



RV Maintenance and Operation

ISB Cummins 24 Valve Turbo Diesel

Quick Reference Guide

Cooling

Routine Maintenance Recommendations

Check every 15,000 mi. / 6 mo.
Drain and flush system every 60,000 mi./2 yrs. and refill with heavy-duty coolant - 50/50 mix of water and antifreeze.
Always use antifreeze. In addition to freeze protection, antifreeze is essential for overheat and corrosion protection.
The supplemental coolant additive (SCA) is not required with ISB.

Definition of Heavy-Duty Coolant

A combination of 50/50 water and low silicate antifreeze (ethylene glycol or propylene glycol are acceptable).
Protects to -34°F. Freeze protection decreases above 68% antifreeze. Antifreeze must meet ASTM D4985 (GM6038M) specs.

How to Test Coolant Concentration

Refractometer Fleetguard #C2800 is recommended vs. floating ball due to accuracy.

Water Quality Requirements

Calcium/Magnesium Max. 170ppm as CaCO₃+MgCO₃
Chloride Max. 40ppm as Cl
Sulfur Max. 100 ppm as SO₄
A conservative approach to cooling system maintenance would include an analysis of your home-base tap water supply. Your Cummins distributor can provide this service as well as sample bottles and other coolant test devices. Consider using pre-formulated antifreeze when on the road or when water quality is unknown. The use of distilled water is also acceptable.

Pre-formulated Antifreeze and SCA

Pre-formulated antifreeze, such as Fleetguard Compleat, offers a vehicle owner the convenience of a pre-mixed antifreeze solution containing high quality water and the correct chemical balance of antifreeze and SCA. May be used with ISB.

Lube Oil

Routine Maintenance Recommendations

Oil Drain Interval	Fleetguard Filter
15,000 miles / 1year	LF 3729

Replace oil filter at EVERY oil drain interval.

Multigrade vs. Straight Weight

Recommend high quality 15W40 oil API CE/SG.
Why multigrade?
Reduced deposit formation.
Improved cranking in low ambient temperatures.
Shortens time-to-block pressure in low ambients.
Improved lubrication during high temperature operation.
SG rating required for lubrication of sliding tappets.

Synthetic Oils

May be used in ISB engine provided they meet performance and chemical requirements.

Recommended for use in ambient temperatures consistently below -13F (-25C) for improved engine cranking and flowability. Should NOT BE USED to extend oil drain intervals.

Engine Break-in Oils

Special break-in oils should not be used. If synthetic or synthetic blend oil has been used prior to an engine rebuild, petroleum-based oil should be used for the first oil change interval, after which use of synthetic oil can be resumed.

Supplemental Oil Additives

Supplemental oil additives such as friction-reducers and graphitizers should not be used unless the oil supplier can provide evidence of satisfactory performance. If there is any doubt about suitability of an oil, consult the oil manufacturer for a definitive recommendation, or data to establish that the oil has performed satisfactorily in Cummins engines.

Oil Analysis

Oil analysis, as a method to extend drain intervals, is NOT recommended. Different methods of measuring soot, lack of correlation among testing labs, and differing driving patterns and idle time are the basis of right recommendation.



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Fuel

Routine Maintenance Recommendations

Fuel filter should be changed at EVERY oil change.

Fleetguard fuel filters:

Top Load Cartridge	# FS 1262
Spin-on Filter	# FS 19519*

*Denotes to transfer water sensor to new filter.

Low Sulfur Fuel and Fuel Lubricity

Fuel additives for lubricity are NOT required by Cummins when using commercially available low sulfur #2 diesel fuel or #1 / #2 winter blend diesel fuels.

Biocide Treatment

A biocide or fungicide can help when fuels are prone to contamination with bacteria or fungus (black slime).

Other Fuel Additives

Any fuel additive product should be accompanied with performance data supporting its performance and benefit. Engine failures caused by incorrect fuel are NOT covered under warranty. It is not the policy of Cummins to test, approve or endorse any product not manufactured or sold by Cummins

Extended Shutdown Start Procedure

When starting an engine that has been sitting for more than 30 days:

1. Engine oil pressure must be indicated on gauge within 15 seconds after starting. If oil pressure does NOT register within 15 seconds, shut off engine immediately. If oil pressure is not registered after 15 seconds of cranking, follow the Troubleshooting Guidelines listed in the O&M manual for low oil pressure.
2. Idle engine three to five minutes before operating under load.

Ether

Ether MUST NOT be used for ISB engines. The ISB comes equipped from the factory with an integrated grid heater for cold starting.

Component Maintenance

Valve Adjustment Interval

No adjustment required. Check at 150,000 miles. Reference O&M manual.

Air Filter and Intake System

Follow RV manufacturer's recommended filter change interval. Visually inspect intake air components at each oil change for cracks or loose connections.

Air Compressor (if equipped)

Reference O&M manual for details.

Charge Air Cooler

The long-term integrity of the CAC system is the responsibility of the vehicle and component manufacturers. However, CAC diagnostics can be performed by your Cummins distributor.

Vibration Damper

Inspection required at 60,000 mi. / 2 yrs. which includes visual inspection for deformation. Reference O&M manual for details.

Fan Idler Pulley, Hub and Belt Tension

Inspection required at 30,000 mi. / 1 yr. which includes visual inspection of all components. Reference O&M manual for details.

O&M Manual Bulletin # 3666170

Idle / Warm-up / Cooldown

Excessive Idle

Should be avoided when possible. Results in reduced fuel economy and increased engine wear. An automatic shutdown feature is available. Contact a Cummins distributor for details.

Engine Warm-up

Do not operate at full speed/load until coolant temperature reaches normal operating range. Do not operate above low idle until oil pressure is indicated.

Engine Cooldown

Prior to shutdown, an engine should be idled 3-5 minutes after extended full throttle or high power operation. However, under normal driving conditions, such as exiting a highway, engine operation is generally lighter in nature and thereby, the 3-5 minute cooldown is not necessary.