



TRP Number	Revision Level	Date	Group Number
T1830	B	07-MAR-2017	
Expiration Date (U.S. and Canada)		Expiration Date (International)	
31-DEC-2017		31-DEC-2017	



Temporary Repair Practice

ISX15 CM2350 Cracked DOC Inlet Scoop Flange TRP

Attention

- U.S / Canadian Distr./Branches and Div. Offices (Automotive)
- U.S / Canadian Dealers

This is to revise and replace TRP 1830-A, dated 17-Jan-2017. This revision is to:

1. Update the narrative for clarification, and
2. Added an additional SRT note.

If additional information is required, please contact your Cummins Warranty Operations Group Leader.

Description

This TRP is being issued to address ISX15 CM2350 Diesel Oxidation Catalyst cracked inlet flange which is referenced in TSB160099. If the failed condition is identified during another service event and the unit does not have alternate coverage, technicians are instructed to replace the DOC per standard service procedure. This TRP DOES **NOT** cover proactive inspections for the failure mode as described in TSB160099.

Action

In order to qualify for repair under this field action, an engine:

1. **Must** be out of the warranty period, and
2. **Must NOT** have eligible warranty coverage for aftertreatment components, and
3. **Must** show an OPEN status for this field action on QuickServe™ Online, and
4. **Must** show signs of soot residuals.

After verifying that the engine meets the above requirements, perform the following actions:

1. Please refer to Technical Service Bulletin TSB160099 for Cracked Diesel Oxidation Catalyst Inlet Scoop Flange for identification.
2. Please refer to Procedure 011-049 for Aftertreatment Diesel Oxidation Catalyst (Switchback) remove and install.

Material Disposition

Materials removed as a result of this field action **must** be returned to Cummins.

Reimbursements

Parts

NOTE: All parts listed are optional. Claim only the parts required to complete the repair. Additional parts, such as o-rings, gaskets and fasteners, that are required to complete the repair, but not listed, may be claimed if sufficiently explained in the claim narrative.

The following parts are covered under this field action:

Part Number	Quantity	Description
286633700	1	GSK,AFM - OPTIONAL
288021300	1	CLP,BND - OPTIONAL
288021500	1	GSK,AFM - OPTIONAL
432882200NX	1	MOD,IN - OPTIONAL
435324900	1	MOD,IN - OPTIONAL
435325000	1	MOD,IN - OPTIONAL
435325200	1	MOD,IN - OPTIONAL
435328300	1	MOD,IN - OPTIONAL
435328400	1	MOD,IN - OPTIONAL
435328500	1	MOD,IN - OPTIONAL

Part Number	Quantity	Description
529011800	1	CLP,BND - OPTIONAL
531194100	1	MOD,IN - OPTIONAL

NOTE: SRTs to gain access that are required to complete the repair, that are sufficiently explained in the claim narrative, may also be claimed on this action.

NOTE: Inspection time is not covered in this TRP. Access time will only be covered if a DOC replacement is necessary for the failed condition as described in TSB160099.

Labor using applicable Access Code and Time:

SRT Code	Description	Time (hrs)
00-90X	Administrative time	
11-06P	Aftertreatment Diesel Oxidation Catalyst, (Switchback) - Remove and Install - ISX15 CM2350 X101	

Travel

Travel is **not** covered under this field action. Towing is **not** covered under this field action.

Other Claimables

Consumables are **not** covered under this field action.

Claim Instructions

For Cummins Dealers, claims for this TRP **must** be filed via **RAPIDSERVE™** Web (rsw.cummins.com). For information regarding **RAPIDSERVE™** Web, please reference the "Warranty" tab in QuickServe™ Online. If there are additional questions, please contact your local Cummins Distributor.

Claim Codes	
Description	Code
Account Code:	65
Pay Code:	Distributor = X
Pay Code:	Dealer = D
Pay Code:	International = I
Failure Code:	WNYCYS

Attachments

[Click here to see trp1830_esn-list.xls](#)

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Technical Service Bulletin Number
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TSB160099



Technical Service Bulletin

Subject

Cracked Aftertreatment Diesel Oxidation Catalyst (DOC) Inlet Flange: Peterbilt™ and Kenworth™ Chassis

Warranty Statement

The information in this document has no effect on present warranty coverage or repair practices, nor does it authorize TRP or Campaign actions.

