



HOGLUND BUS CO., INC.

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Quarter 2, 2007

Jason Anderson – Bus Sales Manager



We are pleased to announce Jason Anderson as our School and Commercial Bus Manager. Jason has taken on the management responsibilities of our growing bus sales departments.

Jason worked for Citi Financial prior to joining the Hoglund Team. Key skills Jason says he developed while working at Citi Financial, particularly when working with customers affected by hurricanes Katrina and Rita, include communication and adaptability. He states, "Using the resources at Citi, we worked together to meet customer needs."

When not at work, Jason spends time with his wife, Marissa and kids, Jaden and Blake. Enjoying the outdoors, and hunting and fishing are some of the activities they enjoy together. They have no pets, but Jason adds the kids almost had him talked into a lab once!

Jason chose Hoglund Bus & Truck Co. because it's a family owned company that has "impact on the area." Jason can be reached at 763-271-2955 or cell 612-940-3477.

Welcome, Jason, to the Hoglund Team!

Gas or Diesel?

By Jim Galligan

The decision whether to use gasoline or diesel to power a light-medium work truck is an individual one, but the comparisons have been relatively simple and until now, clear-cut for many buyers.

Start with gasoline. The engine costs significantly less than a diesel and currently, anyway - a lot less to fuel. In northern Virginia in December, gasoline was 50 cents a gallon less than diesel.

For most buyers, carrying a light load in and around town and running relatively few miles each year - say 20,000 or so - makes gasoline a better choice.

In the past, choosing the diesel option would run you roughly \$5,000 more than the standard gasoline power plant. Add another \$1,200 or more to that tab, depending on the engine size, to pay for the new emission-controlling diesels. And, as noted above, diesel fuel is dear. Filling a 52-gallon tank will run you about \$145.

Nevertheless, diesel still provides more power, better fuel economy and longer durability than a gasoline engine.

Buyers will put a different value on each of these attributes, depending on their operations, but you get the idea.

But what if those attributes changed?

Engineers have been looking at and tinkering with these respective attributes for years, but the advent of still more stringent emission regulations in 2010 is spurring additional research.

We wanted to learn where that research was going. How might the introduction of more aggressive emission-controlling technologies, along with the new ultra-low-sulfur-diesel fuel with its slightly lower energy content, change that gasoline-or-diesel choice come 2010?

What if gasoline got a little more oomph along with slightly better fuel economy? Will diesel lose some of its power advantage? What if the cost difference between the two grew? Does gasoline then become a better option for more fleets?

We may see come 2010.

Speaking of which, it may seem like a cheap trick throwing that number on the cover just as you and all the other commercial truck users are entering what may turn out to be a costly year, what with higher fuel and oil costs and those cleaner, expensive new trucks showing up on dealer lots.

But by most accounts, getting the diesel engines ready to meet the 2007 emission standards was not a great technical challenge. The technologies - specifically the diesel particulate filters and catalytic converters - have been in use elsewhere for years. It became a matter of adapting them to the trucks.

The next change - January 2010 - may be a different story. It does not appear to be a question of whether an engine manufacturer can meet the emission targets as much as which technology it is likely to use.

While you have to deal with the year that is in front of you, we're trying to look ahead to let you know what is coming.

Article Taken from Light & Medium Truck, February 2007



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10 Steps to Keep A/C Smooth and Cool

By Mark Richardson

Drivers are more comfortable and more productive, and passengers are happier when the air conditioning is in perfect working order. Failure to perform preventive maintenance can result in accidents and fires, expensive repairs, lost business and employee downtime.

- Check all the hoses for oil leaks. If oil is visible on the outside, replace the leaking hose immediately.
- Check for cracks, wear and tear on all drive belts and replace any that are worn.
- Check inlet and outlet o-ring fittings for leaks regularly. Oil will be visible at the connection of the two fittings. Replace the inlet and outlet o-rings if there is a leak.
- Evacuate the system. Recover and recycle the refrigerant before any repair or replacement on any component.
- Check the evaporator coil for debris and replace the intake filter if necessary.
- Replace all Schrader valves. Use a voltmeter to check the voltage of the clutch and the blower motor. If the reading is more than one volt drop from the alternator voltage, check for loose connectors or corrosion. A drop of more than a one volt in the alternator voltage signals increases resistance and heat.
- Inspect and clean the condenser coil and allow proper airflow through the fins. If necessary, use a fin comb to straighten the fins to improve airflow.
- Replacing the receiver drier if the system is opened for any reason, replace it at least once a year.
- Inspect the oil for signs of compressor wear, moisture absorption or other internal problems. Discolored oil is a sign that the vehicle has some internal problems.
- Evacuate the system and recharge.

Article Taken from BUSRide, July 2006

Mark Your Calendars: Hoglund Open House - Monticello, MN
Sept. 26, 2007 11am-2pm