

E311: PACCAR MX-13 EPA 2017 Prognostic Repair - Camshaft

Number

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E311

Description

PACCAR MX-13 EPA 2017 Prognostic Repair - Camshaft

Subject

PACCAR MX-13 EPA 2017 Prognostic Repair - Camshaft

Date

4/5/2024

Revision

- 07/09/2026:** The Condition, Chassis Affected, Service Action, Warranty, and Procedure sections have been updated to include the latest prognostics bulletin verbiage.
- 06/05/2026:** The PACCAR Powertrain Prognostics Webcast video link has been removed. It will be included with updated information at a later date.
- 05/18/2026:** The Warranty section has been updated to include Peterbilt-specific SRT codes for filing cross-division repairs.
- 08/18/2025:** Condition, Chassis Affected, and Warranty sections updated with the following verbiage “E311 must be flagged and open in Service Information Record (SIR) at the time of RO open date to

qualify.” Also, “Through Standard Warranty or any applicable active Extended Warranty” verbiage was removed from Warranty section.

02/24/2025: Chassis list updated.

11/18/2024: Take off parts disposition has been changed from "Ship take-off parts to PACCAR Technical Center" to "Destroy take-off parts 30 days after claim is paid".

05/10/2024: SRT codes B24-08C/D/E/F/G/H added to the “Warranty” section table. “Procedure” section now includes oil filter inspection process. For information, webcast link "PACCAR Powertrain Prognostics Webcast" has been added to the “Procedure” section.

05/07/2024: Chassis list updated.

Condition

Leveraging PACCAR’s advanced Prognostic prediction algorithms, certain chassis equipped with PACCAR MX-13 EMY 2017-2019 engines built prior to 04/20/2019 or MX-13 EMY 2019-2021A built on or after 04/20/2019 will receive proactive replacement instructions for the camshaft to maximize uptime and maintain optimal performance.

E311 must be flagged and open in SIR at the time of the repair order (RO) open date to qualify.

Only trucks with an active standard or applicable extended warranty will be included in this campaign. Trucks flagged in SIR whose warranty expires will be removed. If a repair is performed on a chassis flagged in SIR after warranty expiration, PACCAR will consider payment on a case-by-case basis.

Chassis Affected

Certain chassis equipped with PACCAR EPA 2017 MX-13 EMY 2017-2021A engines will be identified through the Prognostics Program in SIR as described above.

Action

Campaign

Schedule this proactive upgrade with the next service event. A complimentary oil change is included.

Service all chassis affected that enter your dealership, even if the customer has no issue with the chassis.

1. Review the attached chassis list for your dealer code and schedule your customer(s) for service if their chassis is on the list.
2. In Service Management, select campaign **E316** to add it to the case. If the unit is released back into service without performing the repair, make sure to also release the campaign in Service Management.
3. If you are not using Service Management to start repair orders, review SIR for Complete next to the **E316** campaign code prior to performing this repair.

4. Follow the procedures in the Links section to inspect, remove, and replace the main bearing cap bolts.

Warranty

Starting on **04/05/2024** Kenworth will pay for parts at dealer net plus applicable mark-up and labor:

PACCAR will identify and load chassis to PRWS and SIR.

E311 must be flagged and open in SIR at the time of the RO open date to qualify.

The Recommended Repair Codes listed below are editable. After selecting, click the gear icon to add Parts/Labor/Misc.

- MX-13 EMY 2017-2019 built prior to 4/20/2019, select Recommended Repair Code **E311A**.
- MX-13 EMY 2019-2021A built on or after 4/20/2019, select Recommended Repair Code **E311B**.
- Kenworth dealers may perform E311 repairs on Peterbilt chassis, but Recommended Repair Codes do not apply. For Peterbilt chassis repairs, use the long form claim.
- If filing a claim for cross-division repairs, be sure to select the Peterbilt-specific SRT codes shown in the PRWS Claim Coding table below.
- File an additional claim for extraordinary circumstances. A recommended repair for standard labor must be filed first.

- File the claim within 14 days in accordance with the Warranty Policy.

Take off parts disposition: Destroy 30 days after claim is paid.

