

A-1939CM550-AP J1939 Translator 2016-2017 Ford F53/F59



Introduction

The A-1939CM550-AP translator plugs into a vehicle's OBDII connector and acquires proprietary vehicle data which it translates and transmits over a separate J1939 protocol network. This allows 3rd party J1939 devices to be installed on light duty vehicles which do not support J1939 protocol. By moving 3rd party devices off of the OEM OBDII network and onto a separate J1939 network, OEM network bandwidth traffic problems are eliminated as well as conflicts between multiple 3rd party devices.

Installation Instructions

Disconnect vehicle battery before proceeding with installation.



WARNING

Disconnect the battery to prevent setting a check engine light.

IMPORTANT—READ BEFORE INSTALLATION

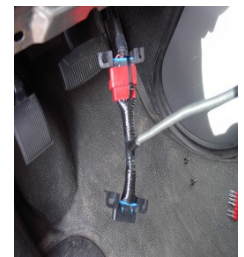
It is the installer's responsibility to route and secure all wiring harnesses where they cannot be damaged by sharp objects, mechanical moving parts and high heat sources. Failure to do so could result in damage to the system or vehicle and create possible safety concerns for the operator and passengers. Avoid placing the module where it could encounter strong magnetic fields from high current cabling connected to motors, solenoids, etc. Avoid radio frequency energy from antennas or inverters next to the module. Avoid high voltage spikes in vehicle wiring by always using diode clamped relays when installing upfitter circuits.

B-J1939CM506 Module

Remove the lower dash panel below the steering column area and find a suitable location to mount the A-1939CM550-AP module. Locate the module in an area away from any external heat sources (engine heat, heater ducts, etc.). Do not actually mount the module until all wire harnesses are routed and secure (last step of the installation is to mount the module).

Data Link Harness Installation

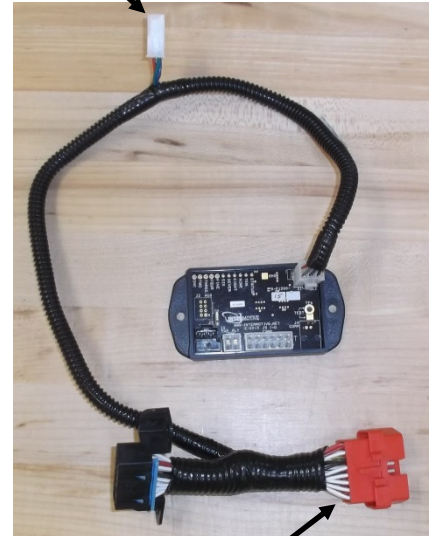
1. Locate the vehicle OBDII Data Link Connector. It will be mounted below the lower left dash panel.
2. Remove the mounting screws for the OBDII connector. Plug the Red connector from the A-1939CM550 Data Link Harness into the vehicle's OBDII connector. Ensure the connection is fully seated and secure with the supplied wire tie.
3. Mount the Black pass through connector from the A-1939CM550 Data Link Harness in the former location of the vehicle's OBDII connector.
4. Secure the A-1939CM550 Data Link harness so that it does not hang below the lower dash panel.
5. Plug the free end of the Data Link harness into the mating 6-pin connector on the A-1939CM550 module.



Installation Instructions (Continued)

6. Plug the 3rd party J1939 device into the 4-pin connector from the S-H42BX harness.

To 3rd Party Device

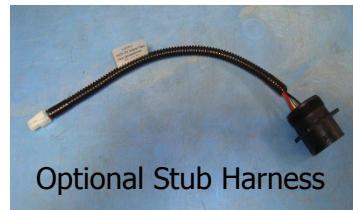
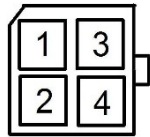


To OEM OBDII Connector

A-1939CM550-AP Translator Connection Output

The A-1939CM550-AP harness provides a 4 pin connector for interfacing to 3rd party J1939 devices. There is also an optional stub harness which provides the more common J1939 type of barrel connector if desired.

Pin#1 Green - J1939 CAN High Pin#2 Red—Battery Voltage (2A max)
Pin#3 Blue - J1939 CAN Low Pin#4 Gray - Ground



Optional Stub Harness

Reconnect vehicle battery

Initial Installation:

1. With vehicle in PARK, Park Brake ON, Ignition ON, Engine OFF, and A-1939CM550-AP module **unplugged** from the OBDII connector, hold a ground source to the A-1939CM550-AP modules Test Pad.
2. Plug in the 6-pin A-1939CM550-AP connector while keeping the Test Pad grounded for at least a second, then the ground connection may be removed.
3. The module recognizes this as a special power up sequence and requests the vehicle VIN as well as checks to see what Optional PGNs are available on the vehicle. The module stores this information internally and uses it on subsequent boot-up sequences.
4. To verify a successful initial power-up sequence, observe the module LEDs; there should be no LEDs ON. If "scrolling" LEDs (1-4) are seen, another LED will also be ON solid – this indicates a problem occurred while powering up (see Error Mode below). In this case, try repeating the special power up grounding sequence again. If errors persist, contact Intermotive Technical Support.

