

CAMPAIGN BULLETIN

Subject: **Field Service Campaign 15M1**
GHG14 DD Platform Software Reprogramming For Auto Elevate

Issue Involved

Detroit Diesel Corporation (DDC) has determined that some certified GHG14 DD platform engines with both Auto Elevate and Optimized Idle features will require reprogramming if they do not meet the following minimum software and fuel map levels.

- MCM with **4.7.0.0** software and fuel map version **ZGS 001** (or higher).
- ACM with **5.57.0.0** software and fuel map version **ZGS 001** (or higher).
- CPC with **R34_00_000A** software (or higher).
- For trucks equipped with the Detroit™ DT12™ transmission, TCM with **NAMT070700** software (or higher).

The software and fuel maps became effective with vehicles manufactured after approximately December 22, 2014.

Any vehicle manufactured with a GHG14 DD platform engine before December 22, 2014, equipped with Optimized Idle and running older software and fuel maps may need the modules reprogrammed. Note that some trucks may already have been reprogrammed to the necessary minimum levels and were purposely excluded from the list of applicable units.

If a unit needs reprogramming, the MCM, ACM, CPC, and TCM (for trucks equipped with the Detroit™ DT12™ transmission) will all need programming due to software compatibility reasons.

Reprogramming will prevent fault codes and performance issues that may result in customer dissatisfaction.

There are approximately 7,461 engines affected by this Field Service Campaign.

Engines Involved

A list of engines located in your area of responsibility that require this correction is attached.

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The table below gives descriptive information to help identify the affected units:

NOTICE:	
Only engines utilizing Optimized Idle and Auto Elevate, and identified in the table below are included in this Field Service Campaign.	

Model Series	Model Number	Model Year	Inclusive Vehicle Mfg. Date (From) (To)	Descriptive Information
DD13	D471927	2013, 2014	January 1, 2013 to December 22, 2014	All applications
DD15	D472906 D472909	2013, 2014	January 1, 2013 to December 22, 2014	All applications
DD16	D473908	2013, 2014	January 1, 2013 to December 22, 2014	All applications

Owner Notification

Detroit Diesel will notify owners of equipment incorporating engines identified with this Field Service Campaign. A copy of the owner letter that will be used by Detroit Diesel is enclosed with this Field Service Campaign bulletin.

Distributor / Dealer Campaign Responsibility

Detroit Diesel repair facilities are to service all engines subject to this Field Service Campaign. Field Service Campaign 15M1 is to be performed at no charge to owners on all affected engines under the engine warranty or prior to **November 12, 2016**, under the provisions of this Field Service Campaign.

Please use the appropriate steps, noted below, for indicating that Field Service Campaign 15M1 has been completed.

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Daimler Trucks North America Vehicles

- Check the base label (**Form WAR259**) to see if **Field Service Campaign 15M1** has been completed. The base label is usually located on the passenger-side door about 30 cm (12 inches) below the door latch. If **Field Service Campaign 15M1** has been completed, no further work is needed. If base label is not located on the passenger-side door, please affix label (**Form WAR259**) 30 cm (12 inches) from the door latch.
- Upon completion of **Field Service Campaign 15M1**, clean a spot on the base label (**Form WAR259**), write the Field Service Campaign Number (**15M1**) on a blank, black completion sticker (**Form WAR261**), and attach it to the base label.

Ordering Information

1. If you do not have the appropriate Form or Labels (DDC_WAR 259, DDC_WAR 260, DDC_WAR 261), they can be ordered from **RR Donnelly** by going to **www.DDCSN.com** and clicking on Literature / Ordering Literature.
2. You can also fax in your order to **(800) 773-1430 – ATTN: Jacqueline**
3. Contact **RR Donnelly** at **(800) 280-4520**.

Parts Information

There are **no parts** required for this Field Service Campaign.

Corrective Procedure

1. Apply the parking brake, chock the wheels, and perform any other applicable safety steps.
2. You **MUST** use DiagnosticLink® Professional 8.01 (or higher) when reprogramming. Note that the current version is DiagnosticLink® 8.02 with Service Pack 2. **REFERENCE** Detroit Customer Service Announcement letter 15 CSA-18 for more information on DiagnosticLink® 8.02 with Service Pack 2.

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3. Begin the process by connecting DiagnosticLink to the vehicle. Make sure that all the modules (ACM, CPC, MCM, and if applicable, the TCM) are connected.

NOTICE:
BEFORE you begin reprogramming, make sure the VIN is correct in all modules (ACM, CPC, MCM, and if applicable, the TCM). If the VIN is not correct in all modules, you will get an error message when attempting to reprogram.

