SS 3146 - FTL M2, 108SD, 114SD - Unable to Program Replacement Bulkhead Module - Certain Model Years

Applicable Vehicles

M2, 108SD, and 114SD vehicles with:

- Model years 2016 and earlier
  - Most of these vehicles were built before 2016 OBD requirements went into effect
  - There may be *exceptions* for the following:
    - Export vehicles
    - Vehicles with engines not subject to 2016 OBD requirements (example: natural gas engine)
- Bulkhead Module (BHM) software versions prior to 7.30, including:
  - 6.10 software (initial M2 production)
  - 6.30 software
  - 6.40 software
  - 6.50 software
  - 6.60 software
  - 7.10 software

The software version may be visible on the part number label of the BHM installed in the vehicle (see picture for an example).

This solution *does not apply* to any vehicles with a 7.30 version BHM (part number 06-75157-001). Software version 7.30 was defined as the *last available hardware and software upgrade version* for all vehicles built with older software versions.

This solution *does not apply* to newer model year vehicles, with software versions 7.41, 7.43, 7.44, or 7.45 software.

Symptoms

When an older BHM is replaced, the module cannot be programmed with DiagnosticLink.

Technicians may report a BHM is in boot mode.

DiagnosticLink may report error VD00063E.

Issue

Mainframe computer systems were changed to work with DiagnosticLink before DiagnosticLink replaced ServiceLink as the service tool for the legacy M2 platform. These systems were further modified to work with the CHEC body builder tool.

These computer systems are not processing vehicle data correctly for a BHM migration from older software versions to the 7.30 software version. A large-scale investigation has been started to identify the root causes and to correct the issues.

With incorrect vehicle data, the program that builds per-serial configuration files (also called the Parameter Transformation Program, or PTP) will not build a valid configuration.

Although several manual work-arounds have been tried, there is *currently* no way to modify vehicle data to allow a migration to be performed correctly.

Solution

At the time this solution is being written, there is no effective solution for upgrading the BHM on an affected vehicle.

DTNA recommends that technicians re-use the existing BHM, *where practical,* and complete wiring diagnosis before replacing the BHM. For example, corrosion present on contact pins on the BHM can be cleaned in many cases. DTNA recognizes that there are certain hardware failures - such as a

failure of the J1939 transceiver - that cannot be addressed in this manner.

Labels :

108SD 114SD M2

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Attachments

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