Operation

Optional PGN Enable: Some vehicles support additional network data (PGN/SPN's) which may be required by the 3rd party device that will be connected to the A-1939CM550-AP (see page 4). The module comes from the factory with this optional data disabled. If the 3rd party device requires this data, perform the following sequence to enable this additional data:

1. With vehicle in PARK, Park Brake ON, and Ignition ON, Engine OFF, put the module into the "TestDiag" mode by grounding the test pad on the module (does NOT require disconnecting 6 pin connector—see below) .
2. Observe the module LEDs as you engage and disengage the Service Brake 4 times within 5 sec. The module recognizes this sequence and enables acquisition of the optional data. As a visual feedback that this occurred, the module will scroll the LEDs twice. NOTE: the optional PGN/SPN's can be disabled again by executing the same sequence of events (i.e. it's a toggle operation).
3. Once the optional data has been enabled, put the module into the PGN check diag mode and observe which PGNs are active (see below).

Normal Operation: Once power is applied to the module or it wakes up on CAN traffic, there is a period of 2 seconds before the module starts transmitting data on the J1939 port. If there is no connection on the J1939 port, the module will sense this and stop transmitting until proper equipment (terminated with 120 ohms) is attached.

Inactive Operation: When the key is turned off, and the vehicle CAN traffic stops, the module ceases operation after 20 sec. and goes into a low-power state. It will remain in this state until it detects CAN traffic again at which point it will wake up and begin transmitting data.

Diagnostic Mode: The A-1939CM550-AP module has 2 diagnostic modes that enable it's LEDs. This can be helpful in troubleshooting or determining what vehicle data is available. Touching a ground source to the Test Pad on the module will cause it to enter the "TestDiag" mode. A second touch enables "PGNcheck" mode. A third touch will exit these diagnostic modes and shut off the LEDs. The module continues to operate normally in all modes. The LED's are defined as follows:

TestDiag Mode (first grounding of test pad)

- LED1 – toggles at a 1 sec. rate to indicate TestDiag Mode
- LED2 – toggles when vehicle HSCAN data is being received
- LED3 – toggles when data is being *received* on the J1939 port (rare)
- LED4 – toggles when data is being received over laptop connection
- LED8 – toggles when data is being transmitted out the J1939 port (normal)

PGNcheck Mode – Each LED (by turning ON) will indicate that particular Optional PGN data has been acquired. All LED's are turned OFF together every 2 sec. in this mode. Note that not all PGN data is available on all vehicles.

- LED1 – MAF Mass Air Flow
- LED2 – AAT Ambient Air Temperature
- LED3 – EOT Engine Oil Temperature
- LED4 – BP Barometric Pressure
- LED5 – IMP Intake Manifold Pressure
- LED6 – IAT Intake Air Temperature
- LED7 – ELD Engine Load
- LED8 – EFR Engine Fuel Rate
- LED9 – TP Throttle Position
- LED10 – DTC Diagnostic Trouble Codes are present (Emissions Related DTC's)

Operation (continued)

Error Mode – certain events can lead to a condition which halts translator operation. This can be observed by LEDs 1 – 4 scrolling and one of three (6, 7, or 8) LEDs being constantly ON. While there can be several causes for the three errors listed below, the most common fault is poor or no connection to the OBDII connector. Error Modes are defined as follows:

LED6 – Module failed to receive all information about which optional PGNs are available.

LED7 – Invalid VIN received. Module may be installed in currently unsupported vehicle.

LED8 – Module timed out (about 8 sec) waiting for a VIN to be received during installation.

The following page defines the J1939 PGN/SPN's that are available. The PGNs labeled "Default" are automatically enabled and available, whereas the Optional PGNs need to be "Turned ON" if required by the 3rd party device connected to the J1939 connector.

Module mounting

Ensure all harness are properly connected and routed, and are not hanging below the dash are. Mount the module as described on page one and secure using supplied screws or double sided tape.

Function	SPN	PGN	Dflt / Opt
VSS - Vehicle Speed	SPN84	PGN65265	Default
RPM - Engine Revs per Minute	SPN190	PGN61444	Default
ECT - Engine Coolant Temp	SPN110	PGN65262	Default
TFT - Trans Fluid Temp	SPN177	PGN65272	Default
FL - Fuel Tank Level	SPN96	PGN65276	Default
APP - Accelerator Pedal Position	SPN91	PGN61443	Default
PB - Park Brake	SPN619	PGN65274	Default
SB - Service Brake	SPN597	PGN65265	Default
ABS - Anti Lock Brake System Event	SPN563	PGN61441	Default
TR - Transmission Range	SPN163	PGN61445	Default
ODO - Odometer	SPN917	PGN65217	Default
ENG RUN - RPM > 400		PGN61452	Default
MIL - Malfunction Indicator Lamp		PGN61452	Default
AC Clutch - Air Conditioner clutch on		PGN61452	Default
Key Position		PGN61452	Default
DFDR - Driver side Front Door		PGN61452	Default
DRDR - Driver side Rear Door		PGN61452	Default
PFDR - Passenger side Front Door		PGN61452	Default
PRDR - Passenger Side Rear Door		PGN61452	Default
RDR - Rear Door		PGN61452	Default
DTC Count - Diag Trbl Codes (Emissions)		PGN61452	Optional
TP - Throttle Position	SPN51	PGN65266	Optional
BP - Barometric Pressure	SPN108	PGN65269	Optional
MAF - Mass Air Flow	SPN132	PGN61450	Optional
IAT - Intake Air Temperature	SPN105	PGN65270	Optional
ELD - Engine Load	SPN92	PGN61443	Optional
AAT - Ambient Air Temperature	SPN171	PGN65269	Optional
VIN - Vehicle Identification Number		PGN59904	Requested

