



No.: 20TS-08Rev
February 2021

TO: Service Locations

FROM: Service Systems Development

SUBJECT: **Fault Code SPN 2629 FMI 10 on GHG21 936.917 DD8 Dual Stage Turbo with MCM Software Version 14**

ISSUE

Due to colder weather, there may be an increase in the frequency of fault code 2629/10 – Turbocharger Compressor Outlet Temperature – Signal Spike on GHG21 DD8 Dual Stage Turbo trucks built in 2020. This is due to a calibration issue in the previous MCM software (14.2.2.3). New software was released on February 2, 2021 to address this fault.

REQUIRED ACTION

When the fault occurs, the driver will see a MIL and CEL. The CEL turns off during the current ignition cycle after the fault goes inactive. The CEL stays off until another spike is detected. The MIL stays on for three ignition cycles and then goes inactive unless the fault repeats.

Inspect the system for real damage. Do not replace the turbocharger compressor outlet temperature sensor unless trouble is found. Clear the fault. Use DiagnosticLink® 8.13 or later to update the ACM & MCM only to the Model Year 2021 software package noted below. CPC does not require programming:

- ACM21T 13.56.1.0 Software with Fuel Map Version ZGS 001
- MCM21T 14.3.2.2 Software with Fuel Map Version ZGS 001

CLAIM INFORMATION

PF: SOFTWARE

Component code: 044-003-286 SOFTWARE-MOTOR CONTROL MODULE

CONTACT INFORMATION

Please contact the Detroit® Customer Support Center at 800-445-1980 or email csc@daimler.com if you have any questions.