301715	4308751	August 2017
RTLO - 718	4300898	4308750	
RTLO - 718	4302673	4308740	
RTO - 908LL	4303361	4308754	October 2017
RTO – 7 & 909MLL	4302440	4308766	
RTO - 909ALL	4304731	4308767	
RT - 908LL/RTX - 709	21528	4308760	
RT - 915	4303355	4308753	December 2017
RT - 715/915	21525	4308759	

Service Bulletin – Product

Field Strategy: Transmission cooler line fittings will need to be changed to straight thread type when replacing a transmission or service main case with pipe threads.

Another conversion option is an adaptor block that can be bolted to the main case and allow existing cooler line fittings to be used on new main cases

Fitting Part Numbers:

1/2" NPT Fitting	3/4" UNF-2A Fitting	Description
4301123	4308701	90 degree elbow - male
4308264	4308702	90 degree elbow - male
4304076	4308703	90 degree elbow - male
19419	4308704	Straight connector
19837	4308705	Straight connector
4308259	4308706	45 degree elbow
17007	4308707	90 degree elbow - female

Conversion Block Kits:

RT-Series

- K-4292 (1/2" NPTF main case to 3/4" UNF-2A fittings)
- K-4293 (3/4" UNF-2A main case to 1/2" NPTF fittings)

FR-Series

- K-4300 (1/2" NPTF main case to 3/4" UNF-2A fittings)
- K-4301 (3/4" UNF-2A main case to 1/2" NPTF fittings)

The material contained in this bulletin is product improvement information. Eaton Corporation is not committed to, or liable for, canvassing existing products. FSUD: 2017-FSUD-2498



Powering Business Worldwide

BACKED BY
Roadranger
SUPPORT

Subject: Misprinted Advantage Series Clutch Box Labels

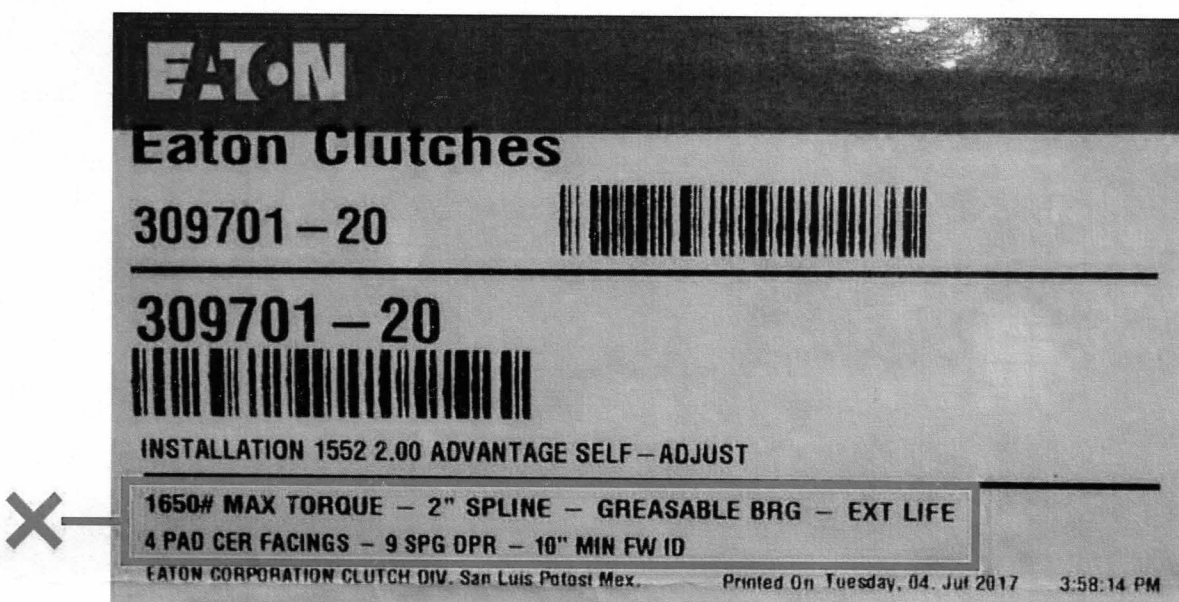
Document Number: CLIB0031 EN-US

Date: July 26, 2017

Issue Description:

Some Advantage Series clutches manufactured between June 24 – July 21, 2017 may have box labels misprinted with incorrect product information including:

- Torque Ratings
- Number of Facings
- Number of Dampener Springs



This misprinting does not affect product performance. Box labels are printed with correct part numbers and clutches are properly manufactured, but labels may be printed with an inaccurate description of the clutch within. Use the [Eaton Clutch Selector \(CLSL1511\)](#) for correct product descriptions.