Contents

Product Affected

- ISX15 CM2350 X101 (Peterbilt™ and Kenworth™ chassis **only**)

Issue

The aftertreatment diesel oxidation catalyst (DOC) inlet flange on “side-in” aftertreatment DOC configurations can fracture and allow exhaust soot to escape.

Verification

Inspect the aftertreatment DOC inlet flange area around the weld. Signs of exhaust soot from the weld area indicates an internal crack of the aftertreatment DOC. See Figure 1 below.

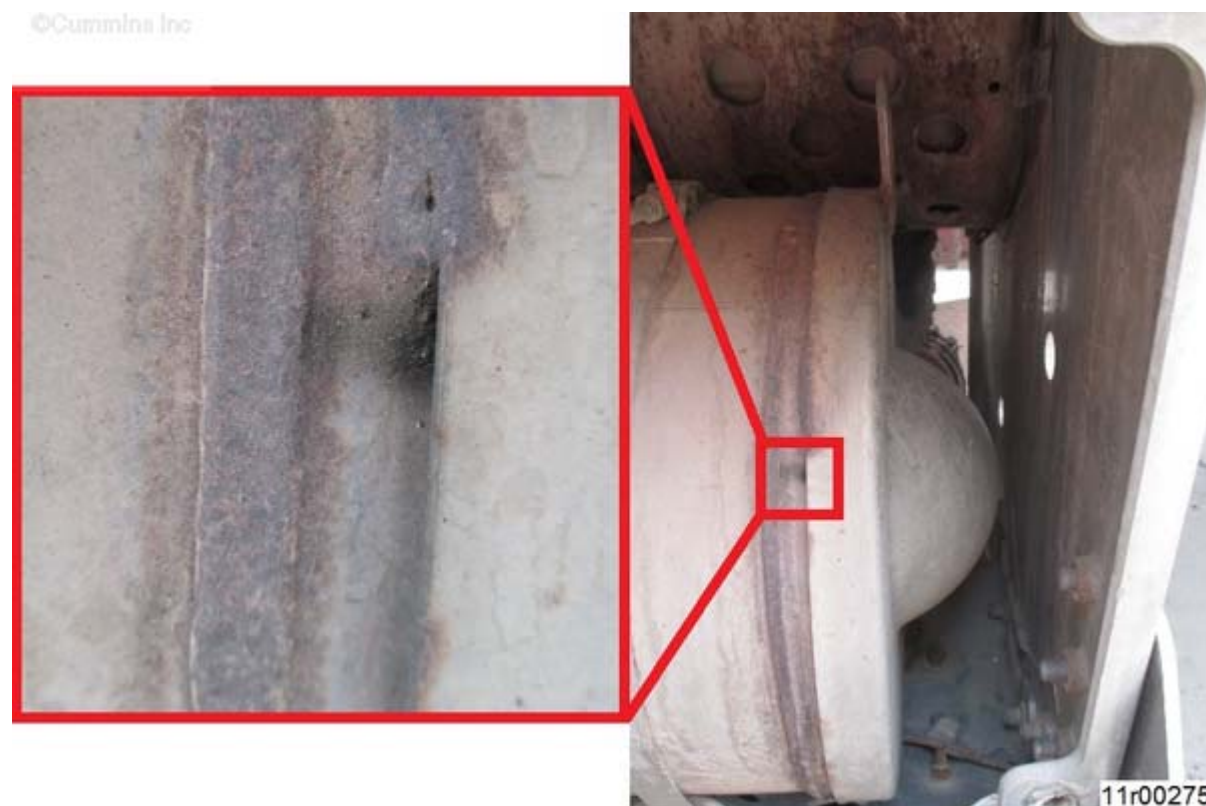


Figure 1, Exhaust Soot from Crack in Aftertreatment DOC Inlet Weld.

Resolution

Replace the aftertreatment DOC if exhaust soot residuals are found escaping between the welds on the aftertreatment DOC inlet flange.

Document History

Date	Details
2016-9-23	Module Created

Last Modified: 26-Sep-2016

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