

DTNA Solutions > Discussions and Feedback > Tech Talk
> MARMON HARRINGTON VPD/ELGIN SWEEPER DROP OOUT



Robert_Cadell_J

MacGyver

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MARMON HARRINGTON VPD/ELGIN SWEEPER DROP OOUT

Vehicle Information

VIN: 1FVACXFC3MHMP0735

Model: M2 106 CONVENTIONAL CHASSIS

Model Year: 2021

Mileage: 23 miles

Make: FTL

Are you currently seeing this same issue on other DTNA vehicles at your location?: no

Base Model: M2106

Vehicle Systems Involved

POWER TRAIN

VEHICLE SPEED CONTROL

OTHER SYSTEM(ELGIN
SWEEPER/VPD)

ELECTRICAL

WE HAD A NEW UNIT COME IN, PREPED UNIT, AT TIME OF DELIVERY, DRIVER RETURNED STATING HARD SHIFTING,

5271 3/8/21 BRAKE LIGHTS INOPERATIVE. JUMPED BRAKE SWITCH AND BRAKES DIDNT COME ON. TRACED WIRE 1316 TO CHASSIS MODULE AND GROUNDED WIRE 1316 AND BRAKE LIGHTS CAME ON. WIRE BROKEN BETWEEN BRAKE SWITCH AND CHASSIS MODULE. FOUND BROKEN WIRE AT DRIVERS SIDE GOING THROUGH FLOOR. REPAIRED WIRE AND WRAPPED HARNESS BACK UP AND REASSEMBLED DASH AND AND LOWER LEFT DASH. HARNESS A66-07275-000 RED AND WHITE WIRE NUMBER 1316. DIAGRAM WITH TICKET.

3/24 6921 CHECK OVER UNIT FOUND SHORT IN DATABUS WIRING IN VPD BOX, ADVISED TIM AT FONTAINE, ISSUE IS WHERE THE DATABUS WIRING COMES OUT OF THE 31 PIN PLUG UP TO DATABUS Y CONNECTOR AND TO VPD ECU,

NO CODES IN ANY MODULE, ENGINE, TCU, ABS, DASH, BHM, CHM.

3/29 6921 REMOVE OLD VPD BOX, INSTALL NEW, SWAPPED OVER REPLACEMENT VPD MODULE, START AND RUN UNIT, TEST DROVE, FOUND UNIT NOT WANTING TO SHIFT NOW, 2ND WILL HOLD THE GEAR UNTIL YOU LET OFF THE THROTTLE SAME WITH 3RD AND 4TH, 5TH WONT HARDLY DROP IN. CAME BACK TO SHOP, HOOKED UP LAPTOP, TOOK TRACE FILE

WITH PCAN PROGRAM, SAME ISSUES, SAVED P CAN FILE TO ONE DRIVE SHARED FOLDER SUPPLIED BY MARMON EMAILED NATHAN WEBSTER AT MARMON TO LOOK OVER LOG FILE AND ADVISE, NATHAN ADVISED VPD MODULE WAS NOT ONLINE,
3/30 6921 CHECK BACK OVER UNIT FOUND VPD MODULE NOT ON LINE PER NATHAN FOUND 11.2V ON DATABUS WIRING GREEN J1939 CIRCUIT HAD THAT VOLTAGE ALL THE WAY TO CGW, REMOVED CGW CONNECTOR, STILL HAVE 11.2 V, TRACE WIRING BACKWARDS, DISASSEMBLE DASH IN UNIT TO MAKE SURE OF NO PINCHED WIRING FOR 250 K DATABUS, NONE FOUND, ISSUE OS OUTSIDE. REMOVE LEFT SIDE (TOWARDS CAB) HARNESS END, VOLTAGE DROPPED OUT, FOUND AT PIN 9 CIRCUIT 17R-CU-69 NO MATING CONNECTOR NOR PIN IN CAVITY 9 ON INCOMING HARNESS FROM OUTSIDE BOX, THE BLUE WIRE GOES TO A RELAY IN THE VPD CONTROL BOX, HOOKED ALL BACK UP ISSUE GOES AWAY WHEN UPPER CONNECTOR IS REMOVED (MEANING VOLTAGE DROP OFF GREEN J1939 HIGH SIDE FROM 11.8 V TO 0.0 ADVISED TIM AT FONTAINE BY EMAIL AND TEXT, ACTIVE FAULT 523522 FMI 14 J1939 CAN BUS PERFORMANCE,

12pm CALLED NATHAN AT MARMON, WENT BACK OVER THE BASICS, FOUND NO GROUND TO PIN 1 AT THRU POINT OF VPD BOX, ADVISED TIM AT FONTAINE. WENT THRU GROUND CONNECTIONS, NO CHANGE, ADVISED TIM, REACHED OUT TO ELGIN SWEEPER TECH SUPPORT NAD JEFF PETERS FOR HELP, IF THEY HAVE A PIN AND A DEUTCH TOOL WE CAN USE TO FIX THE ISSUE. WAITING ON RETURN EMAIL.

3/31 RAN EXTERNAL GROUND FROM BATTERY TO GROUND LUG ON VPD FUSE BLOCK, ROAD TEST UNIT UNIT SHIFTS CORRECTLY AND RUNS AS NEEDED, NOW CAN USE BODAS DIAGNOSTIC TOOL TO SEE VPD, WHEN GROUND IS SUPPLIED TO THE VPD MODULE THE 11.2 V WENT AWAY AND FAULT IS INACTIVE.

THE ORIGINAL CABINET SUPPLIED HAD A DATABUS CRIMP THAT FAILED, FONTAINE MODIFICATION SUPPLIED US WITH A SECOND CABINET, IT HAD A BAD GROUND CRIMP.

REASON I POSTED THIS MAKE SURE NOTHING (MODULE WISE) ON THE DATABUS HAS ISSUES, THE MODULE FOR THE VPD IS TIED INTO THE 250 K DATABUS, BUT THE MODULE WAS BACK FEEDING DUE TO NO GROUND.

PLEASE FOLKS KEEP IN MIND THERE IS NO PUBLISHED T SHOOTING BY DAIMLER (THIS IS A PRODUCT FROM MARMON HARRINGTON), AND THERE IS NO PUBLISHED T SHOOTING FROM MARMON, WE ARE ALL LEARNING AS WE GO WITH THIS PRODUCT.

ANYTHING THAT SAYS A TRACE FILE, WE USED A PROGRAM CALLED PCAN TO MAKE A LOG FILE SHOWING DATABUS ACTIVITY AND A PROGRAM CALLED BODAS TO HOOK TO THE VPD, IF YOU RUN INTO ANY ISSUES WITH THIS PRODUCT, PLEASE REACH OUT TO TIM WHEELER AT FONTAINE MODIFICATION BEFORE YOU DO ANYTING.

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2 Kudos

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<https://www.marmon-herrington.com/nd-griffin>

WANTED TO ADD A LINK TO THE PRODUCT.

Add tags



1 Kudo

Reply



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04-02-2021 11:03 AM

The reason I posted this is 2 fold, one another module can screw up the databus, and second the VPD, which is on Elgins JS and MVS chassis dont have a display per say, theres a light that turns red in Elgins console, the water gauge can be used to find the fault codes. With this said you have to call Marmon for help, and again there were no active faults in any TRUCK module, but there was shifting issues.

I'll try to get some info and a pic of the gauge and how to use it.

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