

PERFORMANCE OF THE 2017/2018 NEAR-ZERO ENGINE

RATED AT THE IDENTICAL POWER
OUTPUT AS EARLIER ISL-G

RELIABILITY

2017 VERSION—BUS 4172

- 2 ENGINE-RELATED ROAD CALLS IN 1 YEAR (NEITHER WERE ATTRIBUTED TO THE NEAR-ZERO ARCHITECTURE). 1 NO-THROTTLE AND 1 LOW-PRESSURE REGULATOR.
- CURRENTLY NO SLOW-BUS OR DRIVABILITY ROAD CALLS OVER THE PAST YEAR.

2018 VERSION—BUS 4123

- 5 ROAD CALL EVENTS IN 1 YEAR, RELATED TO STALLING OR NO-THROTTLE (THIS IS A TEST ENGINE WHICH HAS RUN VARIOUS ECM TEST CALIBRATIONS).
- CURRENTLY NO SLOW-BUS OR DRIVABILITY ROAD CALLS OVER THE PAST YEAR.



ADDITIONAL INSPECTION/PM PROCEDURES

THERE ARE ADDITIONAL COOLANT HOSES, VAPOR HOSES, OIL DRAINBACK HOSES TO BE CHECKED AND AN EXTRA CRANKCASE CANNISTER FILTER ELEMENT TO CHANGED AT MAJOR INSPECTIONS.

DIFFERENCES IN PM

**NEAR-ZERO CRANKCASE FILTER
WITH SENSOR**



**EARLIER ISL-G STYLE—NO
SENSOR**

