Daimler Truck North America LLC

Customer Advisory Letter

11/04/2025

CAL FTL 01-007

Subject: Remote FLOCS Oil Drain Line

Make: Freightliner
Model: New Cascadia
Model Years Affected: 2021 – 2024
Build Date Range: Selected Vehicles Built Between January 2021 and December 2024

Our records indicate that you are the owner of certain New Cascadia vehicles equipped with DD15 Gen 5 engines and plastic oil pan and factory-installed remote Fast Lubricant Oil Change System (FLOCS) oil drain line; therefore, DTNA has decided to share the following documentation with you.

Number of Affected Vehicles	
MY2021	55
MY2022	464
MY2023	403
MY2024	98

Please see the attached communication in this email. We hope you find this information helpful.

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Work Instructions

Make sure these instructions are completed during the next scheduled preventative maintenance (PM) for your affected unit.

These instructions apply only to units equipped with a factory-installed remote Fast Lubricant Oil Change System (FLOCS) line. This letter does not apply to any other oil pan accessories or to remote FLOCS lines installed aftermarket.

1. Park the vehicle on a level surface, shut down the engine, and set the parking brake. Chock the tires.

2. Inspect only part number A4730103413 for an asterisk on the side, as shown in **Fig. 1**. Another possible part number that may appear on the oil pan is A4730104313.

   Is an asterisk present for part number A4730103413, or is the oil pan marked with part number A4730104313?

   YES → No further action is required. Continue with the scheduled preventative maintenance. If necessary, for instructions on relocating the clipping point for the remote FLOCS line from the frame rail to the engine, go to step 4.

   NO → Go to step 3.



Fig. 1, Oil Pan Part Number

3. Inspect the connection point between the remote FLOCS line and the oil pan.

   Is the brass oil pan insert, shown in Fig. 2, loose?

   YES → Replace the oil pan only. Retain all mating components attached to the oil pan, including the remote FLOCS line or any other DTNA/Freightliner-installed accessories. Once the oil pan has been replaced, proceed to step 4.

   NO → Go to step 4.



Fig. 2, Brass Oil Pan Insert at the Connection Point Between the FLOCS Line and Oil Pan

4. If necessary, for instructions on relocating the clipping point for the remote FLOCS line from the frame rail to the engine, see page 4.

5. Complete the scheduled preventative maintenance on this unit as required.

Smart Code

Issue Group	DD15 engines with thermoplastic oil pan
Product Issue	Remote FLOCS oil drain line

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Relocation of the FLOCS Oil Drain Hose

Parts

	Part Number	Part Description	Qty.
From Freightliner	18-72639-000	Bracket Lower	1
	23-09528-147	P Clamp	1
	23-13345-020	M8x1.25x20 Bolt for Lower Bracket	1
From Stock	IMP-9144	Blue Loctite	—
	—	Thread Sealer	—
From Imperial	—	Fasteners (to secure the P-Clamp to the Bracket)	—
	Imperial 12122	M6x1.00x30 mm Bolt	1
	Imperial 12402	M6-1.00 Nut	1
	Imperial 12602	M6 Flat Washer	2
	Imperial 12702	M6 Lock Washer	1

Repair Procedure

1. Park the vehicle on a level surface, shut down the engine, and set the parking brake. Chock the tires.
2. Position a drain pan beneath the oil hose to catch any oil that may spill during the repair.
3. Remove the quick-disconnect fitting and hardware to remove the hose from the frame passthrough. **Assemble the hose immediately to prevent loss of oil.** Do not allow the hose to drop lower than the frame before assembly. See **Fig. 3**.

