



DETROIT™

No.: 15 OEM-01
January 30, 2015

TO: All OEMs
FROM: Application Engineering
SUBJECT: Coolant Level Sensor Requirements for MY2016

SUMMARY

Beginning with the implementation of the GHG17 engines in MY2016, the conductivity-based, probe-type coolant level sensors will no longer be supported by DETROIT. A switched input, fixed-resistance type sensor will be required.

The recommendation from DETROIT Application Engineering would be to implement a plastic-bodied, magnetic, float-type coolant level sensor. The coolant level sensor selected by the OEM should present the following resistive load criteria to result in the correct signal voltage levels being presented to the engine:

- Normal Level: 0.75 V to 1.75 V (150 Ohm 1% resistor switched ON in parallel with a 1200 Ohm 1% resistor)
- Critical Level: 3.25 V to 4.25 V (1200 Ohm 1% resistor load only Note: 150 Ohm resistor switched OFF ("open"))

The probe-type (rusty-nail) sensors used in the past (P/Ns 23526905, 23526906 and 23526907) will no longer be supported after the launch of the GHG17 engines.

ACCESS TO DETAILED INFORMATION

OEMs should contact your assigned DETROIT Application Engineer for any technical questions.