4. Make sure the VIN is correct in all modules (ACM, CPC, MCM, and if applicable, the TCM) by looking at the "Identification" screen in DiagnosticLink. If the VIN is not correct in all modules, you can correct the VIN under the Actions drop-down menu in DiagnosticLink by selecting the "Check VIN Synchronization" item. Select "Start" from this panel and follow the prompts. You will be prompted to cycle the key until the routine has completed. When synchronization is complete, turn the key back on and continue with the download process.

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5. On the Identification screen, check the current software and fuel map levels. Listed below are the **MINIMUM** levels required. See Figure 1 for an example of the Identification screen.
 - a. MCM with **4.7.0.0** software and fuel map version **ZGS 001**.
 - b. ACM with **5.57.0.0** software and fuel map version **ZGS 001**.
 - c. CPC with **R34_00_000A** software.
 - d. For trucks equipped with the Detroit™ DT12™ transmission, TCM with **NAMT070700** software.

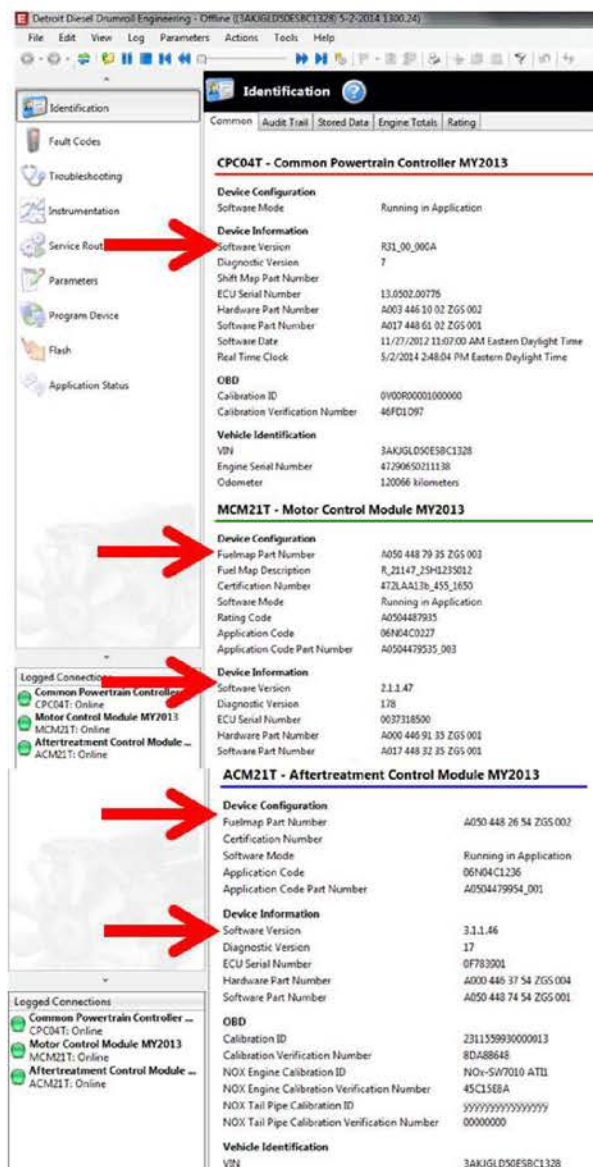


Figure 1 – DiagnosticLink Identification Screen

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6. Are the software and fuel map levels for the ACM, CPC, MCM, and if applicable, the TCM equal to or higher than the levels listed in step 5? All modules must meet the **MINIMUM** requirements.
 - a. If Yes for all modules, then no programming is necessary. Proceed to step 13.
 - b. If No for any or all modules, then proceed to step 7.
7. Select the "Program Device" option along the left side of the DiagnosticLink screen.
8. Select the "Add" button in the upper right corner of the DiagnosticLink screen and enter the engine serial number. Then click the "Connect to Server" button in the bottom right corner of the DiagnosticLink screen. See Figure 2.

