

FLA COE
FLB COE
FLD Conventional
Business Class
FLC 112 Conventional

Century Class Conventional
> Argosy COE
Cargo
Columbia

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

**Freightliner
Service Bulletin**

General Information

Kysor fan clutches are being returned for failed bearings and excessive runout when the runout is actually within tolerance. This results in a "no defect found" (NDF) evaluation on the part, and a charge-back to the dealer. To help prevent this issue, carefully inspect fan clutches following the procedure below.

Inspection

NOTE: Do not measure the fan rocking runout at the end of the fan blade. An inaccurate reading will result.

1. Park the vehicle on a level surface, shut down the engine, and set parking brake. Chock the tires.
2. Position the indicator on a flat surface near the outside diameter (OD) of the clutch hub section of the fan as shown in **Fig. 1**.

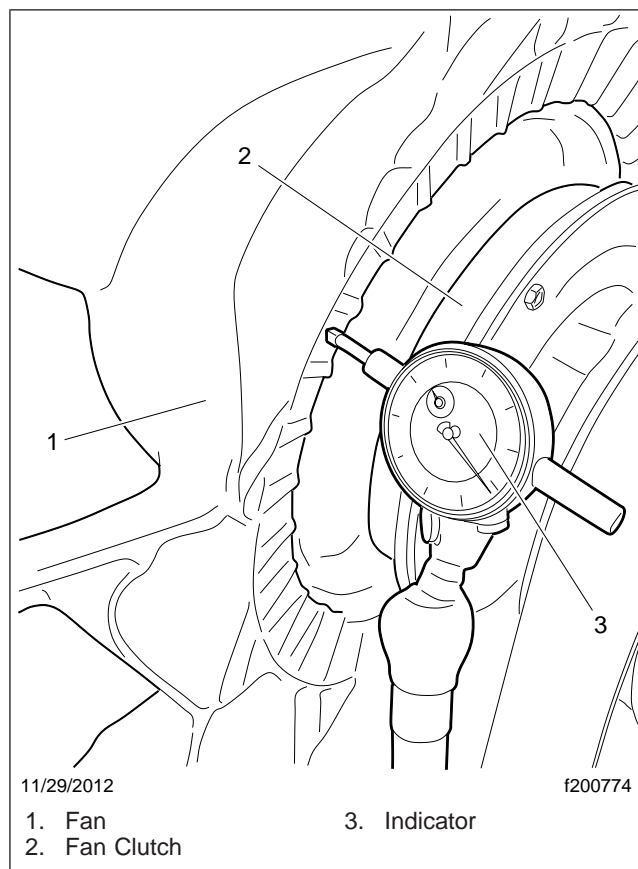


Fig. 1, Positioning the Indicator

3. Drain the air from the air system.
4. Disconnect the air line to the fan clutch.
5. Disengage the clutch. Apply, and maintain, 90 to 120 psi (620 to 830 kPa) shop air to the fan clutch for the test.

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6. Grasp the fan at the hub and gently rock the fan fore and aft. See **Fig. 2**.

The total indicator reading should not exceed 0.050 in (1.27 mm).

If reading is greater than 0.050 in (1.27 mm), replace the fan clutch. For instructions, refer to **Group 47** of the vehicle's workshop manual.

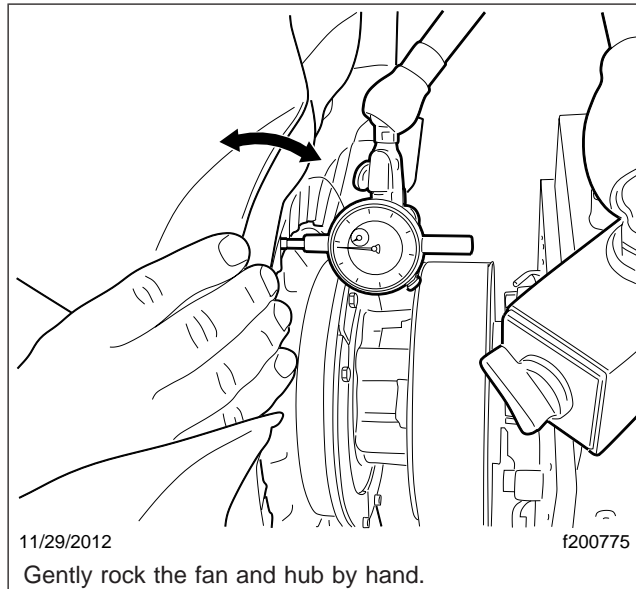


Fig. 2, Checking the Rock Runout Measurement

7. Remove the indicator.
8. Connect the air line to the fan clutch.
9. Pressurize the system, and check for leaks. Repair as needed.

Warranty

This bulletin is informational only. Warranty does not apply.