

E326: EPA17-24 and CARB24 PACCAR MX Fuel Injector Connector Upgrade

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Number

E326

Subject

EPA17-24 and CARB24 PACCAR MX Fuel Injector Connector Upgrade

Date

3/11/2025

Revision

04/01/2026: This bulletin now applies to all EPA17-24 and CARB24 PACCAR MX engines.

03/05/2026: This bulletin now applies to EPA24 PACCAR MX-13 engines.

01/14/2026: Added information for SRTs and repair process in RMI.

12/05/2025: Added a pin extracion tool part number.

Condition

Information Only

When performing upgrades that require disconnecting the injectors or removing the valve train casing, it's possible that the locking tabs on the injector connector shell (part number 1439888PE) could break.

Since the injector connector shells are now in stock, upgrading the entire valve train casing assembly should not be the initial approach to address this issue.

Claims submitted that include only the upgrade of the valve train casing assembly, without first attempting to upgrade the injector connector shell(s), may be denied.

Injector Connector Locking Tab



Chassis Affected

All chassis equipped with EPA17-24 and CARB24 compliant PACCAR MX engines

Action

Information Only

To increase uptime and serviceability, dealers should stock the injector connector shells (1439888PE). Upgrades to broken connector shells should occur rather than replacement of the valve train casing assembly.

Warranty

SRT codes have been added to the SRT tables for injector connector shell replacement. Please reference SRT codes **044-687: Connector 2-Pin (One Injector)** and **044-688: Connector 2-Pin (Six Injectors)**.

When replacing broken injector connector shells, do not reference E326 in the campaign code field of the

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Date

3/6/2025

Revision

04/01/2026: This bulletin now applies to all EPA17-24 and CARB24 PACCAR MX engines.

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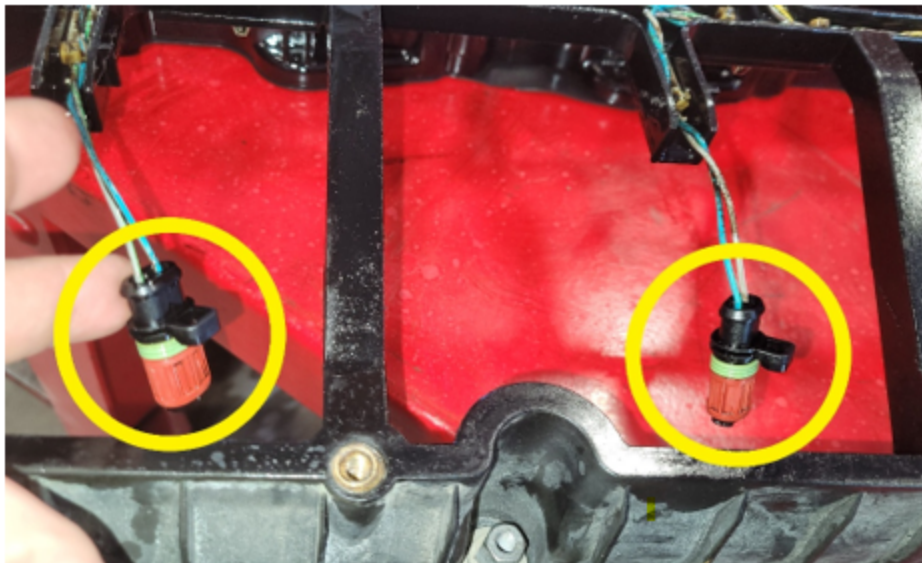
01/14/2026: Added information for SRTs and repair process in RMI.

12/05/2025: Added a pin extraction tool part number.

Condition

During repairs which involve disconnecting the injectors or removing the valve train casing, the injector connector shells (1439888PE) locking tabs may be broken. Since the injector connector shells were not

previously available, the entire valve train casing assembly had to be replaced to fix the issue.



Broken Injector Connectors in Valve Train Casing Assembly

Chassis Affected

All chassis equipped with EPA17-24 and CARB24 compliant PACCAR MX engines

Action

Information Only

To prevent downtime, dealers should stock the injector connector shells (1439888PE). Replacement of broken connector shells should occur rather than replacement of the valve train casing assembly.

Warranty

SRT codes have been added to the SRT tables for injector connector shell replacement. Please reference SRT codes **044-687: Connector 2-Pin (One Injector)** and **044-688: Connector 2-Pin (Six Injectors)**.

When replacing broken injector connector shells, do not reference E326 in the campaign code field of the warranty claim. This is an informational bulletin only.

Parts

Quantity	Part Number	Description	Stock Location (PACCAR Parts PDC / DSP)
As Needed	1439888PE	Connector	PDC
As Needed	539972-1	Pin Extraction Tool	PDC

Background

Injector connector shell locking tabs may break when disconnected, resulting in valve train casing assembly replacement.

Procedure

Injector connector shell replacement procedures can be found in RMI by searching “valve train casing”, then select Parts > Valve train casing > Jobs > replace 1 (one) connector 2-pin (Basic assembly).

When connector shells are replaced according to RMI, a pin extraction tool is required to complete the repair. This tool is part number 539972-1, available through PACCAR Parts.