Containment/Corrective Action:

Eaton will send corrected replacement labels to customers requesting them.

Affected Models/Population:

Clutches manufactured between June 24 – July 21, 2017 with serial numbers ranging from SL170624XXXX to SL170721XXXX

Part No.	Labeling Misprint Description
309701-20	Torque Rating, Facing and Spring Qty.
309701-24	Torque Rating, Spring Qty.
309701-30	Torque Rating
309708-32	Torque Rating, Facing and Spring Qty.
309701-34	Torque Rating, Spring Qty.
309701-82	Torque Rating, Facing and Spring Qty.
309701-98	Torque Rating, Facing and Spring Qty.
308925-20	Torque Rating (10 lb-ft added)
308925-98	Torque Rating, Facings and Spring Qty.

Field Strategy:

Fix as identified. Corrected replacement labels will be sent to customers requesting them. Send requests to: GalesburgAftermarketCS@eaton.com

New label requests require the following info:

- Part numbers of mislabeled boxes
- Quantity of each part number
- Shipping address
- Order number (if possible)
- Customer contact information

Warranty Information:**Warranty Parts:**

- Replacement labels only

Warranty Labor:

- None

Warranty Coverage:

There are no changes to the warranty of the affected population.

The material contained in this bulletin is product improvement information. Eaton Corporation is not committed to, or liable for, canvassing existing products. FSUD: 2017-FSUD-2511

June 7, 2016

Via Certified Mail Return Receipt Requested

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Re: 49 C.F.R. § 579.5 Compliance Report

Associate Administrator for Enforcement:

As required by 49 C.F.R. § 579.5, Eaton Corporation hereby submits a copy of each notice, bulletin, and other communications sent to more than one manufacturer, distributor, dealer, lessor, lessee, owner, or purchaser, in the United States, during the previous month, regarding its items of equipment, including each communication relating to a customer satisfaction campaign, consumer advisory, recall, or other activity involving the repair or replacement of equipment that was not related to safety.

Very truly yours,



Robert C. Psaropoulos
Chief Counsel – Vehicle Group

RCP/lmb

Enclosure



Powering Business Worldwide

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Roadranger
SUPPORT

Subject: Low Lube Transmission Failures Caused by Radiator Repair or Replacement

Document Number: TMIB-0168

Date: April 3, 2008

Updated: May 10, 2016

Issue Description:

There have been several instances of transmission failures caused by lack of lubricant. Root cause has been linked to a prior repair of the vehicles engine radiator. Many OEM's have incorporated the transmission oil cooler in the radiator sump.

When a radiator of this design is repaired or replaced a significant amount of lubricant can be lost through the transmission cooling system and the lube level in the transmission can be run low. Transmissions ran with that low level of lubricant will fail prematurely. Transmission low lubricant failures are considered non warrantable failures by Eaton.

Please follow the procedure below to ensure the transmission lubricant level is full.

Current Process:

If a radiator is repaired or replaced you must:

1. Check the transmission lube level fill with compatible lubricant.
2. Run the engine for 5 minutes then shut the engine off.
3. Re-check the transmission lube level (Repeat step 2 and 3 if necessary)

The material contained in this bulletin is product improvement information. Eaton is not committed to, or liable for, canvassing existing products. FSUD: 2008-FSUD-983



SPECIALTY VEHICLES

1541 Reynolds Rd. Charlotte, MI 48813 | P: 517.543.6400
SPARTANMOTORS.COM

April 18, 2017

PRODUCT IMPROVEMENT CAMPAIGN THIRD NOTICE

This notice applies to the vehicle identification number shown below.