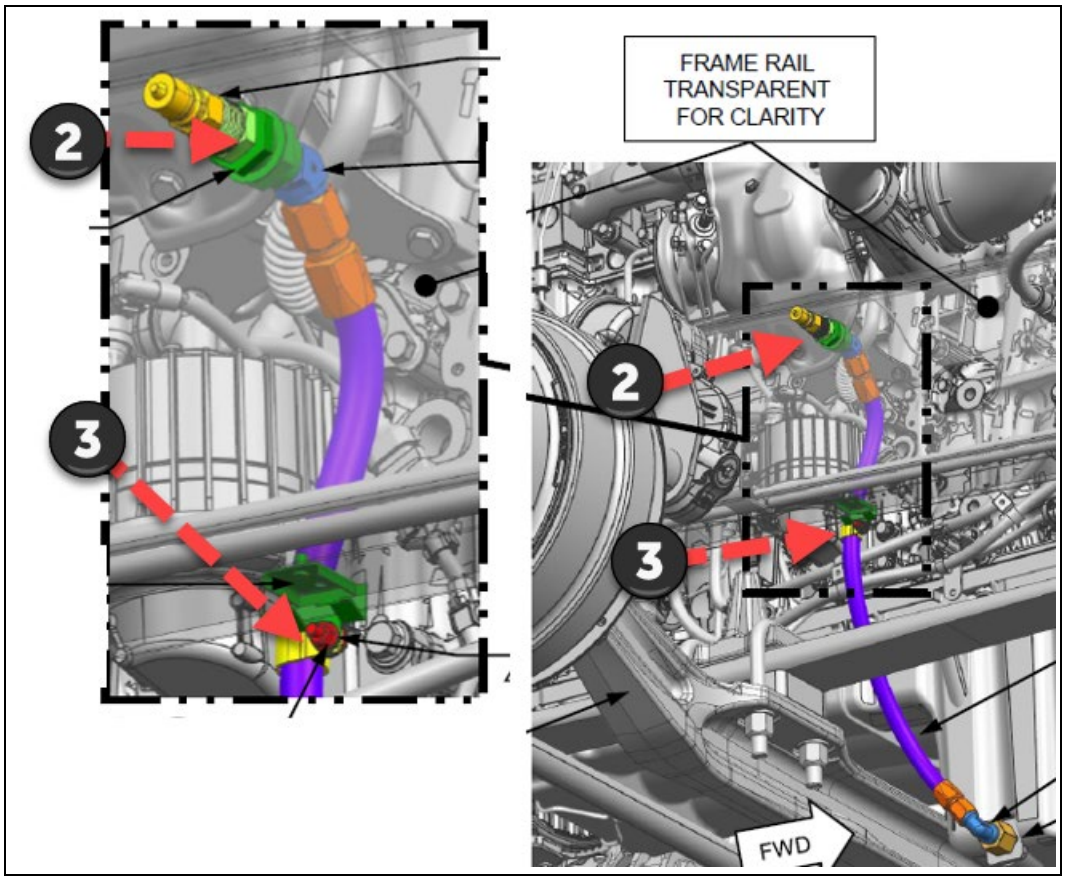


Fig. 3, Removing the Quick-Disconnect Fitting

4. Remove the clamp that attaches the hose to the lower part of the frame.

5. From the right-hand side of the block, locate the area below the CAC tube. Remove the push fitting and cut it from the harness. See **Fig. 4**.

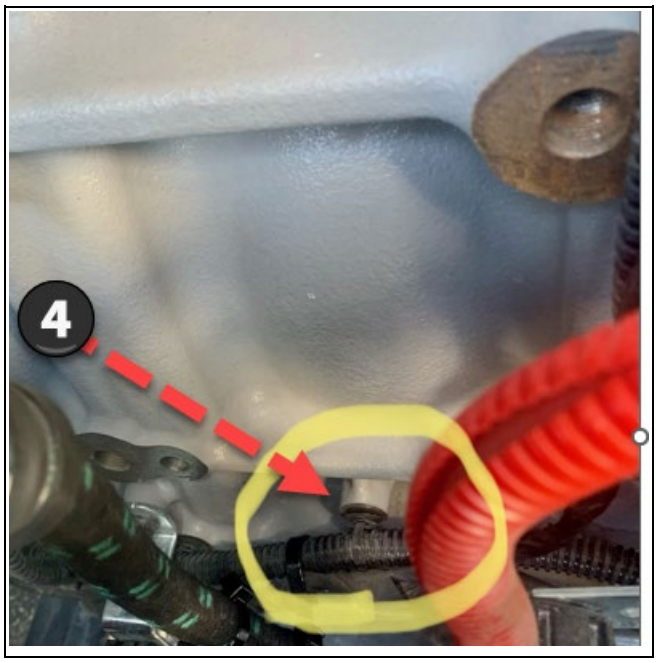


Fig. 4, Removing the Push Fitting

6. Secure the lower bracket to the block through hole #6 using the M8x1.25x20 bolt (23-13345-020). See **Fig. 5**.

7. Secure the harness relocated in step 4 to the designated position on the bracket using hole #5. Use a zip tie and ensure there are no potential rub or chafe points.

