South Willamette Chapter

Date: December 9, 2014
Location: McMenamins North Bank, Eugene
Meeting Called to Order: Cindy Moran, 11:05 AM
Members Present: Rich Sanner, Dave Goetz, Sandi Miller, Cindy Moran, Tim O’Connell, Craig Pruitt, Michael Cape, Wilbur Starr, Troy Hageman, Chris Ellison, Kim Crabtree, Shawn Choruby, Mike Schlosser, William Swift, Joanne Morris, Michelle Saavedra, Jeanene Calicott, Carla Tyson, Mark Mueller, Michael Shields, David Farley

Previous Minutes: No changes. A motion was made by Tim O’Connell to accept minutes as presented, seconded by David Farley. Approved.

Income $ 704.55
Expenses $ 1,454.07
Ending Balance: $27,974.40

A motion was made by Chris Ellison to accept the financial report as presented, seconded by Wilbur Starr, approved.

Committee Reports

State Board: No updates.

ODE Report: No transportation bills have come to our knowledge at this time. ODE Instructor course signup will be announced in January, we do expect this year’s class to be large. Classes are assigned on a first come basis through iLearn.

Recertification is almost complete, if current BTW instructors wish to remain in the program they need to complete the recertification process by December 31, 2014. Most Active Third Party examiners have completed the iLearn assignments. We do have a few more test routes to review to finish the process. Active and inactive examiners who fail to complete their iLearn requirements by December 31, 2014 will be removed from the third party examiner program. If you need to activate a Third Party Examiner at your location and can demonstrate a need please send Craig a request. Additional examiners will need to show they have been testing, and the need for additional examiners. The plan should include a plan to test 10 applicants per year, with a combination of “in-house” and “outside” testing. Activating and not testing would not be a good plan.
Districts may charge a fee through intergovernmental agreements for testing for another district. Testers may also test as a “non-employee” of their district or entity, so this may help with the need to demonstrate the need. DMV does not have many testing sights in the field offices, most have been closed. Other than ODE, DMV is the only source to obtain an “S” endorsement, independent examiners, and trucking schools may not issue an “S” endorsement.

Poster Contest:  No updates. Michael Shields will check with Denise Balc to see if she is still interested in chairing this.

Safety Exercise: Tim O’Connell and David Farley will co-chair the SW safety exercise. The target date is 5/2/15, with the location in the Salem/Albany area. Chris Ellison brought information from LD Ellison regarding renting the state fairgrounds, the cost for this would be approximately $1,300. Tim will contact LD about this. Kim Crabtree heard that NW is not interested in combining their safety exercise with ours. Tim will contact them to verify.

Sunshine: Susan LaBounty, Eugene SD (illness)

Education: A representative from Cummins NW is here today to present information on emissions systems (handout included at the end of this document). January’s meeting will focus on McKinney-Vento and foster child transportation issues. Craig Pruitt will try and get a speaker from DHS. March will feature information from Brattain on bus specs.

Winter Workshop: The winter workshop will be 2/21/15 at Springfield HS. Cindy Moran and Kevin Baker will co-chair. The agenda for the workshop will include two guest speakers, along with an open forum for driver questions/discussion. The first speaker will be Officer Jermaine Galloway (“Tall Cop Says Stop”, http://www.tallcopsaysstop.com), speaking on drugs and gang awareness. The second speaker will be Dr. Jeffrey Sprague, a professor of special education at the University of Oregon (https://education.uoregon.edu/users/sprague). We will have tables available for vendors. Schetky, Western, and Brattain will be bringing buses to show. Schetky will sponsor and pick-up donuts. Brattain will sponsor folders and printing. Western will sponsor coffee, tea, cocoa, and water. We will be upgrading lunches this year, and will also need to add a box to the registration form for “no lunch needed”. The cost this year will be reduced to $20. Michael Shields moved that part of the registration money be used to support a scholarship for the summer conference. Chris Ellison amended the motion to state that the scholarship committee work out the details and determine the recipient. The motion was seconded my Michael Cape, approved. Dave Goetz opposed-he would like us to reduce the registration fee, rather than spending the money for sending someone to the summer conference. Michael Shields suggested we advertise the scholarship on the registration flyer. Cindy Moran will check with speakers to see if we can videotape their presentations for future training use.

Old Business: Scholarship committee-William Swift and Michelle Saavedra will serve on the scholarship committee. The committee will meet and create an application
process to award any available money to qualifying safety exercise contestants from the SW area.

