

- > FLA COE
- > FLB COE
- > FLD Conventional
- > Business Class
- > FLC 112 Conventional

- > Century Class Conventional
- > Argosy COE
- > Cargo
- > Columbia
- > Condor

- > Coronado
- > Business Class M2
- > Cascadia
- > 108SD/114SD

Description of Revisions: *This bulletin replaces the version dated May 2005. The leak checking method has been revised.*

General Information

A low refrigerant level in the air conditioning system due to leaks in the system causes the refrigerant compressor to be starved of oil and operate at higher temperatures. These conditions accelerate wear on the refrigerant compressor and may lead to premature failure. It is imperative that all refrigerant leaks be found and repaired when the air conditioning system is serviced.

There is only one approved method for finding refrigerant leaks on Freightliner vehicles; electronic leak detection. The UV dye that is in all systems can be used for initial checks, but an electronic leak detector should always be used to confirm that leak exists, and to check the connection for leaks after repairs are completed.

See **Group 83** of the vehicle's workshop or service manual for instructions on using the approved methods.

All other methods of leak detection are not approved because they cannot detect leaks as small as the electronic leak detection methods can. Using unapproved leak detection methods may result in undetected leaks that may ultimately damage the refrigerant compressor and result in a nonwarrantable failure.

Warranty

This is an informational service bulletin only. Warranty does not apply.