

Truck World

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Based on fair value

Repairs using replacement parts from Bosch eXchange save money – with high quality and longevity at no extra cost

Alltrucks Fleet

New online platform for all services

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Hahn thrills with Bosch technology

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EDITORIAL

CANNY CUSTOMERS AND TENACIOUS TRUCKERS



"Gentlemen, start your engines!"

Dear truck fans,

At the end of August, Jochen Hahn finally started his FIA ETRC 2020 campaign. Hygiene and safety concepts play a crucial role in this season, and that applies to commercial-vehicle workshops, too. More often than not, they now find themselves caught between national regulations and the fact that logistics companies tend to keep their vehicles for longer in these economically uncertain times instead of rushing to buy new ones. In any event, that means more business.

When it comes to repairs and maintenance, professional customers show a keen appreciation of cost and quality. Price and product need to be a better match than ever before. To fulfill this brief, Bosch eXchange offers a range of replacement parts, some of which have been remanufactured.

Enjoy reading – and stay healthy!

Tobias Weiss

Dates: FIA European Truck Racing Championship 2020

Hungaroring	10/17/ – 10/18/2020
Le Mans	11/07/ – 11/08/2020
Misano	11/14/ – 11/15/2020



A flawless fit!

Bosch eXchange CV replacement parts

For commercial-vehicle workshops, it is becoming more important to consider the age of a vehicle (and therefore its fair value) in relation to its purpose in the customer's fleet as a whole. When thinking about repairs and maintenance on vehicles with a commercial application, this means that boxes need to be ticked for price and quality alike. This is just one reason why high-quality repairs in line with a vehicle's fair value are more in-demand today than ever before – and not just for older commercial vehicles. Standing still is not an option for logistics companies. After all, commercial vehicles only make money when their wheels are turning.

AN EXTENSIVE RANGE

Bosch eXchange for commercial vehicles offers a wide selection of replacement parts for repairs in line with a vehicle's fair value. Some of the products in the range have been remanufactured. These are accom-

panied by new parts to guarantee constant availability and high market coverage.

SYSTEMATIC QUALITY

Quality can only really be achieved when it is a key consideration in all stages of production. Critical components and wearing parts are replaced during the remanufacturing process. Professional reworking, dimension

BOSCH EXCHANGE FOR CV

- ▶ Starters and alternators
- ▶ Common-rail injectors and high-pressure pumps, unit-injector systems, unit-pump systems, distributor injection pumps, Denoxtronic pump modules, cylinder heads for common-rail pumps (CP4), nozzle holder assemblies, large-diesel-engine injectors and high-pressure pumps, and part kits for pump control units, solenoid-operated pressure valves, and distributor pumps
- ▶ Steering pumps, steering systems, and working cylinders

checks, and function testing for all parts guarantee a long service life. Throughout the process, replacement parts are held to the same standards as original parts and must pass strict tests for functionality and quality. Advances in technology for new parts are also incorporated into the remanufacturing program.

SUSTAINABLE SOLUTIONS WITH A PRICE-PERFORMANCE BONUS

Furthermore, reusing products promotes the conservation of natural

resources, while having old parts sent back by workshops also makes an important contribution to the circular economy. The price advantage of up to 30% over comparable products from the range of new parts makes Bosch eXchange highly economical for customers, who still get the same warranty. This helps commercial-vehicle workshops to satisfy their customers' demand for high-quality repairs proportionate to a vehicle's fair value.



CIRCULAR ECONOMICS MADE SIMPLE

Full-service provider C-ECO conceives and provides services for an efficient circular economy. These include the CoremanNet management service for old parts. Workshops (e.g., Alltrucks partners) benefit from the company's global network, smart IT, and expertise.

www.c-eco.com

Alltrucks Fleet for Europe

Platform already established in 12 European countries



The new, user-friendly Alltrucks Fleet online portal enhances the network's benefit

Two years ago, Alltrucks Fleet started as a Europe-wide, multibrand service offering for fleets in the DACH region. Today, the network stretches as far as Poland, France, Spain, Portugal, Italy, Norway, Belgium, the Netherlands, and Luxembourg. 100 internationally operating shipping companies and operators of commercial-vehicle fleets already depend on the support offered by the affiliated Alltrucks partners in the event of a breakdown.

Fair treatment, practice-oriented processes, and high-quality work compliant with manufacturer instructions are all part of the package. For example, if a commercial vehicle runs into trouble far from its base, it will be given preferential treatment by the Alltrucks Fleet partner in terms of waiting times and scheduling. Repairs are performed in close consultation with the fleet operator and the home workshop.

NEW ONLINE PLATFORM

The new, web-based Alltrucks Fleet platform will be up and running in fall 2020 to increase the utility value of Alltrucks Fleet and make connecting Alltrucks partners with fleet customers even easier. In the future, all Alltrucks Fleet services will be available online. Not only will this save time and effort, but it will also make it easier for participating partner workshops to get in contact with fleet operators.

ALLTRUCKS FLEET

- ▶ Preferential treatment in terms of scheduling and waiting times
- ▶ Fair price structure
- ▶ The highest quality standards for all brands
- ▶ No unnecessary repairs
- ▶ Close consultation with fleet operator or home workshop

90 years of fuel filters

Bosch fuel filters protect injection technology

Bosch for trucks: diesel filter with prefilter and water separator



1930: THE FIRST BOSCH FUEL FILTER IN A TRUCK

At the start of the last century, contaminated fuel was a frequent cause of engine failure. Bosch solved this problem in 1930 with fuel filters that protected commercial vehicles' in-

jection technology against contaminants. The design principle already resembled the one of today's filters. However, the filter material needed to be cleaned regularly. In 1936, Bosch was able to use a special paper as the filter medium for the first time. Due to its outstanding cleaning results, this material continues to be used for filters today in a refined version.

materials and meticulous processing with strict quality inspections ensure compliance with original equipment standards also for the aftermarket.



