













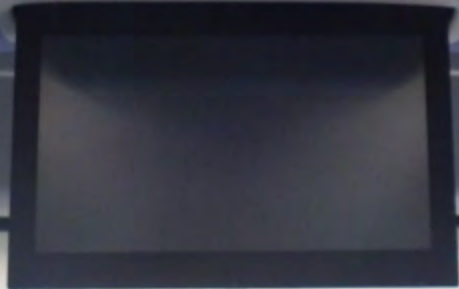






TX

12:35







USE ULTRA LOW - SULFUR DIESEL FUEL ONLY



WARNING

- During a regeneration, the exhaust temperature can amount to 1500° F.
- High exhaust temperature can cause material in the flow of the exhaust pipe to start burning.
- Stay clear of the exhaust, burn hazard.
- Follow the instructions in the operating manual.



IN CASE OF FIRE:

- 1) TWIST & PULL TAMPER SEAL TO REMOVE
 - 2) LIFT COVER
 - 3) PUSH RED BUTTON
- CAUTION: SERVICE FIRE SUPPRESSION SYSTEM BEFORE RESTARTING EQUIPMENT

 Kidde Dual Spectrum



VEHICLE EMISSION CONTROL INFORMATION
MANUFACTURED BY VAN HOOL N.V. - BELGIUM

VEHICLE FAMILY NAME: JVN H2VOCV8DX
SUBCATEGORY: VOCATIONAL VEHICLE OVER 33000 POUNDS GVWR
DATE OF MANUFACTURE: 11/2017
EMISSION CONTROL SYSTEM: LRRA

THIS VEHICLE COMPLIES WITH CALIFORNIA AND U.S. EPA
REGULATIONS FOR 2018 HEAVY DUTY VEHICLES



YEAR

2018

MODEL

VAN HOOE TX45

VIN #

41335

SEATING
CAPACITY

56

ENGINE

Detroit

TRANSMISSION

Alison

OPTIONS

LOT#

SO#





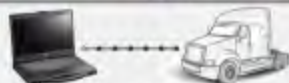


528

PATHFINDER

404





Acquiring vehicle information ...

2018 Van Hool Vehicle

- Detroit DD13 Engine/CPC
- Allison 3000/4000 5th Gen
- WABCO E Series ABS EB 6S/6M
- Bendix SmartTire™ Standalone TPMS
- Bendix SmartTire™ TPMS In-Cab Display
- Detroit Aftertreatment Control Module
- Detroit Motor Control Module
- Retarder - Engine

Vehicle Information:

VIN: YEZYC8TBLL2041335
 Manufacturer: Van Hool
 Model: TX
 Model Year: 2018
 Unit Number: 2041335

Status	Component	Description	Lookup Code	F...	Count
Active	Aftertreatment Control Module	Hydrocarbon (HC) Absorption in the Diesel Particulate Filter (DPF) Very High	SPN 5443	1	1
Active	Brakes	EEPROM Checksum - There is an incorrect checksum in the EEPROM. A diagnostic tool	SPN 630	12	2
Active	Cab Controller - Primary	SAE - Brake Switch - Data valid but above normal operational range - Most severe level	SPN 597	2	1
Active	Tire Pressure Controller	Tire Pressure Second Level Pressure Low	SPN 241	3	N/A
Disconnect	Motor Control Module	Rail Pressure Sensor - Circuit Failed Low	SPN 164	4	1



Clear Faults



Malfunction Indicator



Red Stop



Amber Warning



Protect



Print Date: January 25, 2021 2:51 pm

VIN	YE2YC81B8J2041335
Vehicle Make	Van Hool
Model	TX
Model Year	2018
Unit Number	2041335

Vehicle Components

Component	Description	Serial Number	Software Version	Network
Engine/CPC	Detroit DD13 Engine/CPC	S0282308	App_0400	J1939 (High)/15765 (CAN)
Transmission	Allison 200046720 5th Gen	W996AA372870323	WT79CD_PC_7502 C17200106C44F	J1939 (High)/15765 (CAN)
Brakes	WABCO E Series ABS E8 6S/6M	004005047591	3480030822 1.83.1.21	J1939 (High)/15765 (CAN)
Motor Control Module	Detroit Motor Control Module	N/A	mcn_0x003B	J1939 (High)/15765 (CAN)
Adjustment Control Module	Detroit (Aftermarket) Control Module	N/A	pcn_0x0232	J1939 (High)/15765 (CAN)
Tire Pressure Controller	Bendix SmartTrac™ SteerStops TPMS	N/A	SMTR APP248.0053 V2 20.6LD248.0053 V1.06 APP248.0074 V03.13	J1939 (High)
In-Cab Display Device	Bendix SmartTrac™ TPMS In-Cab Display	1444061	SMTR K065857 V1.0	J1939 (High)

