

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



PLEASE NOTE: As of 8/7/2024 changes were made to the tools used to determine Bulkhead Module (BHM) migration and compatibilities. The solution that was being applied as a containment, is no longer required. If replacing a Bulkhead Module, refer to Excelerator for the latest hardware displayed in module 32A. Attached is a document "Bulkhead Module Programming Instructions" that should be used when programming the new BHM. If encountering any issues when programming the BHM, please capture screen prints of all error messages encountered, a log file with all ECUs connected and parameters read. Create a DTTS case with the logfile and screen prints attached. Please document in the description field the BHM hardware P/N (example P/N 06-75157-001) and software level being targeted (example of a software level U.r.2.A0.07.30). For additional information on migrating the bulkhead module please see the workshop manual section "flashing the bulkhead module procedure"

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

Please see the workshop manual section "flashing the bulkhead module" and the attached document "BHM_Programming_Instructions"

Labels :

108SD

114SD

Electrical

M2

Add tags

Attachments



 BHM_Programming_Instructions.docx 



3 Kudos

Comment

Vehicles Affected: Legacy M2 Business class, 108SD and 114SD

Described Condition:

If replacing a Bulkhead Module, refer to Excelerator for the latest hardware displayed in module 32A. If the BHM was replaced in a truck *without* first confirming the correct part with Excelerator, DiagnosticLink may not be able to program the replacement BHM.



Figure 1

This is *especially* important if a truck is being rebuilt with a sales cab. Sales cabs *may not* have the correct BHM for the original vehicle. *Use the serial number of the original vehicle when confirming the correct BHM part number.*

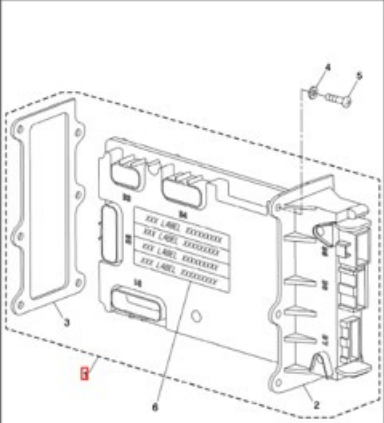
VIN: 1FVHCYDC57HY

Change Vehicle | Remove Vehicle

Search by part name, number, VMRS, or cross reference

Product Categories

Show All Hotspots



SOON

EXCELERATOR

Compare

MODULE - BULK HEAD, MULTIPLEX, FULL

0 Qty available at PDCs

View More Availability

VMRS:003-006-008-MULTIPLEXER - CAB

Quantity: 1

Check Frequently Bought With

Replacement

Features



06-75157-001

☆

MODULE - BHM, FULL, V7.30, HW 2.A0

1447 Qty available at PDCs

View More Availability

VMRS:003-006-008-MULTIPLEXER - CAB

Quantity: 1

Compare

Figure 2

Confirm vehicle specific part number in module 32A in Excelerator.

Below is the Bulkhead Module Programming Instructions that should be used when programming the new BHM

New BHM Migration programming Steps:

Once you are connected to the vehicle and in the add request screen it should auto populate the ECU. If it defaults to all A's for the VIN or alphabetical sequence 1 then type in the full VIN for the migration. Verify the hardware part number matches the installed BHM. (if you are replacing the BHM then validate that the hardware part number matches with the correct one in Excelerator).