Historic FA 11 P 2 fuel filter with three different inserts (from left to right): cloth-bag insert, felt-plates insert, and cellular filter insert.

RELIABLE AND INNOVATIVE FILTERS FOR TRUCKS

In 1998, Bosch reacted to developments in diesel technology with its common-rail diesel filter featuring integrated water separation. A special common-rail diesel filter for biodiesel was then developed in 2009. Bosch fuel filters satisfy high requirements: they reliably remove particles and water from the fuel in addition to supporting optimum engine performance. High-quality

Filter video



The comprehensive range of Bosch filters in the film: diesel water separator, diesel filter, air filter, secondary air filter, oil filter, oil centrifuge, Denoxtronic filter, air-dryer cartridge, oil-mist separator, cooling-water filter, hydraulic-oil filter for the transmission and steering, cabin air filter.



New pressure-based mass air-flow meter from Bosch

Whether tractors, combine harvesters, or trucks: the air-flow meter in commercial vehicles' intake system is important for ensuring efficient combustion. It registers the mass flow of fresh air and determines the amount of that air needed for combustion in the engine. This establishes a basis for precise exhaust-gas recirculation and is an important parameter for exhaust-gas treatment. When the engine is running, the air-flow meter optionally measures temperature and humidity in addition to the air flow.

EXPANDED PRODUCT RANGE FOR COMMERCIAL VEHICLES

Air-flow meters vary among vehicle types: although hot-film air-flow meters (HFMs) have been used in passenger cars for over 20 years now, the new pressure-based air-flow

meter (PFM) was developed by Bosch as a solution for commercial vehicles. Featuring a robust design, the PFM has been specifically designed for the much more demanding applications in commercial vehicles. The plug-in sensor is installed close to the engine, between the charge air cooler and exhaust-gas recirculation valve. The air mass is calculated in the electronic control unit.

FUNCTION OF THE PRESSURE-BASED AIR-FLOW METER

Two pressure sensors and one temperature sensor are installed in the PFM for pressure-based air-flow measurement. These register the static pressure, dynamic pressure, and the temperature of the air that flows past before this information is used to calculate the air mass. The pressure and temperature

sensors sit within a robust plastic housing. Thanks to this, contaminating particles – such as water, oil, or dust – can be targeted and separated from the air flow, giving air-flow meters a long service life. Nonetheless, they should still be checked regularly during scheduled maintenance. The Bosch product range contains many other sensors for truck applications, such as crankshaft, camshaft, knock, or intake-manifold pressure sensors. And more are being added all the time.



Further Bosch sensors for commercial vehicles



PFM: pressure-based air-flow meter from Bosch

BOSCH SERVICE TRAINING

Several training courses contain information on maintenance inspections for air-flow meters.

KTS Truck and ESI[tronic] 2.0 used efficiently on construction and agricultural vehicles

Course number 1 987 726 369

Exhaust-gas treatment in commercial vehicles

Course number 1 987 727 577

Diesel injection technology in commercial vehicles

Course number 1 987 727 563

bosch-automotive-campus.de

Jochen and Lukas Hahn kick off their ETRC 2020 campaign



BOSCH IN THE 2020 HAHN TRUCK

- ▶ Batteries
- ▶ Crankshaft sensor
- ▶ Camshaft sensor
- ▶ Diesel injection system with EDC7U control unit and unit injectors
- ▶ Fuel-filter replacement box
- ▶ Fuses
- ▶ Heavy duty alternator
- ▶ Intake-manifold pressure sensor
- ▶ Oil filter
- ▶ Relays
- ▶ Ribbed V-belts
- ▶ Wiper blades

Jochen Hahn starts his ETRC 2020 campaign with 1,150 hp in his new Iveco S-Way race truck and technical support from Bosch

Delayed ETRC season opener at Autodrom Most

On the final weekend in August, the 2020 season of the FIA European Truck Racing Championship was finally able to get going in Most, Czechia. The FIA's strict hygiene concept, which had a dramatic impact on the usually gregarious atmosphere in the drivers' paddock, was a new addition – as was the fact that an additional Iveco S-Way in Hahn's livery took its position at the start line. Jochen Hahn's son Lukas was making his foray into the European Championship after a successful debut in the Truck Grand Prix 2019. However, the fact that



Team Hahn Racing will use the remaining time to make the new Iveco S-Way trucks even faster, getting them primed and ready for the upcoming races.

the ETRC requires truck racers to give 100% at all times was not at all new. The weekend's racing in Most threw up one or two surprises for six-time Euro-

pean champion Jochen Hahn in his new Iveco S-Way, although the man from Altensteig, Germany, still clinched two second-place finishes and fourth position in the overall FIA rankings. Still, several events slowed proceedings down. Red flags, stoppages, oil slicks, and heavy rain causing certain areas of the track to be submerged all required the drivers' full concentration. Lukas Hahn also did well, finishing among the top 10 drivers with ninth position in the overall FIA rankings after his first race.

www.team-hahn-racing.de

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