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Warranty: 763.271.2978



www.hoglundbus.com

NOVEMBER 2017

— **School Bus Flyer** —



Beginning January 2018, Hoglund Bus Co. will be going digital. We will not be printing our monthly School Bus Flyer. If you have not signed up for our e-newsletter yet, email Melissa at

marketing@hoglundbus.com to be added. We will still have the same informative content plus more industry news at your fingertip.

OnCommand.

Empower Your Fleet Operations With More Visibility Than Ever Before

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



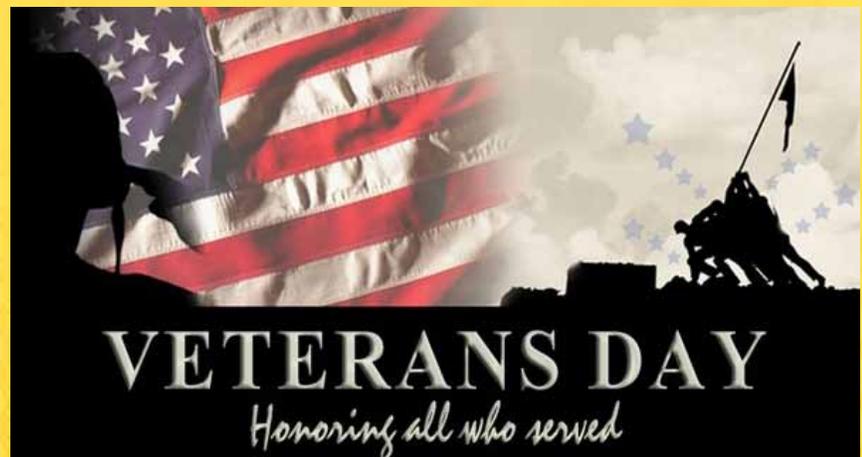
Generate real-time comprehensive vehicle health reports



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



HOLIDAY HOURS

We will be closed Thursday, November 23rd

Hydraulic Brake System Park Brake Inspection and Adjustment Procedures

Source: iKNow article IK0400154

Applies To: Hydraulic Brake system equipped with 04GBJ Park Brake

Customer Concerns:

Unit will not operate in reverse due to parking brake lock-up. Tech/Driver may find heat indications on park brake drum. Driver may experience “shuttering” from rear of vehicle while driving. Special Tool/Software: Vernier Caliper (obtain locally).

Service Parts Information: All quantities are 1

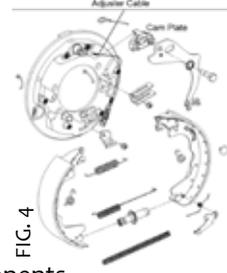
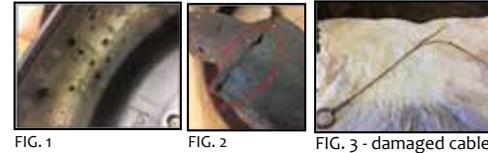
Kit Description	Part Number	Kit Description	Part Number	Kit Description	Part Number	Kit Description	Part Number
KIT SHOE AND LINING VERSION 2	2605826C91	KIT BRAKE SPRING	2605828C91	KIT ADJUSTER HARDWARE	2605830C91	DRUM, BRAKE DLM	3543437C1
KIT PARK BRAKE LEVER CAM PLATE SCREW	2605827C91	CABLE, PARKING BRAKE ADJUSTER	2605829C91	KIT SHOE HOLD DOWN BRACKET	2605831C91	CLAMP RUBBER CUSHIONED	3564290C1

DIAGNOSTIC STEPS:

WARNING: To prevent unexpected movement of the vehicle and possible serious personal injury or death, park the vehicle on a flat, level surface, set the parking brake, turn the engine off and chock the wheels to prevent vehicle from moving in both directions. **WARNING:** To prevent property damage, personal injury and / or death, parking brake front cable must have 1.50 inches (38 mm) or more of thread engagement in the adjustment turnbuckle.

Step 1: Release park brake, remove drum and inspect for heat damage to drum or linings. Also inspect adjustment cable for damage. See fig. 1 and 2

Step 2: If any damage is present, replace drum and shoes along with adjustment cable. Make certain Adjustment cable is installed behind the Cam Plate. See figure 4. **Note:** If Starwheel free spins adjustment cable needs to be replaced.

