



Technical Information Bulletin

E234



Section

Engine

Subject

Use of Non-PACCAR Fuel, Oil, and Air Filters

Release Date

11/19/2018

Condition

Using filters without a PACCAR part number may cause fuel, oil, and/or air intake system related problems.

Chassis Affected

All PACCAR MX-11/13 powered chassis.

Action

Information Only

Replace engine oil, air, and engine and chassis-mounted fuel filters with parts of the same part number. Use of incorrect filter part numbers or non-genuine PACCAR filters can result in engine performance problems and/or severe engine damage.

Warranty

Warranty coverage does not extend to non-OEM components. Failures that are a result of the use of non-OEM component may not be warrantable.

Parts

Parts are available from PPD. Identify the correct part for the application using WebECAT or Rapido.

Background

PACCAR periodically changes its filter design, and filters of different part numbers may not be interchangeable. Always refer to Engine Rapido- Parts for the correct part number.

Use of incorrect filter part numbers or non-genuine PACCAR filters can result in low pressure fuel fault codes and/or severe engine damage.

Non-genuine PACCAR oil filters can result in:

- oil pressure issues
- oil bypassing the primary oil filter media allowing unfiltered oil to be circulated

Filters with the same micron rating may have many differences from the PACCAR filter, including:

- how the micron rating was measured
- flow rates
- sealing features
- check valves
- bypass features
- retention features

~14 engines have been replaced over the past 8 years due to the use of non-PACCAR oil filters.

- Some non-PACCAR centrifugal (spinner) filters spin counterclockwise and have been known to loosen the bearing in the base of the oil module that the centrifugal filter spins in. If the bearing comes all the way out, the oil pressure will drop low enough to starve the rod and main bearings.
- Non-PACCAR primary oil filters have been known to form a less than adequate seal around the filter support cage, allowing non-filtered oil to be supplied to the engine. Debris in the non-filtered oil has caused rod bearing, main bearing and crankshaft damage.
- The filter media on some non-PACCAR primary oil filters has been known to fail, clogging piston-cooling nozzles, which then results in a seized piston.

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