

2004 – 2010 Ford E-350 6.0L Diesel and 2004 – 2008 Ford E-450 6.0L Diesel Condenser 3011C

gpd.

Check the Charge Before You Install

2004 – 2010 Ford E-350 6.0L Diesel and 2004 – 2007 Ford E-450 6.0L Diesel pickup trucks are originally equipped with a piccolo style condenser. Most aftermarket suppliers have redesigned this condenser as a parallel flow style condenser as most late model vehicles are now equipped with parallel flow condensers.

In comparison, parallel flow condensers have many small passages for refrigerant to flow through while piccolo condensers have one long tube that snakes from inlet to outlet. By distributing refrigerant across a greater surface area, parallel flow condensers are much more efficient heat exchangers compared to the piccolo design. They also take less refrigerant to fill the system.

Take caution when replacing the OE piccolo style condenser with an aftermarket parallel flow condenser. If refilled to the system's OE specifications, it will be overcharged and could lead to premature compressor failure. Seek professional assistance to charge the system carefully and temperature test to assure the correct amount of refrigerant is used. Systems with a parallel flow condenser can take up to 10 oz LESS than OE specifications for a piccolo style condenser.

See gpd Tech Tip #169 "Check the Charge Before You Install" for more information on temperature testing to verify refrigerant charge.



Pictured: gpd Parallel Flow Condenser 3011C