



Technical Service Bulletin

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L9 CM2450 Injector Performance Test - Incorrect Results on Test Point 3

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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.

Contents

Product Affected

- L9 CM2450 L126B

Issue Summary

Symptom:

- Fault Code 5895
- Fault Code 5896
- Fault Code 5897
- Fault Code 5898
- Fault Code 5899
- Fault Code 5911
- Fault Code 5914
- Fault Code 1921
- Fault Code 1922
- Fault Code 3375
- Fault Code 3376
- Black Smoke
- Runs rough or misfires
- Low power
- Regeneration Excessive

Root Cause:

- Injectors that fail the Fuel Injector Performance Test (IPT) test point 3 during the troubleshooting procedure are deemed Trouble Not Found (TNF) after warranty assessment.

- The tuning for IPT test point 3 was set incorrectly, increasing the risk of false “failed” test results.

Verification

For model year 2024 and newer L9 CM2450 L126B engines, compare the Engine Control Module (ECM) calibration code and revision number in the ECM to the calibration revision listed in the ECM calibration revision history for applicable changes. For ECM calibration code calibration process, see corresponding Service Manual. Refer to Procedure 019-032 in Section 19.

(/qs3/pubsys2/xml/en/procedures/105/105-019-032.html)

For model year 2021 through 2023 L9 CM2450 L126B, service ECM calibrations were **not** released. Refer to resolution for directions associated with the use of IPT for this engine population.

Resolution

For model year 2024 and newer L9 CM2450 L126B engines, if an ECM calibration code update for IPT improvement is available, the ECM calibration code revision **must** be that revision or higher.

For ECM calibration code calibration process, see corresponding Service Manual. Refer to Procedure 019-032 in Section 19. (/qs3/pubsys2/xml/en/procedures/105/105-019-032.html)

For engines which the ECM calibration fixes are **not** available, failures on IPT test point 3 will require additional review of the IPT output file to determine if the injector has indeed failed the test point.

- After running IPT, if a “failed” test result is displayed for test point 3 on any cylinder, then the technician will need to review the IPT output file which contains the raw test result values and interpret them based on the direction given below.
- IPT output files are saved in the file path C:\Intelect\INSITE\Logs. The naming format will be as follows ESN_Date_Time.csv. The file format is .csv which can be opened in Microsoft Excel.
 - If the technician is unable to open the file, they should contact Cummins Care at 1-800-CUMMINS for assistance.
- Review the Test Point Information for Test Point 3, Cylinders 1 through 6.
 - The technician **must** review the Test Point 3 results for Cylinder 1, Cylinder 2, Cylinder 3, Cylinder 4, Cylinder 5, and Cylinder 6 to verify the results are between 70 and 145.
 - Results between 70 and 145 are considered passing and the injector should **not** be replaced.

Reason for Change

Incorrect calibration tuning for test point 3.

Document History

Date	Details
2024-10-30	Module Created
2026-7-1	Updated Symptoms list.

Last Modified: 13-Jul-2026