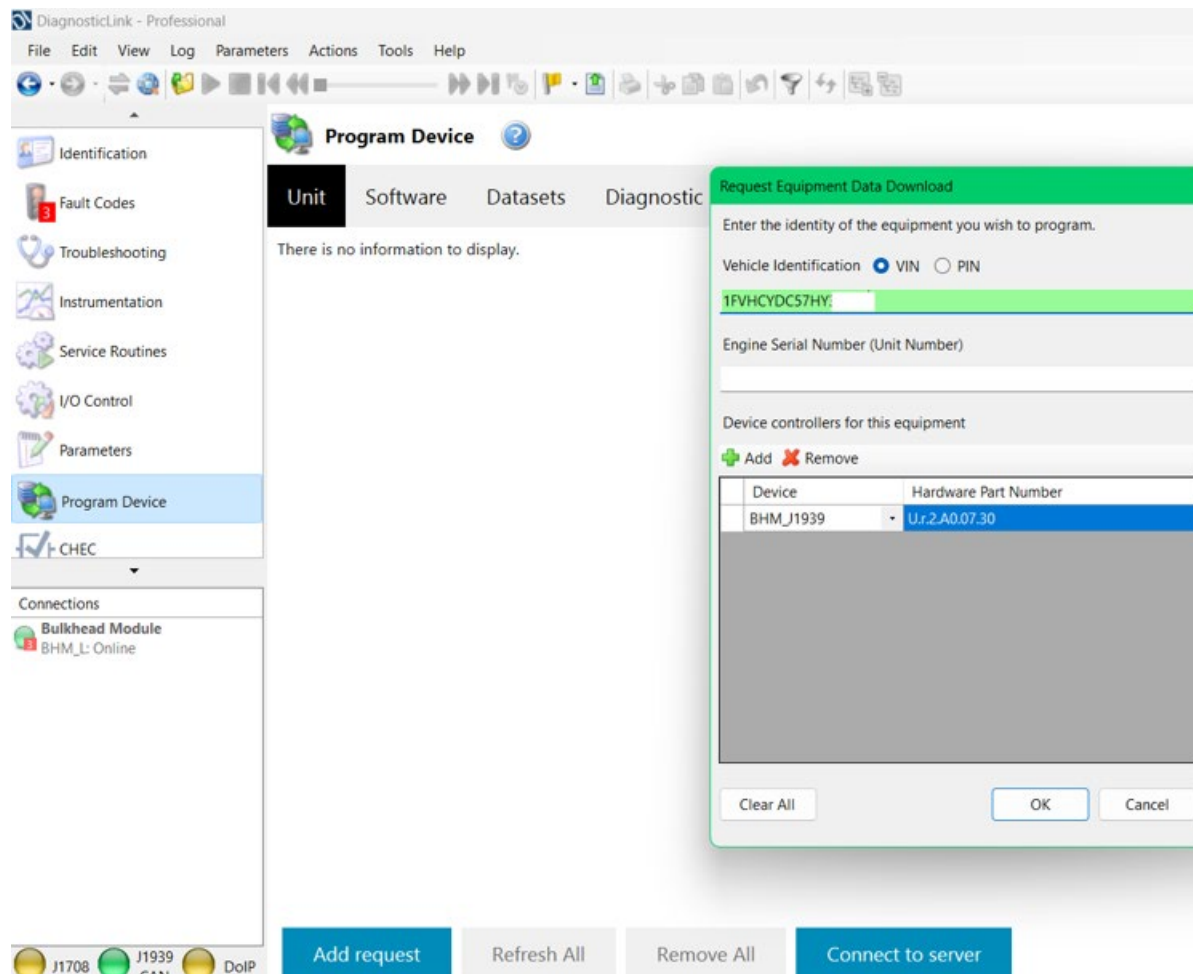


Figure 3

Once you click on connect to server and the “download completes” click on the VIN number and hit next.

