



IMPORTANT

PRIORITY 2 OF 3 · ACTION RECOMMENDED

DERATE UPDATE NEEDED NOW

ONE CAUTION: FOR MODEL YEAR 2026 AND OLDER
THE GUIDANCE IS VOLUNTARY

SERVICE BULLETIN

Technical Service & Compliance Notice

REF RDK-SB-2026-09-15 · 9-15-2026

RDK TRUCK SALES · TAMPA, FLORIDA · EST. 1997

MOST TRUCKS WE ARE SEEING NEED AN ECU / ECM SOFTWARE UPDATE

The 5 MPH DEF derate is being raised to 25 MPH — find out if your trucks qualify.

BULLETIN NO.	RDK-SB-2026-09-15	ISSUE DATE	September 15, 2026
CLASSIFICATION	IMPORTANT UPDATE — action recommended	SUPERSEDES	None
APPLIES TO	All customer, fleet, municipal, and rental units — model years 2008 through 2026	STATUS	Active
ENGINES COVERED	Cummins (incl. rebranded PACCAR PX-7/PX-9) · Detroit DD13/DD15/DD16 · PACCAR MX-11/MX-13 · Volvo · Mack · Hino · Isuzu · International · Autocar · Battle Motors	REVIEW	Ongoing through 2027
ISSUED BY	RDK Truck Sales — Service Department, Tampa, Florida	AUTHOR	Richard Kemner, Founder

1.0 PURPOSE

To notify RDK customers, fleet managers, and municipal maintenance departments that the majority of trucks entering our shop are operating on **outdated engine and aftertreatment control software**, and that updated manufacturer calibrations are now available that improve engine and exhaust performance, reduce false fault codes, and — in many cases — **raise the final DEF derate speed from 5 mph to 25 mph**.

2.0 CONDITION OBSERVED

Across customer units, trade-ins, and trucks we recondition for resale, we are routinely finding engines running calibrations **two, three, and four levels behind** the manufacturer's current release. In a large share of these cases the truck is not mechanically broken. **It is running old code.**

Owners are replacing sensors, dosers, and diesel particulate filters while chasing a condition the engine manufacturer already corrected in software.

3.0 WHY IT MATTERS

The Engine Control Module (ECM/ECU) and Aftertreatment Control Module (ACM) govern fuel delivery, injection timing, EGR, DEF dosing, and regeneration. Manufacturers release updated calibrations to correct known defects and improve system behavior — the same principle as a phone receiving an update.^{1, 2}

- **Improved engine performance and driveability** — corrected fueling and timing strategy
- **Improved exhaust and aftertreatment performance** — cleaner, more complete regens and smarter DEF dosing
- **Fewer false fault codes** — many recurring codes are corrected in software, not hardware
- **Fewer derates and fewer tow-ins** — the truck stays running and stays on the route

- **Reduced parts spend** — no replacing good components to chase a software fault

On Volvo and Mack platforms, emissions programming for OBD2013 and newer covers the engine ECM, the Aftertreatment Control Module, and the transmission ECU as a set, and both brands continue expanding over-the-air update coverage.^{2,3}

4.0 PRIORITY ITEM — THE DEF DERATE SOFTWARE

EPA has issued revised guidance on DEF-related inducements, and manufacturers are releasing software that changes how severely a truck is penalized for a DEF fault.

The final inducement speed moves from 5 mph up to 25 mph.

On the PACCAR platform, the window before that final derate arrives extends from as little as 4 hours out to 160 hours.^{4,5} That is the difference between limping a truck to a service bay and sitting on the shoulder waiting on a tow.

Note on scope — the guidance is voluntary.

EPA's guidance for model year 2026 and older engines **permits, but does not require**, manufacturers to revise DEF inducement software.^{6,7} Availability therefore varies by manufacturer, engine family, and VIN.

5.0 WHOSE ENGINE IS IT? — REBRANDED AND SUPPLIED ENGINES

Read this before the table in Section 6.0. A number of chassis makers install a Cummins engine and put their own name on it. If you look your truck up by the badge on the hood or the valve cover, you can end up asking the wrong dealer for the wrong update. The two questions that actually matter are **who supplies the calibration** and **who administers the warranty** — and those are not always the name on the engine.

