

# Shunt Tube/Alternator Bracket Bolt Interference

# 20-21

COE  
120 Conventional  
FLA COE

> FLB COE  
> FLD Conventional

Medium Trucks  
FLC 112 Conventional

Freightliner  
Service Bulletin

As of February 4, 1994, production changed over to a new steel shunt tube on DDC Series 60 engines, to eliminate routing problems. The new steel shunt tube may rub on the lower bolt of the alternator mounting bracket (one of the fasteners between the bracket and the engine). See Fig. 1. On FLB COE and FLD Conventional vehicles, the M10 x 1.5-145 mm bolt may possibly rub a hole in the shunt tube, causing loss of engine coolant. Production is now inspecting vehicles to ensure this interference does not occur, and by the end of May 1994, a shorter (140 mm) bolt will be installed in place of the current 145 mm bolt. This will prevent any interference problems.

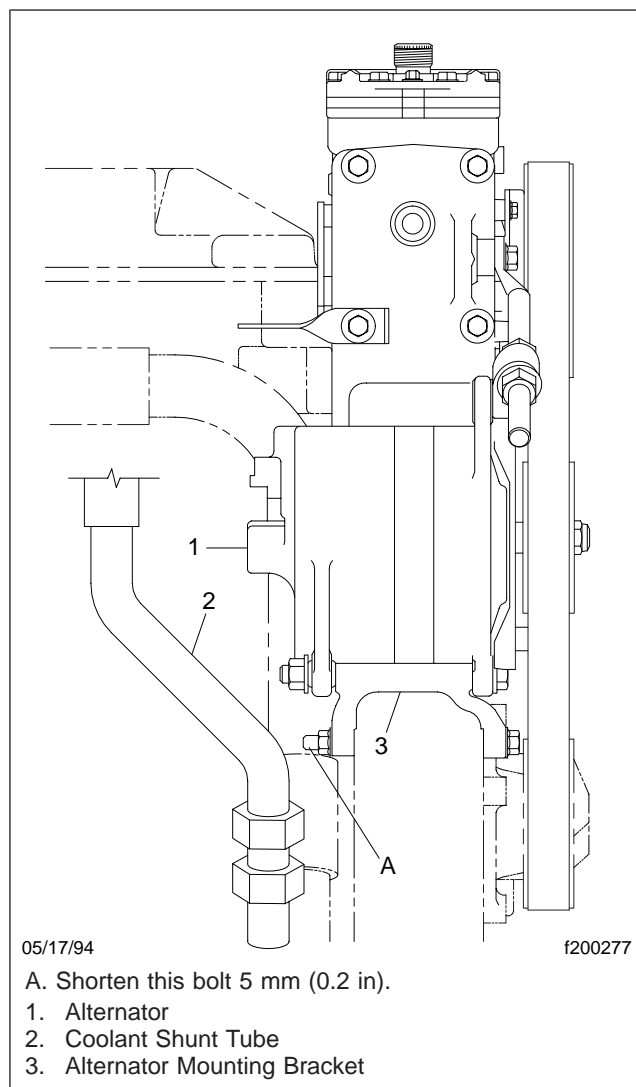


Fig. 1

If this interference problem is encountered in the field, remove the alternator mounting bracket bolt (with nut and washer), and grind approximately 5 mm (0.2 in) off the threaded end. If the shunt tube has been damaged, replace it as well. The tube (A05-16317-000) is available through the PDCs.

### Freightliner Service Bulletin

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Vehicles needing this repair are covered under normal warranty. When submitting claims, reference this service bulletin by number, and use the following damage code and repair time information.

#### Damage Code and Repair Time Information

Damage Code	Operation Number	Description	Time (hours)
124-003034487	124-5001A	Shunt Tube/Alternator Bracket Bolt Modification Includes: Bolt Grinding Only	0.4
	124-5001B	Shunt Tube/Alternator Bracket Bolt Modification Includes: Shunt Tube Replacement and Bolt Grinding	0.5