4VZJP2A97DC076522

NHTSA

1200 New Jersey Ave SE

Washington DC 20590

CYNTHIA.
PLEASE ADD
THIS COST
SAT CAMPAIGN
TO ARTEMIS
RR

Dear Valued Customer,

This notice is to remind you that Spartan Motors USA, Inc. (Spartan) decided to conduct a product improvement campaign on school bus chassis, built between April 21, 2011 through February 26, 2015, and sold to Lion Buses of St. Jerome, QC in Canada to further enhance the integrity of the fuel tank mounting system installed on your vehicle. **Our records indicate this campaign may not have been completed on the identified vehicle.** We are encouraging you to get this work performed at no cost to you. This product improvement is intended to reduce the risk of the mounting strap T-bolt(s) sheering and being pinched between the fuel tank and fuel tank barrier during an impact under certain circumstances.

Defect:

Should the T-bolt be pinched between the barrier and fuel tank under certain circumstances, the fuel tank may be punctured resulting in a diesel fuel leak. Spartan recommends that the corrective action be undertaken. It is important to minimize the likelihood of any compromise to the fuel tank, as leaking fuel could be dangerous.

Corrective Action:

Spartan will provide reinforcement brackets to be installed at the on each side of the fuel tank. These reinforcement brackets are intended to prevent the T-bolt from puncturing the fuel tank under certain circumstances.

Labor Time:

The labor time required to perform the repair may take **2** hours. Due to some service scheduling times, your service center may need your vehicle for a longer period.

What You Should Do:

Call Spartan Motors at **1.800.543.4334**. Steps will be taken to ensure the campaign is performed at the nearest authorized service center. You may also find where facilities are located on Spartan's website: <http://www.spartanmotors.com>.

Spartan Motors USA, Inc.

August 2, 2017

**Via Certified Mail Return Receipt Requested
(Article #7014-1820-0000-8819-8403)**

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Re: 49 C.F.R. § 579.5 Compliance Report

Associate Administrator for Enforcement:

As required by 49 C.F.R. § 579.5, Eaton Corporation hereby submits a copy of each notice, bulletin, and other communications sent to more than one manufacturer, distributor, dealer, lessor, lessee, owner, or purchaser, in the United States, during the months of June and July, regarding its items of equipment, including each communication relating to a customer satisfaction campaign, consumer advisory, recall, or other activity involving the repair or replacement of equipment that was not related to safety.

Very truly yours,



Robert C. Psaropoulos
Senior Vice President and General Counsel
Industrial Sector

RCP/klh
Enclosure



NEF-010

Eaton
1000 Eaton Boulevard
Cleveland, Ohio 44122
tel: 440.523.4075
fax: 440.523.3433
Robertcpsaropoulos@eaton.com

February 5, 2017

Via Certified Mail Return Receipt Requested

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Re: 49 C.F.R. § 579.5 Compliance Report

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Very truly yours,

Robert C. Psaropoulos
Chief Counsel – Vehicle Group

RCP/ejr

Enclosure



Subject: Eaton Clutch Lubrication Requirements and Intervals

Document Number: CLIB0029

Date: January 23, 2017

Eaton Clutch Lubrication:

Most Eaton clutch products require periodic lubrication of the release bearing to ensure maximum life and not void warranty coverage. This document covers the Grease requirements, Lubrication intervals and recommended greases.

Requirements:

Greases used to Lubricate any manual or automated Eaton clutch must meet three requirements.

- 1. Lithium Complex base thickener
- 2. NLGI #2 or #3 consistency rating
- 3. NLGI GC/LB performance rating

The use of greases not meeting these three requirements will void the warranty of Eaton clutch products and could adversely affect the life of the product.

Service Intervals:

Required grease intervals are listed in the chart below by product type and vehicle application.

Product	NLGI Grade	Thickener Type	Performance rating	Grease Interval Line haul (see Notes 2 and 3)	Grease Interval vocational (see Notes 2 and 3)
Stamped Angle Spring	NLGI #2 or #3	Lithium complex	NLGI GC/LB	10,000 miles max	250 hours or 1 per month
Medium duty Solo					
365 mm					
395 mm					
No lubricant required					
Evertough	NLGI #2 or #3	Lithium complex	NLGI GC/LB	25,000 miles max	250 hours or 1 per month
Heavy-Duty ECA clutch	NLGI #2 or #3	Lithium complex	NLGI GC/LB	50,000 miles or once every three months	250 hours or 1 per month
Solo Advantage					
Easy Pedal Advantage					
Value clutch	NLGI #2 or #3	Lithium complex	NLGI GC/LB	20,000 miles or once every three months	250 hours or 1 per month
Reman Solo clutch					
Reman Easy pedal clutch					
DM Medium and Heavy duty	No lubricant required				
Cross Shaft bushings	NLGI #2 or #3	Lithium complex	NLGI GC/LB	At every chassis lubrication	At every chassis lubrication

