

FLA COE
FLB COE
FLD Conventional
Business Class
FLC 112 Conventional

Century Class Conventional
Argosy COE
Cargo
Columbia
122SD and Coronado

> Business Class M2
> Cascadia
> 108SD/114SD
> New Cascadia

**Freightliner
Service Bulletin**

General Information

Air line fittings have been upgraded in production to improve overall air system integrity. The air line system may be modified as vehicles are decked and transported between factory and final destination to comply with government regulations. This may result in air leaks that must be repaired before the vehicle can be released. Transport companies may have up to five (5) air line touch points when making modifications:

- Air dryer fill tee plug
- Park brake control valve chassis
- Rear chassis air bag – left
- Rear chassis air bag – right
- Signal line – service brake relay

Use the instructions in this bulletin to inspect a decked vehicle's air system.

Air Leak Inspection

1. Park the vehicle, shut down the engine, and apply the parking brakes. Chock the tires.

NOTE: If a vehicle is delivered with no orange visibility tape, perform this procedure at all five transporter touch points.

2. Locate all transporter touch points, indicated by orange visibility tape.

NOTE: If applicable, the rear service park brake and rear parking brake valve must be actuated to determine the presence of a leak.

3. For each transporter touch point, spray the connection with a soapy water solution and observe the result. Refer to [Fig. 1](#) for the location of possible leaks. If bubbles form, it indicates an air leak.

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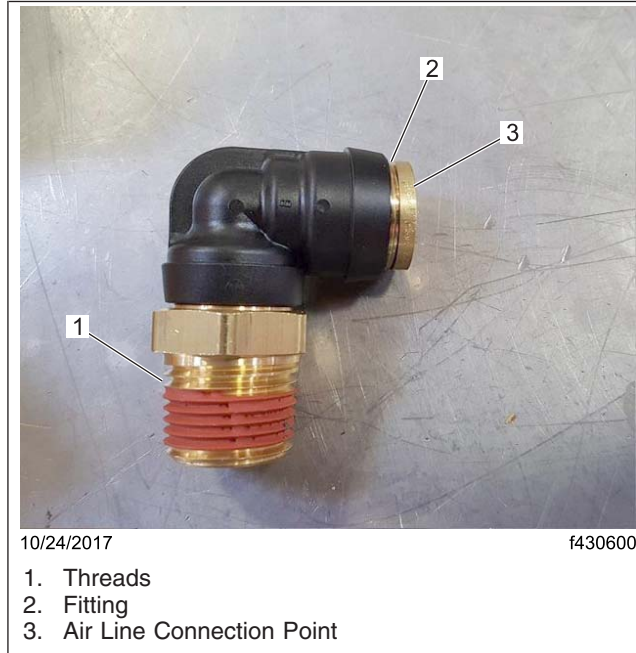


Fig. 1, Air Line Fitting

4. If there are leaks, note the locations on the Transporter Delivery Receipt (WAR500) and file a Transporter type claim. Refer to the applicable workshop manual for air leak troubleshooting and repair procedures.
5. If there are no leaks, confirm the correct installation on the Items Removed for Transportation Form (WAR501).

Warranty

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