

# Repair Guidelines for Coolant Leaks

## TSB-00-018-FCCC

Creation Date: 2026-01-22

### Engine or Vehicle Affected:

- ▶ S2 RV
- ▶ S2 Plus
- ▶ Walk-in Van
- ▶ Shuttle Bus
- ▶ Recreation Vehicle
- ▶ B2
- ▶ S2

This is an informational bulletin only. The described condition is a product improvement and is not warrantable.

### **Described Condition**

This bulletin applies to all the Freightliner Custom Chassis Corporation (FCCC)-supported products for which DTNA retains warranty responsibility. The purpose of this bulletin is to outline the criteria used to distinguish between different types of leak conditions, such as minor fitting movement or surface residue, and to clarify the appropriate reporting procedures.

### **Repair Guidelines for Coolant Leaks**

In alignment with industry standards commonly applied across the Department of Transportation (DOT)-regulated inspection and maintenance procedures, a leak is defined as: *A condition in which coolant is actively escaping from a component, with visible evidence such as wetness, a fluid trail, dripping, pooling, or staining on the surface below.* To support consistent reporting coolant leaks are classified as follows:

🔧 **Note:** Movement of Fittings: During Pre-Delivery Inspection (PDI), some fittings may be movable or rotated by hand. This condition does not indicate a failure but needs to be corrected as part of the PDI process as outlined in the PDI procedure.

🔴 **Important:** If a fitting is identified as loose during the PDI, it should be tightened clockwise as part of the inspection process. This adjustment is considered routine and part of the PDI procedure.

Table 1, Coolant Leak Classification and Repair Actions

Classification	Description	Repair Status
Class 1 - Coolant Weep	Minor residue or light dampness is present on the component. There are no visible droplets forming, and no dripping or pooling occurs. This condition is often caused by minor seepage or surface sweating.	Tighten fittings, clamps, or connections during the PDI process.

Classification	Description	Repair Status
Class 2 - Coolant Seep	Coolant accumulation is present and may form a droplet, but it does not flow, drip, or fall. Evidence of coolant migration is visible, but it does not result in pooling or active loss of coolant.	Tighten fittings, clamps, or connections during the PDI process.
Class 3 - Active Coolant	Coolant is visibly dripping, streaming, or pooling beneath the component. There is an active and ongoing loss of fluid.	Tighten fittings, clamps, or connections.

Table 1, Coolant Leak Classification and Repair Actions

## **Warranty**

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**Note:**

C05  
C04  
T02  
C02  
C03  
C08  
C01  
C06  
C08  
001-002-029  
001-002-142  
001-002-175  
042-002-143  
044-001-012  
013-010-371  
013-010-311

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