



**\*\* CONFIDENTIAL \*\***  
*(Department) Bulletin 2016-0869*

**DATE:** March 14, 2016  
**TO:** North American Dealers  
**FROM:** Kevin Kearns, Customer Support Manager  
**SUBJECT:** **2016 Cummins J1939 Diagnostic changes**

Dear E-ONE Dealers,

This bulletin is to announce diagnostic changes on 2016 EPA certified Cummins engines.

There are 2 changes that affect the vehicle interface diagnostics:

- 1) J1939 Baud rate increases from 250K to 500K
- 2) The 9 pin diagnostic connector changes to a J1939 Type 2 green colored Deutsch connector with different sized cavities that prevent Type 1 connectors from being used.

500K Baud rate impact on diagnostic software

Per Cummins, the current Insite software has the ability to read both 250K and 500K baud rates and it will automatically detect the baud rate.

Diagnostic software for Allison will also require using a current version to support the 500K baud rate. Wabco Toolbox version 11.5 and newer will be required for the ABS brake systems.

If you are using other diagnostic software or tools, you will need to verify it supports the 500K baud rate.

500K Baud rate impact on vehicle interface hardware

Current USB link Bluetooth edition and older USB link versions support 500K baud rate 2016 engines.

9 pin diagnostic connector impact

The 9 pin diagnostic connector changes from a Type 1 (black or Grey) to a Type 2 (green) that has different sized cavities. The Type 2 mating connector will mate to both Type 2 and Type 1 diagnostic connectors. However, a Type 1 connector will not mate to the Type 2 connector. The Type 2 connector will have to be used on all trucks equipped with a 2016 EPA certified engine.





Type 1



Type 2

E-ONE aftermarket parts has created a kit that includes the wireless USB link, cable and Type 2 connector, the E-ONE part number is 711768.

If you have any questions, please contact me at (352) 861-3361.

Regards,

Kevin Kearns  
Customer Support Manager

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