

**FRAM**<sup>™</sup>  
**FLEET**  
**CARE** **HEAVY DUTY** **INFORMATION**  
**BULLETIN**

November 2001

*To: FRAM Sales/Marketing, Technical Support Staff  
and Customer Service:*

It has been brought to our attention that a few DaimlerChrysler service technicians are recommending that the FRAM PH3976 filter not be used on DaimlerChrysler vehicles with the Cummins 5.9L Turbo Diesel engine and that use of these filters can cause damage to the engine. DaimlerChrysler has informed us that they released a Technical Service Bulletin to their dealerships communicating a potential contamination issue and recommending the use of Fleetguard manufactured filters.

FRAM has been selling PH3976 filter for this engine application since the engine platform launch and it has maintained an extremely reliable service record.

Late in 2000, Cummins and DaimlerChrysler brought to our attention a low incidence failure mode in their Cummins 5.9L Turbo Diesel engine of the piston cooling nozzle plugging, resulting in engine failure. The plugging was caused by contaminants lodging in the nozzle. The contaminants included metal chips, calcium carbonate, polyethylene, and styrene butadiene that are not associated with filter manufacture, and a neoprene compound, which is used as a sealant on the tapping plate of the filter. There were also several other engine warranty issues determined unrelated to the piston cooling nozzle plugging that were part of the engine failure sample.

A small amount of neoprene rubber was used in the FRAM filter as a sealant. **Throughout our investigation with Cummins & DaimlerChrysler on various engine failures, no conclusive evidence was found to assign cause to filters or other contamination sources.** However, driven to satisfy our customers, the FRAM engineering team made modifications to the design eliminating the neoprene and expedited development and manufacturing to release a revised filter model number to PH3976A.

**With the design change on the PH3976A completely removing the use of neoprene, there is absolutely no validity in comments that the Fram filter should not be used for this application or that it may cause engine failures associated with plugged nozzles.**

The Honeywell Consumer Products Group warranty policy also protects the consumer if it is determined that a FRAM filter is responsible for damage to an engine due to defects in design or workmanship.

This information should be openly conveyed to our customers if they have any concerns or apprehension about using a FRAM filter for this application.

Gary Bilski  
Manager PC/HD Filter Engineering