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2019 CHRYSLER PACIFICA (PHEV) 3.6L V6 PHEV HYBRID ENGINE

2C4RC1N7[redacted]

14.00 Volts

HCP

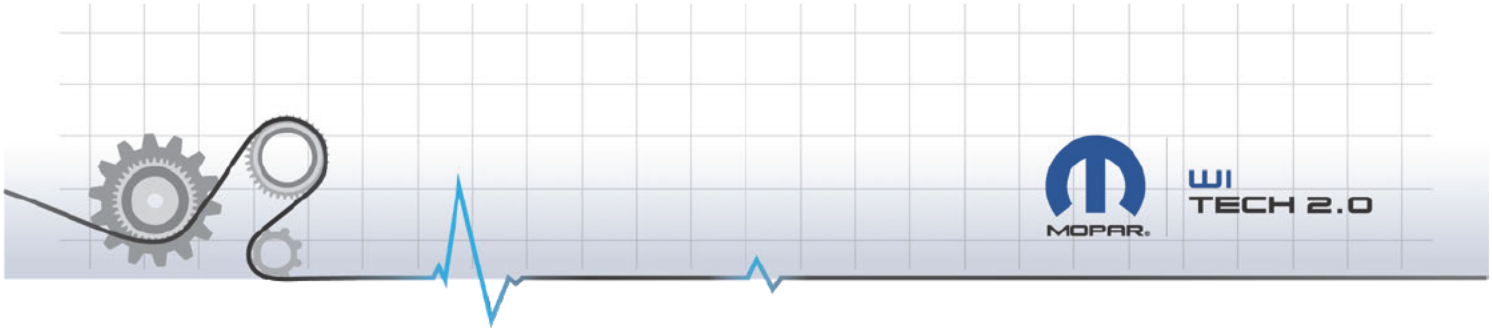
Exit

P0A3F-00 - Drive Motor A Position Sensor 1 Circuit-

Environmental Data | Snapshot Data

NAME	VALUE	UNIT
DTC	0A 3F 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Occurrence flag	Occurrence	
Original Odometer Value	21405.2	miles
Most Recent Odometer Value	21405.2	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	53002072	sec
RAM stamps keyOn	675	sec
RAM Stamps	159886	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Engine Speed	0	rpm
HV Battery SOC	71	%
Ignition State	Reserved	
PRND Position Display	D	
Propulsion System Active	True	
Vehicle Speed	79.5889	MPH
Motor A Temp Sensor	142	°F
Motor B Temp Sensor	138	°F
Barometric Pressure	14	PSI
Engine Coolant Temperature	151	°F
Motor A Resolver Offset Learn Erase	not requested	
Motor A Resolver Offset Learning Status Flag	Applied	
Motor B Resolver Offset Learning Status Flag	Applied	
Motor A Resolver Angle Offset	1.20	Degree
Motor B Resolver Angle Offset	3.60	Degree
Motor A Resolver Supply Voltage Value	15.75	Volts
Motor B Resolver Supply Voltage Value	15.75	Volts
Motor A Resolver to Digital Low Level Driver Faults	Resolver Loss of Signal	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Battery Feed Voltage 2 Sense	14.328	Volts
Internal EPS Voltage Sense A	8.208	Volts
Internal EPS Voltage Sense B	8.064	Volts
Actual Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	8.665	Ft-Lbs
Available Motor Torque - Motor A	10.509	Ft-Lbs
Available Motor Torque - Motor B	78.263	Ft-Lbs
Available Regen Torque - Motor A	-10.509	Ft-Lbs
Available Regen Torque - Motor B	-78.263	Ft-Lbs
Commanded Torque - Motor A	-7.190	Ft-Lbs
Commanded Torque - Motor B	7.559	Ft-Lbs
Electric Motor A Speed	-10727.0	rpm
Electric Motor B Speed	8738.5	rpm
Battery Feed Voltage 1 Sense	14.400	Volts
Battery Feed Voltage 3 Sense	14.184	Volts
Hybrid System State	Determine Hybrid System State	
Motor A - Inverter Current - phase A	116	AMP
Motor A - Inverter Current - phase B	-124	AMP
Motor A - Inverter Current - phase C	0	AMP
Motor B - Inverter Current - phase A	-32	AMP
Motor B - Inverter Current - phase B	-32	AMP
Motor B - Inverter Current - phase C	52	AMP
Motor A Resolver Angle	Invalid Value	Degree
Motor B Resolver Angle	76	Degree
Outside Air Temperature	75.2	°F
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Closed	

NAME	VALUE	UNIT
HV Battery Voltage from BPCM	359.20	Volts
PIM DC Link Voltage - A	362	Volts
PIM DC Link Voltage - B	356	Volts
Inverter A IGBT Temperature for phase A	95	°F
Inverter A IGBT Temperature for phase B	93	°F
Inverter A IGBT Temperature for phase C	93	°F
Inverter B IGBT Temperature for phase A	91	°F
Inverter B IGBT Temperature for phase B	91	°F
Inverter B IGBT Temperature for phase C	91	°F
APM Status	Buck CV	
Impact Event	False	
HCP System Shutdown Command	Default	
Distance Travelled with Light ON	0	miles
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	8.665	Ft-Lbs
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Motor B Resolver Offset Learn Erase	not requested	
Motor A Resolver Angle	Invalid Value	Degree
Motor B Resolver Angle	76	Degree
GPS Date - Year	0	Year
GPS Date - Month	1	
GPS Date - Day	1	Days
UTC Time - Hours	0	Hours
UTC Time - Minutes	0	
UTC Time - Seconds	0	seconds
ECU Time - Milliseconds	0	ms