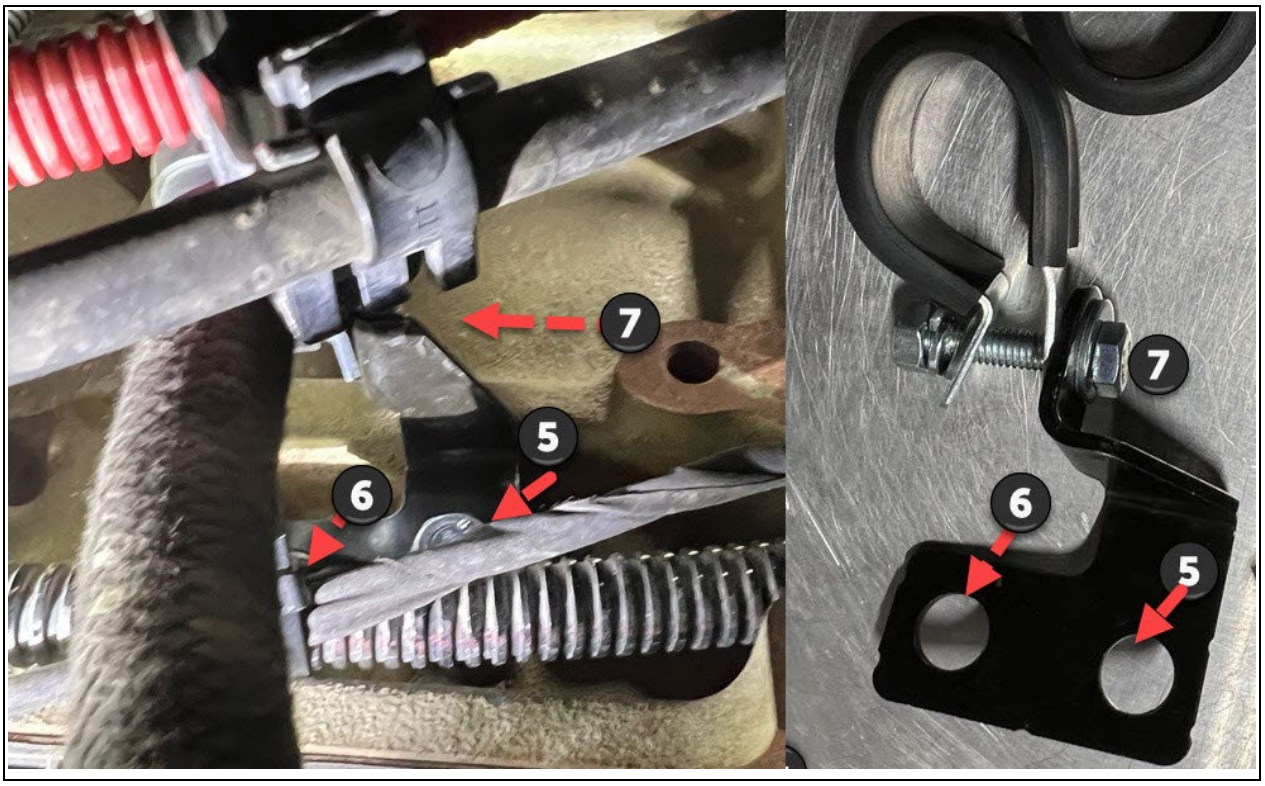


Fig. 5, Securing the Lower Bracket to the Block

8. Route the oil drain hose behind the power and ground wires, as shown in **Fig. 6**.

9. Secure the oil drain hose to the location shown on the lower bracket using the P-clamp (23-09528-147) and the imperial M6 components listed in the parts table. Do not fully tighten the P-clamp at this step.