New Business: Kim Crabtree reports that the focus of the summer conference will be on special needs transportation. Contact Kim or Michael Shields if you are interested in assisting.

Open Discussion: None

For the Good-of-the-Order

Future Meetings:

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Topic</th>
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<tbody>
<tr>
<td>January 13, 2015 Tuesday</td>
<td>Albany/Novak’s Hungarian Restaurant, 11:00 AM</td>
<td>Winter Workshop, McKinney-Vento/foster child transportation issues</td>
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<tr>
<td>February 10, 2015 Tuesday</td>
<td>Salem</td>
<td>Winter Workshop/Safety Exercise</td>
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<tr>
<td>March 10, 2015 Tuesday</td>
<td>Eugene/Springfield</td>
<td>Safety Exercise, Brattain International presentation on bus specifications</td>
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<tr>
<td>April 14, 2015 Tuesday</td>
<td>Albany</td>
<td>Safety Exercise/Nominate New Officers</td>
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<tr>
<td>May 15, 2015 Friday</td>
<td>Bend</td>
<td>Safety Exercise/Elect Officers</td>
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<tr>
<td>June 15, 2015 Monday</td>
<td>Eugene-Valley River Inn State Conference</td>
<td>Install New Officers</td>
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Meeting Adjourned: 1:00 PM

Next Meeting Date: January 13, 2015

Next Meeting Location: Novak’s Hungarian Restaurant, 2306 Heritage Way SE, Albany, OR (541) 967-9488
Driver Tips

For Cummins EPA 2010 On-Highway Heavy-Duty and MidRange Engines with Aftertreatment
What's New on Your EPA 2010 Engine*

Drivers will notice the addition of an on-frame storage tank for Diesel Exhaust Fluid (DEF) and a dash lamp that indicates low DEF levels. Refilling this tank with DEF is critical in order for your vehicle to comply with EPA emissions regulations.

**Diesel Exhaust Fluid (DEF) Lamp**

*Illuminated*

An illuminated DEF Lamp is an indication that the DEF level is low. This can be corrected by refilling the DEF tank.

*Flashing*

A flashing DEF Lamp indicates that the DEF level has fallen below a critical level. This can be corrected by refilling the DEF tank.

*Flashing with Warning or Check Engine Lamp*

A flashing DEF Lamp combined with an illuminated Warning or Check Engine Lamp indicates that the DEF level is critically low and you will experience a power loss. Normal engine power will be restored after refilling the DEF tank.

*Stop Engine Lamp with Flashing DEF and Warning or Check Engine Lamp*

If the engine has been shut down or has idled for one hour after the DEF tank has been run dry, the Stop Engine Lamp will also be illuminated along with the flashing DEF Lamp and illuminated Warning or Check Engine Lamp. Engine power will continue to be reduced automatically. The vehicle will also be limited to a speed of 5 miles (8 km) per hour. Normal engine power and vehicle speed will be restored after refilling the DEF tank.

**Malfunction Indicator Lamp (MIL)**

*ISX15 Engines 450 HP and Below Will Have a Functioning MIL*

The MIL illuminates when the On-Board Diagnostics (OBD) detects a malfunction related to the emissions control system. The illuminated MIL indicates that the engine needs to be serviced at the first available opportunity and can be illuminated along with any of the engine indicator lamps. It is not used to indicate an "engine protection" or "maintenance required" condition.

* May not apply to emergency vehicle engines produced prior to July 8, 2011.
** Lamps shown are for illustrative purposes only. Be sure to reference your vehicle manufacturer's Owners Manual for specific lamps and details.
High Exhaust System Temperature (HEST) Lamp

The HEST Lamp illuminates to indicate that high exhaust temperatures may exist due to aftertreatment regeneration. This is normal and does not signify the need for any kind of vehicle or engine service. When this lamp is illuminated, ensure that the exhaust pipe outlet is not directed at any combustible surface or material. Reference your Cummins Owners Manual for complete instructions.

Aftertreatment Diesel Particulate Filter (DPF) Lamp

*Illuminated*

The Aftertreatment DPF Lamp indicates, when illuminated or flashing, that the Aftertreatment DPF requires regeneration. This is accomplished by the following:

1. If the vehicle is equipped with a Regeneration Inhibit Switch, ensure that the switch is not in the Inhibit position.

2. Perform a DPF regeneration by one of the following methods:
   a. Change to a more challenging duty cycle, such as highway driving, for at least 20 minutes.

