



**IMPORTANT SERVICE
INFORMATION FOR:**

- ✓ SERVICE MANAGER
- ✓ SERVICE ADVISOR
- ✓ TECHNICIAN
- ✓ PARTS DEPARTMENT
- ✓ WARRANTY PERSONNEL

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MISCELLANEOUS

INTRODUCTION TO THE 2022MY F-SERIES

AFFECTED VEHICLES

- 2022MY – 2023MY Isuzu F-Series Vehicles
Equipped with Cummins B6.7 Diesel Engine

This bulletin supersedes information bulletin IB22-X-002. This bulletin is being revised to update model years. Please discard previous bulletin IB22-X-002.

INFORMATION

The information below is provided to help technicians properly service the 2022MY Isuzu F-Series vehicles equipped with the 6.7L Cummins diesel engine. This bulletin also outlines the diagnostic scan tool connection requirements to facilitate technicians' use of the tool on the Affected Vehicles.

Transmission Fluid	Use Castrol Oil TranSynd TES295 <u>ONLY.</u>
Power Steering Fluid	Use Castrol Oil TranSynd TES295 <u>ONLY.</u>
Cummins Engine Repairs	The Cummins Engine is warrantied directly by Cummins. All warranty repairs must be performed at an authorized Cummins dealer. Use the link below to find your nearest Cummins dealer. https://www.cummins.com/na/sales-and-service/service
Allison Automatic Transmission Repair	The Allison Transmission is warrantied directly by Allison. All Allison Automatic Transmission warranty repairs must be performed at an authorized Allison dealer. Use the link below to find your nearest Allison dealer. https://www.allisontransmission.com/sales-service-locator

Emissions Warranty – After-treatment Component coverage	Cummins is primarily responsible for the Emissions warranty covering the After-treatment system. Those repairs must be performed at an authorized Cummins dealer. Refer to the Cummins Owners Manual for coverage details. Isuzu is responsible for certain components that support the After-treatment system. These parts include: DEF Tank, DEF Tank Multi Sensor Unit (Quality/Level), among others. These parts must be repaired by an authorized Isuzu dealer. Refer to the Isuzu Owner's Warranty Booklet for coverage details.	
DPF Regeneration instrument panel indicators are unique		The Regeneration Required warning indicator in the MID will illuminate when DPF regeneration is required.
		The High Exhaust System Temperature Indicator light will illuminate when DPF regeneration is in progress.
DPF Regenerations have different functionality than previous Isuzu Models	Refer to the Cummins Operation and Maintenance Manual for further details	
Odor and Fumes from Engine Compartment on New Vehicle on first start and warm up	The Cummins Engine and Components have been painted a trademark red color. This red paint may emit an odor and/or fumes when it is warmed up for the first time. The vehicle should be operated outdoors in a safe area with adequate ventilation when it is first started and warmed up.	
Brake squeal during braking	Some brake noise is normal. Noise caused by glazing of the brake shoes can be addressed by sanding the shoes with 80 to 100--grit sandpaper. Sanding should not be done in the direction of drum rotation. Drivers' braking habits and certain types of vehicle upfits can cause glazing.	
A Separate DEF Control Module Does not exist	Engine and After-treatment system are controlled by the Cummins ECM.	

Engine Oil Level Indicator (dipstick) may require effort to remove and to insert	This is normal for this engine oil level indicator. Compare the effort required to remove the engine oil level indicator with another Cummins-powered Isuzu vehicle to determine if the effort required is excessive.	
The Engine Cooling Fan Clutch (wobble) Runout	The Engine Cooling Fan Clutch may appear to “wobble” or have runout while the engine is running. This may be normal and expected. Compare the fan clutch “wobble” with another Cummins-powered Isuzu vehicle to determine if the wobble is excessive.	
This Model is not equipped with a Separate Exhaust Brake Valve	Exhaust Brake is a function of the Variable Geometry Turbocharger (VGT). Refer to the Cummins Operation and Maintenance Manual for further details.	
Some Models are not equipped with parking pawl	FVR and FVR-D Models DO NOT have a Parking Pawl, and therefore do not have a “Park” shifter selection. FTR Models have a Parking Pawl and a “Park” shifter selection.	
Two Park Brake Indicators		On all models the PARK BRAKE indicator on the instrument panel illuminates when the Park Brake is engaged.
		On FVR models the “Park Brake Not Set” indicator will illuminate in the MID when the Park Brake is not engaged and a cab door is opened. This light will be illuminate even when the engine control switch is in the off position.
Daytime Running Light (DRL) Differences between U.S. and Canadian Models	On U.S. model, DRLs illuminate the lights only on the front of the vehicle. On Canadian model, DRLs illuminate the taillights and the lights on the front of the vehicle.	
Scan Tool Communication	The IDSS Tablet, IDSS MX2, and MX2-TW will communicate with the Cummins engine. Isuzu technicians will be able to retrieve DTCs and read some basic data list parameters. This data is provided to assist you when making Isuzu chassis and wiring related repairs. But, any data resets or calibration changes will need to be	

	performed by a Cummins dealer using the Cummins approved scan tool.
Vehicle Health Report (VHR)	A Vehicle Health Report is available for this model. But the information in the VHR for this model is not as extensive as in the VHRs for Isuzu N-Series diesel engine-equipped vehicles and prior model F-Series vehicles.

SCAN TOOL COMMUNICATION with 2022MY F-Series with 6.7L Cummins Engine

No.	Description	ECUs	IDSS Interface/Scan Tool
1.	The metal case IDSS MX1 interface will NOT communicate with the 2022MY F-Series engine ECUs.		
2.	The IDSS Tablet will communicate with all onboard ECUs. The interface cable with double red ends is required for complete communication with all onboard ECUs when using this device.	ECM TCM Mimamori Electronic Brake Control Module (EBCM)	
3.	The plastic case IDSS MX2 interface will communicate with all onboard ECUs. The interface cable with double red ends is required for complete communication with all onboard	ECM TCM Mimamori Electronic Brake Control Module (EBCM)	

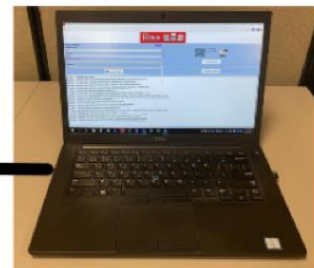
	ECUs when using this device.		
4.	The plastic case IDSS MX2-TW interface will communicate with all onboard ECUs. The interface cable with a blue end is required for complete communication with all onboard ECUs when using this device.	ECM TCM Mimamori Electronic Brake Control Module (EBCM)	
5.	The DLC interface cable with double red ends is required for complete communication with all onboard ECUs when using 2 and 3 above. Do not use this cable with double red ends w/new IDSS interface module (MX2-TW)	ECM TCM Mimamori Electronic Brake Control Module (EBCM)	

6.	The DLC interface cable with a blue end is required for complete communication with all onboard ECUs when using the MX2-TW device. This cable will not allow MMU communications when used with devices other than the MX2-TW.	ECM TCM Mimamori Electronic Brake Control Module (EBCM)	
7.	IDSS HDOBD Adapter Cable This adapter is required for complete communication with all onboard ECUs.	ECM TCM Mimamori Electronic Brake Control Module (EBCM)	
9.	IDSS Software will only display existing TCM DTCs. All other TCM data can be retrieved only when using Allison DOC Software. IDSS currently does not support Allison DOC Software.		



This illustration displays two of the cables discussed above to connect to the onboard ECUs.

IDSS Tablet Connection



This illustration displays two of the cables discussed above to connect to the onboard ECUs.

IDSS MX2-TW Connection