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Coding Information

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Title: IC Bus with ISB Frequent Regeneration**Applies To:** IC Bus ISB

CHANGE LOG

Please refer to the change log text box below for recent changes to this article:

02/02/2018 - Added temp differential test in step 2
01/03/2018 - Due to Cummins software changes, removed ROA test (previously step 2)
11/20/2017 - Added Cummins Insite info in step 2
11/01/2017 - Typo corrected
10/25/2017 - Initial Article Release

DESCRIPTION

This document will guide the user through resolving Frequent Regen issues on IC Bus with ISB 6.7.

SYMPTOM(s)

Diagnostic Trouble Code(s) & Dashboard Indicator Light(s):

DTC/Light	Description
SPN 5397 FMI 31 (FCAP) Cummins 3375	Aftertreatment Diesel Particulate Filter Regeneration Too Frequent - Condition Exists
SPN 5319 FMI 31 (FCAP) Cummins 3376	DPF incomplete Regeneration
SPN 3251 FMI 16 (FCAP) Cummins 1921	Aftertreatment Diesel Particulate Filter Differential Pressure - Data Valid But Above Normal Operating Range - Moderately Severe Level
SN 3251 FMI 0 (FCAP) Cummins 1922	Aftertreatment Diesel Particulate Filter Differential Pressure - Data Valid But Above Normal Operating Range - Most Severe Level

Customer Observations or Concerns:

Frequent Regen

SPECIAL TOOL(s) / SOFTWARE

Tool Description	Tool Number	Comments	Instructions
N/A			

[Tools Resource Center](#)**SERVICE PARTS INFORMATION**Parts Catalog – [Click Here](#)

Kit Description	Part Number	Quantity Required	Notes
COVER ASSEMBLY	2602202C91	1	

DIAGNOSTIC STEP(s)**Possible Causes:**

1. Airbox boot seal to the hood compromised. Middle section may appear bent or folded in. The seal position looks off-centered from the hood.

 WARNING:	
Enter Warning Here	

CAUTION:	
Enter Caution Here	

Step	Action	Decision
1	DIAGNOSTIC: Is the vehicle experiencing too frequent regens?	Yes. Go to Step 2. No. Article does not apply

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Step	Action	Decision
	DIAGNOSTIC: Use INSITE™ electronic service tool to monitor the compressor intake air temperature and ambient air temperature sensor values. Perform a road test with the engine at peak power and a vehicle speed of 48 km/h [30 mph] or greater. Record the compressor inlet temperature and the ambient air temperature. Calculate the differential temperature: Compressor inlet temp - ambient air temperature = differential temperature. Maximum Differential Temperature = 20°F	Yes. Replace the cover assembly and retest. See Figure 1 and 2 below
2	Is the maximum temperature differential GREATER than 20°F?	No. Go to Step 3.

Step	Action	Decision
	DIAGNOSTIC: With the hood in the fully latched position, inspect the accordion boot seal to hood. See Figure 1 and 2 Is a gap present between the seal and hood?	Yes. Replace the cover assembly.
3		No. Return to Fault Code Diagnostics



Figure 1: Gap between Boot seal and Hood

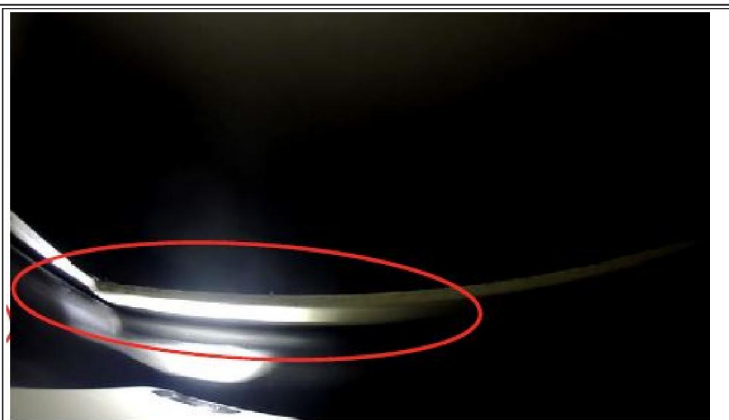


Figure 2: Hood misaligned with respect to Boot seal

WARRANTY INFORMATION

Warranty Claim Coding:

Refer to the [Warranty Coding Manual](#) for Group and Noun Codes.

Standard Repair Time(s):

Refer to the [SRT Manual](#) for Repair Times

OTHER RESOURCES

[Master Service Information Site](#) Hide Details

Feedback Information

Viewed: 1555

Helpful: 15

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Staff ID	Client ID	Comments	Created Date
	DY57267	You received the following feedback From: dy57267 - Michael Jones Email Address: mjones@leonardbus.com Job Classification: AD005, General Manager Dealer: LEONARD BUS SALES, INC. Feedback: Please update the change log with what was updated. Revision on 12-10-18 but last change was 02-02-18. Thank You	12/11/2018 12:11:20 PM

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