



ES Compleat OAT Conversion Program

Many customers and OEMs are moving from hybrid coolant/antifreeze to Organic Additive Technology (OAT) coolants such as ES Compleat OAT. ES Compleat OAT allows customers to realize a one-million-mile coolant life with minimal maintenance required, while also increasing the system's tolerance to contamination. Although a drain and flush is the preferred method of conversion, it is not necessary for many customers. To convert your heavy duty system to ES Compleat OAT, simply follow the instructions below.

Converting your system:

1. Check the current coolant condition visually and using Fleetguard's 3-Way Test Kit (PN CC2602).

- The coolant should be clear and free of visible sediment and/or oily residue.
- SCA Units per Gallon must be 2.5 units per gallon or greater to begin the conversion program.
 - If SCA Units are below 2.5, liquid DCA2 or DCA4 may be used to re-inhibit the coolant prior to beginning the conversion.
- % Glycol must be between 40% and 60% (-10°F to -60°F)
 - If an increase in the glycol content is necessary, ES Compleat OAT should be used to do so.
 - If the glycol content is above 60%, use deionized water to adjust,

2. Replace the water filter (if applicable) with a blank FGD Extended Service Water Filter that does not contain SCAs such as DCA2 or DCA4.

3. Begin topping up exclusively with ES Compleat OAT premixed coolant when needed. This marks the beginning of your conversion program.

- Apply ES Compleat OAT Conversion sticker in a visible location on the radiator and record the mileage or engine hours.

Maintaining your system:

1. The coolant should be tested using Fleetguard's 4-Way Test Kit (PN CC8997) 150,000miles or 4,000 hours after the initial conversion. Test strips are intended to detect poor maintenance practices that interfere with your conversion program and also to detect progressive engine problems before engine failures or severe damage occurs.

- The nitrite pad will likely change colors. This is not a reason for concern.
- Use the molybdate and pH test results to determine if service is necessary and follow the instructions provided. Do NOT add SCAs or Extenders.

2. Testing and servicing your cooling system (if required) after 150,000 miles / 4,000 hours marks the end of your successful ES Compleat OAT conversion program. Follow the maintenance recommendations provided with ES Compleat OAT for the remaining life of your engine.

- Test using 4-Way Test Kit (CC8997) once every 300,000 miles or 6,000 hours.
- Top up exclusively with premixed ES Compleat OAT.

Additional Information:

1. Although ES Compleat OAT is compatible with all coolants and will not harm the engine when mixed, engine protection may be compromised if significant additive dilution through mixing occurs with other coolants during the life of the coolant. If ES Compleat OAT is diluted by greater than 30% with a different coolant, drain the system and refill with ES Compleat OAT.
2. The color of the coolant may vary significantly over the course of the conversion. Color is cosmetic and is not a reason for concern. Your coolant will become red once the system is predominantly ES Compleat OAT.
3. Do not use OAT Converter products with ES Compleat OAT as they are not a necessary part of this conversion program.
4. This conversion program does not apply to customers currently using conventional or standard service coolant. These applications must drain and flush the system prior to switching to ES Compleat OAT. Standard Service or conventional coolant typically contains nitrite and requires testing and servicing at every oil drain interval.



ES Compleat OAT Conversion Program from NOAT

Many customers and OEMs are moving from nitrated-OAT or NOAT coolant/antifreeze to nitrite-free Organic Additive Technology (OAT) coolants such as ES Compleat OAT. ES Compleat OAT allows customers to realize a one-million-mile coolant life with minimal maintenance required, while also increasing the system's tolerance to contamination. Although a drain and flush is the preferred method of conversion, it is not necessary for many customers. To convert your heavy duty system to ES Compleat OAT, simply follow the instructions below.

Converting your system:

1. Check the current coolant condition visually and using the current coolant manufacturer's recommended test strips.

- The coolant should be clear and free of visible sediment and/or oily residue.
- pH must fall between 7.5 and 9.5
- % Glycol must be between 40% and 60% (-10°F to -60°F)
 - If an increase in the glycol content is necessary, ES Compleat OAT should be used to do so.
 - If the glycol content is above 60%, use deionized water to adjust.

2. Replace the water filter (if applicable) with a blank FGD Extended Service Water Filter that does not contain SCAs such as DCA2 or DCA4.

3. Begin topping up exclusively with ES Compleat OAT premixed coolant when needed. This marks the beginning of your conversion program.

- Apply ES Compleat OAT Conversion sticker in a visible location on the radiator and record the mileage or engine hours.

Maintaining your system:

1. The coolant should be tested using Fleetguard's 4-Way Test Kit (PN CC8997) 150,000miles or 4,000 hours after the initial conversion. Test strips are intended to detect poor maintenance practices that interfere with your conversion program and also to detect progressive engine problems before engine failures or severe damage occurs.

- The nitrite pad will likely change colors. This is not a reason for concern.
- Use the molybdate and pH test results to determine if service is necessary and follow the instructions provided. Do NOT add SCAs or Extenders.

2. Testing and servicing your cooling system (if required) after 150,000 miles / 4,000 hours marks the end of your successful ES Compleat OAT conversion program. Follow the maintenance recommendations provided with ES Compleat OAT for the remaining life of your engine.

- Test using 4-Way Test Kit (CC8997) once every 300,000 miles or 6,000 hours.
- Top up exclusively with premixed ES Compleat OAT.

Additional Information:

1. Although ES Compleat OAT is compatible with all coolants and will not harm the engine when mixed, engine protection may be compromised if significant additive dilution through mixing occurs with other coolants during the life of the coolant. If ES Compleat OAT is diluted by greater than 30% with a different coolant, drain the system and refill with ES Compleat OAT.
2. The color of the coolant may vary significantly over the course of the conversion. Color is cosmetic and is not a reason for concern. Your coolant will become red once the system is predominantly ES Compleat OAT.
3. Do not use OAT Converter products with ES Compleat OAT as they are not a necessary part of this conversion program.
4. This conversion program does not apply to customers currently using conventional or standard service coolant. These applications must drain and flush the system prior to switching to ES Compleat OAT. Standard Service or conventional coolant typically contains nitrite and requires testing and servicing at every oil drain interval.



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