Note:

- 1 Grease the ECA cross shaft at vehicle lubrication interval.
2. Frequent lubrication of the release bearing is required for severe service applications.
3. If the vehicle has been out of service for an extended period of time lubrication of the clutch and linkage is required before returning to service.

Recommended Greases:

Preferred Grease:

Eaton RoadRanger EP2 multi-purpose grease.

Roadranger grease is available direct from Eaton and from dealer channels in 14 oz. tubes (Part number 5564550).

Link to purchase direct from Eaton.

<http://www.roadranger.com/rr/ProductsServices/ProductsbyCategory/lubricants/multipurpose-grease/index.htm>

Larger container sizes can be purchase from Sea-Land Corporation.

Craig M. Lundell
Sea-Land Chemical Co.
821 Westpoint Pkwy. Westlake, OH 44145
440-871-7887 | Fax: 440-871-7949

Alternative recommended greases:

Shell Gaddus S3 V220C 2
Kendall L-427 Super Blue
Unirex EP2
Delo EP2

The alternative greases are readily available on the commercial market.



Powering Business Worldwide

5/10/2017
Eaton
1000 Eaton Boulevard
Cleveland, Ohio 44122
tel: 440.523.4075
fax: 440.523.3433
Robertcpsaropoulos@eaton.com

May 5, 2017

**Via Certified Mail Return Receipt Requested
(Article #7015 0640 0001 0403 0104)**

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Re: 49 C.F.R. § 579.5 Compliance Report

Associate Administrator for Enforcement:

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Very truly yours,

Robert C. Psaropoulos
Chief Counsel – Vehicle Group

RCP/klh

Enclosure



Powering Business Worldwide

BACKED BY
Roadranger
SUPPORT

Subject: ServiceRanger 4.x Data Content Updates – All

Document Number: MDIB0045

Date: November 3, 2014

Updated: April 10, 2017

Issue Description:

This document contains all ServiceRanger 4.x Data Content update information. The most recent version is 1703-01-SCB-2477. This document has been created as a reference for the information included in each ServiceRanger data content release.

Current Release:

Data Update 1703-01-SCB-2477

Release Date: 3/26/2017

- Released the following UltraShift *PLUS*® and Fuller Advantage® engine and shift calibrations:
 - 1950 RPM Aggressive Performance 5573279
 - Aggressive Performance Powertrain 5573520
 - High REPTO Engine Load 5573522

Data Update 1702-01-SCB-2468

Release Date: 2/20/2017

Released UltraShift *PLUS* and Fuller Advantage Navistar N13 EA3-LAS-VCS-VMS Optimized 5573271 shift calibration

Data Update 1701-01-SCB-2455

Release Date: 1/30/2017

- Released the following UltraShift *PLUS* and Fuller Advantage shift calibrations:
 - Navistar A26 13L LSE Optimized 5572957
 - Navistar A26 13L EN3 Optimized 5573281
 - Cummins SmartAdvantage X1 EC3 5573276
 - Cummins X1 EC3 for ProStar 5573260

Data Update 1611-01-SCB-2435

Release Date: 11/28/2016

- Released the following UltraShift *PLUS* and Fuller Advantage engine and shift calibrations:
 - Released Cummins ISX12G 5573268
 - Released 2013 Cummins ISX12G 5573513

Data Update 1609-01-SCB-2413

Release Date: 10/17/2016

- Released the following UltraShift *PLUS* and Fuller Advantage engine and shift calibrations:
 - MX Economy B,C Ratio 5573267
 - 2017 MX Powertrain_A 5573517
 - MX Powertrain 5573515
 - 2016 DD13 Optimized 5573251
 - 2016 DD15 Optimized 5573252
 - 2010/2013 DD13 Optimized 5573247
 - 2010/2013 DD15 Optimized 5573248
 - MX Performance 5573270
 - MX Standard 5573269
 - 2016 SAW Retarder Offsets Optimized 5572789 for UltraShift *Plus* PV models
- Released the following configuration options for the Irizar PBD hybrid product:
 - Chassis Type: Irizar Chassis
 - Sub-System Configuration: PBD Irizar
 - CCVS Source Configuration: Management Computer