10. Ensure some slack is present below the P-clamp to prevent tension on the oil pan. Fully tighten the P-clamp.

11. Check the oil drain hose connection at the oil pan to confirm that the connection is secure.

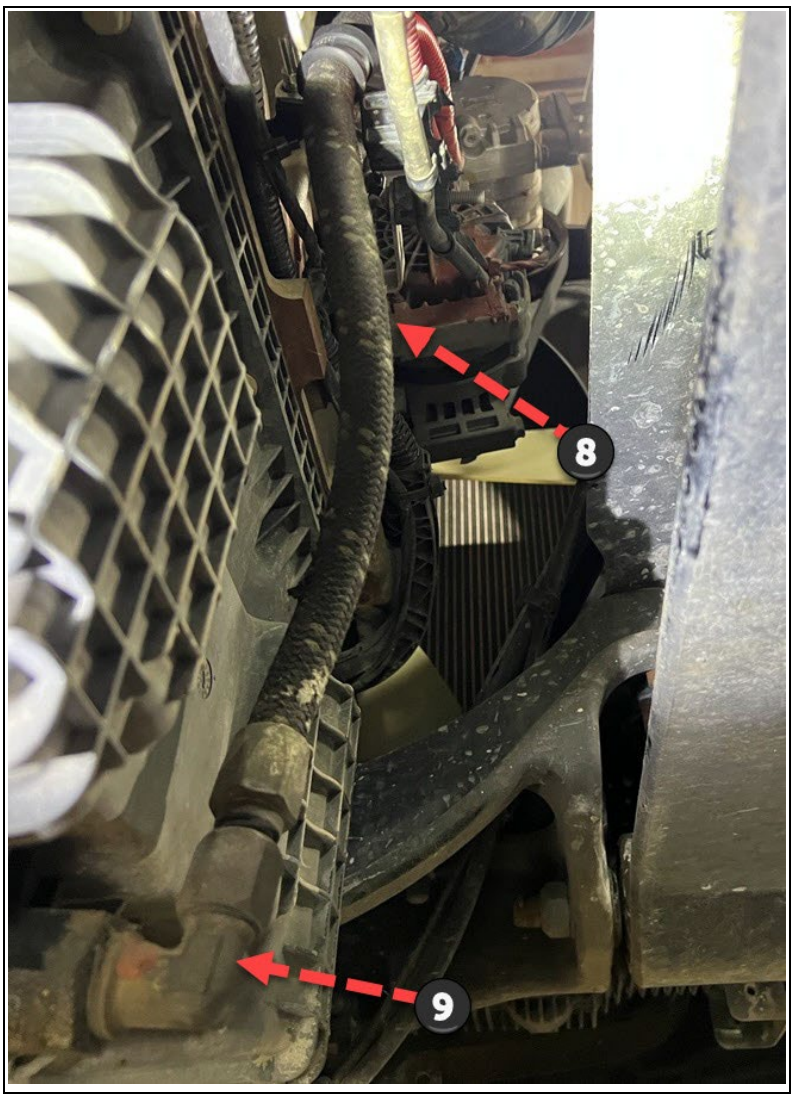


Fig. 6, Routing the Oil Drain Hose

12. Attach the quick-disconnect fitting and the passthrough at the original frame location. Depending on how the passthrough was disassembled, thread sealer may need to be applied to the fittings during installation. See **Fig. 7**.

13. Ensure that the hose routing has no contact points with the alternator power wire or any other potential chafe points.

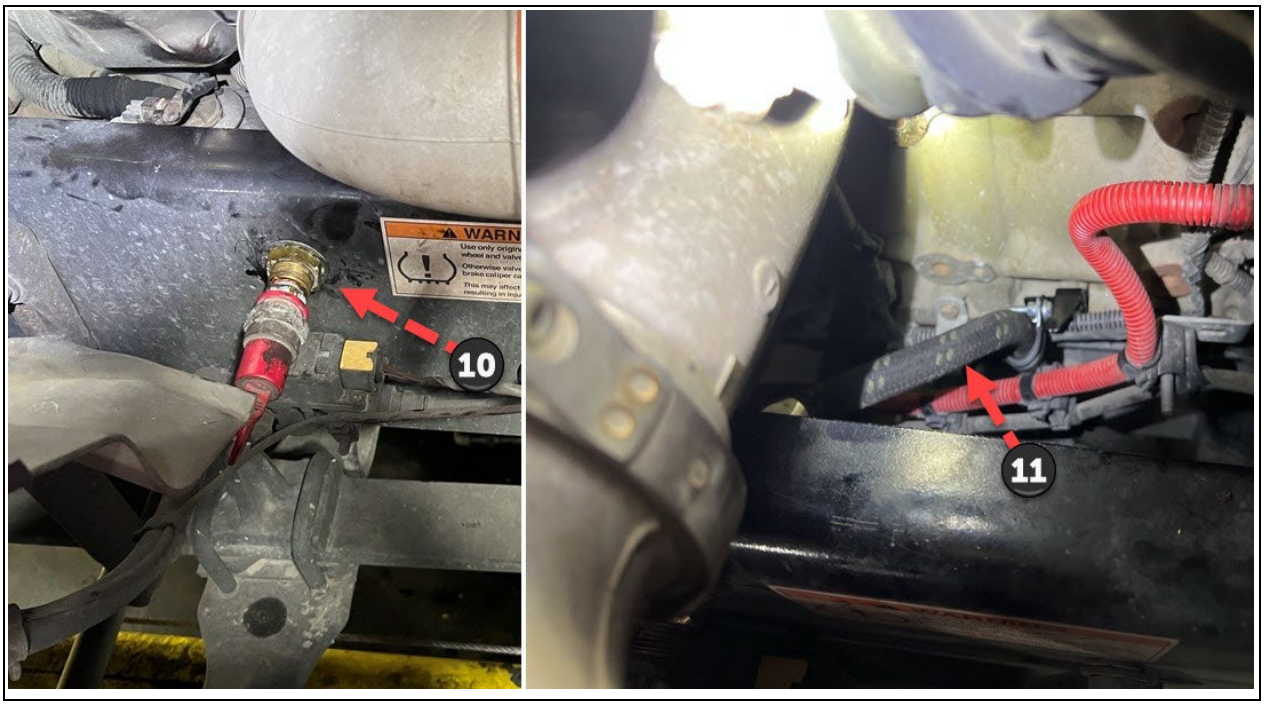


Fig. 7, Attaching the Quick-Disconnect Fitting

14. Verify that all components are properly secured and that there are no leaks or contact points.