



# SERVICE BULLETIN

**TOPIC:** Factory Crankcase Overhauls

**PART NUMBER:** Multiple/General

**BULLETIN NUMBER:** 11419

**SUPERSEDES:** n/a

**DATE:** January 14, 2019

**MODELS APPLICABLE TO:**    **TEST METHOD:**

F-1/F-2 Combination    D 2699, D 2700

Supercharge    D 909

Cetane    D613

ROUTE TO \_\_\_\_\_ Distributor/End User \_\_\_\_\_

**SUBJECT:    Factory Crankcase Overhauls    Important**

This service bulletin is to inform all Distributors and end-users that some important changes have been made on how CFR Engines Inc. will perform factory crankcase overhauls. Please review and share with anyone who intends to utilize this Service Product offering of CFR.

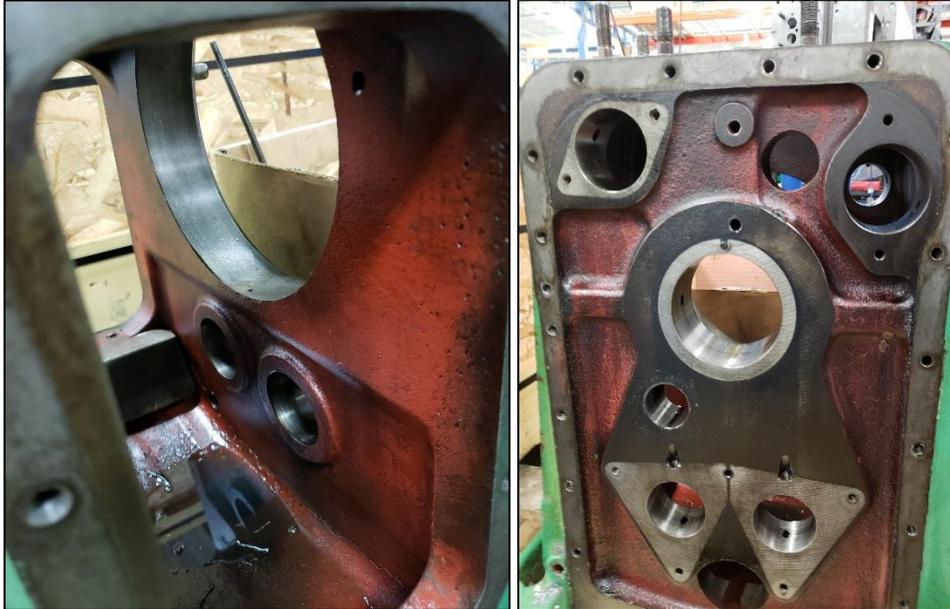
Since its inception, CFR Engines Inc. has worked to provide a safe workplace for its employees and operate a modern production facility that follows environmentally responsible procedures. These efforts include utilizing safe work practices and equipment, using ecologically friendly products, and eliminating exposure to hazardous materials.

To protect the health of our employees and in support of our environmental responsibilities, CFR Engines Inc. will no longer inspect and process crankcases for overhaul where lead based corrosion inhibitors had been used. Processing a crankcase with lead based inhibitors may create particulate and liquid hazards that can be harmful to anyone in the general workspace.

Crankcases produced from approximately 1978 and prior may have utilized a lead based corrosion inhibitor. This product would have been applied to the inside surfaces of the crankcase and appears reddish orange in color. Use of such an inhibitor can be determined by removing the crankcase side inspection door. If there is a reddish orange coloring on the interior of the crankcase, this would indicate the use of a lead based corrosion inhibitor. Below is an example of a case that has the reddish orange colored inhibitor.



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Effective January 1, 2019 crankcases or crankcase parts with the lead based corrosion inhibitor will no longer be inspected and processed for overhaul at the CFR Engines Inc. facility. While CFR Engines Inc. cannot prevent Distributors or end-users from directly servicing, or hiring third parties to service, crankcases that may have utilized a lead based corrosion inhibitor, CFR would strongly urge Distributors, end-users and others to carefully investigate and utilize all appropriate safety protocols with respect to lead-content materials and adhere to all applicable legal requirements. Additionally, if a crankcase is identified as using a lead based corrosion inhibitor, the Distributor or end-user is encouraged to use care when cleaning the sump and dealing with materials involved in an oil change.

Distributors and end-users should inspect any crankcase for presence of the reddish orange inhibitor prior to sending the crankcase to CFR Engines Inc. If CFR receives a crankcase with the reddish orange corrosion inhibitor, the crankcase will be returned at the Distributor and/or end-users expense.

Crankcases that have already been received by the CFR factory in 2018 under a CFR Return Material Authorization (RMA) are considered in-process and will be allowed to continue. Upon successful inspection, these crankcases will continue to proceed through overhaul.

If you have any additional questions or if you need support inspecting your crankcase, please contact your local Distributor for more information.

**Best Regards,**

**Dan Bemis**  
CFR Service Manager

**CFR Engines Inc.**  
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