

# Keeping it **COOL**

**Losing your cool in a truck can be an instant recipe for expensive failure. It has nothing to do with a quick temper – but a lot to do with good old care and maintenance.**

According to Mitsubishi Trucks regional Service Managers, a modern truck's cooling system is a clever mix of smart design, smart technology and a chemical coolant cocktail that keeps engine temperatures within limits while preventing corrosion of the killing kind.

Yet despite the cleverness, today's systems balance on a knife-edge. They don't have surplus capacity (as in days of old) because the market demands high efficiency of everything on the truck.

The cooling system is tailored to do the job – and no more. And that means if any items are below par,

the whole system is under threat of early failure. Power ratings have risen so much in recent years that higher heat loads push design limits to critical levels.

New cooling techniques are not about larger radiators but making cooling more efficient within a smaller package – especially in small and medium-weight trucks. Radiator cores and fins take on new shapes and these can block up in dust-laden conditions.

The age-old routine of checking radiator cores, rubber drive belts, fan blades, viscous hubs for dirt and condition of hoses, applies with greater force. Three years in the Australian environment stresses most rubber belts.

Mention the word 'corrosion' and rust comes to mind. But in an engine's cooling system it refers to the pitting of cylinder liners, erosion of water passages, and scale in cylinder heads causing hot spots and blockages leading to poor heat dispersion. Nasty!

To ward this off, Mitsubishi Trucks recommends its own genuine corrosion inhibiting 'Long Life

Coolant'. Packaged locally in one, five and 205 litre quantities from high-spec imported Mitsubishi Trucks coolant and added to the system in concentration levels around 30%, it's a chemical match for Mitsubishi Trucks cast iron and alloy engine components.

How often should you flush the system and recharge with genuine coolant? Every 24 months for both light and heavy models – or every 50,000km (whichever's first) for Canter. But have the dealer do it. State Environmental authorities have strict disposal laws. And most dealers have the right reverse-flushing equipment for the job.

Always ensure any radiator shrouds are refitted after any work (they're crucial to performance); and watch that bullbars don't block airflow. (They're not recommended on FE659 Canters).

NEVER top-up the cooling system with tap water and the base load of water in the system should always be 'soft', like rainwater – to give your Mitsubishi engine the treatment it really deserves.