BADGE ON THE TRUCK	WHAT IS ACTUALLY IN IT	WHERE THE SOFTWARE AND WARRANTY COME FROM
PACCAR PX-7 Kenworth T170, T270, T370; K270, K370 cabovers; Peterbilt medium duty	Cummins B6.7. 200-325 hp, up to 750 lb-ft. ¹²	PACCAR. Base engine warranty 2 years, no mileage limit. Calibrations and campaigns run through Kenworth and Peterbilt — over 670 factory-trained locations in North America. ^{12,13}
PACCAR PX-9 Kenworth T270, T370, T440, T470, W900S; Peterbilt medium duty	Cummins L9 (8.9 L). Transport Topics states it plainly: the L9 “was branded as the PX-9.” ^{11,12}	PACCAR. Base engine warranty 2 years or 250,000 miles. Same Kenworth and Peterbilt service path. ^{12,13}
PACCAR MX-11 / MX-13	PACCAR's own engine — not a Cummins. Do not confuse MX with PX.	PACCAR only. This is the platform the DEF derate update in Section 6.0 applies to. ⁸
Freightliner M2 106 Business Class M2 106 Plus	Cummins B6.7 or Cummins L9 are factory engine options alongside the Detroit DD5 and DD8. The badge on the hood says Freightliner; the engine underneath may well be a Cummins. ³⁸	Freightliner dealer, Cummins engine. Do not assume a Detroit on an M2 — pull the dataplate. For 2027 build, Daimler is adding the Cummins B6.7 Octane gasoline engine to the M2 106, with ordering opened in March 2026. ⁴¹

BADGE ON THE TRUCK	WHAT IS ACTUALLY IN IT	WHERE THE SOFTWARE AND WARRANTY COME FROM
Freightliner Cascadia · 114SD Western Star 47X / 49X	Cummins X12 and X15. The X12 is offered in the Cascadia 116" BBC day cab, and the 49X lists the X12 (11.8 L) and X15 (14.9 L) next to the Detroit DD13, DD15 and DD16. ^{39, 40}	Detroit and Cummins run separate campaign and calibration paths. A Detroit DEF derate update does nothing for a Cummins-powered unit in the same fleet. For 2027, the Cummins X10 replaces both the L9 and the X12 across Freightliner and Western Star. ⁴¹
Mack MD6 / MD7 Class 6 and Class 7	Cummins B6.7. Efficiency Series 220-260 hp / 520-660 lb-ft; Performance Series 280-300 hp / 660 lb-ft. ⁴⁴	Mack dealer, Cummins engine. Mack's own MP7, MP8 and MP13 in the heavy trucks are not Cummins — same trap as MX versus PX on the PACCAR side.
Mack LR · TerraPro Granite CNG	Cummins Westport L9N natural gas, 320 hp / 1,000 lb-ft, on LR, TerraPro and the lighter Granite CNG roll-off configuration. Diesel LR and TerraPro run the Mack MP7 or MP8. ^{45, 46}	Mack dealer. On a refuse fleet this is the one that bites — the CNG units and the diesel units in the same yard are on two different engine families and two different software paths.
Hino L Series (current build)	Cummins B6.7L , 240-260 hp, Cummins Single Module aftertreatment. ¹⁷	Hino chassis, Cummins engine. Older L Series units are the Hino J08E — those are the ones in the recalls in Section 7.0.
Hino XL Series (current build)	Cummins L9 , 300-360 hp. ¹⁸	Hino chassis, Cummins engine. Older XL7 and XL8 units are the Hino A09.
Isuzu F-Series FTR / FVR 2022 model year and newer	Cummins B6.7 , 260 hp / 660 lb-ft. The first non-Isuzu engine Isuzu has ever offered in any model; it replaced the Isuzu 5.2 L in the Class 6 FTR. ¹⁹	Isuzu dealer. Older N-Series 5.2 L units are the Isuzu 4HK1 — see Section 8.0.
International MV Series MV60H, MV607	Cummins B6.7 (200-360 hp) or Cummins L9 (260-360 hp) — Cummins-badged, not rebranded. ¹⁶	International dealer network.
Autocar ACX front and rear loader	Cummins L9 (295-430 hp), X12 (350-500 hp), or ISX12N near-zero NOx (320-400 hp). ²³	Autocar dealer, Cummins engine underneath.
Battle Motors LET2	Cummins L9 or Cummins X12 , 300-430 hp. ²⁴	Battle dealer, Cummins engine underneath.
Ford F-650 / F-750 through the 2015 model year	Cummins 6.7 L. From the 2016 model year forward these are a Ford-built engine. ²²	A Cummins campaign does not reach a 2016-or-newer F-650/F-750. Check the year before you chase a Cummins update.

