

New CSA Letters

- 24CSA-17
- Gen 5 DD13 Turbocharger Oil Return Line Cracks
- 24CSA-19
- Heavy-Duty Engine Product (HDEP) Oil Separator Leaks
- 24CSA-20
- Discolored Coolant Surge Tank on Heavy Duty Engine Product (HDEP)



No.: 24CSA-20
October 2024

TO: Service Locations
FROM: Powertrain Service Engineers
SUBJECT: Discolored Coolant Surge Tank on Heavy-Duty Engine Product (HDEP)

ISSUE
Some units may experience an issue with a discolored coolant surge tank. Units may also come in with a complaint of oil or combustion gas in the coolant, based on the visible condition of the surge tank.



Examples of discolored surge



No.: 24CSA-17
September 2024

TO: Service Locations
FROM: Service Engineering
SUBJECT: Gen 5 DD13 Turbocharger Oil Return Line Cracks

ISSUE
Some DD13 Gen 5 Turbocharger oil return lines have cracked, causing an oil leak. Engineering is requesting additional steps and the return of replaced parts to aid with understanding the root cause. If completed, please return the parts directly to DCC. This process is only to be performed until January 1, 2025, and only when the customer approves of the additional repair time that may occur.



Examples of a broken turbo oil return line



No.: 24CSA-19
October 2024

TO: Service Locations
FROM: Powertrain Service Engineers
SUBJECT: Heavy-Duty Engine Product (HDEP) Oil Separator Leaks

ISSUE
Some Heavy-Duty Engine Product (HDEP) units may come in for an oil leak complaint at the oil separator outlet.



Department of Transportation (DOT) define an external fluid leak as a fluid pooling or leaking onto the ground. The crankcase breather design may or may not be designed to allow for the oil to flow to the breather atmosphere. A light oil mist coming out of the outlet pipe is normal. If present, it is not necessary to restrict the oil separator.

15