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 Other Languages: NONE Author: Eric George
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Coding Information

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Title: eCE Bus and eMV Calibration Release Information

Applies To: eCE Bus and eMV

CHANGE LOG

Please refer to the change log text box below for recent changes to this article:

12/16/2025 - eMV 15002 On Hold Added Regen Faults to 15002
09/02/2025 - Reformat of calibration table, updated with V15K calibration information
07/29/2024 - V10000 RC4 Release
03/12/2024 - eMV V11000 Release
02/29/2024 - Initial Article Release - V10000

DESCRIPTION

IC Bus® Electric CE Series and International® eMV™ Series VCU calibration release information:

Calibration	Name	Date	Bus Long WB	Bus Short WB	eMV Emerson	eMV Modine	Production	Service Tool (SDS)
V15002 ^{NEW}	15.2	10/08/2025	EGBLVRB	EGBSVRB	On Hold		Yes	Yes eCE Bus
V15001	15.1	04/24/2025	EGBLVPA	EGBSVPA			Yes	No
V14001	14.1	03/05/2024	EGBLVNA	EGBSVNA			Yes	No
V13000	13.0	11/15/2024			ECLVMA	EDLVMA	Yes	No
V11000	11.0	02/23/2024			ECLVLB	EDLVLB	Yes	Yes eMV
V10000 RC4	10.4	07/30/2024	EBLVKD	EBSVKD			Yes	Yes
V10000 RC3	10.3	02/21/2024	EBLVKC	EBSVKC			Yes	Yes
V9000 RC3	9.3	12/09/2023				EDLVJA	Yes	Yes
V9000 RC2	9.2	10/20/2023	EBLVJC	EBSVJC	ECLVJC		Yes	Yes
V9000 RC1	9.1	05/15/2023	EBLVJB	EBSVJB	ECLVJB		Yes	Yes
V9000A	9.0	02/22/2023	EBLVJA	EBSVJA			Yes	Yes

[Identifying and updating VCU calibrations in SDS](#)

Calibration Release Information

>V15001 and 15002 eCE Bus Only

- Updated lamp strategy from Red Stop Lamp (RSL) to Amber Warning Lamp (AWL) for A/C Compressor(s)
- Updated HVAC disabled masked faults
- Updated cabin discharge fault values for cabin AC Voltage high after key cycle
- Updated ePTO rotor speed mask to enable ePTO on time accumulator
- DCDC efficiency factor update, stopping battery regen overcurrent during cold weather
 - SPN 523521 FMI 15 HVESS Pulse Charge Current
 - SPN 523522 FMI 15 HVESS Continuous Regenerative Charge Current
- Motor torque curve update for max regen in overspeed
- Air compressor / Purge valve operational improvements
- Additional faults added for Power Electronics and Cabin Heat Pump
- Updated SPN for faults reported in DM1 to correct source address (SA)
- Vehicle to Grid (V2G/V2X) feature enablement
- Cabin heater support updates for PB11E00

>V14001 eCE Bus and eMV Truck Merge:

- DTC 523580 - 31 Coolant Pump Fault
 - Reduce false faults.
 - Masked 0x6 Speed Limit.
 - DTC 523538 -13 Traction Power System : Out Of Calibration
 - Robustment improvements
 - Added 12 new faults to better define this fault.
 - Charging and V2G Updates (Merged with V10000 improvements)
 - Default Tire Sizes, Truck 495 RPM - Bus 562 RPM
 - Additional ePTO/ePower Faults
 - New merged vehicle configuration parameters
 - HVAC Calibration merged across all bus types
 - Next Gen EV bus and truck (H06) support
 - Power Priority changes for ePower/ePTO
-

>V13000 eMV Truck Only:

- Update ePower Table to 20kW
 - Full ePTO/Epower Support
-

>V11000 eMV Truck Only:

Improvements:

- DTC 523585 - 9 Battery Management System A-CAN Communication Abnormal Update Rate
 - Reduce false faults.
 - Improved communication debounce time.

New Features:

- ePTO
 - Supports ePTO with specific ePTO feature and hardware.
 - 87 new ePTO related fault codes
 - 34 new ePTO programmable parameters. [Parameter List Here](#)
-

>V10000 RC4 eCE Bus Only:

Improvements:

- Electric Heater - 10 kW and supports 20 kW
 - 20 kW heater with strategy and component robustness improvements.
 - Current - 10 kW heater strategy and component robustness improvements.
 - Heater Activation/Deactivation thresholds changed to 48C 118 f (Low) and 75C 167 f (High)
-

>V10000 RC3 eCE Bus Only:

Charging Improvements:

- Eliminated charger plug in time dependency .
 - 90 second wait time after key off before plugging in the charger has been eliminated.
 - Improve charging performance for scheduled and sequential charging.
- Automatic charge gun / inlet unlocks after charge completes.
 - Reduces the user impulse or need to use the emergency release cable to release the charge gun.
 - Improves ease- of- use when the vehicle is fully charged and in sleep mode.
- Multiple charge sessions without cycling/ removing the charge gun.
 - Restart a charging session without removing and re-inserting the charge gun.
 - Improve charging performance for scheduled and sequential charging.
- Reduced charging idle time.
 - Reduces the time the vehicle will enter sleep mode after a charge session has stopped.
 - Improved energy efficiency
- Updated charge port LED indicators.
 - See chart below.

