

Freightliner Chassis "Water in Fuel" Indicator

What do you do when you turn on the ignition and the dash lights up and displays

! Water In Fuel

That is what happened to me a few months ago. Well, it was time for the annual service so I looked at the fuel bowl. I did not see any water in the fuel but went ahead and replaced the fuel filter in the fuel/water separator. After replacing the filter the light went out and stayed out for about nine months. That was a couple of weeks ago. I checked the fuel bowl for any water in the bowl, none was present. The warning light was intermittent off and on during the trip so when I got back home the first individual I contacted was a manager at Pollack/Stoneridge. They are the designer and builder of the Freightliner dash warning system on my 2007 coach. Freightliner began using their system in June of 2006 to present. I was told no other complaints had been filed about the "Water in Fuel" problem, so I decided to look further.

The problem had now become a constant warning which would go away after the initial warning by pushing the toggle button to the left after ignition turn on. I could disconnect the sensor from the wiring harness and the warning light would not display. Well that is one way to get the warning light to stay off, just disconnect the sensor from the harness. I decided to test the three wires on the sensor using my meter. The three wires on the sensor are colored Black, Red, and Yellow. I labeled them "A" - Black, "B" - Red, and "C" - Yellow. I measured the resistance from terminal A to terminal B at 8.18 Ohms, resistance between terminal B and terminal C at 8.3 Ohms, and resistance between terminal A and terminal C at 96.5 Ohms. I did not have a known good sensor to compare my fuel sensor to so I called the Freightliner help line at (800)385-4357. Punched all of the necessary numbers when prompted and finally got a live body. After explaining the situation I was told yes it was a warrantable problem and I should take my coach to the nearest Freightliner dealer.

I asked for a reference number for my reported problem. I got what I expected, I did not need a number just take it to a dealer. I then requested a second time a reference number and was given one. Unless you are given a reference number nothing is recorded in the Freightliner system about the called about problem. So now it is documented with Freightliner that I have a "Water in Fuel" problem.

I will do almost anything to prevent my coach from being towed or having my coach serviced or worked on by anyone other than myself. Having stated that, I do have a good relationship with the local Freightliner dealer. I called and explained the symptoms and told them I would like to pick up a sensor install it myself and then return the old sensor to them. They did not have a problem with that because I do have a working relationship with them and they get to bill Freightliner for their labor time in replacing a sensor under warranty and whatever they get for the part. So now I have the replacement in hand. First thing to do is to compare the known good sensor meter readings with the possible bad sensor readings.

The reading for the know good sensor are from terminal A to terminal B at 8.13 Kilo-Ohms, resistance between terminal B and terminal C at 5.58 Meg-Ohms, and resistance between terminal A and terminal C at 5.63 Meg-Ohms. Well there is a definite difference in the two sensor readings. How do you remove the old sensor and install the new sensor without flooding the garage with diesel fuel. I felt like the kid with his finger in the dike. I have one finger over the hole and trying to screw in the new sensor with the other hand. I got it screwed in, reconnected the harness to the sensor wiring.

Now the proof is in the testing, turn on the ignition what happens. No warning, a normal dash display. OK, the only other work left to do is to take the bad sensor to the Freightliner dealer and finish my coach repair/service log paperwork.