All PGNs having an SPN designation will be formatted and transmitted as stated in the SAE J1939-71 (Rev. AUG2002) standards document. Some of the PGNs on the previous chart do not have SPN's specified. These are custom-defined and have chassis data in the locations described below. NOTE: For any of the 2-bit definitions below, a value of "01" indicates a TRUE condition (as defined), a "00" indicates a FALSE condition, and if both bits are HIGH, data is to be considered invalid.

PGN 61452 Format:

Key Position (4 bits)	Byte 0 bits 0-3
	1 = OFF (0001)
	2 = ACC (0010)
	4 = Run (0100)
	8 = Crank (1000)
	F = Data invalid (1111)
Doors Open/Closed (2 bits)	Driver Front – Byte 0, bits 6&7
	Passenger Front – Byte 1, bits 0&1
	Driver Rear – Byte 1, bits 2&3
	Passenger Rear – Byte 1, bits 4&5
	Rear – Byte 1, bits 6&7
Engine Run (2 bits)	Byte 2, bits 0&1
MIL (2 bits)	Byte 2, bits 2&3
AC clutch (2 bits)	Byte 2, bits 6&7
DTC count (7 bits)	Byte 5, bits 0-6
UNDEFINED	Bytes 6 & 7

PGN 61450 Format:

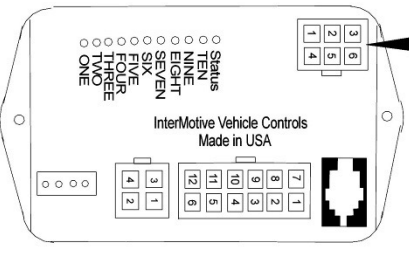
MAF (2 bytes)	Bytes 0&1
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NOTES on certain PGN data:

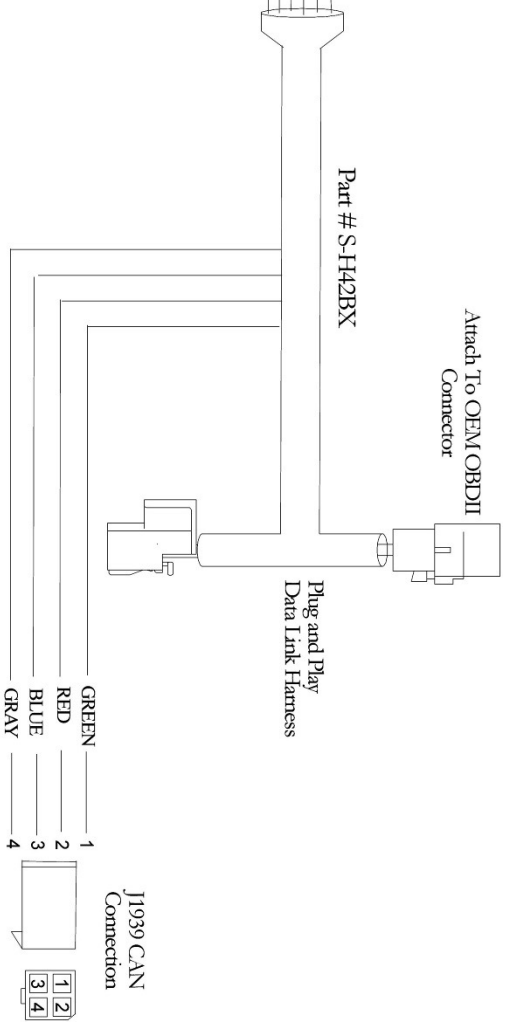
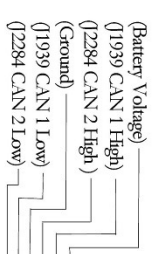
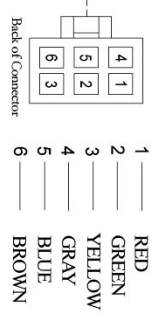
DTC count is defined to be only for Emissions-related DTCs at present.

ODO is read in meters (as defined) and the resolution is 10m for Ford vehicles.

VIN must be requested - J1939 REQ PGN 59904 using destination address 65260. VIN will then be transmitted in a multi-frame packet to this address (65260).



A-1939CM550-AP
Part# S-M1200-83



Submit product registration at www.intermotive.net

If the A-1939CM550-AP-A fails any step in the Post Installation Test, review the installation instructions and check all connections. If necessary, call InterMotive Technical Support at (530) 823-1048.