The detail that costs owners money

On a Cummins engine sitting in a Kenworth or Peterbilt, an authorized Cummins service location can often do the calibration work — but **PACCAR may have to authorize it first**. In a 2021 Cummins field campaign covering ISX15 and QSX15 engines in PACCAR vehicles, the instructions stated that if the work is performed at another authorized Cummins service location, "PACCAR authorization must be confirmed by contacting the nearest Peterbilt or Kenworth dealer to have them submit a request to PACCAR and obtain an authorization code." If it is done at the Kenworth or Peterbilt dealer instead, the dealer pulls PACCAR approval on its own bulletin before proceeding. That specific campaign expired 12/31/2021, but the approval pattern is the reason to ask up front who authorizes and who pays — otherwise you can have the work done correctly and still not have it covered.¹⁴

How to settle it in about two minutes. Go to the engine dataplate, not the badge, and pull the engine serial number. A Cummins ESN is generally eight digits. Run it through Cummins QuickServe Online — if the number comes back, there is a Cummins engine under that badge and there is a calibration history and an open-field-action status attached to it. Bring both the ESN and the VIN to the counter; the VIN alone gets you the chassis story and misses the engine story.²⁰

Two things on the horizon worth knowing now. First, Cummins has said the new **X10 replaces both the L9 and the X12**, launching in 2027. Because the PX-9 is a rebranded L9, the PX-9 follows the L9's lifecycle — if you are running late-build L9 or PX-9 units, plan parts and calibration support around that transition rather than after it.^{11, 21} Second, the CARB emissions warranty language printed in certain **EMY 2022-2023 PX-7 and PX-9** operator's manuals is **incorrect**, and a supplemental letter was issued to correct it. If you are relying on the book in the glovebox to argue an emissions warranty claim, ask for the supplement first.¹⁵

6.0 AVAILABILITY BY MANUFACTURER

MANUFACTURER	STATUS AND COVERAGE
PACCAR Kenworth · Peterbilt	Available — but customer pay. MX-11 and MX-13. Trucks built after 2018 can be flashed at a Kenworth or Peterbilt dealer. Released 07/06/2026 for EMY 2021B-2023; EPA 2024 EMY 2024-2026 expected after 08/28/2026. Trucks built after 07/20/2026 receive it at the factory. PACCAR states this optional update is customer pay and is not covered under warranty . ^{4, 42, 43}
Detroit / DTNA Freightliner · Western Star	Available. Rollout began February 2026 to approximately 330,000 in-service vehicles — DD15 MY2021-2025 and DD13 MY2022-2025. ⁹
Cummins	Available. Updates covering more than 1.5 million medium- and heavy-duty engines, including certain trucks back to model year 2017; rollout varies by platform and application. ⁵
Volvo · Mack	Available and expanding. Updated DEF inducement software is on all new production, with a stated plan to extend to all eligible post-2010 model year vehicles by the end of 2027. ¹⁰
Hino	No DEF inducement program announced as of this bulletin. However, Hino has active emissions recalls that require ECU and DCU reprogramming — see Section 7.0. Check every VIN.
Isuzu	No DEF inducement program announced as of this bulletin. However, Isuzu has issued multiple ECM calibration emissions recalls — see Section 8.0. Check every VIN.

7.0 HINO — SOFTWARE ITEMS TO CHECK

Hino owners should not skip this bulletin. Even without a DEF inducement program, Hino has issued emissions recalls that are **pure software** and directly affect aftertreatment behavior:

- **Emissions Recall AB5S0 / AB5R0** (Service Bulletin SB-25-003, issued 10/30/2025) — all **2018-2021 MY L-Series conventional trucks with automatic transmission** (manual excluded) and all **2018-2020 MY COE trucks, diesel and hybrid**. Requires an ECU and DCU software update; both modules must carry the correct software for the recall to be complete. Some units also require DPF replacement under recall AB5T0.²⁶
- **Emissions Recall AADK0** — 2018-2019 MY COE trucks with the J05 engine. Requires Engine ECU and DCU reprogramming through Hino DX2, followed by a urea SCR related memory reset. A parallel campaign, AA920, covers the same 18MY-19MY COE J05 population and adds the VCS module.^{27, 28}
- **Older J-series units** — reprogramming on earlier model years has materially improved aftertreatment reliability by changing system behavior in software alone.
- **Regen diagnostics** — Hino publishes manual regen recording procedures for 15MY-21MY conventional J08 and COE J05 trucks; useful documentation when a unit is fighting its regens.²⁹

Action: run every Hino VIN through a Hino dealer for open campaigns. These are performed at no charge to the owner.