Data Update 1608-01-SCB-2397

Release Date: 9/1/2016

Released UltraShift *PLUS* shift calibration Israel Heavy Haul 5572752

Data Update 1607-01-SCB-2390

Release Date: 8/2/2016

Released Procision® R5 shift calibrations for Navistar and DTNA P&D

Data Update 1606-01-SCB-2383

Release Date: 7/6/2016

- Released the following UltraShift *PLUS* and Fuller Advantage engine calibrations:
 - 2016 MX Powertrain Calibration 5572857
 - 2016 MX Powertrain 5573515
- Released Procision Transmission ECU R5 software 5567506

Data Update 1605-01-SCB-2376

Release Date: 5/24/2016

Released the Procision R5 software shift calibrations for Blue Bird BUS

Data Update 1603-01-SCB-2348

Release Date: 3/28/2016

- Released UltraShift *PLUS* shift calibration AUS Optimized MXP PACCAR MX13 5572751
- Released UltraShift *PLUS* engine calibration AUS Optimized MXP PACCAR MX13 5573514

Data Update 1602-01-SCB-2336

Release Date: 2/17/2016

- Released UltraShift *PLUS* and Fuller Advantage Transmission ECU software 5569956
- Released UltraShift *PLUS* Transmission ECU software 5569957 for Brazil Medium Heavy-Duty products
- Released the following Fuller Advantage shift calibrations:
 - 2013-2016 Cummins ISX1 FAS_LAS Optimized 5573259
 - 2013-2016 Cummins ISX1 EC3 Optimized for ProStar 5573260
 - 2013-2016 Cummins ISX1 EC3 Optimized 5573261

Data Update 1601-01-SCB-2322

Release Date: 1/28/2016

- Released the following Fuller Advantage shift calibrations:
 - 2013 PACCAR MX NGP Downsped 5573236
 - 2013 PACCAR MX Optimized 5573228
 - 2010 PACCAR MX Optimized 5573235
 - 2010/2013 MaxxForce Navistar 13L Optimized 5573233
 - 2010/2013 MaxxForce Navistar 11L/13L Optimized 5573231
- Released the following configuration options for China hybrid product:
 - Charger Gun Connection Protection (enable/disable/not supported)
 - High Voltage Battery Connected
 - Low Voltage Battery (Below 450V)
 - High Voltage Battery (Above 450V)

Data Update 1512-01-SCB-2315

Release Date: 1/4/2016

- Released UltraShift *PLUS* and Fuller Advantage Transmission ECU software 5569950
- Released the following UltraShift *PLUS* and Fuller Advantage shift calibrations:
 - 2015 PACCAR MX Performance 5573266

Service Bulletin – Product

- 2015 PACCAR MX Standard 5573265
- 2015 PACCAR MX Economy 5573264
- Released Hybrid Control Module software 5501108 for China hybrid products

Data Update 1511-01-SCB-2309

Release Date: 11/16/2015

- Released Gen 2 Electronic Clutch Actuator software 5332102
- Added Coast Down Gear parameter option 6th for Brazil Medium Heavy-Duty UltraShift *PLUS* products
- Released Hybrid Control Module software 5501106 for China hybrid products

Data Update 1510-01-SCB-2296

Release Date: 10/26/2015

- Added support for additional Cummins and Detroit Diesel engine models with UltraShift *PLUS* MXP/VXP transmission models in South American applications.

