

# SS 1034492 New Cascadia P4 Coolant Level Wiring Damage

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**This Service Solution has been superseded to service bulletin SB 54-337. Please see the service bulletin for the most current information.**

This solution was updated on **5/31/2020** to reflect the most recent routing. A second update was completed on **8/21/2020** providing backshell connector P/N 23-13302-633 that can be installed on the back of the low coolant sensor connector. The backshell, if added, will provide better strain relief and protection from direct water spray.

Applicable Vehicles:

All New Cascadia P4 Vehicles manufactured before September 2019

Symptoms

Fault codes can be generated if wiring to the coolant level sensor becomes damaged. Depending on that amount of damage, the following codes can be generated by the engine controller.

0/111/1- Engine Coolant Level Very Low

0/111/3 - Engine Coolant Level Voltage Above Normal Shorted High

0/111/4 - Engine Coolant Level Circuit voltage below normal

0/111/18 -Engine Coolant Level Low

Issue:

Depending on the tension applied to the wiring located at the coolant level sensor and its mounting locations, wiring damage can occur, resulting in one or more of the above listed codes becoming active. See figure 1 for areas of concern pertaining to the coolant level harness routing.

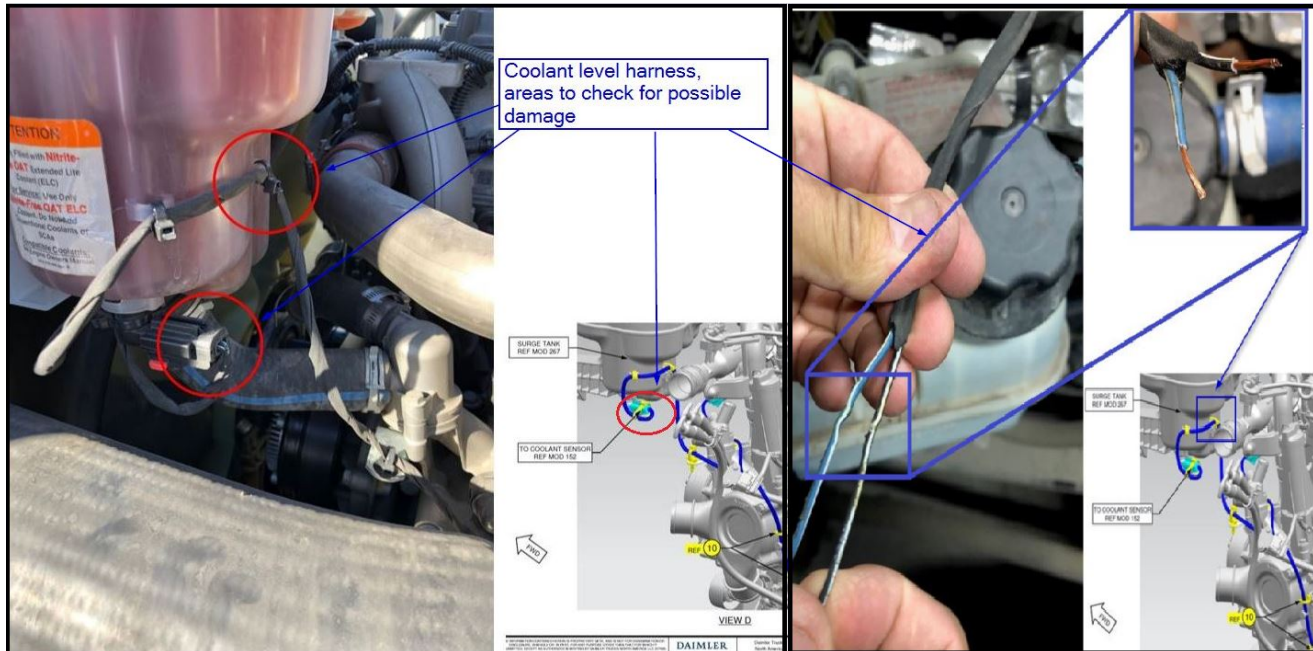
Solution:

If the coolant level sensor harness is damaged, reference Freightliner Service Bulletin 54-290 for proper repairing of the harness. Once repairs are made to the harness, make sure that harness is properly wrapped with 8MM Twist Tube P/N BEN 2421000803SCM protecting the wiring. Route the wiring for HDEP engines referencing the new routing in figure 3 below and for Cummins engines reference figure 2.