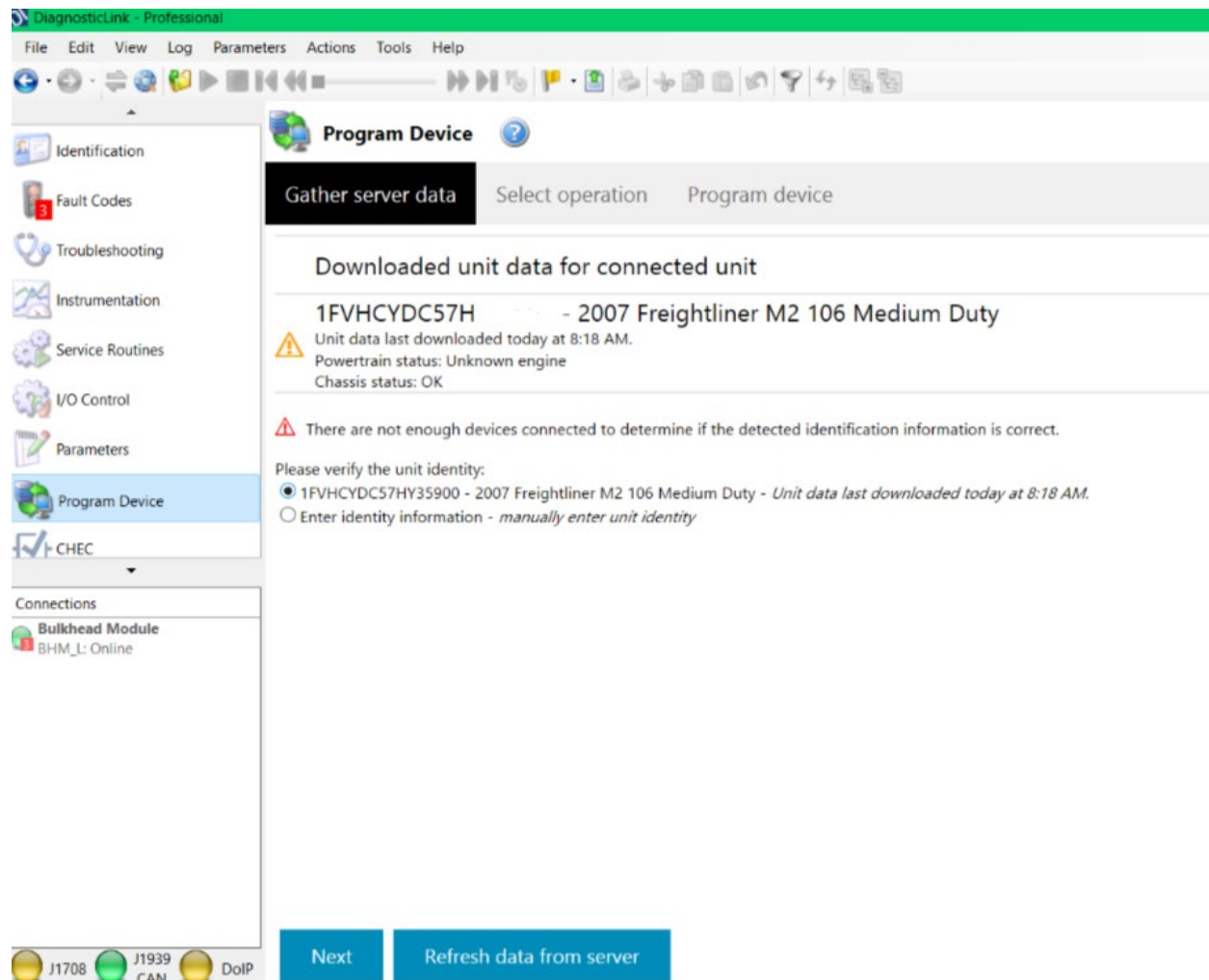
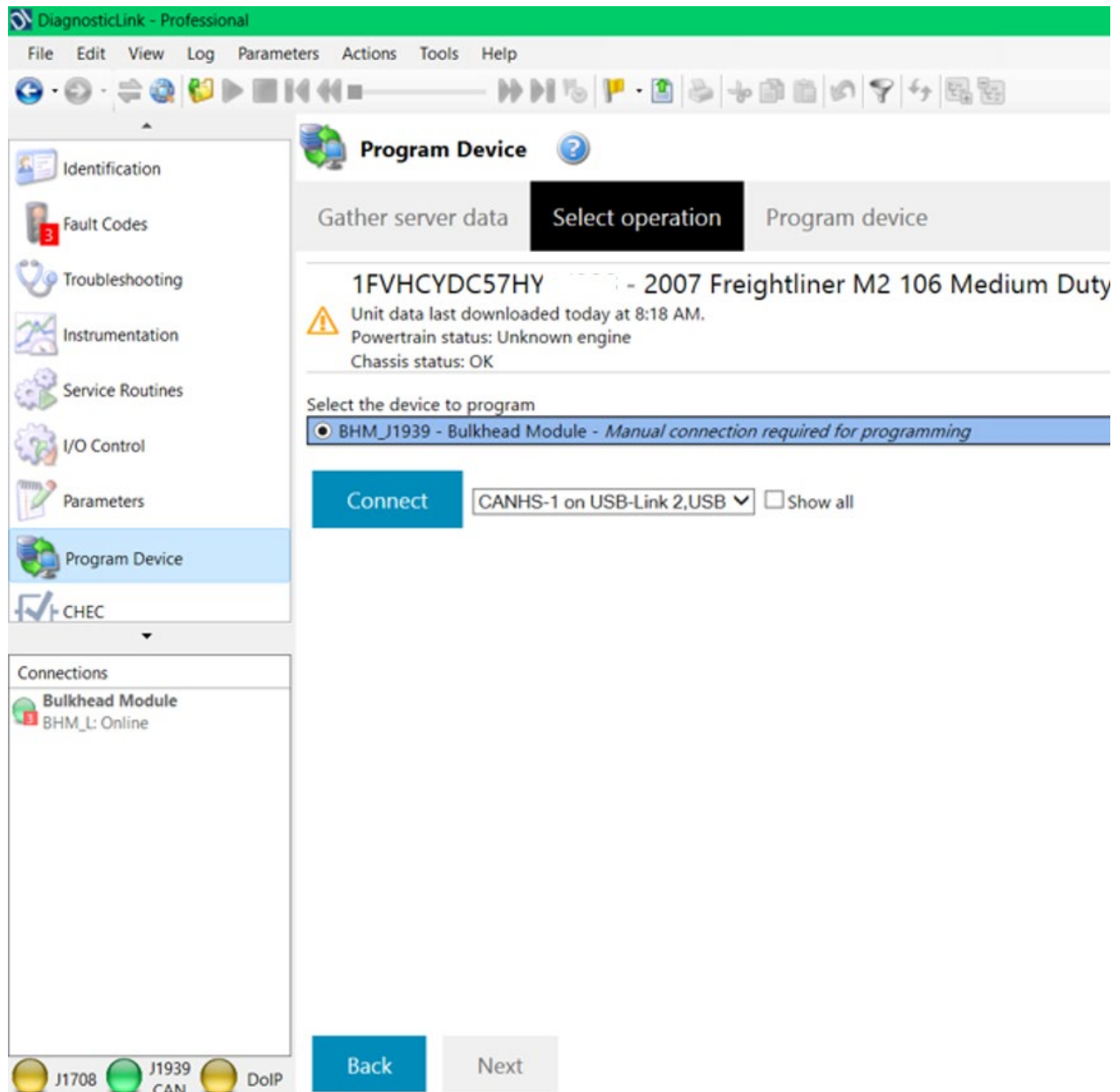