FREEZE FRAME REPORT

Vehicle 2019 CHRYSLER PACIFICA (PHEV) 3.6L V6 PHEV HYBRID ENGINE
VIN 2C4RC1N7[redacted]
Odometer 21415.2 miles
Publication Date Jul 14, 2020, 3:29:40 PM

CARB

CODE: | ECU: PCM

NAME	VALUE	UNITS

FREEZE FRAME #1

CODE: P16FA | ECU: PCM

NAME	VALUE	UNITS
Commanded Equivalence Ratio	1.00	
Short Term Fuel Trim - Bank 2	-0.0	%
Long Term Fuel Trim - Bank 1	-6.3	%
Spark Advance	9.0	degrees
Brake Switch 2	Released	
Relative Throttle Position	2.35	%
Commanded Throttle Actuator Control	2.35	%
Low Ethanol Therm Mgmnt Flag	No	
Intermediate MAP	8	PSI
Ethanol Fine Tune Complete Prev	No	
Vacuum	0.00	in Hg
Air Charge Temp - Bank 1	-40	°F
Actual Torque	-8.88	Ft-Lbs
Vehicle Speed	0	MPH
Open Loop with DTC - Bank 2	False	
Long Term Fuel Trim - Bank 2	-8.6	%
Battery Voltage	12.3533	Volts
Phi Adaption Value	0.00000	Mult
Alcohol Fuel Percent	0.00	%
EGR Error	-100.0	%
Throttle Flow Multiplicative Adaptive	0.00470	Mult
H-Bridge Circuit	Enable	
Current Adaptive Cell ID	04	
Purge Duty Cycle	0.0	%
Open Loop - Bank 1	False	
Freeze Frame Caused by DTC	16 FA	

AC Clutch	Disengaged	
Purge Solenoid Current	0.000	mA
Catalyst Temp	1324	°F
Potential Torque	0.00	Ft-Lbs
Throttle Outlet Pressure	8	PSI
AC Switch	On	
Fuel Rail Pressure	399	Volts
Open Loop - Bank 2	False	
Open Loop due to Driving Conditions - Bank 1	False	
Cooled EGR Temp	-40	deg C/s
Ethanol Trigger On Fuel Vol Fault	No	
APP Pedal Percent	0.00	%
Fuel Level Percent	82.0	%
APP 1 Voltage	0.3910	Volts
Throttle Flow Adaptive	0.085	g/s
Calculated MAP	14.3	PSI
Fuel Type Being Used	Gasoline	
MAP - Bank 2	8	PSI
Throttle Outlet Temp	-40	°F
TPS 2 Voltage	4.3639	Volts
MAP Voltage	4.39	Volts
Low Ethanol PWR Enrich Flag	No	
Time Since Run / Start	680	seconds
Ambient Air Temperature	75	°F
Mass Airflow Rate	0.00	g/s
ETC Motor Duty Cycle	16.0	%DC
Engine RPM	0.00	rpm
Closed Loop with DTC - Bank 2	False	
Brake Switch 1	Released	
Closed Loop - Bank 2	False	
Ethanol Gas For Sure	No	
Fuel Tank Pressure	122.32	inch
Absolute Load Value	0	%
MAP - Bank 1	8	PSI
Closed Loop with DTC - Bank 1	False	
Barometric Pressure	14	PSI
Open Loop with DTC - Bank 1	False	
Engine Coolant Temperature	151	°F
TPS 1 Voltage	0.6222	Volts
Intake Air Charge Temp	86	°F
Engine Load	0.0	%
Ignition Run/Start Switch	On	
Short Term Fuel Trim - Bank 1	-0.0	%
Freeze Frame DTC Priority	03	

APP 2 Voltage	0.1955	Volts
Closed Loop - Bank 1	False	
PCM Odometer	21348.3520	miles
ETC Motor Directional Duty Cycle	-16.0	%DC
Control Module Volts	12.291	Volts
Air Charge Temp - Bank 2	-40	°F
MAP	14	PSI
Fuel Rail Pressure	0	PSI
Brake Switch Pressed	Yes	
PCM Mileage Since MIL On	0.0000	miles
Open Loop due to Driving Conditions - Bank 2	False	
Commanded EGR Duty Cycle	0.00	%