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	N/A	SRT Code:	Peterbilt SRT Codes	Kenworth SRT Codes
			B24-10A 25.5 hours Bulletin E311 Prognostic Repair - 579 Camshaft R&R (Includes battery disconnect and bumper removal).	B24-08C 25.5 hours T680 chassis Camshaft R&R (Includes battery disconnect, bumper removal and oil filter inspection).
			B24-10B 25.4 hours Bulletin E311 Prognostic Repair - Non-579 Camshaft R&R (Includes	B24-08D 25.4 hours For Non-T680 chassis Camshaft R&R (Includes battery disconnect and Oil

battery disconnect)	filter inspection).
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.	B24-08E 27.6 hours For T680 chassis Camshaft R&R (Includes battery disconnect, bumper removal and Valve train noise, excessive valve lash diagnostic tree). B24-08F 27.5 hours For Non-T680 chassis Camshaft R&R (Includes battery disconnect and Valve train noise, excessive valve lash diagnostic tree). B24-08G 2.6 hours For T680 chassis Camshaft R&R (Includes battery disconnect, bumper removal and Valve train noise, excessive

			valve lash diagnostic tree).
			B24-08H
			2.5 hours
			For Non-
			T680
			chassis
			Camshaft
			R&R
			(Includes
			battery
			disconnect
			and Valve
			train noise,
			excessive
			valve lash
			diagnostic
			tree).

For campaign filing questions, reference Kenworth bulletin CB077.

Parts

Parts are available from PACCAR Parts.

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

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

Procedure



WARNING!

Repair or maintenance procedures may pose a safety risk in limited circumstances. You must read all procedure steps before performing any work and follow all dealership safety procedures or precautions. Failure to comply may result in death, personal injury, equipment damage, or property damage.

1. On PACCAR.net, 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:
 - a. Remove the oil filter.
 - b. Use a box knife to cut the filter media from the filter housing.
 - c. Fold the filter media so the pleats are stacked on top of each other.
 - d. Place the folded filter media into a vice and squeeze out the excess oil. Use a rag to catch the oil.
 - e. Spread out the filter media onto a clean work surface and inspect for metal debris.
 - i. **If no metal debris is found**, proceed to step 4 below, and replace the camshaft.
 - ii. **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 the replacement procedure in RMI.

Links

[E311: PACCAR MX-13 EPA 2017 Prognostic Repair - Camshaft - Chassis List](#)

Authored by: JK

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07/09/2026: The Condition, Chassis Affected, Service Action, Warranty, and Procedure sections have been updated to include the latest prognostics bulletin verbiage.

05/18/2026: The Warranty section has been updated to include Kenworth-specific SRT codes for filing cross-division repairs.

08/18/2025: Condition, Chassis Affected, and Warranty sections updated with the following verbiage "E311 must be flagged and open in Service Information Record (SIR) at the time of RO open date to qualify." Also, "Through Standard Warranty or any applicable active Extended Warranty" verbiage was removed from Warranty section.

02/26/2025: 5 new VINs added to chassis list. Total chassis population 836.

02/21/2025: 623 new VINs added to chassis list. Total chassis population 831.

11/13/2024: Changed take off parts disposition to Destroy takeoff parts 30 days after claim is paid. Parts return is no longer necessary.

08/28/2024: 87 new VINs added to chassis list. Total chassis population 208.

06/04/2024: PACCAR Prognostics Repair video link removed.

05/25/2024: Link to video explaining PACCAR Prognostics Repairs added.

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.

Condition

Leveraging PACCAR's advanced Prognostic prediction algorithms, certain chassis equipped with PACCAR MX-13 EMY 2017-2019 engines built prior to 04/20/2019 or MX-13 EMY 2019-2021A built on or after 04/20/2019 will receive proactive replacement instructions for the camshaft to maximize uptime and maintain optimal performance.

E311 must be flagged and open in SIR at the time of the repair order (RO) open date to qualify.

Only trucks with an active standard or applicable extended warranty will be included in this campaign. Trucks flagged in SIR whose warranty expires will be removed. If a repair is performed on a chassis flagged in SIR after warranty expiration, PACCAR will consider payment on a case-by-case basis.