Figure 4

Figure 5



Click connect.

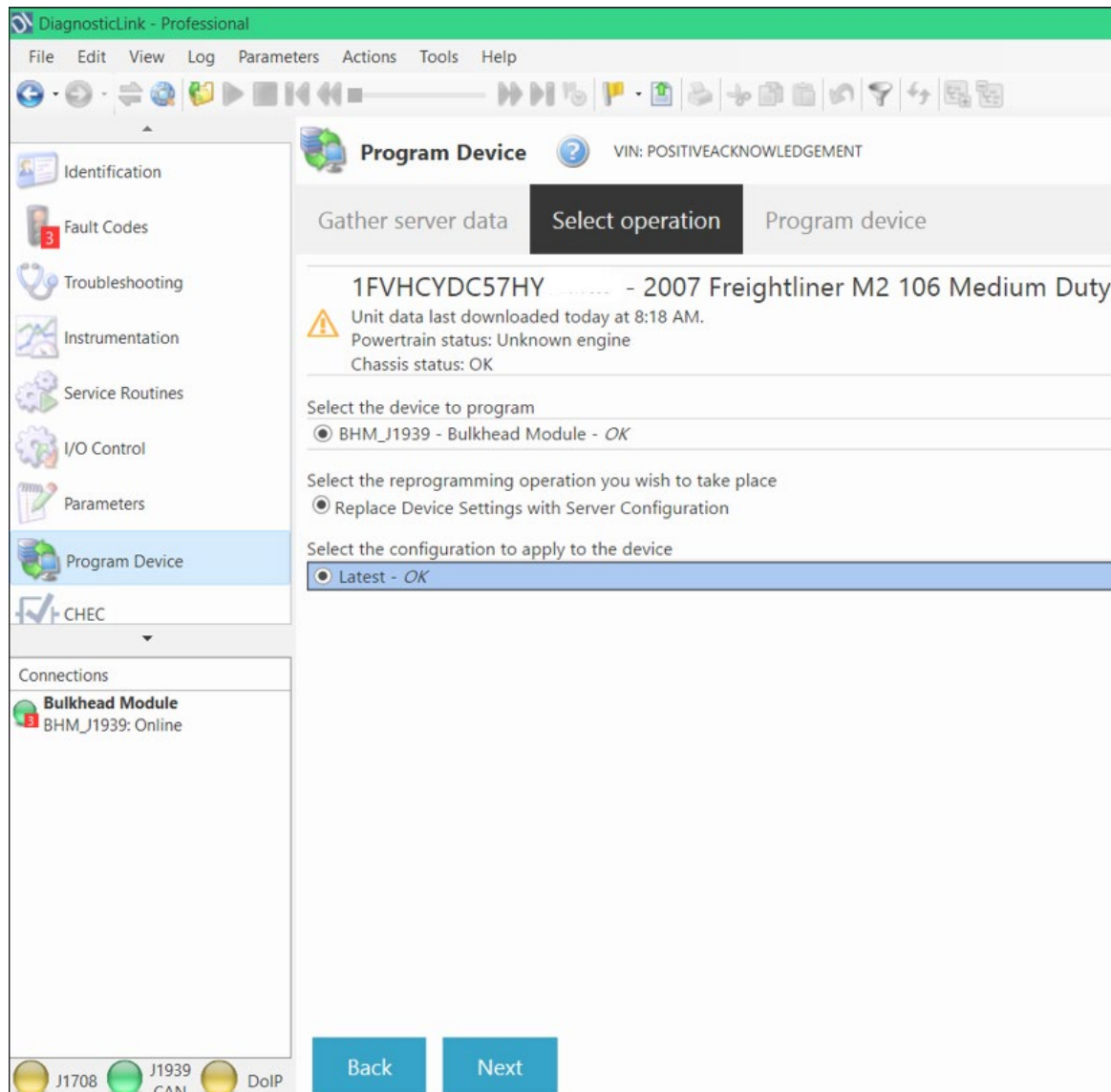
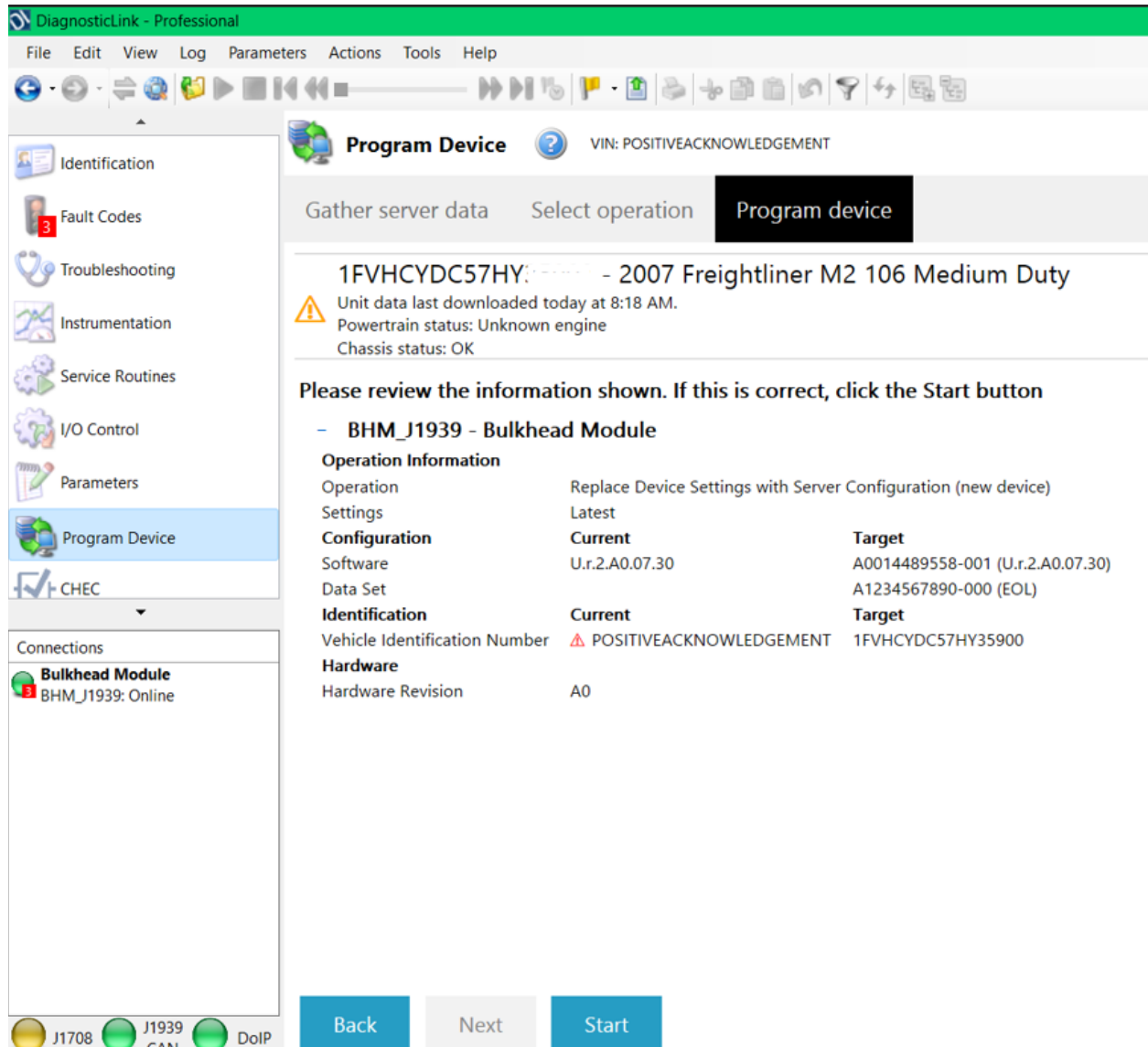


Figure 6

If programming BHM to the same version, use the latest file. If replacing BHM and version listed in Excelerator is different than what was on the vehicle select newest.

