

Tech Tip

FROM YOUR FRIENDS AT
NEW YORK BUS SALES!



Cummins Cold Weather Operation

(REFERENCE TECH TIP #14-0101REVA)

- Complaint –** “MIL” light and buzzer are going off first thing in the morning when cold-
- Cause –** There are “several” codes which cause the “MIL” light and many of those codes are cold weather related. One such code is #3542 which is cold weather related and Cummins issued TSB #140153 (below) concerning it.
- Correction –** Cummins recommends following their Service Bulletin #3379009 “Operation of Diesel Engines in Cold Climates” (attached) as well as using a winter front to assist in reducing the time to increase engine compartment temperatures.



NEW YORK BUS SALES

TO ASSIST OUR CUSTOMERS WITH THIS ISSUE WE ARE INCLUDING WINTERFRONTS WITH THIS YEAR'S ORDERS, THOSE CUSTOMERS WHO DO NOT WISH TO HAVE THESE WILL NEED TO INFORM THEIR SALESPERSON

ALSO WE ARE OFFERING AS A PARTS SPECIAL

15% DISCOUNT ON ALL WINTERFRONTS

Contact Our Service Department With Any Questions

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Technical Service Bulletin

Subject

Fault Code 3542 Caused by Engine Intake Throttle Actuator Icing on ISB6.7 CM2350 B101 and ISL9 CM2350 L101 Engines

Issue

Engine will come in with Fault Code 3542 and no trouble is found at the time of troubleshooting. During cold weather periods, condensation can form on the engine intake throttle actuator butterfly valve. Condensation can freeze when the engine is off causing the butterfly valve to stick from ice obstruction during the next period of engine operation. This ice or condensation may **not** be present during troubleshooting.

ALL of our Tech Tips can be found on the New York Bus
Sales website at

<http://www.newyorkbussales.com/pages/bulletins.cfm>

Or at the New York Head Mechanic website at

<http://www.nyhma.org/viewforum.php?f=2&start=0>



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Figure 1, Ice Obstruction in Engine Intake Throttle Actuator

Verification

Perform troubleshooting as published in the corresponding Fault Code Troubleshooting Manual. Follow instructions below.

Resolution

If no trouble is found and the engine has been operating during periods of cold weather, refer the customer to Operation of Diesel Engines in Cold Climates, Service Bulletin 3379009. A winter front is recommended. A winter front will assist in reducing the time to increase the engine compartment temperatures. This will thaw out any ice build up prior to operation of Exhaust Gas Recirculation (EGR) and engine intake throttle actuator.

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.

Document History