Data Update 1509-01-SCB-2282

Release Date: 9/18/2015

Released UltraShift *PLUS* shift calibration On Highway MXP/VXP 140K Lbs. 5573740

Data Update 1508-01-SCB-2275

Release Date: 9/8/2015

- Released UltraShift *PLUS* and Fuller Advantage Transmission ECU software 5569944
- Released Fuller Advantage shift calibration 2013-2016 Cummins ISX1 EC3 Optimized for Prostar 5573245
- Released the following UltraShift *PLUS* shift calibrations:
 - 2016 DD13 LAS Optimized 5573251
 - 2016 DD13 MHP Optimized 5572935
 - 2016 DD15 LAS Optimized 5573252
 - 2016 DD15 MHP Optimized 5572936
- Released UltraShift *PLUS* Transmission ECU software 5569948 for Brazil Medium Heavy-Duty products
- Released Transmission ECU software 5569947 for China Medium-Duty PV transmission products
- Released Hybrid Control Module software 5501102, 5501103, 5501105 for China hybrid products

Data Update 1507-01-SCB-2269

Release Date: 8/17/2015

Service Bulletin – Product

Released UltraShift *PLUS* shift calibration 2010/2013 MaxxForce Navistar 13L
Optimized 5573233 for use with 2015 model year engines

Data Update 1506-01-SCB-2263

Release Date: 6/29/2015

- Added support for UltraShift *PLUS* 16-speed D-ratio transmission model F-xx316D-LSE for Brazilian market
- Released Hybrid Control Module software 5501101 for China hybrid products

Data Update 1504-01-SCB-2248

Release Date: 5/21/2015

- Released the following UltraShift *PLUS* shift calibrations:
 - Heavy Haul 80-165K Lbs. 5572741 for 18-Spd MXP/VXP products
 - AUS Optimized MXP GCM Linehaul 50-90,000kg 5575746 for Australian market applications
 - South American Grade Performance 5572743 with engine calibration South American Grade Performance 5573504 for South American market applications
- Released UltraShift *PLUS* Transmission ECU software 5569943 for China Medium-Duty PV transmission models.
- Released UltraShift *PLUS* Transmission ECU software 5569940 for China 12-Spd transmission models.
- Released Hybrid Control Module software 5500699 for China hybrid products
- Released the following configuration options for China hybrid product:
 - Sub System Configuration: PBD Isuzu VB21
 - Motor Type: Isuzu 80KW
 - Engine Type: Isuzu 4h
 - Energy Management: Isuzu vb21
 - Low Voltage Control: Electrical, Both

Data Update 1503-01-SCB-2231

Release Date: 4/9/2015

- Released UltraShift *PLUS* and Fuller Advantage Transmission ECU software 5569939
- Released the following UltraShift *PLUS* shift calibrations:
 - 2010/2013 DD13 LAS/VAS Optimized 5573247
 - 2010/2013 DD13 MHP/VHP Optimized 5572933
 - 2010/2013 DD15 LAS/VAS Optimized 5573248
 - 2010/2013 DD13 MHP/VHP Optimized 5572934

- 2015 PACCAR MX Powertrain Calibration 5573506 engine calibration
- Released Fuller Advantage shift calibration 2015 PACCAR MX13 EP3 5573250

Data Update 1501-01-SCB-2209

Release Date: 1/22/2015

- Released UltraShift *PLUS* Transmission ECU software 5569931
- Released Fuller Advantage shift calibration 2013 Cummins ISX1 EC3 Optimized 5573244
- Released the following Engine Type configuration options for China hybrid product:
 - SDEC 4Cylinder A8454
 - Weichai Diesel WP6
 - Weichai CNG WP6

Data Update 1411-01-SCB-2199

Release Date: 11/24/2014

- Released UltraShift *PLUS* shift calibration 2015 Navistar 13L MXP Optimized 5572744
- Released Fuller Advantage shift calibration 2013-15 Navistar 13L EN3 Optimized 5573246
- Released Hybrid Transmission Control Module software 5569910 and Hybrid Control Module software 5500667 for DAF/Leyland hybrid products

Data Update 1410-01-SCB-2184

Release Date: 10/24/2014

- Re-named UltraShift *PLUS* “Low RPM MHP/VHP 5572929” shift calibration to “Low RPM 5572929” and made it available for MXP/VXP models as well as MHP/VHP models
- Released Hybrid Control Module software 5500695 for China hybrid product
- Released the following configuration options for China hybrid product:
 - Shanghai diesel (SDEC) Engine Type
 - Analog Brake Pedal (enable/disable)

Data Update 1409-01-SCB-2179

Release Date: 9/25/2014

- Released the following UltraShift *PLUS* shift calibrations:
 - 2010-2013 Cummins ISX 15L MHP/VHP Optimized 5572926
 - 2010-2013 Cummins ISX 15L LAS/VAS Optimized 5573237

Note: These shift calibrations support 2010 Cummins ISX1/2/3 and the 2013 Cummins ISX2/3 engines.

