



ChipLoaderNG

<https://www.chipsoft.com.ua/>

Module [55] Mercedes Bosch EDC17 - OBD2

Document version 12.07.2021

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Purpose

The module is designed to work with ECU Bosch EDC17CP01 (only ECU with external Flash), EDC17CP10 (only ECU with external Flash), EDC17CP46, EDC17CP57, EDC17CP60, EDC17C66 installed on Mercedes cars:

- EDC17CP01, EDC17CP10: W906, W639, W212, X204, W164, X164
- EDC17CP46: W906, W212, X204, W166, X166, W221
- EDC17CP57, EDC17CP60, EDC17C66: W907, W447, W212, W213, W222, W166, W205

The module supports reading firmware maps, writing firmware maps, reading and clearing DTC through the diagnostic connector.

The module supports checking the correctness of checksums in the firmware, as well as its correction if necessary.

Necessary equipment

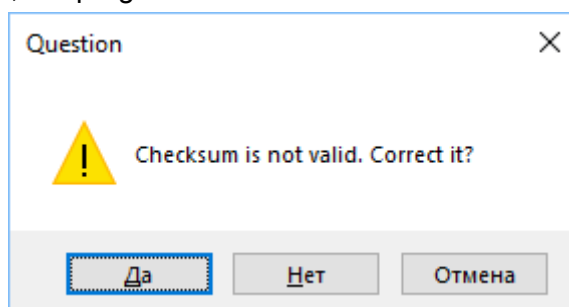
The module has been tested with the following J2534 devices:

1. CHIPSOFT J2534 (Lite/Mid/Pro/acrylic)
2. Tactrix Openport2 (J2534 DLL version must be [1.01.4247 Apr 18 2014 16:14:11](#))
3. DrewTech Mongoose

For the convenience of working on the table, in cases where it is necessary, we recommend using the CHIPSOFT OBD2 BreakOut Box.

Checking data for writing

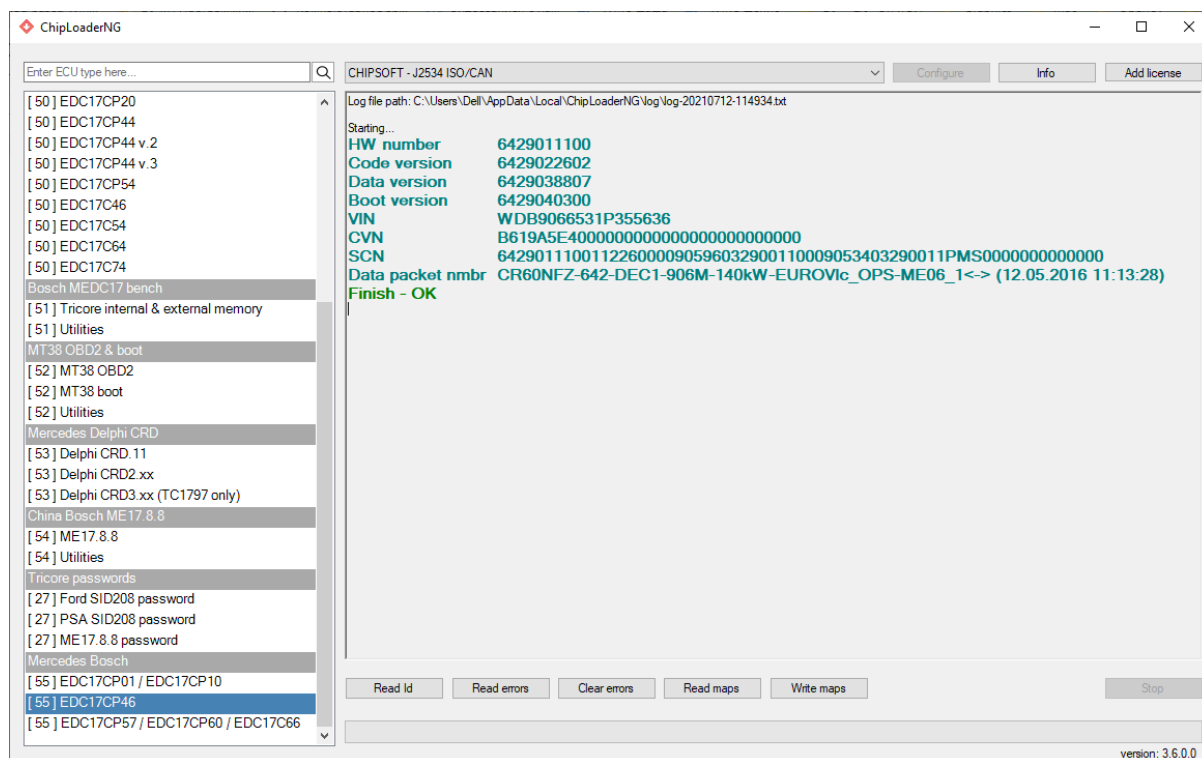
The program performs various checks on the firmware file before it is written. If the checksums are incorrect, the program will offer to fix them:



Also, after reading, the program will automatically check the checksum in the read firmware and give information about it.

ECU identification, read and reset DTCs

These operations are available without a license for the module and can be used for informational purposes.

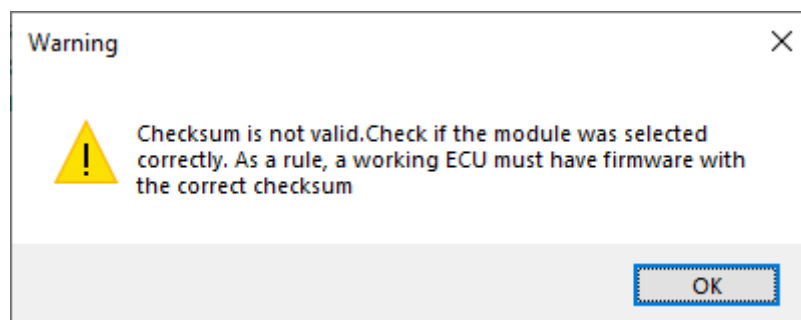


Some ECUs take a long time to initialize (on the order of a minute). Therefore, after turning on the ignition, any operations with the ECU may require waiting for this time.

Read, write ECU

The module reads firmware maps and writes firmware maps. During read and write operations, an inscription on the instrument cluster may light up with a proposal to contact the service. This is normal behavior.

Attention: Some EDC17CP10 ECUs contain errors in the software, which leads to the fact that the firmware is not read correctly. In this case, after reading, the following window will appear:



In this case, the firmware can be read correctly only in boot or bench mode. Do not try to write the incorrect firmware back to the ECU. This could damage the ECU. But, at the same time, the correct firmware will be successfully written into such an ECU by this module.

Read and write operations are safe. If the connection is broken during these operations, the ECU can be read and written again after turning off the ignition for 10 seconds.

When working on a table, be sure to install a 120 Ohm resistor on the CAN bus. As a power source for working on the table, you must use either a battery or a laboratory power supply with a current of at least 10A, otherwise the ECU simply will not start.

ECU pinout

EDC17CP01, EDC17CP10, EDC17CP46, EDC17CP57,
EDC17CP60, EDC17C66:

Small connector T58:

T58 - pin 3	+12V
T58 - pin 15	+12V
T58 - pin 2	Ground
T58 - pin 41	CAN - H
T58 - pin 54	CAN - L

Possible problems and solutions

When writing an ECU, you can programmatically break the ECU, only by writing incorrect firmware to it. In this case, the ECU can be recovered only in bench mode by the ChipLoaderNG module [51]. Loss of communication during reading and writing does not break the ECU.