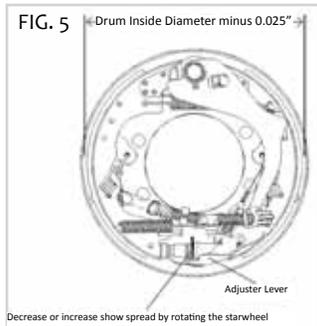


Service Procedure:

Note: Follow all steps below to adjust driveline parking brake after inspection and replacement of parking brake components.

Adjustment With Drum OFF- Primary Procedure:

1. Use a 12 inch caliper, or inside micrometer, to measure the inside diameter of the drum. Subtract 0.025 inches from the drum inside diameter measurement. Set the measurement caliper to this value, and lock the set screw.
2. Rotate the axle input flange yoke as necessary to provide clearance for the measurement caliper.
3. Place the pre-adjusted caliper over the shoes at the center of the shoes.
4. To adjust brake, rotate the starwheel until the shoes touch the measurement caliper jaws. It is necessary to disengage the adjuster lever away from the starwheel.



Adjustment with Drum Installed - Alternate Procedure

1. With the engine off, the battery disconnected, and the tires blocked to prevent vehicle movement, place transmission in neutral and fully release the parking brake. It will be necessary to raise the rear wheels off the ground, in order to allow rotation of the drum. Support the vehicle with suitable floor stands
2. Insert the adjuster lever tool or a thin flat bladed screw driver through the adjusting slot in the backplate and push on the adjuster lever to disengage it from the adjuster starwheel. Insert a brake adjusting tool (or flathead screwdriver) through the adjusting slot and move the starwheel teeth downward to expand the brake shoes outward. Continue expanding the shoes until the drum can not be rotated by hand.
3. Now adjust the starwheel teeth upward to retract the shoes until the drum just begins to rotate freely by hand (without drag from the shoes).

Parking Brake Cable Overview

When the parking brake assembly pedal is depressed tension is applied through the front cable, adjustment turnbuckle, intermediate cable and rear cable. Cable tension is transferred forcing the brake shoes against the parking brake drum to prevent vehicle movement.



Fig. 6
1. Parking brake assembly
2. Front Cable
3. Adjustment turnbuckle
4. Intermediate cable

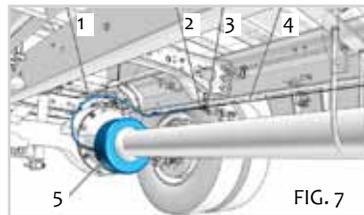


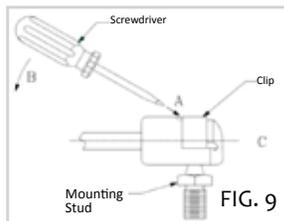
Fig. 7:
1. Rear cable
2. Cable spring assembly
3. Rear cable mounting support bracket
4. Intermediate cable
5. Parking brake drum

Remove Park Brake Pedal Spring Damper

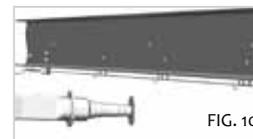
1. Before cable adjustment park brake pedal damper will need to be removed and discarded. Refer to figure 8.



2. Using a small screw driver with a flat blade lift the retaining clip slightly on the top of the ball socket and then pull the gas spring off the ball stud. Refer to fig. 9



Parking Brake Cable Alignment



1. If vehicle was built before 10/12/2017, replace cushioned clamps with the larger 5/8" clamp specified in the parts section of this document. Make

Certain extensions and clamps on intermediate cable are aligned and not touching park brake cable. This will ensure that park brake cable has no restrictions to fully release and apply. Refer to fig. 10

NEW BUS INVENTORY					
PASS	YEAR	SPEC	MAKE	ENGINE	BRK
14	2017	1743	Ford/Collins	Ford	H
14	2017	1753	Ford/Collins	3.7G	H
16+1	2017	1742	Chev/Collins	Chev	H
18+1	2018	1815	Chev/Collins	Chev	H
22	2017	1745	Ford/Collins	Ford	H
24+0	2018	1814	Chev/Collins	Chev	H
30	2017	1761	Chev/Collins	Chev	H
34	2017	1760	Chev/Collins	Chev	H
35+1	2017	1721	IC - CE	ISB/220	A
65	2018	1855	IC - CE	ISB/240	NH
71	2017	1715	IC - CE	ISB/240	A
77	2017	1717	IC - CE	ISB/240	A
77	2017	1732	IC - CE	ISB/240	A
77	2017	1736	IC - CE	ISB/240	A
77	2017	1758	IC - CE	ISB/240	A
77	2018	1806	IC - CE	Propane/270	A
77	2018	1808	IC - CE	ISB/240	H
77	2018	1809	IC - CE	ISB/240	A
77	2018	1810	IC - CE	ISB/240	H
77	2018	1811	IC - CE	ISB/240	H
77	2018	1854	IC - CE	ISB/240	NH
77/71	2016	1646	IC - CE	ISB/240	A
77L	2018	1818	IC - CE	B6.7/220	H