Print Date: January 25, 2025 2:11 pm

Vehicle Key Data Points

Parameter Description	Value	Parameter Description	Value
Idle Fuel Used	Not Available	DPF Soot Level	Not Available
Total Idle Hrs	4.40 hrs	DPF Dose	Not Available
Total Engine Hrs	13.40 hrs	Battery Potential	14.50 volts
Cruise Set Limit	68.00 mph	Road Speed Limit	68.00 mph
Total Avg Fuel Econ	Not Available	Multifunction Indicator Lamp	Off
Red Stop Lamp	On	Amber Warning Lamp	On
Prohibit Lamp	Off	Parking Brake Switch	On
DPF Lamp Comment	Off	Exhaust System High Temp	Off
ABS Control Status	Not Available	ABS Control Status - Trailer	Not Available
Engine Speed	1235 rpm	Odometer	113,524.20 mi
Engine Odometer	113,524.20 mi	Instrument Cluster Odometer	Not Available
Fuel	85%	Coolant	Normal
Diesel Exhaust Fluid	82%		

Vehicle Issues

 5 Active Fault(s) Present

Faults

Status	Component	Description	Lookup Code	Fail	Count
Active	Aftertreatment Control Module	Hydrocarbon (HC) Absorption in the Diesel Particulate Filter (DPF) Very High	SPN 5443	0	1
Active	Brakes	EEPROM Checksum - There is an incorrect checksum in the EEPROM. A diagnostic tool may have been disconnected during active diagnosis or programming (Flash Code 5-4)	SPN 630	12	2
Active	Cab Controller - Primary	SAE - Brake Switch - Data valid but above normal operational range - Most severe level	SPN 587	0	1
Active	Tire Pressure Controller	Tire Pressure - Second Level Pressure Low	SPN 241	1	N/A
Permanent	Wool Control Module	Rail Pressure Sensor - Circuit Failed Low	SPN 164	4	1

Mfd by VAN HOOL N.V. Lier 2500 BELGIUM

Month / Year of construction: 11/17

GVWR: 54.000 Lb

	GAWR	TIRE SIZE LOAD RANGE	RIM SIZE	COLD INFLATION PRESSURE
Front	17.640 Lb	315/80R22,5 - L	9,00 x 22,5	125 Psi (Single)
First intermediate	27.575 Lb	315/80R22,5 - L	9,00 x 22,5	110 Psi (Dual)
Rear	17.640 Lb	315/80R22,5 - L	9,00 x 22,5	125 Psi (Single)

This vehicle conforms to all applicable U.S. Federal Motor Vehicle Safety Standards in effect on the date of manufacture shown above.

GVWR and GAWR are based on ORIGINAL equipment. Any change may affect vehicle capacities. See Owner's Manual for other tire and capacity information.

Vehicle Identification number : YE2YC81B8J2041335

Classification : BUS

PRODUCTION NUMBER

N^o

41335

704

TX45 L





704

704

VAN HOOOL

H&B











125590.2
00

miles 80
mph

vmin 15 mph v_{max} 80 mph

1/2

1/1



1/2

1/1



Limit
68 mph

Total Avg Fuel Econ
0.0 mpg

Total Engine Hrs

13.3 hrs

Odometer

113524.2 mi

DELL



















DETROIT

IMPORTANT ENGINE INFORMATION

FUEL RATE AT ADV. HP: 311.1 MM³/STROKE

INITIAL INJECTION TIMING: 9.9 DEG BTC

ENGINE FAMILY: GDDXH12.8FED

UNIT: 471934S0282308

DISP: 12.8 LITERS

ADV HP: 325 @ 1625 RPM

MODEL: DD13

MFG. DATE: OCT 2014

MIN IDLE: 600 RPM

VALVE LASH: EXHAUST 0.6 MM INTAKE 0.4 MM

"DELEGATED ASSEMBLY"

"ESS EXEMPT"

EMISSION CONTROL SYSTEMS: DDI, TC, CAC, ECM

EGR, OC, PTOX, SCR-U, AMOX

FOR USE IN VOCATIONAL OR TRACTOR VEHICLES

THIS ENGINE CONFORMS TO U.S. EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2016 MODEL YEAR NEW HEAVY DUTY DIESEL CYCLE ENGINES. THIS ENGINE HAS A PRIMARY SERVICE APPLICATION AS A HEAVY HEAVY DUTY ENGINE. THIS ENGINE IS NOT CERTIFIED FOR USE IN AN URBAN BUS AS DEFINED AT 40 CFR 86.093-2. SALE OF THIS ENGINE FOR USE IN AN URBAN BUS IS A VIOLATION OF FEDERAL LAW UNDER THE CLEAN AIR ACT. THIS ENGINE IS CERTIFIED TO OPERATE ON ULTRA-LOW SULFUR DIESEL FUEL.