One corporate note, because customers ask. As of April 1, 2026, Hino Motors and Mitsubishi Fuso are both wholly owned by a new Tokyo-listed holding company, **ARCHION Corporation**, with Daimler Truck and Toyota each retaining roughly 25 percent. Hino remains the brand, and the U.S. dealer network still handles these campaigns — the ownership change does not affect your recall eligibility.²⁵

8.0 ISUZU — SOFTWARE ITEMS TO CHECK

Isuzu's pattern is similar — recurring **ECM calibration** corrections rather than hardware failures:

- **N-Series 5.2L (4HK1)** units have been subject to voluntary emissions recalls for ECMs built with OBD calibration errors affecting diagnostic monitors, corrected by reflash.^{30, 31}
- **F-Series** units have been recalled for software calibration errors, including 2022 MY trucks built **without engine exhaust braking functionality** — a safety recall corrected in software.³²
- **DPF and regen complaints** on NPR and similar units frequently trace to calibration level; dealer-level reflash through Isuzu IDSS is the correct path.³³

Action: run every Isuzu VIN for open campaigns through your Isuzu dealer or at isuzucv.com/recalls.³⁴

9.0 OPEN EMISSION RECALLS — ALL BRANDS

Software is frequently bundled with an open recall. Example: certain Detroit DD13, DD15, and DD16 engines were built without soot sensors due to component shortages. Those units require a soot sensor installed **and** reprogramming to a minimum software level.³⁵

On Cummins, calibration level matters after aftertreatment service. If an SCR or DPF was replaced or cleaned, the ECM must be at the latest revision and the stored soot load must be reset — otherwise the truck continues fighting itself.^{36, 37}

Emission recalls are performed at no charge to the vehicle owner.

10.0 RDK RECOMMENDED ACTION

- 1 Verify calibration level on every unit during PM service.** Not after a breakdown.
- 2 Run every VIN for open recalls and campaigns.** Including Hino and Isuzu units.
- 3 Pull the engine serial number, not just the badge.** A PX-9 is a Cummins L9. Bring the ESN and the VIN.
- 4 Request the DEF derate update by name.** If you operate MX-11/MX-13, DD13/DD15/DD16, Cummins, Volvo, or Mack. Ask the price first — PACCAR bills its MX update as customer pay, not warranty. This is not a recall.
- 5 Reflash after any aftertreatment repair.** New SCR, new or cleaned DPF, doser service.
- 6 Program the full module set.** On emissions-era trucks the engine ECM, aftertreatment/dosing module, and transmission ECU are updated together.
- 7 Correct the mechanical fault first.** A reflash does not replace a failed sensor, a plugged filter, or an EGR problem — but it prevents replacing good parts for nothing.

11.0 IMPORTANT CAUTION

An OEM calibration update is not an aftermarket tune or an emissions delete.

RDK recommends factory calibrations only. Deletes and unauthorized tunes create federal compliance exposure, void powertrain warranty, and destroy resale value — including on a truck you may later bring to us on trade.

12.0 ASSISTANCE

Send us your VIN list. We will help identify the current calibration level on each unit, check for open campaigns, and route your trucks to the correct service point. **No charge to have us look.**

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FROM RICHARD KEMNER, FOUNDER — RDK TRUCK SALES

I started RDK in Tampa in 1997, and I am still the one specifying chassis, talking to the manufacturers, and watching how these trucks actually behave on a refuse and roll-off route. I am writing this one because it is costing our customers real money.

When a truck comes in derated and the owner has already bought a sensor, a doser, and a filter, and the fix turns out to be a software flash the manufacturer released a year ago — that is a bad day for everybody. Check your calibration levels. Run your VINs. It is the cheapest maintenance you will ever do.

13.0 SOURCES AND REFERENCES

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