



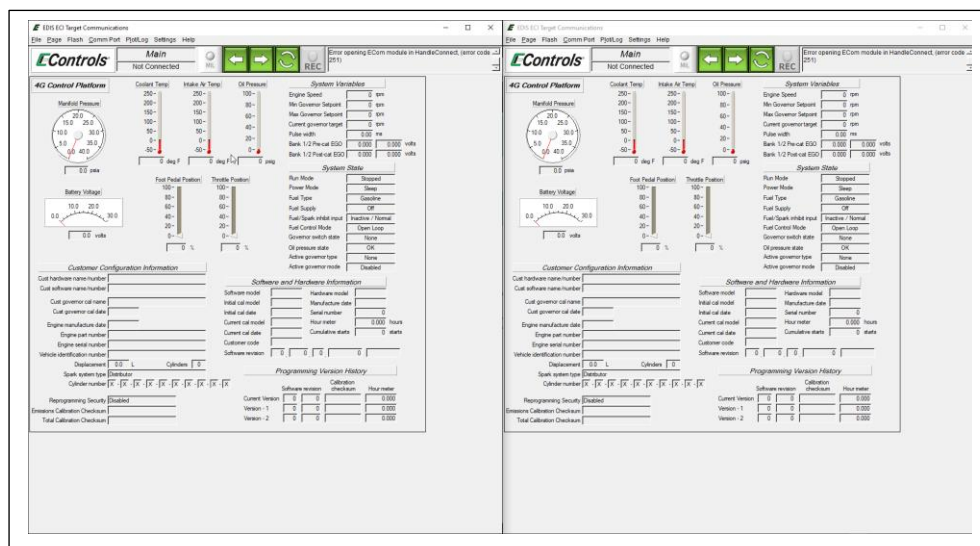
Connect to Primary and Secondary ECM's in 4G

Why is this needed?

Connecting to the primary and secondary ECM's on a 4G engine is needed for checking DTC's and for recording plot files. This should be done for every plot file request as it allows the reviewer to monitor both banks and compare their parameters to determine where the concern may be. The 14L/18L/22L/32L/40L/53L engines all share the same ECM configuration. They essentially run as two separate engines paired by a crankshaft, block, and CAN network. They have their own fuel trims, throttle controls, spark timing based on knock activity and much more. If a primary ECM shows a J1939 shutdown fault, that indicates a shutdown fault has been set on the secondary bank and a shutdown has been requested.

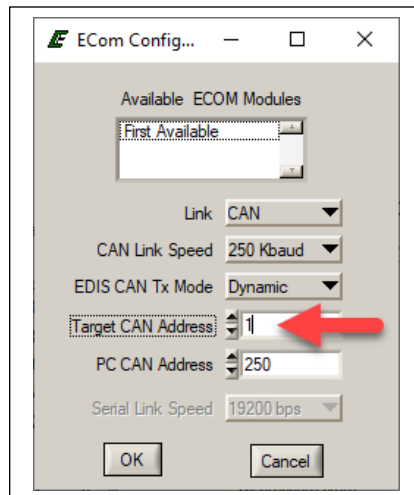
Get connected!

- 1) With the ECOM cable disconnected, open **TWO** 4G displays. Hold the shift key and double click on 4G Display icon again, this will open a second identical window.
- 2) Split the two displays on your screen. Preferred method is primary on left, secondary on right. (Select Display, hold Windows Key and Left/Right arrow) See below picture for reference.



3) On the Right (Secondary) screen:

- a. Select Comm Port on the top bar
- b. Select Configure ECOM
- c. Change the Target CAN Address from a 0 to a 1
 - i. This will allow the software to connect to the CAN network for the secondary bank



- 4) Connect the USB cable to the laptop and wake up the engine with a power cycle. The bar at the top of the screen will be green and say Connected.
- 5) Confirm the right screen is the secondary (slave) by reviewing the Marine page. Under Multi-Engine CAN Communication Status, Slave 1 will be green and the Multi-Engine Configuration status will show Slave 1. See picture on the next page for reference.



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