Advisory

2010 Emission MF7 w/Dual A/C, 13CID Compressor CE Lower Radiator Hose

Trans/Air has learned that the 2010 Emission MaxxForce 7 engines on the CE that have dual A/C with 13 cid compressors may have an issue with the air conditioning compressor clutch rubbing the lower radiator hose. This could cause a leak in the cooling system.

**Trans/Air Product to be Evaluated:**

2010 Emission MaxxForce 7 engines on the CE that have dual A/C with 13 cid compressors

**Symptoms:**

Loss of engine coolant; rub marks on lower radiator hose.

**Probable Cause:**

Lower A/C compressor mounting resulted in insufficient clearance between the compressor clutch and lower radiator hose.

**Diagnostic Procedures:**

Visually inspect the lower radiator hose. The hose should have at least 1/2" clearance from any part of the air conditioning clutch. (you may have to rotate clutch to verify 360° clearance)

**Corrective Action:**

The attached procedure should be used to adjust lower radiator hose position to allow sufficient clearance.

**Compensation:**

Special authorization code: MF7-003 flat rate .5 hours.

**Authorization:**

Jeff Kochenour, Warranty Manager.

**Distribution:**

B - Service Centers
1) Close body supply coolant valves.
2) Drain coolant.
   Note: Coolant Recovery System should be used when available.
3) Remove lower radiator hose cold clamps.
   Note: Use caution to ensure hose is not damaged during clamp removal.
   Inspect hose to ensure no abrasions are present – replace if prior damage is found.
4) Radiator End of Hose – mark and remove 3/4” of hose length from this end of the hose.
5) Reinstall radiator hose
   a) Fully seat radiator end of hose and replace cold clamp with constant torque clamp, part number 1616029C1.
   b) Install engine end of hose leaving 3/4” of front cover coolant inlet exposed, replace cold clamp with constant torque clamp, part number 1616029C1.
   Warning: Front cover inlet clamp position is to be near the end of the hose allowing maximum distance between the sealing rib and clamp.
   Constant torque clamp torque – 82-98 in/lbs.
6) Refill coolant system.
   Note: Vac-n-Fill System should be used when available.
   a) Run unit to operating temp and verify no leaks are present.
   b) Open body supply coolant valves.
   c) Verify coolant system is full.

Repair performed as described will result in approximately 15mm clearance between the compressor clutch face and hose.