Figure 7



Confirm your target is your desired version and VIN, press start.

After completing the process in the identification tab confirm the VIN, Software identification and the diagnostic version is correct.

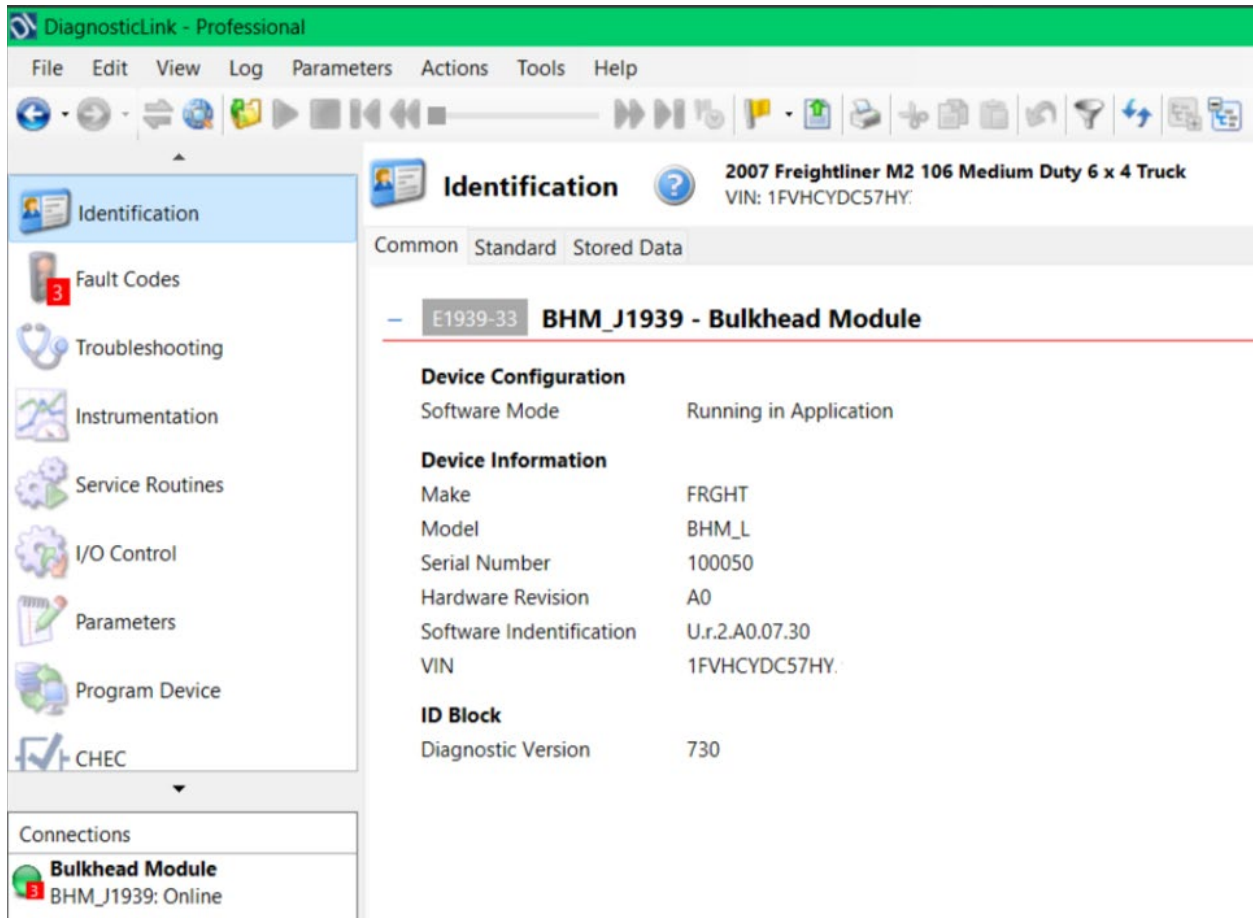


Figure 8