

DTNA Solutions > Discussions and Feedback > Tech Talk

> Reprogramming a used CPC4 without having the truck



ProAm
Knuckle Buster

05-23-2021 07:07 AM

Reprogramming a used CPC4 without having the truck

Vehicle Information

VIN: 3AKJGLD57GSGU0030

Model: CASCADIA 125 INCH SLEEPER CAB

Model Year: 2016

Mileage: 628717 miles

Make: FTL

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

Base Model: CA125SLP

Vehicle Systems Involved

POWER TRAIN

VEHICLE SPEED CONTROL

ESC RSC

ELECTRICAL

ROLLOVER

OTHER SYSTEM (CPC4)

Can I reprogram a used CPC4 module to a particular truck without having the truck?

Due to CPC4 module failure, the truck can't be moved. Since the CPC4 modules are on a National Backorder, the only thing I could do to get the truck back over the road asap is to put a used CPC4 module.

Can I initialize it to blank state, and then parametrize it to the particular truck without having the broken truck?

What are the software tools to do this? (Except Direct Link)

Can I implement a simple J1939 network with a twisted pair cable, two terminating resistors at each end, and parallel the CPC4 module and green Deutsch Diag. socket in order to connect the Nexiq?

Tags:

003-446-1002 A003 446 1002 004 Bench Programming cpc4 Reprogramm

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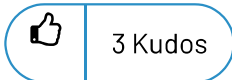
[Jon_Cecil](#)
Gear Head

05-23-2021 04:37 PM

The CPC is capable of being bench programmed without the truck. Your local Freightliner should be able to accomplish this for you. I've never attempted to make my own bench harness since we have always had the bench cables to perform this.

The CPC can be programmed to server or factory settings. Parameters can be modified afterwards. DiagnosticLink is needed to do the programming and parameter changes.

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[ProAm](#)
Knuckle Buster

05-24-2021 04:33 AM

Thanks [@Jon_Cecil](#)

Are there any other simpler sw tools to reset this module back to factory settings?

May I have the P/n of this cable? (for CPC4)

Add tags



[Reply](#) Jon_Cecil

Gear Head

05-24-2021 07:32 AM

A VIM (Vehicle interface Module) box is needed to program plus the cable. It's not worth the money to purchase if you are just trying to program one computer.

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1 Kudo

[Reply](#) ProAm

Knuckle Buster

05-24-2021 07:44 AM



...like this one:

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Brian_Peter
Grease Monkey

05-25-2021 04:43 AM

You can use that VIM as well. Take the 4 screws off the cover and it plugs directly into it.

Edit, maybe... never did try it with and EPA10 or newer CPC, just '07.

Add tags

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Jon_Cecil
Gear Head

05-25-2021 06:18 AM

18 TL-19 shows a VIM that could be used but is not the newest style out there. 12 TL-1 gives the part number of the CPC harness needed to bench program. Your VIM that is pictured might not be able to program your CPC Since it is DDEC 6.

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 Steve_Reppard

Piston Head

05-25-2021 08:48 AM

If the cpc came out of a similar spec'd truck settings will be the same or similar so you can start and drive truck until you get it to be flashed at freightliner dealer. NOTE: if cpc is flashed to latest server data you may need to flash mcm and acm to be compatible. This is not worth your time or effort to get all tooling to do this as you need 3dl, cabling and bench VIM. VIM alone is like 1800 dollars.

Add tags



1 Kudo

Reply



 ProAm

Knuckle Buster

05-25-2021 09:27 AM

Many thanks Guys,
So, with that being said so far- there is no offline tool to reset and flash the module to the initial - factory state at all - right?
I'm asking, 'cause I can have a whole bunch of used modules and that could be useful for shops/drivers in need, until we overcome this national shortage...

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0 Kudos

Reply



 Steve_Reppard

Piston Head

05-25-2021 10:57 AM

You can flash these to any engine serial # as long as they are the same "vintage" BUT... You can NOT lower cpc mileage you can only add miles. If you swap CPC's you have to sync cpc miles with acm for ash accumulators. Make sure to keep up on battery/cabling condition as this is a huge factor that causes CPC failures.

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0 Kudos

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