

E311 - PACCAR MX Prognostic Repair - Camshaft

Number

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E311

Description

PACCAR MX Prognostic Repair - Camshaft

Subject

PACCAR MX Prognostic Repair - Camshaft

Date

4/5/2024

Revision

05/10/2024: Diagnostic flow path added to the bulletin: Direction to follow "Valve train noise, excessive valve lash, and/or excessive wear metals in oil pan or oil filter." SRT codes B24-10A, B24-10B, and B24-10C included to replace previous SRT codes. Link to webcast "A New Approach to Maximizing UpTime: Prognostics" added to Links section.

Condition

PACCAR will proactively contact the customers with the chassis identified in this campaign and coordinate with dealers to schedule the repair based on part and dealer availability. If a truck is in your shop and it is flagged in SIR, please proceed with this repair. We also welcome dealers to proactively contact customers based on the list updated regularly in SIR.

Chassis equipped with PACCAR MX-13 EMY17-20 engines built prior to 04/20/2019 or MX-13 EMY19-21 built on or after 04/20/2019 will be identified through the use of the connected truck prognostic program. Only trucks with an active standard warranty or active, applicable extended warranty will be included in this campaign.

Chassis Affected

Chassis equipped with PACCAR MX-13 EMY17-20 engines built prior to 04/20/2019 or MX-13 EMY19-21 built on or after 04/20/2019 will be identified through the use of the connected truck prognostic program. Only trucks with an active standard warranty or active, applicable extended warranty will be included in this campaign.

Action

Campaign

1. Service all chassis affected that enter your dealership, even if the customer has no issue with the chassis. This campaign can be performed at any time convenient for the customer (for example: during next scheduled maintenance interval).
2. The chassis list will be updated as new chassis are identified. Review SIR for “Complete” next to the **E311** campaign code prior to performing this repair.
3. Follow repair process in Procedures section.

Warranty

The chassis list will be updated periodically based on prognostic data. PACCAR will identify chassis, contact customers, and load chassis to PRWS and SIR.

Through Standard Warranty or any applicable active Extended Warranty, Peterbilt will pay for parts at dealer net plus applicable mark-up and labor.

Recommended Repair quick claim codes are editable. After selecting, click the gear icon to add Parts/Labor/Misc.

- MX-13 EMY17-20 built prior to 04/20/2019, select Recommend Repair **E311A**.

- MX-13 EMY19-21 built on or after 04/20/2019, select Recommended Repair **E311B**.

Take-Off Parts Disposition: Ship take-off parts to PACCAR Technical Center.

PRWS CLAIM CODING			
Campaign Code:	E311	Campaign Type:	Field Repair
Claim Category:	Engine	Repair Type:	Proactive
Customer Concern Code:	169	Causal Code:	44
Corrective Action Code:	03	Responsibility Code:	CAMP
Failure Location:	045-008-098	Causal Part:	2245295
Supplier Code:	PCARPTC	SRT Code:	B24-10A 25.5 hours Bulletin E311 Prognostic Repair - 579 Camshaft R&R (Includes battery disconnect and

			<p>bumper removal).</p> <p>B24-10B 25.4 hours Bulletin E311 Prognostic Repair - Non-579 Camshaft R&R (Includes battery disconnect)</p> <p>B24-10C 2.3 hours Valve train noise, excessive valve lash, and/or excessive wear metals in oil pan or oil filter. Per RMI steps. Full diagnostic tree.</p>
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Parts

Parts are available from PACCAR Parts.

Parts list below is not exhaustive. Please refer to RMI to determine if additional parts are required.

Part Number	Part Description	Quantity
2342017PE	Camshaft Replacement Kit, MX-13, EPA17	1
2111441PE	Oil Pan Gasket, MX-13, EPA17	1
2245295PE	Camshaft, MX-13, EPA17	1

Procedure

Please follow your dealership's safety procedures and precautions to ensure the vehicle can be safely repaired and maintained.

1. Open RMI and enter the VIN to get chassis specific repair instructions.
2. Search for diagnostic procedure: *"Valve train noise, excessive valve lash, and/or excessive wear metals in oil pan or oil filter."*
3. Perform step one of procedure - remove and inspect the oil filter for metal debris to determine if the camshaft has experienced significant wear:
 - Remove oil filter.
 - Use a box knife to cut filter media from filter housing.
 - Fold filter media so pleats are stacked on top of each other.
 - Place folded filter media into a vice and squeeze out excess oil - use a rag to catch oil.
 - Spread out filter media onto a clean work surface and inspect for metal debris.
 - **If no metal debris is found**, proceed to step 4 below, and replace camshaft.
 - **If metal debris is found**, complete the remaining steps in the *"Valve train noise, excessive valve lash, and/or excessive wear metals in oil pan or oil filter"* diagnostic procedure.
4. In RMI, search: *"Replace including tappets camshaft, engine (Basic assembly)."*
5. Follow replacement procedure in RMI.

Links

[E311 - Chassis List](#)

Webcast Link:

["A New Approach to Maximizing UpTime: Prognostics"](#)