

FLA COE
FLB COE
FLD Conventional
Business Class

FLC 112 Conventional
> Century Class Conventional
Argosy COE
Cargo

> Columbia
Condor
> Coronado
Business Class M2

**Freightliner
Service Bulletin**

General Information

Surge-tank caps that become worn and leak will lead to poor system performance and loss of fluid from the cooling system. This may cause incorrect ethylene glycol and SCA concentrations.

It is important to test and maintain coolant at the recommended intervals and to check the surge tank cap(s) for proper sealing whenever coolant is added to the system.

Procedures

Check the condition of the surge-tank cap gasket and threads whenever coolant is added to the vehicle cooling system. See [Table 1](#) for a list of surge-tank caps available from the PDCs. It is necessary to use adaptors to test the caps and surge tanks used on vehicles built after 3/7/03. See [Table 2](#) for the part numbers of the adaptors.

It is important that both the fill and pressure caps seal properly. If they don't, replace them.

If a worn cap causes excessive coolant loss, the coolant can become too strong or too weak because of top-ups. If this condition exists, do not continue to add more ethylene glycol and SCA to the old coolant. It is best to thoroughly flush and fill the system using the instructions in the vehicle maintenance manual.

Parts

Surge tanks caps are available from the PDCs. Test Adaptors should be ordered direct from the vendor.

Description	Part Number
Fill Cap pre-3/7/03	05-16271-000
Pressure Cap pre-3/7/03	05-17223-000
Fill/Pressure Cap 3/7/03 and Later	05-20763-001

Table 1, Surge-Tank Caps

Description	Stant Part Number	Kent-Moore Part Number
Cap Adaptor	12033	J-47169
Surge Tank Adaptor	12032	J-47168

Table 2, Test Adaptors

Warranty

This bulletin is for information only. Warranty does not apply.