

MOST TRUCKS WE SEE NEED AN ECU UPDATE

It controls your derate and your reliability — and the 5 mph DEF derate is now being raised to 25 mph.

The truck is not broken. It is running old code.

A truck comes in derated. The owner has already bought a sensor, a doser, maybe a filter. We pull the engine software and it is two, three, sometimes four levels behind what the manufacturer has already released. The fix was a software flash.

WHAT A CURRENT CALIBRATION DOES FOR YOU

- **Better engine performance** — corrected fueling and timing
- **Better exhaust performance** — cleaner, more complete regens and smarter DEF dosing
- **Fewer false fault codes** — many repeat codes are fixed in software, not hardware
- **Fewer derates and fewer tow bills** — the truck stays on the route
- **Less money on parts** — stop replacing good components to chase a software fault
- **A more reliable truck** — fewer surprise shutdowns, fewer roadside calls, and a unit your driver can count on

One caution: for model year 2026 and older the guidance is voluntary, so every truck has to be checked by VIN.

THE BIG ONE RIGHT NOW — THE DEF DERATE

EPA revised its DEF inducement guidance and the manufacturers are releasing software that changes how hard your truck is punished for a DEF fault. **The final derate speed goes from 5 mph up to 25 mph**, and on the PACCAR platform the window before it arrives stretches from 4 hours out to 160 hours — limping to a shop instead of waiting on a tow.

CAN MY OLDER TRUCK GET IT?

YOUR TRUCK	WHERE IT STANDS TODAY
2008–2009	No — and you do not need it. No DEF system, so no DEF derate to raise.
2010–2016	Not yet on most platforms. Volvo has committed to eligible post-2010 trucks by the end of 2027. Worth a VIN check.
2017–2020 Cummins	Often yes. Cummins is covering more than 1.5 million engines, some back to 2017.
2018–2025 Kenworth / Peterbilt	Yes on MX-11 and MX-13 at a Kenworth or Peterbilt dealer, but PACCAR bills it customer pay — not warranty .
2021–2025 Freightliner / Western Star	Yes. Detroit began rolling out February 2026 — DD15 2021–2025, DD13 2022–2025.
2026 and newer	Already built in at the factory.
Hino and Isuzu — any year	No DEF derate program yet, but both have open emissions recalls that are pure software. Run your VINs.

A factory update is not a tune and not a delete. Deletes create federal compliance exposure, void powertrain warranty, and destroy resale value. RDK recommends OEM calibrations only.

WHOSE ENGINE IS IT?

Go by the engine dataplate, not the badge on the hood. Several trucks have a Cummins in them with somebody else's name on it — look yours up by the badge and you can end up asking the wrong dealer for the wrong update.

THE BADGE SAYS	WHAT IS ACTUALLY IN IT
PACCAR PX-7 / PX-9	PX-7 = Cummins B6.7. PX-9 = Cummins L9 (8.9L). Kenworth and Peterbilt medium duty. MX-11 and MX-13 are not Cummins — those are PACCAR's own.
Freightliner M2 106 114SD · Cascadia · Western Star	Detroit is standard, but Cummins is a factory option. M2 106 takes the B6.7 or L9; 49X and Cascadia day cab take the X12 or X15. Do not assume Detroit.
Mack MD6 / MD7	Cummins B6.7 , 220–300 hp. Mack's own MP7/MP8/MP13 in the heavy trucks are not Cummins.
Mack LR · TerraPro Granite CNG	Cummins L9N natural gas. Diesel LR and TerraPro run the Mack MP7 or MP8 — a Mack engine, not a Cummins.
Hino L and XL Series current production	L = Cummins B6.7. XL = Cummins L9. Older L used the Hino J08E; older XL7/XL8 used the Hino A09.
Isuzu FTR / FVR 2022 and newer	Cummins B6.7. Older N-Series 5.2L units are the Isuzu 4HK1.
International MV · Autocar ACX Battle Motors LET2	Cummins underneath — B6.7, L9, X12, or ISX12N by rating.
Ford F-650 / F-750	Cummins 6.7L through 2015 only. 2016 forward are Ford-built.

The detail that costs owners money

On a Cummins in a Kenworth or Peterbilt, **PACCAR may have to authorize the work first.** An outside shop needs the KW or Pete dealer to pull an authorization code, or the work is not covered.

WHAT TO DO

- 1 Check the calibration level during PM service** — not after a breakdown.
- 2 Run every VIN for open recalls**, including Hino and Isuzu — those are no charge. A voluntary DEF derate update is **not** a recall: ask the price first.
- 3 Pull the engine serial number off the dataplate, not the badge.** Bring the ESN and the VIN to the counter.
- 4 Ask for the DEF derate update by name** if you run MX-11/MX-13, DD13/DD15/DD16, Cummins, Volvo, or Mack.
- 5 Reflash after any aftertreatment repair** and reset the stored soot load.
- 6 Fix the mechanical fault first.** A flash does not replace a failed sensor or a plugged filter.

SEND US YOUR VIN LIST.

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

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