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Technical Service Bulletin

Subject

ISX15 and ISX11.9 CM2250 Engine Speed Instability Related to Truck Vacuum Blower or Pump Engagement

Issue

Some units have exhibited engine speed instability when the vacuum blower or pump is engaged. This instability typically causes the operator to shut down the system. Some units **only** exhibit this instability when the transmission is in an overdrive gear. New 2010 software added a feature called Transmission Driven PTO for ISX15 and ISX11.9 CM2250 engines. This new software/feature can address most of these issues.

Verification

The unit **must** be operated with the transmission in an upper gear, the transfer case engaged, and a load placed on the vacuum system in order to properly test for instability.

1. If unit displays vehicle speed on the dash during operation, most likely the Transmission Driven PTO feature is **not** properly set up.
2. The truck body builder may have disabled the vehicle speed sensor (VSS) signal to the electronic control module (ECM).
3. Check that the ECM has the latest available calibration. Engines built prior to April 2011 were shipped with older calibrations.

4. Check for fault codes, including intermittent ones.

Resolution

1. Proper settings for Transmission Driven PTO:
 - o PTO - Maximum Vehicle Speed - 25 MPH
 - o PTO - Alternate Operation - Enable
 - o PTO - Ignore Vehicle Speed Source in PTO - Disable
 - o PTO - Transmission Driven PTO - Enable
 - o Transmission Driven PTO - Transmission Driven PTO Type - Transmission Driven -Irregular Load.
2. Restore VSS signal back to original factory condition. The VSS circuit should **not** be interrupted. The ECM **must** read vehicle speed for the feature to work
3. Update calibration if it is **not** up-to-date
4. Repair all fault codes.

If none of the above resolves the issue, dealers should contact Dealer Technical Support (DTS) and distributors should contact the distributor technical support hotline or their distributor Division Field Service Engineer (DFSE).

Warranty Statement

The information in this document has no effect on present warranty coverage or repair practices, nor does it authorize TRP or Campaign actions.

Document History

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