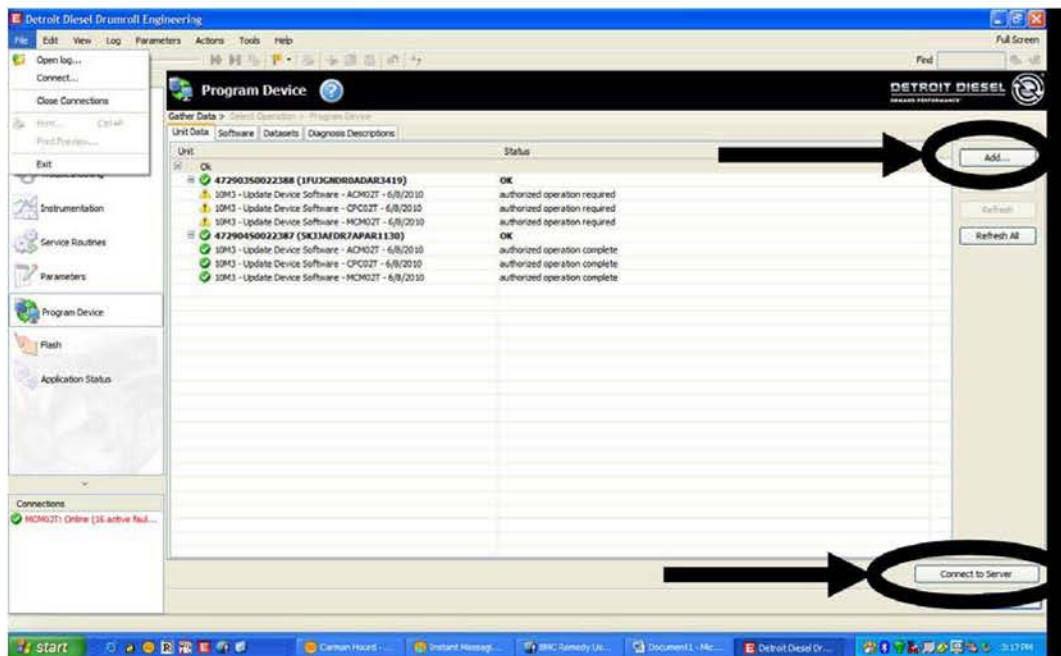


Figure 2 – Adding Engine Serial Number And Connecting To Server

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9. Program the MCM, ACM, and CPC, and if applicable, the TCM. Note that the currently available software and fuel map levels may be higher than the minimum levels shown in step 5.
10. When programming is complete, click the “Finish” button and perform the following to allow the modules to synchronize with each other:
 - a) Turn the vehicle ignition OFF, disconnect the USB Link at either the computer port or vehicle diagnostic port, and wait one minute.
 - b) Turn the vehicle ignition ON and wait one minute.
 - c) Turn the vehicle ignition OFF and wait one minute.
 - d) Turn the vehicle ignition ON and wait one minute.
 - e) Reconnect the USB Link, reconnect DiagnosticLink to the MCM, ACM, CPC, and if applicable the TCM, and confirm the proper software and fuel map levels.
11. After programming, code 609/13-CPC Software Diagnostics may appear. This fault is parameter related. Do **NOT** replace the CPC. The cause is the OEM parameters for the fan source addresses list identical values for DPF Source Address and Fan Source Address 1. This is most likely to occur in M2 chassis. You **MUST** use DiagnosticLink® Professional 8.01 (or higher) to correct this issue. Note that the current version is DiagnosticLink® 8.02 with Service Pack 2. Any changes made with older software may cause additional problems. In the CPC parameters, group PGR001 Communication, set the following values. Reference Table 1.

<u>Parameter Name</u>	<u>Cascadia Chassis Parameter Value</u>	<u>M2 Chassis Parameter Value</u>
CM1 DPF Source Addr SAE J1939	49	33
CM1 Fan Source Addr 1 SAE J1939	25	49
CM1 Fan Source Addr 2 SAE J1939	49	33

Table 1 – CPC Parameter Group PGR001 Reference Table

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12. If equipped with a DT12™ transmission, a clutch learn procedure will need to be performed after programming the DT12™ TCM.
 - a. Before performing the clutch learn procedure, make sure the vehicle is on level ground with the Tilt Sensor reading 0 degrees. To view the Tilt Sensor reading, select "Service Routines" and then the "Tilt Sensor" tab.
 - b. Select Actions/Transmission/Transmission Learn Procedure.
 - c. Select "Learn Clutch Only" from the drop down box at the bottom and then the Start button (note that this test is run key ON engine OFF).
 - d. After successful completion, a prompt will appear in the lower left corner to turn ignition OFF, then a brief wait, then turn ignition back to complete.

NOTICE:
CHECK with the customer to see if Auto Elevate can be enabled. Auto Elevate can prevent Aftertreatment System (ATS) issues.

13. Ask the customer if they would like Auto Elevate activated. **REFERENCE** Detroit Technical Service letter 14 TS-20 for full details on Auto Elevate.
14. Repairs are complete.

Warranty Information

Notice	
SRT 939-6010A for 0.3 hour administration should be added)	

Claim Type:	01
Modification	15M1
Fault Type:	ZZ
Primary Failed Part:	REPROGRAM
Labor Code:	R15M1A Reprogram MCM, ACM, and CPC
Labor:	0.9 Hours. (Note an additional SRT 939-6010A for 0.3 hour administration should be added)
Labor Code:	R15M1B Reprogram MCM, ACM, CPC, and TCM
Labor:	1.1 Hours (Note an additional SRT 939-6010A for 0.3 hour administration should be added)
Parts Return:	NONE

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

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BULLETIN