

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

The finish and torque specifications for 5/8–18 axle shaft flange nuts have changed. A zinc aluminum finish has replaced the phosphate and oil finish. The zinc aluminum finish has a flat grey appearance, and the phosphate and oil finish looks black; see [Fig. 1](#).

NOTICE

A 5/8–18 axle shaft flange nut with a zinc aluminum finish requires a lower torque range than the same nut with a phosphate and oil finish. Do not overtighten axle shaft flange nuts. Overtightening can strip a nut and/or stud on the axle flange.

It is imperative to identify the type of nuts used before installing them. All vehicles specifying 5/8–18 axle shaft flange nuts and built March 30, 2012 or after have the zinc aluminum finish. Vehicles built between March 2 and March 30, 2012 may have zinc aluminum or phosphate and oil finished axle shaft flange nuts. See [Fig. 1](#) to help identify the nut. See [Table 1](#) for torque values and part numbers, and [Fig. 2](#) for tightening sequences.

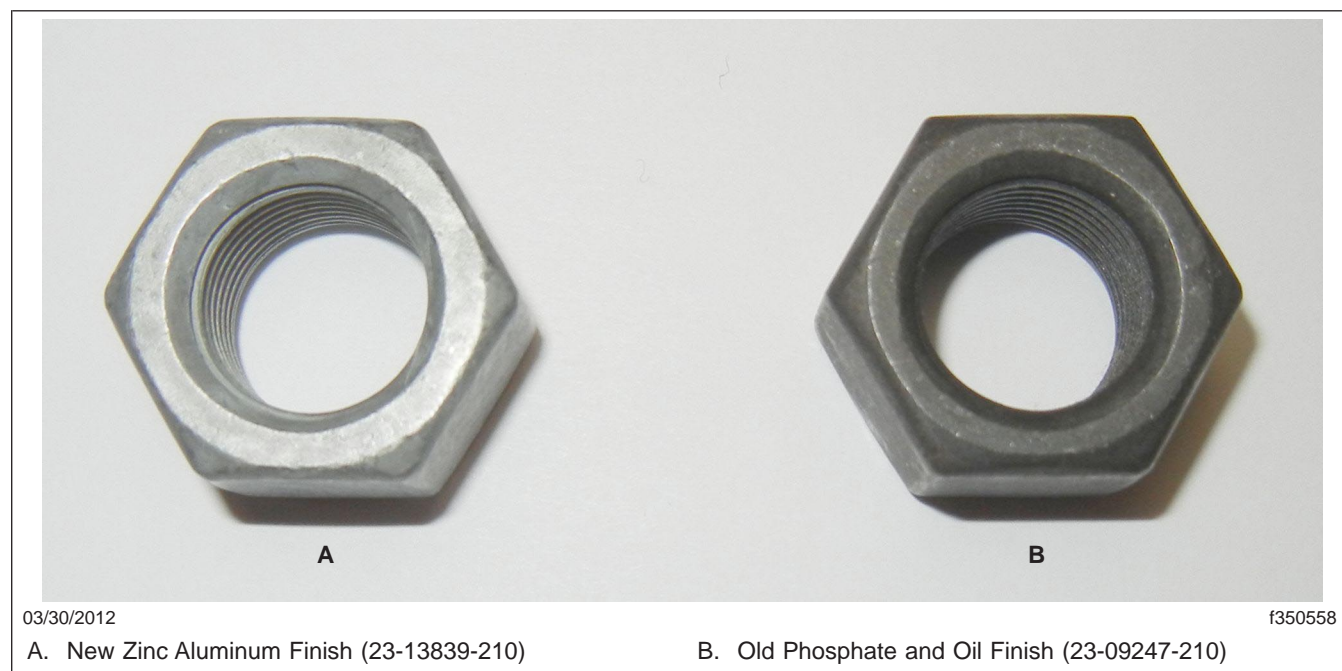


Fig. 1, Axle Shaft Flange Nuts, New and Old Finishes

5/8–18 Axle Shaft Flange Nuts		
Finish	Part Number	Torque Range
Zinc Aluminum	23-13839-210	115–134 lbf·ft (156–181 N·m)
Phosphate and Oil	23-09247-210	134–172 lbf·ft (182–233 N·m)

Table 1, 5/8–18 Axle Shaft Flange Nuts

Warranty

This bulletin is informational only. Warranty does not apply.

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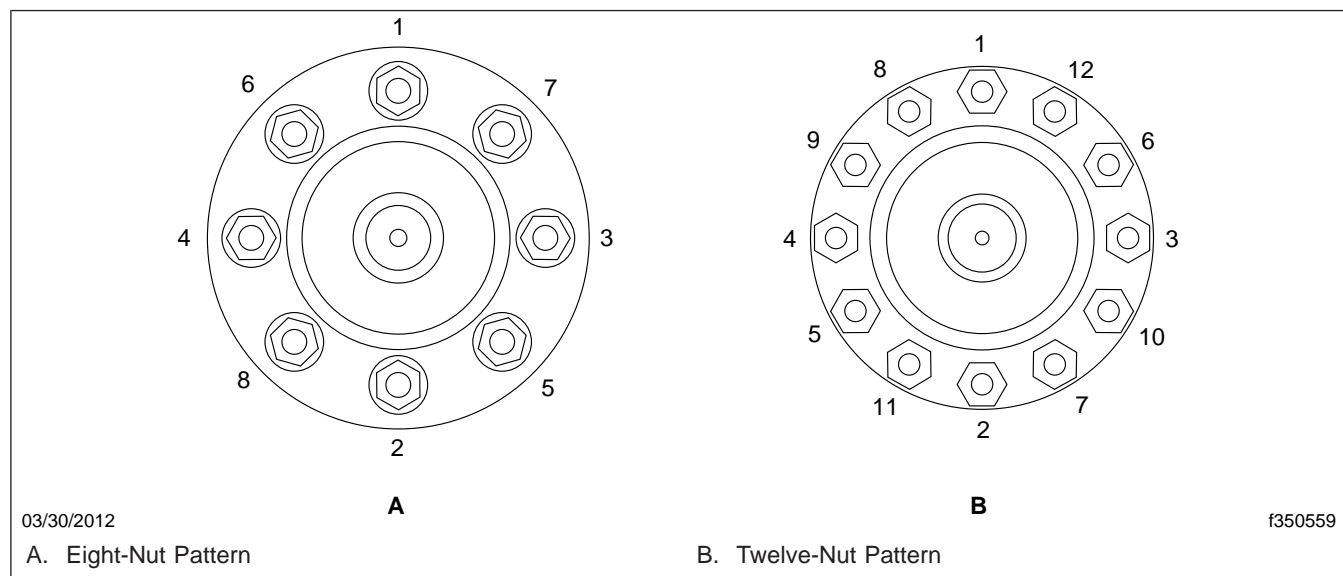


Fig. 2, Tightening Sequences, Axle Shaft Flange Nuts