

COE
120 Conventional
FLA COE

> FLB COE
> FLD Conventional
> Business Class

> FLC 112 Conventional
> Century Class

**Freightliner
Service Bulletin**

Description of Revisions *This SB replaces the previous version dated April 1996. Information pertaining to how the Cummins engines are shipped has been revised.*

As a product improvement, all Freightliner vehicles manufactured March 4, 1996, and later have cooling systems filled with one common pre-charged engine coolant-additive. This new pre-charged heavy-duty coolant-additive will replace the current standard antifreeze, Nalcool 2000, Nalcool 3000, and any other optional antifreeze/additive combination, except CAT Long Life coolant. Fleetcharge® (a Nalcool/Pencool product) is the pre-charged antifreeze now used. The additive is a borate/nitrite-based formula, containing hard-water-inhibitor, foam suppressant, and silicate stabilizer. The antifreeze is ethylene glycol. The coolant-additive mixture is purple-pink in color. It is no problem to mix this with the common green antifreeze prevalent in the marketplace today, although some color change will be apparent.

Because of Cummins policy, N14, M11, and C-Series engines are shipped with a coolant filter containing a small charge of SCA additive. This SCA is a similar formulation to that contained in Fleetcharge, and will not cause an over-charged condition.

All other engines with coolant filters will receive a non-charged version.

Additive concentration testing should continue to be done as before with a test kit recommended by the engine manufacturer. Recommended concentration levels are the same as with the previous coolant-additive. When required, add Pencool (formerly Nalcool) 3000, or equivalent, to increase additive concentration levels. The freeze point also remains the same and, as always for accurate readings, should be checked with a refractometer.

This is a product improvement. Warranty does not apply.