NGDV – Technical Bulletin	**Title:** BEV No-Start Due to BMS Module No-Comm	
	Number: NGDVTB0008	**Revision:** -
	Classification: Highly Restricted	

Exceeding Customer Expectations through Continuous Improvement

NGDV Technical Bulletin

BEV No-Start Due to BMS Module No-Comm

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INTRODUCTION

Initial Concern

BEV vehicles may exhibit an occasional no-start condition due to a BMS module communication/initialization issue. If this condition is present the vehicle will fail to activate the high voltage system when the start button is pressed.

Suspect Population

All BEV NGDV's, particularly MY25.5 trucks with a ship date of 8/11/25 or later.

Procedure and Material List

See process outlined below.

Frequently Asked Questions

Q: Are all NGDV's affected and in need of this procedure?
A: No, only BEV NGDV exhibiting the concern symptoms listed in this concern.

Q: What happens if the outlines steps are not followed?
A: Vehicle will not be able to be started if condition is present. The vehicle power gauge will not move from the "OFF" position, the green "READY" lamp will not illuminate, and the battery SOC popup message will display 50% SOC. There will also be DTC's present on various modules indicating communication loss with the BMS.

Q: Will I have to do this every time my BEV won't start or go HV active?
A: No, Oshkosh is working on PCR 8 (new software) that will fix this issue permanently. For the no-start issue, we will be releasing a bugfix Software "PCR-7.3" early next year.

REWORK TOOLS AND MATERIAL LIST

Tools

- 10 mm wrench or nut nut driver for 12V battery cover removal
- Small pliers to aid fuse removal (optional)
- Oshkosh Diagnostic Tool to clear DTC codes (optional)
- VCI Tool needed if OKDT Tool is required
- Voltmeter

Consumables

- No consumables required

Personnel Requirements

- Procedure: 0.25 Total Man Hours
- 1 person will be required for this job.

PROCEDURE

1) Verify symptom of the concern:
    a. Vehicle does not start when the start button is pressed
    b. The vehicle power gauge does not move from the “OFF” position
    c. The green “READY” lamp does not illuminate
    d. The battery SOC popup displays 50% SOC
    e. The Wrench lamp, HV Hazard lamp, and Red “Turtle” propulsion power lamp are illuminated

2) Check/Measure the 12V battery voltage with voltmeter.
    a. If the voltage is less than 11.5V, charge or jump the the battery and attempt to restart (exit this procedure)
    b. If the voltage is greater than 11.5V proceed to step 3

3) Reset power to the BMS module.
    a. Ensure the vehicle is in park with ignition off.
    b. Open roadside door to access 12V battery compartment
    c. Remove (3,) 10 mm bolts, the pushpin that holds the cover, and 12V battery cover.
    d. Locate 15 amp inline fuse ~6 inches rearward from the positive 12V battery terminal (fuse is sourced from the 12V battery post connection). (Figure 1)
    e. Open fuse cover.
    f. Remove fuse for 10 seconds taking care not to contact socket to any vehicle metal (ground)
    g. Restore 15 amp fuse and fuse holder cover
    h. Restore battery cover and close roadside door

4) Start vehice and confirm symptoms noted in steps 1a. through 1d. are resolved
    a. If OKDT is available: clear DTC codes to resolve lamps and clear fault history
    b. If OKDT is not available:
        i. With vehicle still on: shift vehicle to drive, then back to park
        ii. Turn ignition off for 5s then back on
        iii. Lamps should now be off, but note that DTC codes for this concern will still be present in history (unless cleared with the OKDT software).

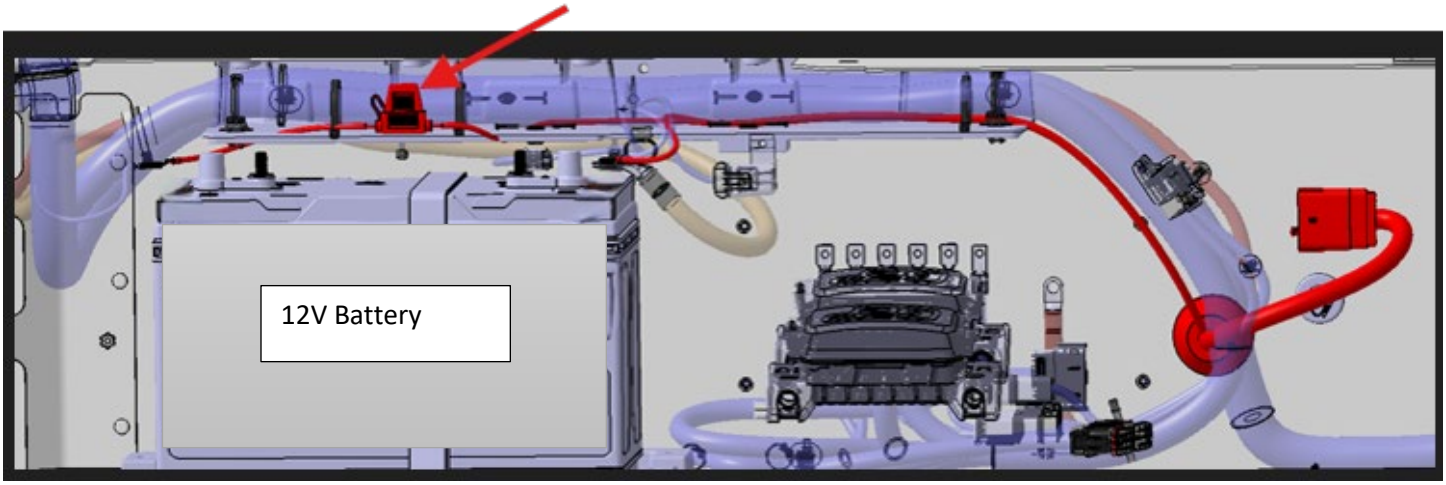

Figure 1. Amp Inline Fuse

Revision	Date	Description	Requestor

Contact Information

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