

[DTNA Solutions](#) > [Discussions and Feedback](#) > [Tech Talk](#) > [Re: leaking reservoir](#)[Options](#)

 **Greg_Gallinger**
Knuckle Buster

05-04-2021 07:22 AM

leaking reservoir

Vehicle Information

VIN: 1FUJC5DE07HX29151

Mileage: 622157 kilometers

Model Year: 2007

Are you currently seeing this same issue
on other DTNA vehicles at your location?:
no

Make: FTL

Base Model: M2112

Model: M2 112 CONVENTIONAL CHASSIS

Vehicle Systems Involved

ENGINE AND ENGINE
COOLING

leaking coolant from the top rear port(open to atmosphere) replaced tank(with new port fitting) still leaking from same port. found original fitting is open no check valve of any kind. I can't understand why this port is open and how pressure could build. Is it possible this port should be closed and someone changed it previously to an incorrect config?

[Add tags](#)



0 Kudos

Reply

[All forum topics](#) [< Previous Topic](#) [Next Topic >](#)

14 Replies

Sort:



 Brett_Hall1
Wrench Turner

05-04-2021 09:31 AM

top rear port?? are you talking about the vent line on the back of the surge tank? if there is coolant coming from the vent line then in would checked for compression in the cooling system. are there any over heating codes. might be a thermostat stuck closed.

Add tags



0 Kudos

Reply



 Cromwell_Smith
Grease Monkey

05-04-2021 09:47 AM

DID REPLACEMENT SURGE TANK COME WITH A PRESSURE CAP, OR DID YOU REUSE OLD PRESSURE CAP, IF NOT TEST IT. IS IT BUILDING PRESSURE FAST? IS SURGE TANK OVER FILLED? CHECK FOR COMBUSTION IN COOLANT. I SEE IN PARTS PRO WHERE IT

CALLS FOR A CHECK VALVE FOR THE LINE AT THE REAR.
NUMBER FOR CHECK VALVE

23-12979-001 PART

Add tags



0 Kudos

Reply



 Greg_Gallinger
Knuckle Buster

05-05-2021 04:10 AM

new reservoir came with the fitting and we put a new cap on with the new tank. I'm looking at the original old tank and the fitting on that one is straight through and all ports are connected by checking with air.

Add tags



0 Kudos

Reply



 Greg_Gallinger
Knuckle Buster

05-05-2021 04:24 AM

I can't help but wonder why the vent valve and a pressure cap? The new fitting might have a valve in it. I'll have to remove it and find out. Still doesn't make sense to me. I want to cap that port. The cap should protect the system from overpressure anyway. So again why the vent valve?

Add tags



0 Kudos

Reply



Brett_Hall1
Wrench Turner

05-05-2021 10:12 AM

does the check valve open with pressure or close with pressure? i was talking to another tech and he thinks it may be a way to relieve vacuum as the engine coolant down.

Add tags



0 Kudos

Reply



Greg_Gallinger
Knuckle Buster

05-05-2021 10:31 AM

It's opening with pressure and to let out of the tank. So not to relieve vacuum. I did wonder the same thing. lol

Add tags



0 Kudos

[Reply](#)

 Greg_Gallinger
Knuckle Buster

05-05-2021 10:21 AM

Have it in now the fitting is valved on the new tank flow is out of the tank. the system mostly holds pressure with some leaking at this valved fitting. We then relieved the pressure and ran it to temp at idle with no pressure coming up then ran at fast idle with the same result. If the head gasket were leaking compression into the system I would expect pressure rise quickly. We can not replicate this issue in the shop. Maybe it needs to be under load?

I'm at a loss. Thanks for the replies.

Maybe I'll just put in a new thermostat? Wondering if it's overheating under heavy load.

Add tags



0 Kudos

[Reply](#)

 Brett_Hall1
Wrench Turner

05-05-2021 11:26 AM

ok its possible that the head gasket could be leaking. not necessarily bad enough to cause rapid pressure build up in cooling system. c-13's had an issue with head gaskets and cracked heads leaking after over heating. are there any coolant temp hi codes/ over heating codes. is the water pump good? any signs of coolant in oil?

Add tags



0 Kudos

Reply



Greg_Gallinger

Knuckle Buster

05-06-2021 10:40 AM

No temp codes, water pump is pumping, No water in Engine oil. I'm thinking maybe thermostat intermittently sticking?
I'm down that road now. We will see.

Add tags



1 Kudo

Reply



Jon_Cecil

Gear Head

05-05-2021 10:32 PM

I heard a long time ago customers were replacing the surge tank caps with higher pressure caps than the system was intended for. You would find 30 lbs caps in place of 7 lbs caps. The vent at the rear was to protect the system in case the wrong cap was installed causing the cooling system to burst at its weakest point. There are several different valves that have different ratings. Pre EGR opened around 7-10 psi if I remember correctly. Yours should hold around 15 psi. The original cap on your truck is 20 psi. So if you pressure testing to 20 psi, air will escape out the check valve till it closes at the correct pressure. Ez wiring used to show the correct specs on the check valve but I'm not authorized to view it.

Add tags



0 Kudos

Reply



Blake_Austin1
Knuckle Buster

05-06-2021 09:14 AM

You may want check the air compressor for failing compressor head gasket. They can produce air in the cooling system causing them to lose coolant at the vent.

Add tags



0 Kudos

Reply



Greg_Gallinger
Knuckle Buster

05-06-2021 10:37 AM

Thats an interesting thought... It does look like the compressor head was replaced since new. but not in the last 4 years. I'm gonna move past this and circle back if needed. We will change the thermostat and see... maybe sticking intermittently? Although no codes for overheat. Only for low coolant for obvious reasons. This one has me a pit puzzled. I just wish I could replicate this issue. Thanks for putting this idea in my head.

Add tags



0 Kudos

[Reply](#)

Brett_Hall1
Wrench Turner

05-06-2021 10:40 AM

you can check the engine pre cooler. i have seen several crack and not show signs of external coolant leaks.

Add tags



0 Kudos

[Reply](#)

Greg_Gallinger
Knuckle Buster

05-06-2021 10:44 AM

If you're talking about the cooler in the turbo charge air system that is new and not leaking. Thanks for the idea though.

Add tags



0 Kudos

[Reply](#)

[Post Reply](#)

Sorry, either you cannot reply to this topic or you have not verified your email address by clicking on the verification link in the email we sent you when you registered. If you did not receive an email from us, or need us to resend it, please visit your [User Profile](#)

Powered by



Copyright © Daimler Trucks North America LLC. All rights reserved. Daimler Trucks North America LLC is a Daimler company.

[Privacy Statement](#) • [Legal Notice and Terms](#)