



Technical Service Bulletin: TSB260110

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Improper Lubricating Oil Fill Practices Observed in Transit Applications

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Warranty Statement

The information in this document has no effect on present warranty coverage or repair practices, nor does it authorize TRP or Campaign actions.

Contents

Product Affected

- ISL G CM2180
- L9 CM2350 L123B
- L9 CM2450 L126B
- L9N CM2380 L124B
- L9N CM2380 L130B
- L9N CM2380 L142B

Issue Summary

Symptom:

- Transit Bus EGR coolers are replaced because of Fault Codes 2961, 2962, 3361, 3382, 3383 or 7232 being triggered, resulting in engine light and derate. When troubleshooting, excessive soot or soot plugging is found in EGR coolers.

Contributing Factors:

- Lubricating oil slosh, connecting rod dipping, and power angle may contribute to an increase in oil consumption and EGR fouling.

Resolution

- Review the lubricating oil fill and top off procedures that are being used, see corresponding Operation and Maintenance Manual. Reference Procedure 007-043 in Section 2.

- To determine the lubricating oil pan capacity, see corresponding Operation and Maintenance Manual. Reference Procedure 018-017 in Section V.
- Confirm dipstick calibration and adjust, if necessary. Reference Procedure 007-009 Lubricating Oil Dipstick in Section 7 of the corresponding Service Manual.
- Verify if there are any related open field actions.

Reason for Change

- Due to how some Applications are operated, the Lubricating Oil Level procedures specified in the corresponding Operation and Maintenance Manuals are **not** followed, resulting in an overfill.
 - Failure to allow sufficient time for the lubricating oil to drainback before checking or refilling can result in the engine being overfilled with lubricating oil.



Figure 1, Lubricating Oil Level at 0 Minutes Drainback.



Figure 2, Lubricating Oil Level at 5 Minutes Drainback.



Figure 3, Lubricating Oil Level at 30 Minutes Drainback.

- Transit Application power angles increases the sensitivity of the engine to elevated oil levels, which can lead to the connecting rod dipping into the lubrication oil.

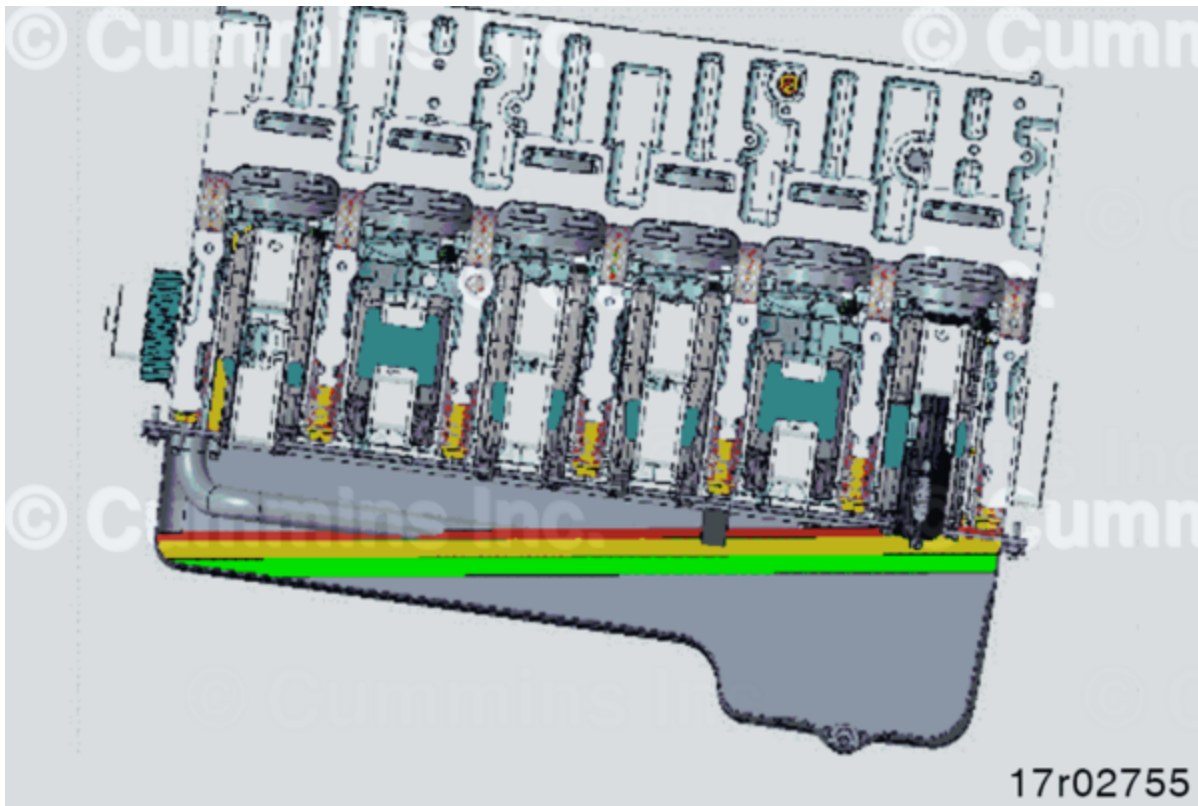


Figure 4, Cross-sectional view showing rear connecting rod interaction with the oil sump when the lubricating oil level exceeds specification.

- This can create additional lubricating oil splash, leading to excess lubricating oil on the liners and potential impact on components.
- This can also lead to an increase in external lubricating oil leaks (lubricating oil pan and rear main seal).

Document History

Date	Details
2026-7-20	Module Created