



Service Bulletin

E187

Section

045 - Engine

Description

MY2017 PACCAR MX-13 Possible Oil Module Assembled Incorrectly

Release Date

4/7/2017

Revision History

05/01/2017 - Updated warranty section with photo instructions and claim categories

04/20/2017 - Updated resolution verbiage to reference E186, E187 and E188.

04/13/2017 - Added UPS account information, Added Mann & Hummel attachment.

04/12/2017 - Updated shipping instructions and shipping address

04/11/2017 - Updated link to the video

04/10/2017 - Updated procedure and added links to M18X2 nut suppliers.

Introduction

Peterbilt has determined that certain vehicles equipped with a PACCAR MX-13 MY2017 engines may have an oil module with bypass valve that is not assembled correctly. This may result in unfiltered oil being returned to the engine.

Engine Campaigns E186, E187, and E188 have been released at the same time with the goal for you to complete all of these potential updates in one service event. Please NOTE that not every campaign applies to every chassis. Review DWWC/SIR for the applicable campaigns for specific chassis. Be prepared to notify the customer the required downtime to complete all of the applicable campaigns for their chassis.

Resolution

Campaign

Review the attached chassis list for your dealer code and schedule your customer(s) for service if their chassis is on the list. Use the attached procedure. Review the DWWC or SIR for "Complete" next to the "E187" campaign code prior to performing this repair.

Warranty

This Campaign will expire on 05/01/2018

Peterbilt will pay for parts at dealer net plus applicable mark-up and labor:

0.3 hours labor to inspect and replace the oil module cap with oil bypass valve. (Use quick clam E187).

- If bypass is found to be assembled incorrectly (see procedure section below), file a long form claim for extraordinary circumstances and reference E187 Oil Module Cap Campaign.
- Use SRT ESC-187 for inspect and R&R oil module cap and inspect bearings per E187

Please Note:

To help process claims, provide the oil module serial number with a photo in SupportLink (blue label on side of the oil module housing) and categorize the failure mode per one of the following:

1. **Loose bypass valve**
2. **Missing Tabs in bypass valve**
3. **Broken Tab in the bypass valve**

NOTE: Peterbilt dealers may perform E187 repairs on Kenworth chassis, but Quick Claims do not apply. For Kenworth chassis repairs, use the long claim input form in DWWC selecting "Draft/Offline Claims," the "General" tab, and in the "Type of Claim" drop down box, select "PACCAR Engine Claim," then manually enter claim codes (Campaign #, Failure type, and SRT).

For Field...	Enter...
Failure Location	045-011-011
Failure Type	700
Claim Type	A
Responsibility	05
SRT ESB-187	0.30 hours labor to inspect and replace oil module cap with oil bypass valve.

An M18x2 nut is required to test the main bearing cap bolts if the main bearings are found in good condition. This nut must be sourced locally. If you cannot find a nut locally, it is available from Grainger.com or Fastenal.com.

Parts

Parts are available from PACCAR Parts. See Procedure Section below to determine which P/N to order.

Quantity	Part Number	Description
1	2047416PE	Screw Cap, Oil Filter
1	2047411PE	Oil Filter Element

Take-Off Parts Disposition: Return oil module cap with bypass valve and filter to :

Please Note: Let the oil drain from the filter, triple bag it in sealable bags, and package securely and ship to:

MANN+HUMMEL USA, INC

Attn: John Costin

6700 Sprinkle Road

Portage MI 49002

Use UPS account number : 58X935

Labor

Peterbilt will pay for 0.3 hours labor to inspect and replace the oil module cap with oil bypass valve and filter.

Procedure

E187 Procedure for R&R Oil Module/Bypass Valve, Filter and Bearing Inspection:



CAUTION

Before installing the new oil module cap/bypass valve, visually ensure that the tabs are seated correctly.

The procedure link attached below contains the following 4 procedures:

- I. Oil Filter Bypass Valve Inspection
- II. Engine Oil and Oil Pan Inspection
- III. Main Bearing Inspection
- IV. Reassembly



NOTE

Only perform the procedures that the instructions indicate. Some may only need Inspection I. Some may need I & II. Some may need I, II, III and IV.



NOTE

New filter caps must be inspected by the [PACCAR Visual Inspect by Mann&Hummel.pdf](#) procedure in the Attachments section provided by MANN+HUMMEL.

**NOTE**

Replacement of main bearings is not authorized unless directed by your Region Engine Service Manager (RESM).

**NOTE**

Replacement of main bearing cap bolts is not authorized unless they are proven to be stretched by this procedure.

E187 Procedure for R&R Oil Module/Bypass Valve, Filter and Bearing Inspection: [E187 Oil Module Cap Procedure](#)

Select this [Service Minute - E187 Oil Module Cap Procedure](#) link to view a video for E187 Oil Module Cap:

Attachments

[E187 Chassis List](#)

[PACCAR Visual Inspect by Mann & Hummel](#)

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