Service Bulletin

CATEGORY: Instrumentation
PART NUMBER: n/a
BULLETIN NUMBER: CFR SB 092320-5 – Legacy Obsolescence
SUPERSEDES: n/a
DATE: September 23, 2020
ROUTE: Distributor/End User

	PRODUCT APPLICABLE TO:	TEST METHOD:
☒	F-1/F-2 Combination	D 2699, D 2700
☒	F5 Cetane	D 613
☐	Supercharge	D 909
☐	Accessories	
☐	Tools	
☐	Technical Publications	

SUBJECT: CFR Legacy Components Becoming Obsolete

The intent of this Bulletin is to offer an update and formally notify users of the increased significance of taking actions to transition away from Legacy panels and implement XCP® Technology.

Beginning with the introduction of XCP Technology in 2010, the need to transition away from Legacy panels has been proactively messaged with an understanding that the Legacy panel technology would soon become unsustainable amidst the global evolution of manufacturing and advancements in computer instrumentation. Most recently in December 2017, CFR Engines Inc. (CFR) issued a communication regarding challenges with the availability of components for the Legacy panels of the F1/F2 and F5 rating systems. CFR continues to make every effort to effectively manage the Legacy supply chain through a series of mitigation strategies. The reality of Legacy component obsolescence due to material availability, machine capabilities, and obsolete technology, however, is accelerating and creating increased risk and uncertainty for users relying on Legacy panels.

Despite CFR's best efforts, Legacy components have become obsolete or have seen significant delays in availability. Some recent examples include:

Revolution Counter 110514B: The supplier discontinued the part and exited the business. Without a practical solution, CFR was forced to obsolete the part and make it unavailable.

501C Detonation Meter A111263B-S: A subcomponent became unavailable without warning. CFR identified an alternative supplier, but the issue caused a six-month delay in availability.

The uncertainty in supply of Legacy components and the user experience are of most concern to CFR. Users who rely on Legacy panels and components continue to put their operation at risk. Because of the time and resources involved, CFR Engines Inc. strongly encourages users to expedite the transition of their Legacy panels to XCP Technology to avoid potential disruptions in their octane and cetane testing.

Due to the aforementioned supply chain concerns, CFR Engines Inc. is unable to predict if the obsolescence of critical Legacy components will occur in 1 month, 1 year, or even 3 years. Therefore, CFR cannot define a specific end of life date for Legacy and does not believe that date should simply be created arbitrarily.

CFR Engines Inc. hopes that users appreciate the caution expressed in this communication and accept it as a formal call to action.

Best regards,

Tedd Zebrowski
CFR General Manager
CFR Engines Inc.