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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:

5/18/2026 - Added V18.1 and V18.2 calibration information 02/10/2026 - Added V16.1 and V17.1 calibration information. 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
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DESCRIPTION

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

Calibration	Name	eCE Bus Release Date	Bus Long WB	Bus Short WB	eMV Release Date	eMV Emerson	eMV Modine	Production	Service Tool (SDS)
V18002	18.2	4/16/2026	EGBLVUE	EGBSVUE				Yes	
V18001	18.1	3/26/2026	EGBLVUD	EGBSVUD				Yes	
V17001	17.1	1/16/2026	EGBLVTA	EGBSVTA				Yes	Yes eCE Bus 2/10/2026
V16001	16.1	11/05/2025	EGBLVSA	EGBSVSA	01/5/2026	EGMLVSA		Yes	No
V15002	15.2	10/08/2025	EGBLVRB	EGBSVRB	11/17/2025	EGMLVRB		Yes	Yes eCE Bus
V15001	15.1	04/24/2025	EGBLVPA	EGBSVPA	09/22/2025	EGMLVRA		Yes	No
V14001	14.1	03/05/2024	EGBLVNA	EGBSVNA				Yes	No
V13000	13.0	11/15/2024			11/15/2024	ECLVMA	EDLVMA	Yes	No
V11000	11.0	02/23/2024			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			12/09/2023		EDLVJA	Yes	Yes
V9000 RC2	9.2	10/20/2023	EBLVJC	EBSVJC	10/20/2023	ECLVJC		Yes	Yes
V9000 RC1	9.1	05/15/2023	EBLVJB	EBSVJB	05/15/2023	ECLVJB		Yes	Yes
V9000A	9.0	02/22/2023	EBLVJA	EBSVJA	02/22/2023			Yes	Yes

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

Calibration Release Information

>V18002 eCE and eMV Truck

- Fix 5919-1 and 5919-2 false faults during HV charging.

>V18001 eCE and eMV Truck

- Support for Gen 4 Charge Port.

>V17001 eCE and eMV Truck

- DC/DC LV grid charge voltage update 13.9 volts not temperature dependent.

- Charging improvements. Repeat charging sessions incorrect blue charge port lamp .
 - Charging improvements. SOC mismatch between Cluster and EVSE (Charger)
 - Power Electronic Coolant Pump protection improvements.
 - DC/DC fault robustness, added fault debounce to reduce fault occurrence:
 - SPN 523650 -7 DC to DC Converter 1 : Mechanical System Not Responding Or Out Of Adjustment
 - SPN 523651 -7 DC to DC Converter 2 : Mechanical System Not Responding Or Out Of Adjustment
 - V2G discharge to charge transition improvements
 - ePTO temperature sensor fault improvements.
-

>V16001 eCE Bus and eMV Truck

- AC L2 reduced charging rate based on charge port temperature. New feature with parameters.
 - Updated bus body A/C fault reaction. HV Ready improvements with bus body A/C system faults.
 - Cabin heater inlet and outlet temperature broadcast. Improved diagnostics
 - Minimum regen braking level. Selectable with parameter.
 - Roll back alarm feature.
 - ePower power limits and other improvements.
 - PB11E hydraulic brake features and development changes.
 - Additional mapped faults for SPN 629-14 faults. 5 new faults.
-

>V15001 and 15002 eCE Bus and eMV Truck

- 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 HVES Pulse Charge Current
 - SPN 523522 FMI 15 HVES 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
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>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
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>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.

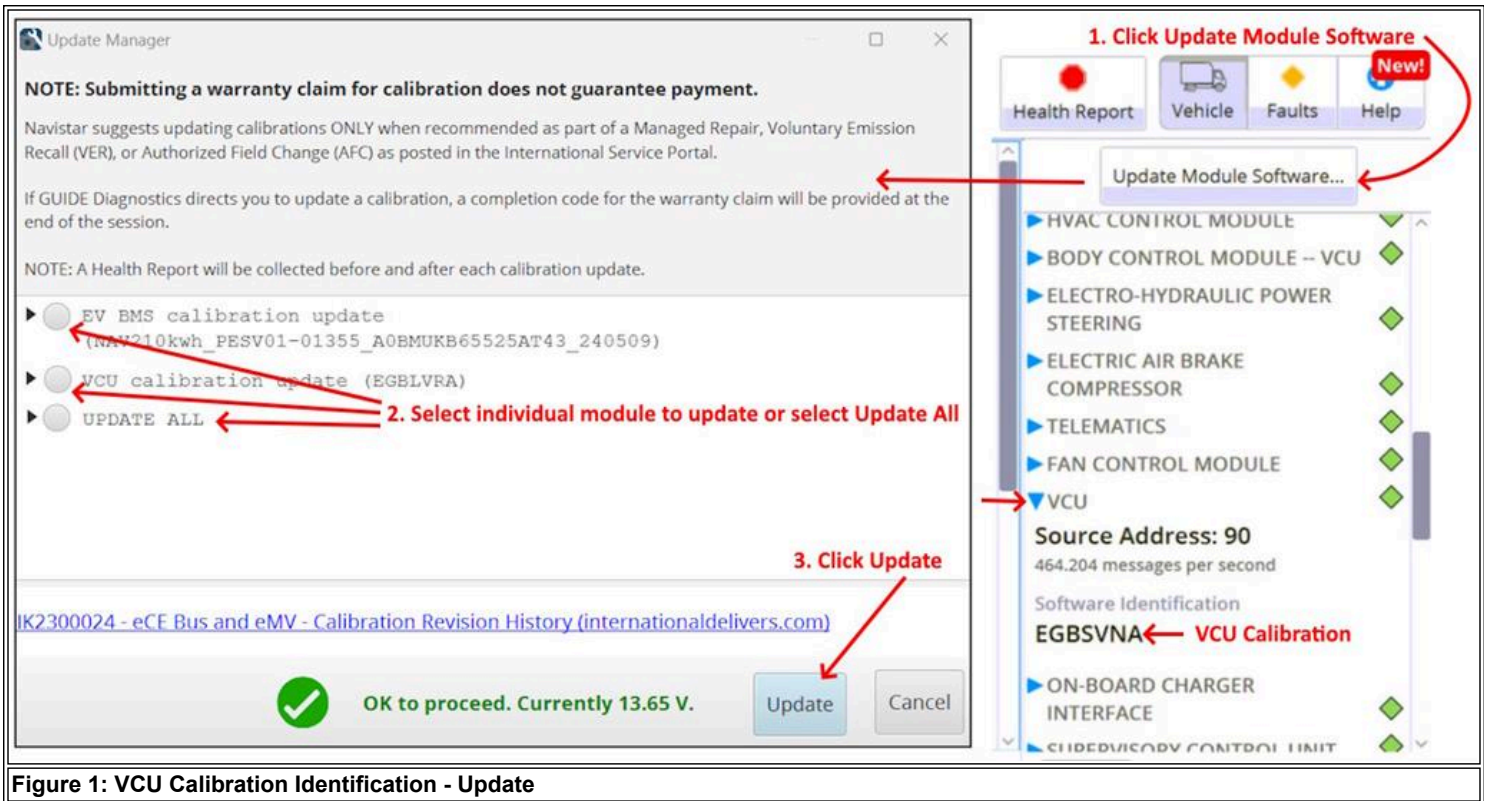


Figure 1: VCU Calibration Identification - Update

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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