- New charge port door decal. [Sample Decal](#)

Other Improvements:

- DTC 523585 - 9 Battery Management System A-CAN Communication Abnormal Update Rate
 - Reduce false faults.
 - Improved communication debounce time.
- V2G (Vehicle to Grid) Enabled
 - This calibration also supports V2G on vehicles equipped with V2G components and hardware.

Parameter Changes:

- New Parameter D025 000 - Vehicle to Grid
 - Default - Disable
 - Only enabled on vehicles with V2G hardware
 - Dealer / Fleet - Read Only

>Identifying and updating VCU Calibration using Service Diagnostic Solutions (SDS)

1. Connect with SDS with Key On
2. Right Vehicle Panel - the current VCU calibration ID can be viewed by expanding the VCU module.
3. If an updated calibration is available the Update Module Software Button at the top right panel will be available.
4. Click the Update Module Software button. Figure 1 item #1
5. Select the Calibration update: Figure 1 item #2
6. Click Update. Figure 1 item #3
7. Follow all on-screen instructions.
8. After updating the calibration, clear all fault codes and cycle the ignition key.

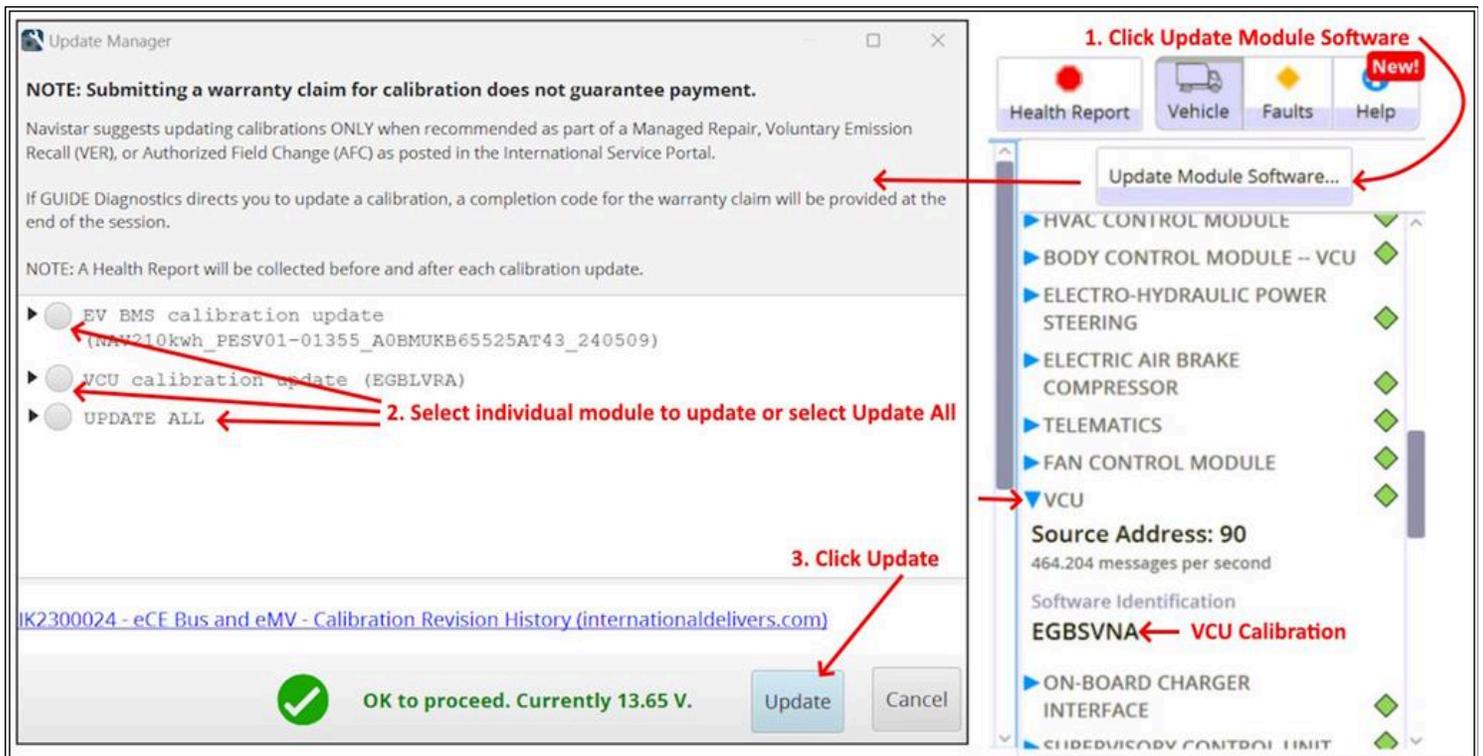


Figure 1: VCU Calibration Identification - Update

WARRANTY INFORMATION

Warranty Claim Coding:

Refer to the [Warranty Coding Manual](#) for Group and Noun Codes.

OTHER RESOURCES

[Master Service Information Site](#)

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