** Note: To view full list of inventory, visit www.hoglundbus.com*

USED BUS INVENTORY					
PASS	YEAR	MAKE	ENGINE	BRK	ODO
Large Conventional Buses 65 to 77 Passenger					
65	2014	IC	MX7/240	H	40,393
65	2005	Frtl	Merc/210	H	98,984
71	2005	IC	VT365/215	H	160,352
72	2011	IC	MXDT/225	H	98,046
77	2017	IC	ISB/240	H	9,120
77	2015	IC	MXDT/215	H	41,226
77	2014	IC	MX7/240	H	52,073
77	2014	IC	MXDT/230	H	53,383
77	2013	IC	MX7/220	H	56,109
77	2010	IC	MXDT/210	H	113,326
77	2009	BB	ISB/220	H	106,431
77	2008	IC	VT365/200	H	111,392
77	2007	Frtl	Mercedes	H	151,285
77	2004	TH	Cat3126/220	H	143,243
77	2003	Frtl	Cum. 5.9	H	162,602
77/71	2014	IC	MXDT/215	H	43,892
77/71	2014	IC	MXDT/215	H	30,431
Transit Buses					
83	2010	IC	DT466/210	H	125,123
83	2008	TH	Mercedes	A	107,359
83	2003	TH	Cat3126/220	H	169,216
10 - 64 Passenger Buses					
22	2002	Chev	5.7 V8 350	H	165,381
59	2011	IC	MX7/215	H	96,392
59	2011	IC	MX7/215	H	93,553
59	1996	Int	DT466/190	H	232,251
65	2003	TH	Cum. 5.9	H	200,857
Special Needs & Lift Buses					
12+2	2002	Chevy	Diesel	H	32,243
15+2	2010	IC	MX7/200	H	132,076
18+	2009	Chev	6.0L	H	163,691
23+2	2013	IC	MX7/220	H	65,865
26+2	2008	IC	VT365	H	167,754
28+2	2007	TH	Merc/190	H	136,091
35+1	2009	IC	MX7/215	H	98,739
41+3	2013	IC	MX7/240	H	70,193
42+5	2011	IC	MXDT/245	A	144,162

** Information deemed reliable but not guaranteed*

Rear Cable Support Bracket/Cable Spring Assembly Alignment



FIG. 11

1. Make certain bracket and cable spring assembly are at a 90 degree (straight up and down). This will ensure spring assembly does not come in contact with frame upon park brake release or apply. Please refer to figure 11.
2. If not aligned please loosen two bolts, adjust and re-tourqe bolts to 41- 50 ft lbs (56-68 nm) .

Parking Brake Cable Adjustment

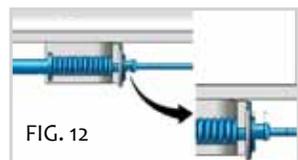


FIG. 12

NOTE: NEW SPEC FOR MEASUREMENT STARTS AT 11mm MAX 14mm. 1. Release parking brake loosen jam nut to adjust turnbucke item number 3 in figure 6. 2. Apply and release parking brake all the

way to the floor (bottomed out) Perform this step 3 times before continuing to step 3. 3. Fully apply park brake, using Vernier calipers measure critical distance in figure 12. Spec is 11mm -14mm. 4. After correct cable tension adjustment, lock jam nut and proceed to Park Brake Operation section of this document.

Parking Brake Operation

Upon parking brake release make certain pedal is fully releasing. With Parking brake applied Place Vehicle into Drive and Reverse rev engine to 1500 RPM and make certain vehicle does not pull away. If vehicle pulls away the parking brake cable adjustment will need to be set at the higher end of the spec. Release parking brake and drive forward and reverse making sure no brake drag is present. If any concerns arise while performing operational checks run through brake adjustment steps again and make certain no steps were missed. After all checks are complete return vehicle into service.

Return Service Requested



PARTS SPECIALS

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Power Service Diesel 911
 Restores the flow of diesel fuel to an engine caused by gelled fuel or frozen fuel-filters.
 Part Number: PSP8025

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 Keeps wiper blades clear of snow and ice.
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ANCO3024 \$4.66 each

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