   OR

   b. Perform a parked regeneration.
Aftertreatment DPF Lamp (continued)

Flashing
If a regeneration is not performed in a timely manner after the DPF Lamp is illuminated, the DPF Lamp will begin to flash. This indicates a higher level of soot in the DPF. In addition, engine power may be reduced automatically.

Note: Automatic power reduction may not apply to emergency vehicle applications.

Flashing with Warning or Check Engine Lamp
A flashing DPF Lamp combined with an illuminated Warning or Check Engine Lamp indicates that the Aftertreatment DPF needs regeneration immediately. Engine power will be reduced automatically. A parked regeneration is required.

Stop Engine Lamp
If a parked regeneration is not performed, the red Stop Engine Lamp will illuminate. As soon as it is safe to do so, the vehicle should be stopped. It should then be taken to an authorized Cummins location for repair.

Regeneration Inhibit Switch
The purpose of this switch is to prevent or disable Aftertreatment DPF regeneration. Reference the Vehicle Owners Manual for complete operation and use of this switch. Unnecessary or excessive use of the Regeneration Inhibit Switch will result in a loss of fuel economy, or an increased need for parked regeneration.
How to Perform a Parked (Stationary) Regeneration

If the vehicle has a Manual Regeneration Switch and the DPF Lamp is flashing:

- Park vehicle in an appropriate location, set parking brake, and place transmission in Park (if provided) or Neutral, and allow at least 40 minutes for the regeneration.

- Set up a safe exhaust area. Confirm that nothing is on or near the exhaust system surfaces.

- Ensure that your fast-idle and PTO switches are off before starting regeneration.

- Push the Manual Regeneration Switch to begin a parked regeneration. Note: Engine speed will increase, and there may be a noticeable change to the sound of the turbocharger during the regeneration process. Once the diesel particulate filter is regenerated, the engine will automatically return to the normal idle speed.

- Monitor the vehicle and surrounding area during regeneration. If any unsafe condition occurs, shut off the engine immediately. To stop a parked regeneration, depress the clutch, brake or throttle pedal.

- Once regeneration is complete, exhaust gas and exhaust surface temperatures will remain elevated for 3 to 5 minutes.


Fuel, Oil and Aftertreatment System Maintenance

- Use only Ultra-Low Sulfur Diesel (ULSD) fuel.

- CJ-4 (low ash) is the recommended oil.

- CI-4+ is permitted. Read your Cummins Owners Manual for specific details.

- Be sure to check the DEF gauge at every refueling. Cummins recommends topping off the DEF tank when refueling. DEF meeting ISO 22241-1 must be used.

- Please read your vehicle manufacturer's Owners Manual to familiarize yourself with the location and capacity of the DEF tank.

- Put only DEF in the DEF tank, which has a blue cap.
Items Driver Will Notice

Aftertreatment System

■ Under certain conditions (cold or very dry), condensation in the form of water vapor can be seen coming from the vehicle tailpipe. This is normal. It will clear within a few minutes of normal vehicle operation.

■ **SCR-Specific:** To avoid system damage, do not disconnect the vehicle batteries during the initial 60 seconds after turning your keyswitch off. During this time, a pumping sound may be heard from underneath the vehicle. This sound is the aftertreatment Diesel Exhaust Fluid (DEF) dosing unit purging any unused DEF from the system and returning it to the tank. This is normal.

**Engine Sounds**

■ The ISX15 and ISX11.9 engines for 2010 are equipped with a feature to "warm up" the aftertreatment system under various idle conditions. This "warm up" feature can cause slight sound changes during idle. These sounds are normal.

■ The electric-actuated VGT™ Turbocharger causes the engine sound to vary at different times. This is normal. A slight turbo whistle may also be observed at idle conditions.

■ Compression brakes are quieter on engines with exhaust aftertreatment.

**Exhaust**

■ After prolonged idle, you may notice momentary white vapor and an odor. This is normal.

■ When the High Exhaust System Temperature Lamp is illuminated, you may notice an odor. This is normal. If the odor is excessive and you also notice white vapor, have the exhaust system inspected for leaks.

**Optimizing Fuel Economy**

■ Additional information is available in our “10 Tips To Maximize Fuel Economy” brochure, which can be downloaded at cumminsengines.com. Click on “Brochures” in the navigation box on the left, scroll down to the Heavy-Duty Automotive section and click on Bulletin 4971341. Or ask your local Cummins dealer or distributor for a copy.

■ Vehicle gearing is a major factor in optimizing performance and fuel economy. Cummins PowerSpec is a software program that helps you quickly identify the correct axle ratio for your truck. Visit powerspec.cummins.com for gearing recommendations.