Chassis Affected

Certain chassis equipped with PACCAR EPA 2017 MX-13 EMY 2017-2021A engines will be identified through the Prognostics Program in SIR as described above.

Action

Campaign

Service all chassis affected that enter your dealership, even if the customer has no issue with the chassis.

1. Review the attached chassis list for your dealer code and schedule your customer(s) for service if their chassis is on the list.
2. In Service Management, select campaign **E311** to add it to the case. If the unit is released back into service without performing the repair, make sure to also release the campaign in Service Management.
3. If you are not using Service Management to start repair orders, review SIR for Complete next to the **E311** campaign code prior to performing this repair.
4. Follow the procedures in RMI to replace the camshaft and inspect for progressive damage as necessary.

Warranty

Starting on **04/05/2024** Peterbilt will pay for parts at dealer net plus applicable mark-up and labor:

PACCAR will identify and load chassis to PRWS and SIR.

E311 must be flagged and open in SIR at the time of the RO open date to qualify

The Recommended Repair Codes listed below are editable. After selecting, click the gear icon to add

Parts/Labor/Misc.

- MX-13 EMY 2017-2019 built prior to 04/20/2019, select Recommend Repair Code **E311A**.
- MX-13 EMY 2019-2021A built on or after 04/20/2019, select Recommended Repair Code **E311B**.
- Peterbilt dealers may perform E311 repairs on Kenworth chassis, but Recommended Repair Codes do not apply. For Kenworth chassis repairs, use the long form claim.
- If filing a claim for cross-division repairs, be sure to select the Kenworth-specific SRT codes shown in the PRWS Claim Coding table below.
- File an additional claim for extraordinary circumstances. A recommended repair for standard labor must be filed first.

- File the claim within 14 days in accordance with the Warranty Policy.

Take-Off Parts Disposition: Destroy 30 days after claim is paid.

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	N/A	SRT Code:	Peterbilt SRT Codes	Kenworth SRT Codes
			B24-10A 25.5 hours Bulletin E311 Prognostic Repair - 579 Camshaft R&R (Includes battery disconnect and bumper removal).	B24-08C 25.5 hours T680 chassis Camshaft R&R (Includes battery disconnect, bumper removal and oil filter inspection).
			B24-10B 25.4 hours Bulletin E311 Prognostic Repair - Non-579 Camshaft R&R (Includes	B24-08D 25.4 hours For Non-T680 chassis Camshaft R&R (Includes battery disconnect and Oil

battery disconnect)	filter inspection).
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.	B24-08E 27.6 hours For T680 chassis Camshaft R&R (Includes battery disconnect, bumper removal and Valve train noise, excessive valve lash diagnostic tree). B24-08F 27.5 hours For Non-T680 chassis Camshaft R&R (Includes battery disconnect and Valve train noise, excessive valve lash diagnostic tree). B24-08G 2.6 hours For T680 chassis Camshaft R&R (Includes battery disconnect, bumper removal and Valve train noise, excessive

			valve lash diagnostic tree).
			B24-08H
			2.5 hours
			For Non-
			T680
			chassis
			Camshaft
			R&R
			(Includes
			battery
			disconnect
			and Valve
			train noise,
			excessive
			valve lash
			diagnostic
			tree).

For campaign filing questions, reference Peterbilt Warranty Procedure Manual – Section 8.

Parts

Parts are available from PACCAR Parts.

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

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

Procedure

**WARNING!**

Repair or maintenance procedures may pose a safety risk in limited circumstances. You must read all procedure steps before performing any work and follow all dealership safety procedures or precautions. Failure to comply may result in death, personal injury, equipment damage, or property damage.

1. On PACCAR.net, 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 the oil filter.
 - Use a box knife to cut the filter media from the filter housing.
 - Fold the filter media so the pleats are stacked on top of each other.
 - Place the folded filter media into a vice and squeeze out excess oil. Use a rag to catch the oil.
 - Spread out the 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 the 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 the replacement procedure in RMI.

Links

[**E311: PACCAR MX-13 EPA 2017 Prognostic Repair - Camshaft - Chassis List**](#)