Service Bulletin – Product

- Released Fuller Advantage shift calibration 2013 Cummins ISX 12 EC3 Optimized 5573243
- Released Hybrid Control Module software 5500694 for NAFTA and Solaris hybrid products

Data Update 1408-01-SCB-2167

Release Date: 8/21/2014

- Re-named the following UltraShift *PLUS* shift calibrations:

Old Names:

- 2013 PACCAR MX LAS/VAS Downsped NGP 5573236
- 2013 PACCAR MX MHP/VHP Downsped NGP 5572925

New Names:

- 2013 PACCAR MX LAS/VAS Downsped for PB-579/KW-T680 - 5573236
- 2013 PACCAR MX MHP/VHP Downsped for PB-579/KW-T680 - 5572925

- Released the following UltraShift *PLUS* shift calibrations:

- On Highway MHP/VHP 80-140K Lbs. 5572932
- 2013 Cummins ISX1 LAS/VAS Optimized 5573237

Note: This shift calibration shall obsolete the existing 2010 Cummins ISX1 15L LAS/VAS Optimized 5573225 shift calibration.

Data Update 1407-01-SCB-2153

Release Date: 7/18/2014

Made PEC Type configuration option available for China bus hybrid products

Data Update 1406-01-SCB-2142

Release Date: 6/23/2014

- Released the following UltraShift *PLUS* shift calibrations:

- On Highway MHP/VHP 80-140K lbs. 5572930
- Low RPM MHP/VHP 5572929

- Re-named the following UltraShift *PLUS* PACCAR MX shift calibrations:

Old Names:

- 2013 PACCAR MX LAS/VAS Optimized 5573236
- 2013 PACCAR MX MHP/VHP Optimized 5572925

New Names:

- 2013 PACCAR MX LAS/VAS Downsped NGP 5573236
- 2013 PACCAR MX MHP/VHP Downsped NGP 5572925

- Released Fuller Advantage shift calibration 2013 Navistar 13L EN3 Optimized 5573240

Data Update 1405-01-SCB-2126

Release Date: 5/21/2014

- Released the following UltraShift *PLUS* shift calibrations:
 - 2013 Cummins ISX 12G Optimized 5573502
 - 2013 Cummins ISX 12G MHP Optimized 5572928
 - 2013 Cummins ISX 12G LAS Optimized 5573239
- Released Hybrid Control Module software 5500692 for Solaris hybrid product

Data Update 1404-02-SCB-2119

Release Date: 4/29/2014

Made Hybrid Transmission Control Module software 5569910 available with all legacy HCM software for all hybrid products

Data Update 1403-02-SCB-2099

Release Date: 4/2/2014

- Released UltraShift *PLUS* shift calibration 2010/2013 MaxxForce Navistar 13L Optimized MHP/VHP 5572927
- Released the following shift calibrations for China, Solaris, and Isuzu hybrid products:
 - Isuzu
 - Solaris
 - PBD Diesel
 - PBD CNG Low

Data Update 1401-01-SCB-2087

Release Date: 1/31/2014

- Released the following UltraShift *PLUS* shift calibrations:
 - 2013 MX MHP/VHP Optimized 5572925
 - 2013 MX LAS/VAS Optimized 5573236
- Released Hybrid Control Module software 5500690 for Solaris hybrid product
- Released Hybrid Control Module software 5500691 for Iveco hybrid product

Data Update 1312-01-S-2077

Release Date: 1/17/2014

- Released UltraShift *PLUS* Transmission ECU software 5569917
- Released Hybrid Control Module software 5500689 for all hybrid products

Service Bulletin – Product

Data Update 1311-01-SCB-2067

Release Date: 11/20/2014

This data update brings the ServiceRanger 4 database up-to-date with all the information in the ServiceRanger 3 database. For more information see service bulletin MDIB0021.

Affected Models/Population:

ServiceRanger Version 4.x Database

Field Strategy:

ServiceRanger data updates are installed automatically by the ServiceRanger Update Manager utility. When connected to the internet the Update Manager utility runs in the background, the user is not notified and it does not interfere with ongoing work.

Warranty Information:

None

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