

POWER LINE

NEWS FOR THE INTERNATIONAL/CUMMINS SALES TEAM

ISSUE 77

FEBRUARY 2009



QC5100 Reports Every Detail.

QC5100 is an all-in-one solution to downloading engine information and preparing reports on everything from average mpg to fault code data.

The latest version of Cummins QuickCheck diagnostic tool, QC5100, is an all-in-one solution to downloading engine information and preparing reports on everything from average mpg to fault code data.

The rugged, portable and user-friendly QC5100 comes ready for use, incorporating a microprocessor and programs that provide detailed reports on everything about your customers' engines by using the integrated INLINE™ 4 data link adapter. No longer do you need your own PC or a separate adapter. It even works on other electronic engines.

The QC5100 includes the preinstalled PowerSpec CE application. This application allows the user to view engine parameter settings and transfer a "hot spec" created by the PC version of PowerSpec to the engine control module. It is compatible with all public data available on the SAE J1939 data link and J1708/J1587 data link. Of course it is also compatible with Cummins proprietary protocol for all of our on-highway engines with electronic controls.

Information taken from your customer's fleet (QC5100 can be used to store information from multiple units) can be formatted on a PC using QuickReport software.* Comparing vehicle and driver performance can help to identify "best practices" and improve every driver's performance.

The QC5100 also downloads fault code information so that technicians can quickly and accurately diagnose performance issues.

For a demonstration, see your Cummins distributor.

*QuickReport requires a PC running Windows XP.



ComfortGuard™ Adds Savings, Every Stop.

Whether you own one truck or hundreds, Cummins ComfortGuard APU system is a cost-saving alternative to idling, lowering fuel use by 70% compared to idling your engine. If your customers' engines don't already meet idling regulations, having ComfortGuard on board helps guard against heavy idling fines in states and provinces with idling restrictions. It also makes compliance with emissions regulations much easier, as it meets all EPA regulations.

Powered by a two-cylinder diesel engine, the ComfortGuard APU system incorporates a Cab Air system with an evaporator, condenser and thermostat that generate enough heat for the coldest Alaskan mornings or enough air-conditioning for the hottest Mojave afternoons. A flexible control system is programmable for automatic start-up based on temperature – or drivers can use a seven-day programmable timer.

The road-ready feature monitors battery voltage and engine coolant temperature, and can be set to automatically start and charge the batteries and/or warm the engine (using a block heater) so that your customers get faster starts in extreme temperatures, saving valuable road time and eliminating potential downtime.

ComfortGuard also provides 120-volt AC and 12-volt DC electrical power to quietly operate everything from a computer, microwave or television inside to marker lights and flashers outside.



Whether it's significantly reducing the amount of fuel used at idle, saving valuable time on the road, creating a more efficient work environment for drivers or just eliminating the possibility of costly fines, ComfortGuard makes it easier for your customers to make money. Payback with ComfortGuard is going to vary with fuel prices and usage, but usually takes less than two years. When purchased as a new truck option, the price can be incorporated into the financing package and savings will outweigh the cost from day one.

1.5 Million Miles And Counting.

The round trip from Simpsonville, Wisconsin, to Minneapolis, Minnesota, is only about 400 miles. But Larry Ray has driven his 2001 International 9200 over this route so often that he knows every bump in the road. His truck has accumulated over 1.5 million miles going back and forth, carrying 80,000 lb GVW each way. Under the hood? An N14 Plus with 460 hp.

It's one of 19 trucks in the Farmer's Union Co-Op Transport fleet, carrying everything from groceries to fuel.

The weather can get pretty rough up there, especially in the winter months, so you need an engine you can rely on. The N14 Plus has been all that – and more – requiring just normal maintenance and valve adjustment along the way, and an overhaul at 1.3 million miles.

How long does Larry intend to keep this workhorse on the road? "At least another two years." So chances are pretty good that it will be closing in on the two-million-mile mark before another lucky owner gets hold of it.

What kind of power did Larry spec in his newest truck? A Cummins 2007 ISX 465. It wouldn't surprise him if we were writing about that one a few years from now.