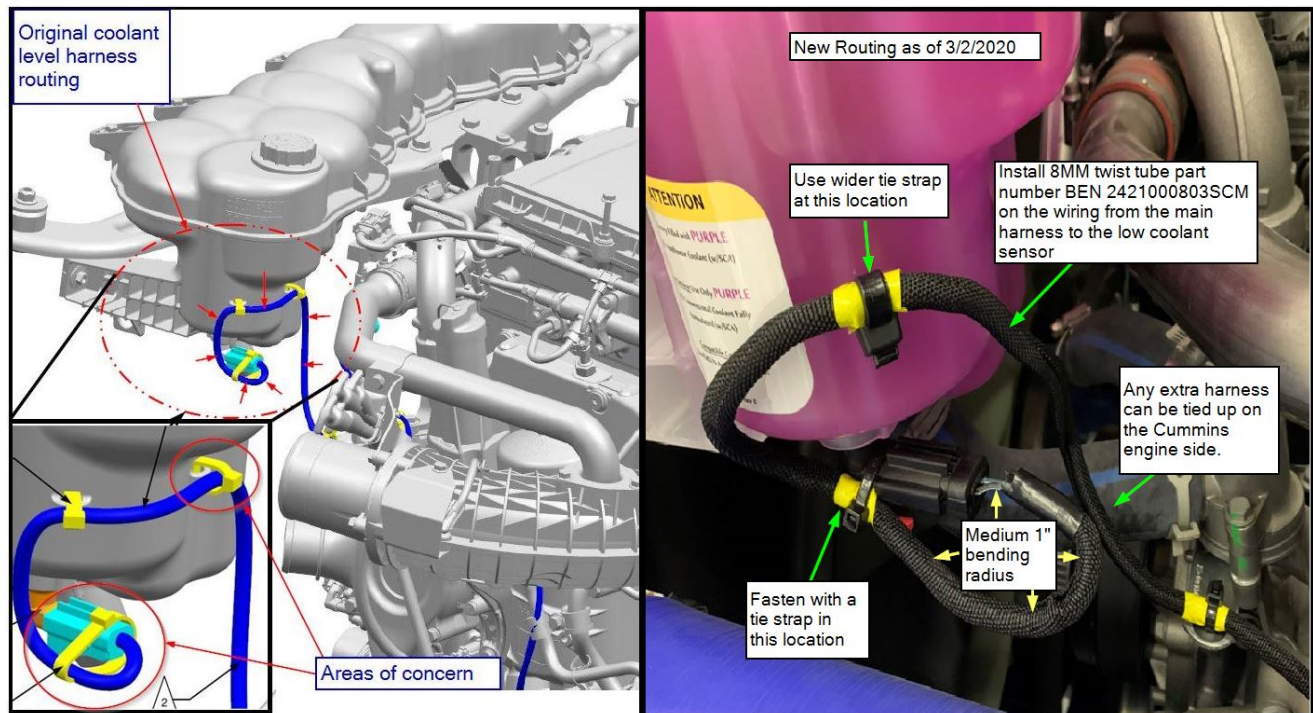
NOTE: There is now a backshell that can be added to the low coolant level sensor connector, that provides additional strain relief and additional protection from direct water spray. See figure 4

Picture of areas to check for damaged wires Figure 1

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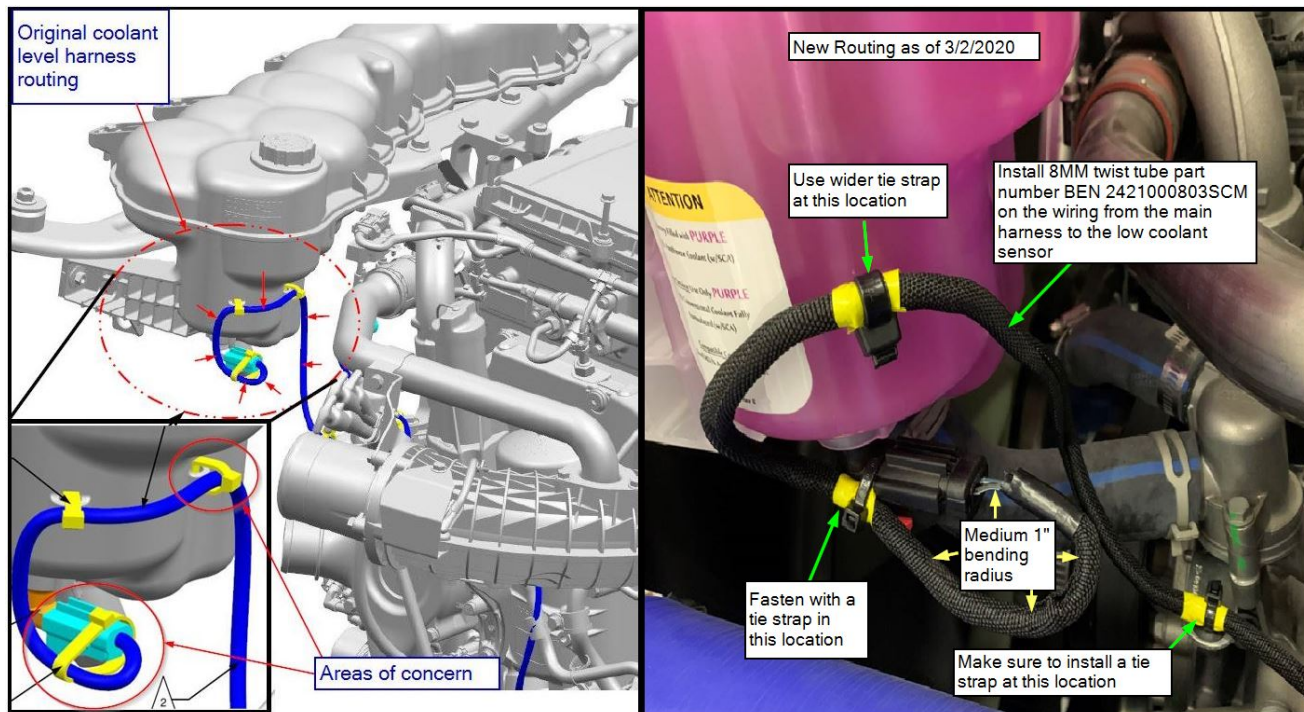


Cummins routing original vs new Figure 2



HDEP routing original vs new Figure 3

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Backshell (Figure 4)