FREEZE FRAME #2

CODE: | ECU: PCM

NAME	VALUE	UNITS

FREEZE FRAME #3

CODE: | ECU: PCM

NAME	VALUE	UNITS

MISFIRE

CODE: | ECU: PCM

NAME	VALUE	UNITS

MOST RECENT DTC

CODE: P16FA | ECU: PCM

NAME	VALUE	UNITS
Actual Torque	-8.88	Ft-Lbs
Commanded EGR Duty Cycle	0	%
Freeze Frame DTC Priority	03	
Intermediate MAP	8	PSI
Time Since Run / Start	680	seconds
Open Loop with DTC - Bank 1	False	
Short Term Fuel Trim - Bank 1	-0.0	%
Calculated MAP	14.3	PSI
Battery Voltage	12.3533	Volts
Brake Switch Pressed	Yes	
ETC Motor Directional Duty Cycle	-16.0	%DC
Ambient Air Temperature	75	°F
Commanded Equivalence Ratio	1.00	
Fuel Tank Pressure	122.32	inch
H-Bridge Circuit	Enable	
Closed Loop with DTC - Bank 2	False	

MAP	14	PSI
TPS 1 Voltage	0.6222	Volts
MAP Voltage	4.39	Volts
APP 2 Voltage	0.1955	Volts
Low Ethanol Therm Mgmnt Flag	No	
Vacuum	0.00	in Hg
Purge Duty Cycle	0.0	%
AC Switch	On	
Open Loop due to Driving Conditions - Bank 2	False	
TPS 2 Voltage	4.3639	Volts
Alcohol Fuel Percent	0.00	%
Ethanol Trigger On Fuel Vol Fault	No	
Throttle Flow Adaptive	0.085	g/s
APP 1 Voltage	0.3910	Volts
Engine Load	0.0	%
Brake Switch 1	Released	
Closed Loop - Bank 1	False	
Brake Switch 2	Released	
Engine Coolant Temperature	151	°F
APP Pedal Percent	0.00	%
PCM Mileage Since MIL On	0.0000	miles
Absolute Load Value	0	%
Relative Throttle Position	2	%
Cooled EGR Temp	-40	deg C/s
Open Loop due to Driving Conditions - Bank 1	False	
Fuel Rail Pressure	58	PSI
Purge Solenoid Current	0.000	mA
Ethanol Gas For Sure	No	
Potential Torque	0.00	Ft-Lbs
Barometric Pressure	14	PSI
Fuel Level Percent	82.0	%
Closed Loop with DTC - Bank 1	False	
Freeze Frame Caused by DTC	16 FA	
Short Term Fuel Trim - Bank 2	-0.0	%
Long Term Fuel Trim - Bank 2	-8.6	%
Air Charge Temp - Bank 2	-40	°F
Fuel Rail Pressure	0	PSI
MAP - Bank 1	8	PSI
Throttle Outlet Temp	-40	°F
Ignition Run/Start Switch	On	
Throttle Flow Multiplicative Adaptive	0.00470	Mult
Vehicle Speed	0	MPH
MAP - Bank 2	8	PSI
Open Loop with DTC - Bank 2	False	

Fuel Type Being Used	Gasoline	
PCM Odometer	21348.3520	miles
Current Adaptive Cell ID	04	
Closed Loop - Bank 2	False	
Intake Air Charge Temp	86	°F
Spark Advance	9.0	degrees
Control Module Volts	12.291	Volts
ETC Motor Duty Cycle	16.0	%DC
Commanded Throttle Actuator Control	2	%
Long Term Fuel Trim - Bank 1	-6.3	%
Open Loop - Bank 1	False	
Phi Adaption Value	0.00000	Mult
Catalyst Temp	1324	°F
Engine RPM	0.00	rpm
Low Ethanol PWR Enrich Flag	No	
Open Loop - Bank 2	False	
Ethanol Fine Tune Complete Prev	No	
AC Clutch	Disengaged	
Air Charge Temp - Bank 1	-40	°F
Mass Airflow Rate	0.00	g/s
Throttle Outlet Pressure	8	PSI
EGR Error	0.00000	

2019 CHRYSLER PACIFICA (PHEV) 3.6L V6 PHEV HYBRID ENGINE

2C4RC1N7[redacted]

14.40 Volts

BPCM

Battery Pack Control Module

Switch ECU

Flash | DTCs | Data | Misc Functions | System Tests | Actuators | Details | Configuration

Current Part Number: 68429967AD

ECU Status: Out-Of-Date

ECU	NEW PART NUMBER	CALIBRATION	# OF BULLETINS
BPCM	05193166AD	2019 - 2020 RU PACIFICA BPCM PHEV NAFTA	1

Number	Description
08-050-20	Flash: Battery Pack Control Module (BPCM) Diagnostic and System Updates

2019 Chrysler Pacifica Diagnosis (P0A43-00-00)

2. Check resolver harness circuits for an open/high resistance

- T372:
- T374:
- T371:
- T373:
- T370:
- T375

3. Check resolver harness circuits for short to ground

- T372:
- T374:
- T371:
- T373:
- T370:
- T375:

4.Check resolver harness circuits for short to another circuit

-

5. Check the resolver resistances

- T372 to T374:
- T371 to T373:
- T370 to T375:

6. Check the resolver for a short to ground

- T372:
- T374:
- T371:
- T373:
- T370:
- T375:

7. Check the resolver for short to another circuit

- T372:
- T374:
- T371:
- T373:
- T370:
- T375: