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CONFIGURATION REPORT

Vehicle 2020 CHRYSLER PACIFICA (PHEV) 3.6L V6 HYBRID ENGINE
VIN [REDACTED]

Odometer 20733.2 miles
Publication Date Aug 16, 2021, 11:19:37 AM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	[REDACTED]	PART #
PCM	Powertrain Control Module	CAN-C	68444229AE	[REDACTED]	68444229AE
ICS	Integrated Center Stack	CAN-I	6UX601X8AA	[REDACTED]	6UX601X8AA
RFH	Radio Frequency Hub	CAN-C	68453559AB	[REDACTED]	68453559AB
ESM	Electronic Shifter	CAN-C	68240089AM	[REDACTED]	68240089AM
ORC	Occupant Restraint	CAN-C	68405567AC	[REDACTED]	68405567AC
EPS	Electric Power Steering	CAN-C	68460392AA	[REDACTED]	68460392AA
ANC	Active Noise Cancellation	CAN-I	68440556AB	[REDACTED]	68440556AB
HVAC	Heat, Ventilation and A/C	CAN-I	68447893AC	[REDACTED]	68447893AC
DDM	Driver Door Module	CAN-I	68424451AC	[REDACTED]	68424451AC
PDM	Passenger Door Module	CAN-I	68424450AC	[REDACTED]	68424450AC
DMRL	Door Module Rear Left	CAN-I	68225096AG	[REDACTED]	68225096AG
DMRR	Door Module Rear Right	CAN-I	68225096AG	[REDACTED]	68225096AG
PSDML	Power Sliding Doors (Left)	CAN-I	68369596AC	[REDACTED]	68369596AC
PSDMR	Power Sliding Doors (Right)	CAN-I	68369596AC	[REDACTED]	68369596AC
PLGM	Power Liftgate	CAN-I	68316094AF	[REDACTED]	68316094AF
CSWM	Comfort Seat Wheel Module	CAN-I	68434910AC	[REDACTED]	68434910AC
IPC	Instrument Panel Cluster	CAN-C	68434956AC	[REDACTED]	68434956AC
PTS	Parktronics	CAN-C	68193772AJ	[REDACTED]	68193772AJ
SCCM	Steering Column Control Module	CAN-C	68360889AD	[REDACTED]	68360889AD
BCM	Body Controller	CAN-C	68424601AD	[REDACTED]	68424601AD
RADIO	Radio	CAN-I	68461768AD	[REDACTED]	68461768AD

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OCM	Occupant Classification	CAN-C	68403127AA		68403127AA
HVACR	Heat, Ventilation and A/C Rear	CAN-I	68373079AB		68373079AB
LBSS	Left Blind Spot Sensor	CAN-I	04672786AB		04672786AB
RBSS	Right Blind Spot Sensor	CAN-I	04672786AB		04672786AB
APM	Accessory Power Module	CAN-C	05185046AB		05185046AB
BPCM	Battery Pack Control Module	CAN-C	05193166AD		05193166AD
HCP	Hybrid Control Processor	CAN-C	05190265AF		05190265AF
OBCM	On Board Charging Module	CAN-C	05185047AE		05185047AE
DSM	Display Screen Module	CAN-I	68316175AC		68316175AC
RCCC	Rear Cabin Comfort Controls	CAN-I	6WL30PD2AA		6WL30PD2AA
EAC	Electric A/C Compressor	CAN-C	68237995AG		68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05190266AF		05190266AF
EBBM	Electronic Brake Booster Module	CAN-C	68461813AB		68461813AB
ABSO	Anti Lock Brakes OBD	CAN-C	68461812AA		68461812AA
SGW	Security Gateway Module	CAN-C	68447193AB		68447193AB

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
PCM	USA	1B 47	46 03 01	4419	DFF8E724
ICS	USA	0F 0C 00	12 25 00	4400	
RFH	USA / USA	10 17 00	13 09 00	4A00	
ESM	USA / USA	0F 24 00	12 28 FF	4402	
ORC	USA / USA	11 1F 00	12 2B 00	4301	
EPS	USA / USA	12 2A 00	12 1E 01	4502	
ANC	USA	0F 05 01	12 2C 01	4210	
HVAC	USA	0E 09 00	13 05 01	4401	
DDM	USA	11 07 00	13 0B 00	4202	
PDM	USA	11 07 00	13 0B 00	4202	
DMRL	USA / USA	10 0B 00	12 0C 00	4201	
DMRR	USA / USA	10 0B 00	12 0C 00	4201	
PSDML	USA / USA	10 17 00	13 1E 11	4001	
PSDMR	USA / USA	10 17 00	13 1E 11	4001	
PLGM	USA	17 19 00	18 22 00	4202	
CSWM	USA	11 2A 00	13 2C 00	4302	
IPC	USA / USA	12 06 00	13 27 00	4704	

PTS	USA	0E 32 00	12 1F 00	4311	
SCCM	USA	13 28 00	13 29 00	4301	
BCM	USA	0D 11 00	13 0C 90	4415	
RADIO	USA	13 31 14	13 31 14	8205	
OCM	USA / USA	11 1F 01	0E 2F 02	4030	
HVACR	USA	0E 09 00	10 03 02	4301	
LBSS	USA / USA	11 30 02	12 0D 00	4202	
RBSS	USA / USA	11 30 02	12 0D 00	4202	
APM	USA / USA	11 32 00	11 32 00	4001	
BPCM	Not programmed / COUNTRY_SNA	0E 03 00	13 18 03	4005	F5BC8401
HCP	USA	11 1F 04	19 48 01	4005	6AE19B37 847169A3 050DC953
OBCM	USA	0F 0D 00	12 02 00	4002	
DSM	USA / USA	13 29 00	12 23 00	4000	
RCCC	USA	0F 1D 00	13 04 00	4000	
EAC	USA	0E 34 00	12 0F 00	4102	
AHCP	USA	11 1F 04	19 48 01	4000	
EBBM	USA	0E 19 02	14 0D 18	4000	E5898FA5
ABSO	USA	0E 15 02	12 2E 1E	4201	73EEDB6B
SGW		5	779	4103	

CONFIGURATION

PCM CONFIGURATION

NAME	VALUE	UNITS
Secondary Mass Airflow Sensor Equipped	False	
Active Exhaust Pressure Sensor Equipped	False	
Electronic Parking Brake Equipped	True	
Active Exhaust Valve(s) Equipped	False	
High Side Port Tumble Valve Equipped	False	
Aux Coolant Pump Heater Equipped	False	
Heater Temp Control Valve Equipped	False	
Mechanical Coolant Pump Equipped	False	
Wastegate HBridge Equipped	False	
Remote Start Present	Present	
2.0 Liter I4 Direct Injection Engine	False	
Coolant On-Off Pump Equipped	Not Equipped	
1.0 Liter I3 Engine	False	
Primary Lin Alternator Equipped	Not Equipped	
Variable Valve Lift Equipped	Not Equipped	
Dual Fuel Tank Equipped	False	
Auxillary Coolant Pump Equipped	False	
Cooled EGR Equipped	False	
Dual Alternator Gen1 Capable	False	
A/C Relay Powered from Engine Switched Battery	False	

Supercharger Equipped	False	
Low Temp Radiator Coolant Pump Equipped	False	
PTO System Equipped	False	
CNG Large Gas Tank Equipped	False	
HPT 6-Speed Trans Equipped	False	
Hybrid MEC Shifter Equipped	False	
Engine Idle Shutoff Equipped	False	
ZF 9-Speed Trans Equipped	False	
MDS Equipped	False	
Variable Speed Fuel Pump Equipped	True	
ERS Equipped Indicator	False	
O2 Sensor Bank 1 Sensor 1 Equipped	True	
GPEC2 Equipped	False	
ESIM Equipped	False	
Intake Cam 2 Equipped	True	
Engine Stop Start Equipped	False	
Trans Skip Shift Equipped	False	
VFS Actuators Available Indicator	False	
Transmission Oil Heater Equipped	False	
Secondary Air Equipped	False	
3.5 Liter V6 Engine	False	
O2 Sensor Bank 2 Sensor 2 Equipped	True	
PWM Fan Motor System Equipped	True	
1 Speed Fan Mechanical Relay System Equipped	False	
Vehicle Speed Sensor #1 Calculated from CAN	False	
4.0 Liter I6 Engine	False	
6.1 Liter V8 Engine	False	
Active Engine Mount Equipped	False	
Primary Lin Alternator Equipped	False	
Auxiliary Heater Electric Water Pump Equipped	False	
Sensorless FFV Enabled	False	
Throttle Inlet Temp Sensor Equipped	False	
Electronic Automatic Transmission (EATX) Equipped	False	
WI4 Intake Flow Control Valve Equipped	False	
Wide Range O2 Sensor 1/1 Equipped	False	
2.7 Liter V6 Engine	False	
GPEC2A Equipped	True	
Auxiliary Coolant Pump Heater Equipped	Undefined	
Active Grille Shutter Equipped	True	
Cooled EGR Equipped	False	
GPEC4 Equipped	False	
Unleaded diesel fuel	False	
PTO System Equipped	False	
Supercharger Equipped	False	

WI4 Variable Valve Timing Equipped	True	
Oil Pressure Sensor Enabled	True	
Low Temperature Radiator Coolant Pump Equipped	False	
High Side Port Tumble Valve Equipped	Undefined	
Fiat VIN Learning Strategy Equipped	False	
ICC Cruise Equipped	False	
Starter Relay 2 Equipped	False	
ZF 9-Speed Transmission Equipped	False	
Next Gen Bus Equipped	False	
Humidity, Temperature and Pressure Sensor (LIN) Equipped	False	
3.0 Liter V6 Engine	False	
3.6 Liter V6 Engine	True	
Mechanical Coolant Pump Heater Equipped	False	
Active Exhaust Pressure Sensor Equipped	False	
VMM Equipped	False	
Dual Fuel Pressure Sensor Equipped	False	
Air Shutoff Valve Bank 1 Control Solenoid 2 Equipped	False	
Exhaust Cam 1 Equipped	True	
Trans Reverse Lockout Equipped	False	
Fan Wake Up Relay System Equipped	False	
66RFE / 68RFE	False	
Wastegate H-Bridge Equipped	Undefined	
Brake Pedal Sensor Equipped	False	
Viscosity Sensor Equipped	False	
Coolant On-Off Pump Equipped	False	
AC Equipped	False	
6.4 Liter V8 Engine	False	
Secondary Fuel Pump Equipped	False	
3.7 Liter V6 Engine	False	
Linear PWM Fan Relay System Equipped	False	
CMCV H-Bridge Equipped	Undefined	
Operator Idle Speed Request Equipped	False	
Tumble Generator Valve Equipped	False	
Electric Thermostat Heater Equipped	False	
CUSW PROXI Write Programming Support Enabled	False	
Electronic Throttle Control Equipped	True	
VLP Is Learnable Indicator	False	
AC Equipped Over Bus	False	
2.0 Liter WI4 engine	False	
1.0 Liter I3 Engine	False	
Electric Coolant Valve Equipped	False	
Engine Software In Package	True	
Adaptive Cruise Control Hardware Equipped	False	
Duty Cycle Purge Valve Equipped	True	

GPEC3 Equipped	False	
Air Shutoff Valve Bank 1 Control Solenoid 1 Equipped	False	
40TE / 41TE / 41TEA	False	
45RFE / 545RFE / 65RFE	False	
Coolant On-Off Valve Equipped	False	
Turbocharger Equipped	False	
EMAT (Getrag DCT transmission) Equipped	False	
Adaptive Cruise Control Equipped	False	
Dual Stage Oil Pump Equipped	True	
2.4 Liter WI4 engine	False	
Power Steering Switch Equipped	False	
O2 Sensor Bank 2 Sensor 1 Equipped	True	
Police Package Equipped	False	
3 Speed Fan Mechanical Relay System Equipped	False	
Engine Idle Shutoff Equipped	False	
Fixed displacement AC Equipped	True	
Clutch Interlock Switch Equipped	False	
Intake Cam 1 Equipped	True	
3.8 Liter V6 Engine	False	
Electronic Coolant Pump Equipped	False	
TIP Equipped	False	
Aisin 6-Speed RWD Transmission Equipped	False	
4 Speed Automatic Transmission Equipped	False	
Variable Displacement AC Equipped	False	
Active Exhaust Valve Equipped	False	
Exhaust Cam 2 Equipped	True	
Turbine Volute Valve Actuator Equipped	Undefined	
TOOLCONFIG_OIL_PRESS_ABS_EQUIPPED	True	
Buffered Crank Output for PHEV Engine Pulse Calculation Equipped	True	
Constant Heater Temperature Control Valve Equipped	False	
Continuous Variable Transmission Equipped	False	
3.3 Liter V6 Engine	False	
Brushless PWM Fan Equipped	NOT_FAN_PWM_BOSCH_BRUSHLESS_CNFG	
Electric Water Pump Equipped	False	
1.8 Liter WI4 engine	False	
4.7 Liter V8 Engine	False	
Compressed Natural Gas Equipped	False	
3.2 Liter V6 Engine	False	
Vehicle Speed Sensor #1 Calculated by ECU	False	
SRV Equipped	False	
62TE	False	
Battery Temp Sensor Equipped	False	
HPT 6-Speed Transmission Equipped	False	
DUAL_ALTERNATOR_GEN1_LEARNEDCOPY	False	

CUSW (29-Bit) Equipped	False	
Inrush Current Reduction Relay Equipped	False	
Dual Speed Fuel Pump Equipped	False	
CUSW (11-Bit) Equipped	False	
Shift Indicator Lamp Equipped	False	
VLP Equipped Indicator	False	
2 Speed Fan PWM Relay System Equipped	False	
4 Button Integrated Cruise Control	False	
Direct Injection Equipped	False	
Electronic Vacuum Pump Equipped	False	
Air Shutoff Valve Bank 2 Control Solenoid 2 Equipped	False	
Hybrid Electric Vehicle Equipped	True	
6.2 Liter V8 Engine	False	
5.7 Liter V8 Engine	False	
Wide Range O2 Sensor 2/1 Equipped	False	
Cummins Equipped	False	
Fiat 940 Compact Equipped	False	
A/C Equipped	True	
Knock Sensor 1 Equipped	True	
Yaw Rate Sensor ESC Equipped	False	
Unleaded Gasoline Fuel	True	
Port Flap Valve Equipped	False	
Barometric Sensor Equipped	False	
Auxiliary Coolant Pump Equipped	False	
O2 Sensor Bank 1 Sensor 2 Equipped	True	
42RLE	False	
MTV Solenoid Equipped	False	
Rear Heater Equipped	False	
Transmission Software Included	False	
O2 Sensor Bank 1 Sensor 3 Equipped	False	
ETC Cruise equipped	True	
Dual Fuel Tank Equipped	False	
2 Speed Fan 3 Driver 3 Relay System Equipped	False	
MultiAir Equipped	False	
Linear EGR Equipped	False	
Powernet Equipped	True	
Linear Purge Equipped	False	
Buffered Crank Output for ANC (Active Noise Cancellation) Equipped	True	
2 Speed Fan Mechanical Relay System Equipped	False	
Knock Sensor 2 Equipped	True	
Engine Oil Heater Cooler Equipped	True	
Bi-Directional Crank Sensor Equipped	True	
Dual Fuel Pressure Sensor Equipped	False	
CUSW 4-Button Cruise Equipped	False	

Make Up Air Sensor Equipped	False	
Cylinder Pressure Sensor Equipped	False	
Throttle Inlet Temp Sensor Equipped	False	
5 Button Cruise (LIN) Equipped	True	
Brake Pedal Sensor Equipped	False	
Power Steering Angle Sensor Mandatory	False	
INTAKE O2 SENSOR EQUIPPED	False	
LIN Humidity, Temp, and Pressure Sensor Equipped	False	
Operator Idle Speed Request Equipped	False	
SWAP HARDWIRED BRAKE SWITCH INPUTS	False	
Clutch Sensor Equipped	False	
Mass Airflow System Equipped	False	
Engine Oil Pressure Sensor Type	255	None

ICS CONFIGURATION

NAME	VALUE	UNITS
Display Type (Mid)	False	
Display Type (Base)	True	
Display Type (High)	False	

RFH CONFIGURATION

NAME	VALUE	UNITS
Hardware Configuration: Trunk Door Handle H/W	Simple Switch AP	
Hardware Configuration: Remote Start Antenna	Present	
Hardware Configuration: Front Right Door Handle H/W	Serial AP	
Hardware Configuration: Front Left Door Handle H/W	Serial AP	
Hardware Configuration: Rear Right Door Handle H/W	No AP	
Hardware Configuration: Rear Left Door Handle H/W	No AP	
Valid Key In Ignition	Yes	
Fob Location #3 Successfully Programmed	No	
Fob Location #5 Key sense status	Fob is NOT Key Sense	
Secret Key Sent to Body Controller - Original attempt	Yes	
Fob Location #7 Key sense status	Fob is NOT Key Sense	
Fob Location #3 Key sense status	Fob is NOT Key Sense	
Fob Location #7 Successfully Programmed	No	
Fob Location #6 Successfully Programmed	No	
Fob Location #5 Successfully Programmed	No	
Fob Location #8 Key sense status	Fob is NOT Key Sense	
PIN Successfully Programmed	Yes	
RFHub Locked	RFHUB Locked after IAC write	
Fob Location #1 Key sense status	Fob is NOT Key Sense	
Fob Location #4 Key sense status	Fob is NOT Key Sense	
Fob Location #6 Key sense status	Fob is NOT Key Sense	
Fob Location #1 Successfully Programmed	Yes	

Secret Key Sent to Body Controller - Most recent attempt	Yes	
Fob Location #2 Successfully Programmed	Yes	
Fob Location #4 Successfully Programmed	No	
Fob Location #2 Key sense status	Fob is NOT Key Sense	
VIN Successfully Programmed	Yes	
Fob Location #8 Successfully Programmed	No	
Base TPM	False	
Auto Park Present	True	
e-shifter present	True	
Secret Codes Programmed	True	
KeySense Configuration	False	
Ignition system type connected	KIN system	
RKE	True	
Remote Start Present	True	
\$0214 Programmed by	Programmed by Supplier EOL	
TPM Auto-Locate Enabled	True	
Keyless Go	True	
Passive Entry	True	
Hybrid Type	PHEV	
Module Configuration Status	True	
Premium TPM	True	
Back Up ECU Configuration 16	True	
Back Up ECU Configuration 14	True	
Back Up ECU Configuration 7	True	
Back Up Vehicle Config 1	True	
Back Up ECU Configuration 10	True	
Back Up ECU Configuration 11	True	
Back Up Vehicle Config 4	True	
Back Up Vehicle Config 3	True	
Back Up Customer Settings Menu 1 (CSM1)	True	
Back Up ECU Configuration 2	True	
Back Up ECU Configuration 1	True	
Back Up ECU Configuration 9	True	
Back Up Programmed ECUs: Cabin Network	True	
Back Up Vehicle Config 5	True	
Back Up ECU Configuration 3	True	
Back Up Customer Settings Menu 2 (CSM2)	True	
Back Up Vehicle Config 6	True	
Back Up ECU Configuration 12	True	
Back Up Programmed ECUs: P/T Chassis Network	True	
Back Up ECU Configuration 4	True	
Back Up ECU Configuration 17	True	
Back Up ECU Configuration 8	True	
Back Up ECU Configuration 13	True	

Back Up Vehicle Config 7	True	
Back Up ECU Configuration 5	True	
Back Up Vehicle Config 2	True	
Back Up ECU Configuration 15	True	
Back Up ECU Configuration 6	True	

ORC CONFIGURATION

NAME	VALUE	UNITS
First Row Driver Seatbelt Buckle Switch	Configured	
Driver Seat Track Position Sensor	Configured	
Second Row Left Seat Side Airbag	Not Configured	
Rollover Sensing	Configured	
Passenger Seatbelt Retractor Pretensioner	Configured	
Passenger Seatbelt Anchor Pretensioner	Configured	
Driver Seatbelt Anchor Pretensioner	Configured	
Left Side Seat Squib 1	Configured	
Driver Frontal Squib 3	Configured	
Passenger Seatbelt Load Limiter	Configured	
Passenger Occupant Detection Sensor	Not Configured	
Passenger Seatbelt Buckle Pretensioner	Not Configured	
Second Row Left seat belt Switch	Not Configured	
Left B-Pillar Impact Acceleration Sensor	Configured	
Right Up-Front Acceleration Sensor	Configured	
Configuration Column Identifier	A3	
Passenger Airbag Disable Indicator	Not Configured	
Passenger Frontal Squib 1	Configured	
Driver Frontal Squib 1	Configured	
Passenger Frontal Squib 3	Configured	
Right Side Seat Squib 1	Configured	
Second Row Right seat belt Switch	Not Configured	
Left Up-Front Acceleration Sensor	Configured	
Right Curtain Squib 1	Configured	
Left C-Pillar Impact Acceleration Sensor	Configured	
Passenger Seat Track Position Sensor	Configured	
Driver Knee Bolster Squib	Configured	
Occupant Classification (OCM)	Configured	
Passenger Frontal Squib 2	Configured	
Driver Frontal Squib 4	Not Configured	
Second Row Center seat belt Switch	Not Configured	
Left Curtain Squib 1	Configured	
Right Side Door Pressure Sensor	Configured	
First Row Passenger Seatbelt Buckle Switch	Configured	
Right B-Pillar Impact Acceleration Sensor	Configured	
Left D-Pillar Impact Acceleration Sensor	Configured	

Right D-Pillar Impact Acceleration Sensor	Configured	
Right C-Pillar Impact Acceleration Sensor	Configured	
Driver Seatbelt Load Limiter	Configured	
Driver Seatbelt Retractor Pretensioner	Configured	
Second Row Right Seat Side Airbag	Not Configured	
Passenger Frontal Squib 4	Not Configured	
Passenger Airbag Disable Switch	Not Configured	
Passenger Knee Bolster Squib	Configured	
Driver Frontal Squib 2	Configured	
Left Side Door Pressure Sensor	Configured	
EPPM	Not Configured	
Driver Seatbelt Buckle Pretensioner	Not Configured	

EPS CONFIGURATION

NAME	VALUE	UNITS
Stop/Start Feature Active	False	
Parallel Park Assist Feature Active	False	
Dynamic Steering Torque Feature Active	True	
Lane Feedback Feature Active	False	

ANC CONFIGURATION

NAME	VALUE	UNITS
Premuim - 2 (12 Channel)	False	
Premuim - 1 (8 channel)	False	
Premium - 3 (SRT8)	True	
Door Module - Left Rear	Present	
NetCFG Stat AT, I, PT	Request Data	
Door Module - Right Front	Present	
Door Module - Right Rear	Present	
Door Module - Left Front	Present	
Current ANC Calibration ID - Service	Harman ANC Module 3.6L	
ANC Calibration Date - Year	18	
ANC Calibration Date - Patch	4	
ANC Calibration Date - Week	45	
Left/Right Hand Drive	SNA / Not Programmed	
ANC Status	Off - Window Mute	

HVAC CONFIGURATION

NAME	VALUE	UNITS
HVAC Configuration	Dual Zone ATC + Rear	
Dual Zone MTC Control (BB)	False	
MTC With EBL (3Knob)	False	
MTC heater only (3Knob)	False	
Single Zone MTC Control (BB)	False	

MTC Without EBL (3Knob)	False	
DualZone ATC Control (Factory) (BB)	False	
DualZone ATC Control (BB)	False	

PDM CONFIGURATION

NAME	VALUE	UNITS
Frameless Window	False	

PSDML CONFIGURATION

NAME	VALUE	UNITS
VSIM Status	False	

PSDMR CONFIGURATION

NAME	VALUE	UNITS
UPFM Status (Present = True, Absent = False)	False	

CSWM CONFIGURATION

NAME	VALUE	UNITS
EC - Seat B	Programmed	
EC - Seat A	Programmed	
Vehicle Line L-Series	False	
Vehicle Line R-Series	True	
Vehicle Line D-Series	False	
Heated Steering Wheel	True	
Vehicle Line J-Series	False	
Vehicle Line U-Series	False	
Vehicle Line W-Series	False	
Vehicle Line M-Series	False	
Vehicle Line P-Series	False	

IPC CONFIGURATION

NAME	VALUE	UNITS
PHEV	True	
Rear Fog Lamp	False	

PTS CONFIGURATION

NAME	VALUE	UNITS
Front License Plate Configuration	Front Plate Config - USA	
Front System with 6 Rear Sensors	False	
Rear System with 6 Front Sensors	False	

SCCM CONFIGURATION

NAME	VALUE	UNITS
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Rear Wiper	True	
Paddle Shifter	False	
Cruise Control / ACC	True	
Tilt Telescope	False	

BCM CONFIGURATION

NAME	VALUE	UNITS
Number of Reprogramming Attempts - Counter #0	0	
Vehicle Configuration Programmed Status	True	
Last Programmed Status	Manufacturing	
ECU Configuration 10	3	
Vehicle Config CSM1	3	
ECU Configuration 11	3	
ECU Configuration 6 (Brake)	3	
ECU Configuration 5 (Wireless)	3	
Programmed ECUs: P/T Chassis Network	3	
ECU Configuration 15 (Suspension)	3	
Programmed ECUs: Hybrid LAN Network	0	
ECU Configuration 8 (LIN and Miscellaneous)	3	
ECU Configuration 9A	3	
Vehicle Configuration 2 - Write Counter	3	
Vehicle Configuration 7 - Write Counter	3	
ECU Configuration 6 (Safety)	3	
ECU Configuration 2 (CBC Features)	3	
Vehicle Configuration 5 - Write Counter	3	
Programmed ECUs: Cabin Network	3	
Vehicle Configuration Auto Write Counter	1	
ECU Configuration 3	3	
ECU Configuration 7 (CBC Exterior Lighting Calibrations)	3	
ECU Configuration 12	3	
ECU Configuration 9 (ITM)	3	
ECU Configuration 1 (CBC Configurable Inputs and Outputs)	3	
ECU Configuration 14	3	
Vehicle Configuration 6 - Write Counter	3	
ECU Configuration 13	3	
ECU Configuration 5 (Memory)	3	
Vehicle Config CSM2	3	
ECU Configuration 15 (CBC Features)	3	
Programmed Network Configuration - Audio / Telematics Network	0	
Vehicle Configuration 4 - Write Counter	3	
ECU Configuration 6 (Powertrain)	3	
ECU Configuration 6 (Suspension)	3	
ECU Configuration 5 (Doors)	3	
ECU Configuration 4	3	

Vehicle Configuration 3 - Write Counter	3	
Last Configuration Odometer	0	miles
Vehicle Configuration 1 - Write Counter	3	
Emode Present	Not Set	
PTS Configuration	Rear / REAR	
Model Year	2020	
Vehicle Line	RU	
Hill Descent Feature Present	Not Set	
Body Style	Station Wagon	
Shifter Type	5 Position Rotary Eshifter PRNDL / Type RS5L	
Auto Highbeam	Not Set	
Drive Configuration	2WD Front	
Country Code	USA	
Special Packages	74	
Remote Start Present	Set	
Select Speed Control Feature Present	Not Set	
Left/Right Hand Drive	Left Hand Drive	
Performance Pages Present	Not Present	
Maximum Vehicle Speed	0	MPH
Max Load Inflation Pressure Rear Tire	36.0	PSI
Special Packages IC	Pacifica	
Power Inverter Type	No Power Inverter	
Cruise Feature is Present	Set	
Max Load Inflation Pressure Front Tire	36.0	PSI
Off Road Capable	Not Set	
Air Conditioning Present	Not Set	
Rain Sensor Present	Not Set	
Flipper Glass Present	Not Set	
SKIM System Present	Not Set	
Full Size Spare	Not Set	
Thatcham Present	Not Set	
Display Outside Temperature Present	Set	
Keyless Go Present	Set	
Vehicle is an SRT	Not Set	
Two Fuel Sending Units Present	Not Set	
Display Compass Heading Present	Set	
Wheel Base	Wheel base not programmed / WB_NP	
Auto Headlamp Feature Present	Set	
Premium TPM system present	Set	
Police Lighting Feature	Not Set	
Window Express Feature Configuration	Front windows express only	
Vehicle Brand	Chrysler	
Auto Park Present	Set	

T-Case Type	Not Present / Not Present	
Adjustable Pedal Feature Present (non-Memory)	Not Set	
Forward Collision Warning present	Not Set	
Paddle Shift Feature Present	Not Set	
Power Right Sliding Door Present	Set	
Disable Display of Radio Clock	Not Set	
FOBIK Safe Enable	Set	
Chassis Type	Type 9	
Fuel Capacity	17	gallons
ELV Present	Not Set	
Door Alert Feature Present	Not Set	
Passive Entry Present	Set	
RKE System Present	Set	
Secondary Lock Present	Not Set	
HVAC Configuration	Dual Zone ATC + Rear	
Sport Mode Present	Not Set	
ESCL system present	Not Set	
High Intensity Discharge Head Lamps	Not Set	
Collision Mitigation System present	Not Set	
Power Left Sliding Door Present	Set	
Liftgate/Trunk Type	Power Liftgate	
Base TPM system present	Not Set	
Transfer Case High Ratio	1.000	No Unit
Transfer Case Low Range Reduction Ratio	0.000	
Dynamic Tire Circumference (All or Rear)	89	inch
Axle Ratio	3.251	
Analog Door Sensor Configuration	Driver Door Only Analog Sensor	
Air Quality System Present	Not Set	
Steering Ratio at Negative Angle 1	0.0	No Unit
Connector E Pin 29: Rear Wiper Motor Park Signal Present	Set	
Connector D Pin 11: Stop/Turn Trailer Tow Left Output Present	Not Set	
Connector E Pin 9: Run-ACC Y Relay #2 Output Present	Set	
Connector G Pin 9: Ambient Light Dimmer Wheel Input Present	Set	
Connector E Pin 5: PHEV Fuel Door Switch Input	Set	
Connector G Pin 24 (Internally tied to Connector F Pin 7): Ambient Lighting Output	Not Set	
Connector F Pin 6: Fuel Door Motor Output Signal Present	Set	
Connector D Pin 15: Left Dedicated DRL Lamps Output Present	Set	
Connector A Pin 11: Hood Ajar Switch Input Present	Set	
Connector E Pin 4/Connector F Pin 32: Rear Park Lamps Output Present	Set	
Connector A Pin 3/Connector D Pin 2: Low Beam Output Present	Set	
Connector E Pin 8: PHEV HCP Hardwire Wakeup	Set	
Connector E Pin 7: Left HID Relay Control Output Present	Not Set	
Connector D Pin 10: Trailer Tow Tail Lamp Output Present	Not Set	
Connector G Pin 15: UGDO Feed Output Present	Set	

Connector F Pin 29: Horn Switch Present	Set	
Connector A Pin 1 and Connector D Pin 13: Front Fog Lamps Output Present	Set	
Connector E Pin 3/Connector F Pin 42: Rear Turn Lamps Output Present	Not Set	
Connector E Pin 48 (Tied internally to Connector A Pin16): Rear Wiper Motor Control Output Present	Set	
Connector G Pin 22: VTA Warning LED Output Present	Set	
Connector F Pin 9: Analog Door Ajar Signal Front Driver Present	Set	
Connector E Pin 11: Vacuum Switch Input	Not Set	
Connector A Pin 10/Connector D Pin 5: Side Markers Output Present	Set	
Connector E Pin 42: Charge Port Lock Output Present	Set	
Connector E Pin 41: Charge Port Unlock Output Present	Set	
Connector A Pin 22: Right Dedicated DRL Lamp Output Present	Set	
Connector F Pin 8 : Liftgate Release Outside Handle Switch Present	Not Set	
Connector E Pin 34: Vacuum Cleaner Relay Output Present	Not Set	
Connector D Pin 12: PHEV ECM Hardwire Wake Up Output Present	Set	
Connector F Pin 23: Door Lock Switch Signal Front Passenger Present	Set	
Connector D Pin 7: Stop/Turn Trailer Tow Right Output Present	Not Set	
Connector D Pin 22/ Connector D Pin 23: Ambient Temperature Signal/Return Present	Set	
Connector D Pin 9: Trailer Tow Backup Output Present	Not Set	
Connector E Pin 39/Connector F Pin 5: Rear Fog Lamps Output Present	Not Set	
Connector F Pin 4: Liftgate Release Present	Not Set	
Connectro E Pin 37: Right HID Control Output Present	Not Set	
Connector F Pin 35: Inverter Enable Relay Output Present	Not Set	
LED Rear Turn Lamps Present	Not Set	
Front Wiper Wipes After Wash	2 Wipes	
Fuel Door Release Enabled	Not Present	
Quad Headlamps Enable	Set	
Reversible Washer Pump Enable	Set	
DRL Dropout Enable	Set	
Park Lamp Loadshed Enable	Set	
LED Stop Lamps Present	Not Set	
Headlamp Washer Low Fluid Shut-Off Enable	Set	
Hazard Lamp Configuration	Latching Switch	
LED Tail Lamps Present	Set	
Bi Xenon Headlamps Enable	Not Set	
Front Fog Lamp Dropout Enable	Set	
LED Low Beam Lamps Present	Not Set	
Headlamp Wash Interval	wash cycle#11	
LED Dedicated DRL Present	Set	
Wiper Service Position Enabled	Not Set	
Illuminated approach Enabled	Not Set	
Front Wiper Park Enable	Set	
LED License Lamps Present	Set	
Horn Chirp Allowed	Set	

Fuel Door Present	Not Set	
Combined Front Park/Turn Feature Enable	Not Set	
DRL Configuration	No DRL	
DRL Lamp Location	Dedicated	
Rear Wiper Park Enable	Set	
Combined Rear Lighting Enable	Set	
LED Reverse Lamps Present	Not Set	
Intermittent Wiper States	4 Intermittent Wiper position Switch	
Headlamp Wash Shot	double	
LED Rear Fog Lamps Present	Not Set	
Trailer Tow Present	Not Set	
Tip Start Enabled	Set	
LED Front Turn Lamps Present	Not Set	
Side Repeaters Enable	Not Set	
LED Front Park/Marker Lamps Present	Set	
Headlamp Wash Spray Duration (at 100 ms intervals)	1100ms	
One Touch Lane Change	Set	
Tunnel Detection	Not Set	
Dual Start Relay System Present	Not Set	
Exterior Light Loadshed Enable	Set	
LED Front Fog Lamps Present	Not Set	
LED CHMSL Lamp Present	Set	
LED High Beam Lamps Present	Not Set	
Destination	United States of America	
Surround Sound Feature Present	Not Set	
Power Door Locks Present	Set	
Microphone Type	Peiker 300 mv	
Heated Steering Wheel Present	Set	
Power Inverter Present	Not Set	
Disable CD Eject	Not Set	
Cabin Equilization Curve Number	6 Speaker Base (RU)	
Antenna Type	Active Primary and no secondary antenna	
Splashscreen Type	Vehicle Brand	
Microphone Configuration	2 Microphones	
External Port Type	AUX + USB	
Microphone Tuning Parameter	Absent [Not Used]	
Front Park Assist Present	Set	
Front Heated Seats Present	Set	
Rear Camera Present	Set	
Fleet Vehicle Content	Not Set	
AP5 Trunk Lock	Simple Switch	
AP2 Right Front	Smart Switch	
Vehicle Variant	Undefined	
Tip Start Present	Set	

AP4 Right Rear	CAN	
Airport Scenario Trunk	Not Set	
AP1 Left Front	Smart Switch	
AP3 Left Rear	CAN	
AP5 Trunk Unlock	CAN	
Heated Mirrors Present	Set	
Blindspot Mirror Present	Set	
Frameless Window Present	Not Set	
Sun Shade	Not Set	
Global Up	Not Set	
Folding mirrors present	Not Set	
Electro-chromatic passenger mirror present	Not Set	
Window Motor Type	Not Set	
Global Down	Not Set	
Passenger Window Lockout	Not Set	
Tow Mirror Present	Not Set	
Passenger Memory Mirror Present	Not Set	
Rear Door Pre Short Drop	Not Set	
Electro-chromatic driver mirror present	Not Set	
Driver Memory Mirrors Present	Not Set	
Window Hall Sensors Present	Not Set	
Mirror turn signals present	Not Set	
Puddle Lamp Present	Not Set	
Heated Steering Wheel Present	Present	
Tilt/Telescope Steering Present	Not Set	
Memory Adjustable Pedals Present	Not Set	
Driver Memory Seat Present	Not Set	
Heated Seat Material Type	Perforated Leather	
Stow 'n Assist Present - Driver	Not Set	
Stow 'n Assist Present - Passenger	Not Set	
Rear Heated Seats Present	Not Present	
Front Vented Seats Present	Not Present	
Heated Wheel Material Type	Full Leather	
Brake System ECU Configuration A	value 0	
ECO Mode Configuration	Remember Previous State with Ignition Key Cycle	
Dual Alternator Present	Not Set	
Connector F Pin 13: Left Sliding Door Switch Input (B-Pillar)	Left B-Pillar sliding Door Switch	
License Plate Lamp Disable	Not Set	
Connector G Pin 2: Fog Lamp Switch Input	Fog Lamp Switch	
Connector F Pin 34: Spare HSD	Not Present	
Connector F Pin 16: Passenger Door Lock Switch Input	Not Present	
Auto High Beam Module Location	None	
Engine Off Clear Time	180	Time

Connector F Pin 30: Fuel Door Lock (BUX)	Not Present	
Heatsoak Speed	15	Counter
Connector D Pin 8: Digital Spare Input #2	Not Present	
Ambient Stable Counter Limit	40	Counter
Max Engine Off Time	220	Time
Connector F Pin 29: Horn Switch Present	Horn Switch Input	
Connector F Pin 37: Vacuum Cleaner Power Saver Indicator	Not Present	
Connector E Pin 48 (Tied internally to Connector A Pin16): Rear Wiper Motor Control Output Present	Rear Wiper (0)	
Humidy Sensor Long Present	Set	
Connector E Pin 3: Left Rear Turn Signal	Left Rear Turn Signal	
Connector F Pin 14: Right Sliding Door Switch Input (B-Pillar)	Right B-Pillar Sliding Door Switch	
Connector G Pin11/Connector G Pin 12: Not Used	ERS	
Connector E Pin 28: Secondary Door Ajar Switch Present - PIN E-28	Set	
Manual Door Locks Present	Not Set	
Heatsoak Flush Time	105	Time
Rain Sensor Module #2 Present	Not Set	
CHMSL Lamp Output Disable	Not Set	
Connctor F Pin 33: Fuel Door Unlock (BUX)	Not Present	
Connector E Pin 39: Right Rear Turn Signal	Right Rear Turn Signal	
Connector F Pin 15: Driver Door Lock Switch Input	Not Present	
Connector D Pin 4: Digital Spare Input #1	Not Present	
Heatsoak Set Time	15	Time
Steering Smoothing Factor	Filter Off	
Nose Dive Threshold	Filter Off	
Brake Smoothing Factor	Filter Off	
Average Last Longitudinal Acceleration Values	No Averaging	
Excess Lateral Acceleration Factor	Filter Off	
Brake Smoothing Duration	Filter Off	
Steering Smoothing Duration	Filter Off	
Maximum Lateral Change	Filter Off	
Acceleration Threshold	Filter Off	
Nose Dive Factor	Filter Off	
Excess Longitudinal Acceleration Factor	Filter Off	
Brake Smoothing Threshold	Filter Off	
Acceleration Factor	Filter Off	
Average Last Lateral Acceleration Values	No Averaging	
Steering Smoothing Threshold	Filter Off	
Maximum Longitudinal Change	Filter Off	
VTA Hood Ajar Monitoring	Not Set	
RKE Auto-Relock Feature Enable	Not Set	
PE Auto-Relock Feature Enable	Set	
Auto High Beam ON Threshold	25 km/hr	
Auto High Beam OFF Threshold	20 km/hr	
Interior Lighting Night Threshold	4.45147	Volt

Interior Lighting Day Threshold	4.27498	Volt
Headlamp Soak Delay	1.0 sec	
Horn Chirp Duration	Short	
Parking Light Enable	Not Set	
Smart Alternator Present	Not Set	
Temperature Display Resolution	HaLF	
TPMS Configuration	Logic 1 NHTSA Enable Warning	
Sunroof Present	Not Set	
ANC Calibration Parameter Data Set	Non Amplified 3.6L PHEV	
Radio Speaker Open Circuit Disable (RF)	Set	
Drive Mode Version	Version 1	
Auto Dimming Mirror Hard Button Present	Set	
Radio Speaker Open Circuit Disable (LF)	Set	
Radio Speaker Open Circuit Disable (LR)	Set	
Radio Speaker Open Circuit Disable (RR)	Set	
Automatic Crash Notification Feature Present	Undefined	
Show Phone Information in Cluster	01	
Surround View Camera On/Off Softkey Present	Not Set	
Park Assist Tuning Set	Sahara	
3rd Row Lock CSO	Not Set	
Siren	Not Set	
Ultrasonics	Not Set	
Tilt	Not Set	
ESC	Set	
HCP	Set	
AHCP	Set	
ESM	Set	
ORC	Set	
APM	Set	
ECM	Set	
BPCM	Set	
OBCM	Set	
EAC	Set	
EBCM	Set	
CVPM	Not Set	
VRM	Not Set	
MSMP	Not Set	
AMP	Not Set	
HVAC	Set	
PDM	Set	
VTM	Not Set	
DDM	Set	
EOMR	Set	
EDM	Not Set	

ITM	Not Set	
DMRR	Set	
MSM	Not Set	
HVACR	Set	
EAM	Not Set	
ICS	Set	
DSM	Set	
PSDML	Set	
ANC	Set	
BCM (Interior Bus)	Set	
DTV	Not Set	
FSM	Not Set	
DMRL	Set	
PLGM	Set	
HSM	Set	
PSDMR	Set	
Radio	Set	
Compass Mounting Angle	0	Degree
IBS Present	Set	
Auto Relock Time	60	seconds
Fobik Safe Alerts Per Ignition Cycle	2	
Illuminated Approach Headlamp Target Percentage	125 (62.5%)	
Humidity Sensor Present	Set	
Illuminated Approach Taillamp Target Percentage	125 (62.5%)	
Illuminated Approach Interior Lighting Ramp Up Time	130(2600ms)	
Alert no Reply	Set	
Alert On Search Timeout	Set	
Alert On System Fault	Set	
Illuminated Approach Interior Lighting Target Percentage	100(50%)	
OHC Module Present	Set	
Washer Fluid Level Voltage Threshold	4.46 volts	
EVIC SWS Module Present	Set	
CRVMM Present	Set	
HFRM Present	Not Set	
VTA System Present	VTA	
Panic Enable	Set	
Compass Mounting Orientation	Rightside up	
Connector F Pin 41: Backup-Reverse lamp Left	Set	
Connector E Pin 7: Left HID Relay Control	Left HID Lamp Relay	
Connector D Pin 12: PHEV ECM Hardwire Wake Up	Engine Control Module Wake up (PHEV only)	
Connector D Pin 11: Stop/Turn Trailer Tow Left Output Present	Reserved	
Connector A Pin 11: Hood Ajar Switch Signal	500 ohm series and 500 ohm parallel resistors	
Connector D Pin 21: Brake Fluid Level Switch	no parallel resistor	

Connector E Pin 1: Backup-Reverse lamp Right	Set	
Connector E Pin 37: Right HID Relay Control	Right HID Lamp Relay	
Connector F Pin 5: Left Rear Fog Lamp	Output Disable	
Connector E Pin 3: Left Rear Turn Signal	Left Rear Turn Signal	
Connector F Pin 31: Right Sliding Door Ajar	Right Sliding Door Ajar	
Connector F Pin 28: Right Rear Turn Lamp Fault Sense	Disable	
Connector F Pin 4: Liftgate Release	Trunk/Liftgate Release	
Connector F Pin 42: Right Rear Turn Signal	Right Rear Turn Signal	
Connector F Pin 25: Left Rear Turn Lamp Fault Sense	Disable	
Stop/Start Enable Switch Present	Not Set	
Connector A Pin 2: Right High Beam Feed	Right High Beam (0)	
Connector D Pin 1: Left High Beam Feed	Left High Beam (0)	
Connector F Pin 27: Left Sliding Door Ajar	Left Sliding Door Ajar	
Connector E Pin 5: E-5 PHEV Fuel Door Switch Input	PHEV Fuel Door Switch	
Connector E Pin 39: Right Rear Fog Lamp	Output Disable	
Connector E Pin 29: Rear Wiper Motor Park Signal	Reserved	
Connector F Pin 29: Horn Switch Input	Horn Switch Input	
Passive Ped Pro Present	False	
Tow Hooks Present	False	
1st Row Seat Side Airbags Present	True	
Passenger Kneebag Present	True	
BUX Market	False	
ODS Present	False	
Curtain Airbags Present	True	
Driver Kneebag Present	True	
Integrated EPP Present	False	
IPC	Set	
ESM	Set	
ORC	Set	
BCM (PT)	Set	
SCCM	Set	
ACC	Not Set	
PCM	Set	
PTS	Set	
EPS	Set	
RFH	Set	
AHLM	Not Set	
ESL	Not Set	
FFCM	Not Set	
ABSO	Set	
OCM	Set	
ABS	Not Set	
TCM	Not Set	
HCP	Set	

Accessory Delay Time	45	seconds
Sliding Door Chime Enable	Set	
Sliding Door Alert	Set	
Auto Unlock	Set	
Headlamps on with Wipers	Set	
Flash Lamps on Lock	Set	
Daytime Running Lamps	Set	
Auto Wipers	Not Set	
Sound Horn On Lock Status	Chirp on 1st press/FIRST	
Hands Free Sliding Door Enable	Set	
Sound Horn on Remote Start	Set	
Auto Lock	Set	
Unlock all doors on 1st press	Set	
Sound Horn on Lock	Set	
Illuminated Approach Time	30	seconds
Headlamp Delay Time	30	seconds
Auto Highbeam	Not Set	
IBS Quiescence Current Limit	-250	mA
IBS Minimal Charge Limit	10	AmpHrs
IBS Minimum Voltage Limit	5.0	Volts
Battery Type II	255	
Battery Types	SNA	
IBS Activate MWU	Not Set	
IBS Minimum Charge Limit	600	mA
Front Park/Turn Voltage	Park to Turn ratio 55 Percent	
Left Front Corner Voltage	13.2 Volts	
Left Low Beam Voltage Regulation	13.6 Volts	
Right High Beam Voltage Regulation	13.8 Volts	
Left Rear Corner Voltage	14 Volts	
Left High Beam Voltage Regulation	13.6 Volts	
Right Rear Corner Voltage	14 Volts	
Right Low Beam Voltage Regulation	14 Volts	
Auto Headlamp On Threshold	3.31409	Volt
Auto Headlamp Off Threshold	2.54930	Volt
Right Front Corner Voltage	13.4 Volts	
Rear View Camera Static Grid Lines Enabled	Not Set	
Rear View Camera Dynamic Grid Lines Enabled	Set	

RADIO CONFIGURATION

NAME	VALUE	UNITS
Compass on the bus messaging Authorization	Allowed	
GPS on the Bus messaging Authorization	Allowed	
Satellite Subscription Suspend Day	01	
Satellite Subscription Reason Code	00	

Satellite Subscription Suspend Year	46	
Satellite Subscription Suspend Month	01	
Satellite Subscription Status	Subscribed	
Satellite Subscription ID	8272JDWX	
Aux Jack	Not Inserted	
USB Hubs Detected	1	No Unit
SD Card Readers Detected	0	No Unit
Enumerated USB Devices	0	No Unit
DTV Short Term Configuration	—	
911 Button	On	
SDARS	True	
Internal CD Player	False	
Application Framework	True	
Bluetooth	True	
Navigation Active	True	
FM Diversity	False	
Cellular	True	
Wi-Fi	True	
Splash Screen	Chrysler	
Anti-Theft Enable Status	On	
Automated Loudness	On	
Front Seat Video Playback	Enabled	
Clock Defeat	Off	
Cabin EQ Curve Number Currently Used by Radio	33	
12/24 Time Selection	12 Hour Time	

HVACR CONFIGURATION

NAME	VALUE	UNITS
Dual Zone MTC Control (BB)	False	
MTC heater only (3Knob)	False	
DualZone ATC Control (BB)	False	
MTC w EBL (3Knob)	False	
MTC wo EBL (3Knob)	False	
Single Zone MTC Control (BB)	False	
DualZone ATC Control (Factory) (BB)	False	

RCCC CONFIGURATION

NAME	VALUE	UNITS
MTC with EBL	False	
DualZone ATC Control	True	
MTC Heater Only	False	
Single Zone MTC Control	False	
Dual Zone MTC Control	False	
DualZone ATC Control	False	

MTC without EBL	False
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ABSO CONFIGURATION

NAME	VALUE	UNITS
Engine Displacement	3.6	No Unit
ESC BLA Enabled	False	
PN ESC Byte2	0	
PN ESC Byte1	0	
Drive Configuration	2WD Front	
Dynamic Tire Circumference	89	inch
VC Chassis Type	Type 9	
Axle Ratio	3.251	No Unit
Hardwired VSO	True	
ACC	True	
Multiple Pressure Sensors	True	
Rear Directional Sensors	True	
Feature PIN	False	
Front Directional Sensors	False	
EPB	True	



VEHICLE SCAN REPORT

Vehicle 2020 CHRYSLER PACIFICA (PHEV) 3.6L V6 HYBRID ENGINE
VIN [REDACTED]

Odometer 20733.2 miles
Publication Date Aug 16, 2021, 11:20:59 AM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	PART #
PCM	Powertrain Control Module	CAN-C	68444229AE	68444229AE
ICS	Integrated Center Stack	CAN-I	6UX601X8AA	6UX601X8AA
RFH	Radio Frequency Hub	CAN-C	68453559AB	68453559AB
ESM	Electronic Shifter	CAN-C	68240089AM	68240089AM
ORC	Occupant Restraint	CAN-C	68405567AC	68405567AC
EPS	Electric Power Steering	CAN-C	68460392AA	68460392AA
ANC	Active Noise Cancellation	CAN-I	68440556AB	68440556AB
HVAC	Heat, Ventilation and A/C	CAN-I	68447893AC	68447893AC
DDM	Driver Door Module	CAN-I	68424451AC	68424451AC
PDM	Passenger Door Module	CAN-I	68424450AC	68424450AC
DMRL	Door Module Rear Left	CAN-I	68225096AG	68225096AG
DMRR	Door Module Rear Right	CAN-I	68225096AG	68225096AG
PSDML	Power Sliding Doors (Left)	CAN-I	68369596AC	68369596AC
PSDMR	Power Sliding Doors (Right)	CAN-I	68369596AC	68369596AC
PLGM	Power Liftgate	CAN-I	68316094AF	68316094AF
CSWM	Comfort Seat Wheel Module	CAN-I	68434910AC	68434910AC
IPC	Instrument Panel Cluster	CAN-C	68434956AC	68434956AC
PTS	Parktronics	CAN-C	68193772AJ	68193772AJ
SCCM	Steering Column Control Module	CAN-C	68360889AD	68360889AD
BCM	Body Controller	CAN-C	68424601AD	68424601AD
RADIO	Radio	CAN-I	68461768AD	68461768AD

Pa					
OCM	Occupant Classification	CAN-C	68403127AA		68403127AA
HVACR	Heat, Ventilation and A/C Rear	CAN-I	68373079AB		68373079AB
LBSS	Left Blind Spot Sensor	CAN-I	04672786AB		04672786AB
RBSS	Right Blind Spot Sensor	CAN-I	04672786AB		04672786AB
APM	Accessory Power Module	CAN-C	05185046AB		05185046AB
BPCM	Battery Pack Control Module	CAN-C	05193166AD		05193166AD
HCP	Hybrid Control Processor	CAN-C	05190265AF		05190265AF
OBCM	On Board Charging Module	CAN-C	05185047AE		05185047AE
DSM	Display Screen Module	CAN-I	68316175AC		68316175AC
RCCC	Rear Cabin Comfort Controls	CAN-I	6WL30PD2AA		6WL30PD2AA
EAC	Electric A/C Compressor	CAN-C	68237995AG		68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05190266AF		05190266AF
EBBM	Electronic Brake Booster Module	CAN-C	68461813AB		68461813AB
ABSO	Anti Lock Brakes OBD	CAN-C	68461812AA		68461812AA
SGW	Security Gateway Module	CAN-C	68447193AB		68447193AB

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
PCM	USA	1B 47	46 03 01	4419	DFF8E724
ICS	USA	0F 0C 00	12 25 00	4400	
RFH	USA / USA	10 17 00	13 09 00	4A00	
ESM	USA / USA	0F 24 00	12 28 FF	4402	
ORC	USA / USA	11 1F 00	12 2B 00	4301	
EPS	USA / USA	12 2A 00	12 1E 01	4502	
ANC	USA	0F 05 01	12 2C 01	4210	
HVAC	USA	0E 09 00	13 05 01	4401	
DDM	USA	11 07 00	13 0B 00	4202	
PDM	USA	11 07 00	13 0B 00	4202	
DMRL	USA / USA	10 0B 00	12 0C 00	4201	
DMRR	USA / USA	10 0B 00	12 0C 00	4201	
PSDML	USA / USA	10 17 00	13 1E 11	4001	
PSDMR	USA / USA	10 17 00	13 1E 11	4001	
PLGM	USA	17 19 00	18 22 00	4202	
CSWM	USA	11 2A 00	13 2C 00	4302	
IPC	USA / USA	12 06 00	13 27 00	4704	

PTS	USA	0E 32 00	12 1F 00	4311	
SCCM	USA	13 28 00	13 29 00	4301	
BCM	USA	0D 11 00	13 0C 90	4415	
RADIO	USA	13 31 14	13 31 14	8205	
OCM	USA / USA	11 1F 01	0E 2F 02	4030	
HVACR	USA	0E 09 00	10 03 02	4301	
LBSS	USA / USA	11 30 02	12 0D 00	4202	
RBSS	USA / USA	11 30 02	12 0D 00	4202	
APM	USA / USA	11 32 00	11 32 00	4001	
BPCM	Not programmed / COUNTRY_SNA	0E 03 00	13 18 03	4005	F5BC8401
HCP	USA	11 1F 04	19 48 01	4005	6AE19B37 847169A3 050DC953
OBCM	USA	0F 0D 00	12 02 00	4002	
DSM	USA / USA	13 29 00	12 23 00	4000	
RCCC	USA	0F 1D 00	13 04 00	4000	
EAC	USA	0E 34 00	12 0F 00	4102	
AHCP	USA	11 1F 04	19 48 01	4000	
EBBM	USA	0E 19 02	14 0D 18	4000	E5898FA5
ABSO	USA	0E 15 02	12 2E 1E	4201	73EEDB6B
SGW		5	779	4103	

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
RADIO	B280B-00	NTSC Video Input-	Stored
RADIO	U0002-00	CAN C Bus Off Performance-	Stored
HCP	P0A43-00	Drive Motor "A" Position Sensor Circuit Intermittent-	Stored
HCP	P0C19-00	Drive Motor A Torque Delivered Performance-	Stored

ENVIRONMENTAL DATA SUMMARY

[RADIO | B280B-00 | Stored | NTSC Video Input-](#)

NAME	VALUE	UNITS
DTCTable	A8 0B 00	
TestFailed	False	
TestFailedThisMonitoringCycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
DTCExtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	19168	miles
Most Recent Odometer Value	20729	miles

Frequency Counter	255	
Ignition Counter	1	
RDI \$6080	60 80	
Event Counter	63	

RADIO | U0002-00 | Stored | CAN C Bus Off Performance-

NAME	VALUE	UNITS
DTCTable	C0 02 00	
TestFailed	False	
TestFailedThisMonitoringCycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed This Monitoring Cycle	False	
Warning Indicator Requested	False	
DTCExtendedDataRecordNumber	FF	
Occurance Flag	Occurrence	
Reserved	Reserved	
Original Odometer Value	19735	miles
Most Recent Odometer Value	19735	miles
Frequency Counter	1	
Ignition Counter	6	
RDI \$6080	60 80	
Event Counter	5E	

HCP | P0A43-00 | Stored | Drive Motor "A" Position Sensor Circuit Intermittent-

NAME	VALUE	UNITS
DTC	0A 43 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	19198.8	miles
Most Recent Odometer Value	20729.1	miles
Frequency Counter	40	
Ignition Cycle Counter	0	
Real time clock	34230120	sec
RAM stamps keyOn	1065	sec
RAM Stamps	79077	Min
Accelerator Pedal Position	0	%

Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Engine Speed	0	rpm
HV Battery SOC	52	%
Ignition State	Reserved	
PRND Position Display	D	
Propulsion System Active	True	
Vehicle Speed	78.0403	MPH
Motor A Temp Sensor	266	°F
Motor B Temp Sensor	178	°F
Barometric Pressure	15	PSI
Engine Coolant Temperature	185	°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	0.00	Degree
Motor B Resolver Angle Offset	3.20	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 Degradation of Signal	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Battery Feed Voltage 2 Sense	14.184	Volts
Internal EPS Voltage Sense A	8.208	Volts
Internal EPS Voltage Sense B	8.136	Volts
Actual Torque - Motor A	-19.635	Ft-Lbs
Actual Torque - Motor B	22.400	Ft-Lbs
Available Motor Torque - Motor A	43.971	Ft-Lbs
Available Motor Torque - Motor B	73.931	Ft-Lbs
Available Regen Torque - Motor A	-43.971	Ft-Lbs
Available Regen Torque - Motor B	-73.931	Ft-Lbs
Commanded Torque - Motor A	-19.635	Ft-Lbs
Commanded Torque - Motor B	22.124	Ft-Lbs
Electric Motor A Speed	-10667.5	rpm
Electric Motor B Speed	8653.5	rpm
Battery Feed Voltage 1 Sense	14.184	Volts
Battery Feed Voltage 3 Sense	14.112	Volts
Hybrid System State	Propulsion System Active	
Motor A - Inverter Current - phase A	-100	AMP
Motor A - Inverter Current - phase B	72	AMP
Motor A - Inverter Current - phase C	20	AMP
Motor B - Inverter Current - phase A	-84	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase C	80	AMP
Outside Air Temperature	78.8	°F

HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Closed	
HV Battery Voltage from BPCM	333.50	Volts
PIM DC Link Voltage - A	335	Volts
PIM DC Link Voltage - B	332	Volts
Inverter A IGBT Temperature for phase A	106	°F
Inverter A IGBT Temperature for phase B	104	°F
Inverter A IGBT Temperature for phase C	104	°F
Inverter B IGBT Temperature for phase A	104	°F
Inverter B IGBT Temperature for phase B	102	°F
Inverter B IGBT Temperature for phase C	104	°F
APM Status	Buck CV	
Impact Event	False	
HCP System Shutdown Command	Default	
Distance Travelled with Light ON	9	miles
Motor A Torque	-19.635	Ft-Lbs
Motor B Torque	22.400	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	
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

HCP | P0C19-00 | Stored | Drive Motor A Torque Delivered Performance-

NAME	VALUE	UNITS
DTC	0C 19 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	20732.6	miles

Most Recent Odometer Value	20732.6	miles
Frequency Counter	1	
Ignition Cycle Counter	0	
Real time clock	34230276	sec
RAM stamps keyOn	1215	sec
RAM Stamps	79080	Min
Accelerator Pedal Position	0	%
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Engine Speed	0	rpm
HV Battery SOC	50	%
Ignition State	Reserved	
PRND Position Display	N	
Propulsion System Active	False	
Vehicle Speed	78.8656	MPH
Barometric Pressure	15	PSI
Engine Coolant Temperature	199	°F
Actual Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Inverter A Input DC Current	0.0	AMP
Electric Motor A Speed	-10673.5	rpm
Motor A - Inverter Current - phase A	-4	AMP
Motor A - Inverter Current - phase B	0	AMP
Motor A - Inverter Current - phase C	0	AMP
Motor A Phase U Short Fault - High-Side	False	
Motor A Phase U Cross Conduction Fault - High-Side	False	
Motor A Phase U Over Current Fault - High-Side	False	
Motor A Phase U Thermal Warning Fault - High-Side	False	
Motor A Phase U Thermal Shutdown Fault - High-Side	False	
Motor A Phase U Comm Error High Voltage Regulator Fault - High-Side	False	
Motor A Phase U Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor A Phase U SPI Error Fault - High-Side	False	
Motor A Phase U Hardware Error Fault - High-Side	False	
Motor A Phase U Short Fault - Low-Side	False	
Motor A Phase U Cross Conduction Fault - Low-Side	False	
Motor A Phase U Over Current Fault - Low-Side	False	
Motor A Phase U Thermal Warning Fault - Low-Side	False	
Motor A Phase U Thermal Shutdown Fault - Low-Side	False	
Motor A Phase U SPI Error Fault - Low-Side	False	
Motor A Phase U Hardware Error Fault - Low-Side	False	
Motor A Phase V Short Fault - High-Side	False	
Motor A Phase V Cross Conduction Fault - High-Side	False	
Motor A Phase V Over Current Fault - High-Side	False	
Motor A Phase V Thermal Warning Fault - High-Side	False	

Motor A Phase V Thermal Shutdown Fault - High-Side	False	
Motor A Phase V Comm Error High Voltage Regulator Fault - High-Side	False	
Motor A Phase V Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor A Phase V SPI Error Fault - High-Side	False	
Motor A Phase V Hardware Error Fault - High-Side	False	
Motor A Phase V Short Fault - Low-Side	False	
Motor A Phase V Cross Conduction Fault - Low-Side	False	
Motor A Phase V Over Current Fault - Low-Side	False	
Motor A Phase V Thermal Warning Fault - Low-Side	False	
Motor A Phase V Thermal Shutdown Fault - Low-Side	False	
Motor A Phase V SPI Error Fault - Low-Side	False	
Motor A Phase V Hardware Error Fault - Low-Side	False	
Motor A Phase W Short Fault - High-Side	False	
Motor A Phase W Over Current Fault - High-Side	False	
Motor A Phase W Thermal Warning Fault - High-Side	False	
Motor A Phase W Thermal Shutdown Fault - High-Side	False	
Motor A Phase W Comm Error Low Voltage Regulator Fault - High-Side	False	
Motor A Phase W SPI Error Fault - High-Side	False	
Motor A Phase W Hardware Error Fault - High-Side	False	
Motor A Phase W Short Fault - Low-Side	False	
Motor A Phase W Cross Conduction Fault - Low-Side	False	
Motor A Phase W Over Current Fault - Low-Side	False	
Motor A Phase W Thermal Warning Fault - Low-Side	False	
Motor A Phase W Thermal Shutdown Fault - Low-Side	False	
Motor A Phase W Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor A Phase W SPI Error Fault - Low-Side	False	
Motor A Phase W Hardware Error Fault - Low-Side	False	
Motor A Resolver Supply Voltage Value	15.75	Volts
Battery Feed Voltage 2 Sense	13.968	Volts
Battery Feed Voltage 3 Sense	13.896	Volts
Internal EPS Voltage Sense A	8.208	Volts
Internal EPS Voltage Sense B	8.136	Volts
Hybrid System State	SNA	
PIM DC Link Voltage - A	348	Volts
PIM DC Link Voltage - B	345	Volts
Passive Pump Coolant Temp In Sensor	100	°F
Low Temp Active Pump Speed	5016	rpm
High Temp Aux Pump - Actual Speed	0	rpm
Outside Air Temperature	77.0	°F
HV Contactor Status	Closed	
Inverter B Status Feedback	Normal on_Override	
Battery Feed Voltage 1 Sense	13.896	Volts
Actual Torque - Motor B	-1.751	Ft-Lbs
Available Motor Torque - Motor B	74.484	Ft-Lbs

Available Regen Torque - Motor A	0.000	Ft-Lbs
Available Regen Torque - Motor B	-74.484	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Motor B - Inverter Current - phase A	144	AMP
Motor B - Inverter Current - phase B	60	AMP
Motor B - Inverter Current - phase C	-212	AMP
Motor B Resolver Angle	230	Degree
Motor B Temp Sensor	181	°F
HCP ePT Wake-Up Output	On	
CBC Wake-Up Input	Off	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Battery Voltage from BPCM	346.70	Volts
Electric Motor B Speed	8692.5	rpm
Inverter A IGBT Temperature for phase A	109	°F
Inverter A IGBT Temperature for phase B	108	°F
Inverter A IGBT Temperature for phase C	109	°F
Inverter B IGBT Temperature for phase A	109	°F
Inverter B IGBT Temperature for phase B	108	°F
Inverter B IGBT Temperature for phase C	109	°F
APM Status	Off	
Impact Event	False	
HCP System Shutdown Command	Default	
Distance Travelled with Light ON	12	miles
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	-1.751	Ft-Lbs
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
HV Battery Sleep Time	0	Days
Commanded Inverter A State	Inverter Disabled	
Inverter Status Feedback	Inverter Faulted	
Motor A Phase U Over Voltage Fault VH - High-Side	False	
Motor A Phase U Under Voltage Fault VH - High-Side	False	
Motor A Phase U Over Voltage Fault VL - High-Side	False	
Motor A Phase U Under Voltage Fault VL - High-Side	False	
Motor A Phase U Over Voltage Fault VDD - High-Side	False	
Motor A Phase U Under Voltage Fault VDD - High-Side	False	
Motor A Phase U Over Voltage Fault VH - Low-Side	False	
Motor A Phase U Under Voltage Fault VH - Low-Side	False	
Motor A Phase U Over Voltage Fault VL - Low-Side	False	
Motor A Phase U Under Voltage Fault VL - Low-Side	False	
Motor A Phase U Over Voltage Fault VDD - Low-Side	False	
Motor A Phase U Under Voltage Fault VDD - Low-Side	False	
Motor A Phase U Comm Error High Voltage Regulator Fault - Low-Side	False	

Motor A Phase U Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor A Phase V Over Voltage Fault VH - High-Side	False	
Motor A Phase V Under Voltage Fault VH - High-Side	False	
Motor A Phase V Over Voltage Fault VL - High-Side	False	
Motor A Phase V Under Voltage Fault VL - High-Side	False	
Motor A Phase V Over Voltage Fault VDD - High-SideSide	False	
Motor A Phase V Under Voltage Fault VDD - High-Side	False	
Motor A Phase V Over Voltage Fault VH - Low-Side	False	
Motor A Phase V Under Voltage Fault VH - Low-Side	False	
Motor A Phase V Over Voltage Fault VL - Low-Side	False	
Motor A Phase V Under Voltage Fault VL - Low-Side	False	
Motor A Phase V Over Voltage Fault VDD - Low-Side	False	
Motor A Phase V Under Voltage Fault VDD - Low-Side	False	
Motor A Phase V Comm Error High Voltage Regulator Fault - Low-Side	False	
Motor A Phase V Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor A Phase W Cross Conduction Fault - High-Side	False	
Motor A Phase W Over Voltage Fault VH - High-Side	False	
Motor A Phase W Under Voltage Fault VH - High-Side	False	
Motor A Phase W Over Voltage Fault VL - High-Side	False	
Motor A Phase W Under Voltage Fault VL - High-Side	False	
Motor A Phase W Over Voltage Fault VDD - High-Side	False	
Motor A Phase W Under Voltage Fault VDD - High-Side	False	
Motor A Phase W Comm Error High Voltage Regulator Fault - High-Side	False	
Motor A Phase W Over Voltage Fault VH - Low-Side	False	
Motor A Phase W Under Voltage Fault VH - Low-Side	False	
Motor A Phase W Over Voltage Fault VL - Low-Side	False	
Motor A Phase W Under Voltage Fault VL - Low-Side	False	
Motor A Phase W Over Voltage Fault VDD - Low-Side	False	
Motor A Phase W Under Voltage Fault VDD - Low-Side	False	
Motor A Phase W Comm Error High Voltage Regulator Fault - Low-Side	False	
Inverter A Status Feedback	Inverter Faulted	
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

SNAPSHOT DATA SUMMARY

No Snapshot Data available for B280B-00

No Snapshot Data available for U0002-00

No Snapshot Data available for P0A43-00

No Snapshot Data available for P0C19-00

Theory of Operation

Therapy #101 861194

The motor position sensor is monitored by the Motor Control Processor (MCP). The MCP monitors the angular position, speed and direction of the motor generator based upon the signals of the resolver type position sensor. The position sensor, or resolver, contains a drive coil, two driven coils, and an irregular shaped metallic rotor. The metallic rotor is attached to the shaft of the motor generator. At ignition ON, the MCP outputs a fixed excitation signal to the drive coil. The drive coil excitation signal creates a magnetic field surrounding the two driven coils and the irregular shaped rotor. The MCP then monitors the two driven coil circuits for a return signal. The position of the irregular metallic rotor causes the magnetically induced return signals of the driven coils to vary in size and shape. A comparison of the two driven coils signals allows the MCP to determine the exact position, speed and direction of the motor generator. The motor Resolver is integrated into the motor and is not serviceable.

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When Monitored and Set Conditions

When Monitored: This diagnostic runs continuously when the following conditions are met:

- Ignition is on.
- 12 volt system voltage is within a calibrated range.

Set Conditions:

- The Hybrid Control Processor (HCP) does not detect a signal from the Drive Motor A Resolver (aka Position Sensor).

Default Actions:

- Mil on.
- Loss of propulsion.

Possible Causes

DAMAGED RESOLVER CIRCUITS/TERMINALS

RESOLVER

POWER INVERTER MODULE (PIM)

Always perform the PRE-DIAGNOSTIC TROUBLESHOOTING PROCEDURE before proceeding. (Refer to 28 - DTC-Based Diagnostics/Standard Procedure).

Diagnostic Test

1. CHECK FOR AN ACTIVE DTC

WARNING: On vehicles equipped with the high voltage system, you must thoroughly read and follow all High Voltage Safety procedures. In addition, before performing any diagnostic or service procedure near a high voltage component, you must perform the High Voltage Power Down. Failure to follow these instructions may result in possible serious or fatal injury .

Read the **HIGH-VOLTAGE SAFETY PROCEDURES**, (Refer to 08 - Electrical/Standard Procedure).

When the **HIGH-VOLTAGE POWER-DOWN PROCEDURE** is necessary, (Refer to 08 - Electrical/Standard Procedure)

1. With the scan tool, read Power Inverter Module (PIM) DTCs and record on the repair order.
2. Record the Freeze Frame Data (If available), Event Data (If available), and Environmental Data.
3. With the scan tool, erase DTCs.
4. Using the recorded data, along with the When Monitored and Set Conditions above, operate the vehicle in the conditions that set the DTC.
5. With the scan tool, read PIM DTCs.

Did the DTC return?

Yes

- Go To 2

No

- Perform the TESTING FOR AN INTERMITTENT CONDITION procedure. (Refer to 28 - DTC-Based Diagnostics/Standard Procedure).

2. CHECK RESOLVER HARNESS CIRCUITS FOR AN OPEN OR HIGH RESISTANCE

1. Turn the ignition off.
2. Disconnect the PIM C1 harness connector.
3. To prevent terminal damage while testing the PIM C1 and C2 harness connectors use Kit, Electrical Test Lead 2064100080
4. Disconnect the Transmission Assembly harness connector.
5. Measure the resistance of the following circuits between the PIM C1 harness connector and the Transmission Assembly harness connector:

PIM		Trans	ohm
56	• (T372) Resolver A Sin Hi	2	0.7
56	• (T374) Resolver A Sin Lo	7	0.7
33	• (T371) Resolver A Cos Hi	3	0.7
54	• (T373) Resolver A Cos Lo	8	0.7
40	• (T370) Resolver A Excitation Hi	4	0.7
41	• (T375) Resolver A Excitation Lo	9	0.7

Is the resistance below 3.0 Ohms for each circuit?

Yes

- Go To 3

No

- Repair the affected circuit(s) for an open or high resistance.

- Perform the PIM VERIFICATION TEST. (Refer to 28 - DTC-Based Diagnostics/MODULE, Power Inverter (PIM) /Standard Procedure).

3. CHECK RESOLVER HARNESS CIRCUITS FOR A SHORT TO GROUND

1. Check for continuity between ground and the following circuits at the PIM C1 harness connector.

- (T372) Resolver A Sin Hi
- (T374) Resolver A Sin Lo
- (T371) Resolver A Cos Hi
- (T373) Resolver A Cos Lo
- (T370) Resolver A Excitation Hi
- (T375) Resolver A Excitation Lo

overload
125
6

Is there continuity between ground and any of the circuits?

Yes

- Repair the affected circuit(s) for a short to ground.
- Perform the PIM VERIFICATION TEST. (Refer to 28 - DTC-Based Diagnostics/MODULE, Power Inverter (PIM) /Standard Procedure).

No

- Go To 4

4. CHECK RESOLVER HARNESS CIRCUITS FOR A SHORT TO ANOTHER CIRCUIT

1. Check for continuity between each of the following circuit(s), and all other circuits at the PIM C1 harness connector.

- (T372) Resolver A Sin Hi
- (T374) Resolver A Sin Lo
- (T371) Resolver A Cos Hi
- (T373) Resolver A Cos Lo
- (T370) Resolver A Excitation Hi
- (T375) Resolver A Excitation Lo

OK
continuity
confirmed

Is there continuity between any of the circuits and any other circuit?

Yes

- Repair the affected circuit(s) for a short to another circuit.
- Perform the PIM VERIFICATION TEST. (Refer to 28 - DTC-Based Diagnostics/MODULE, Power Inverter (PIM) /Standard Procedure).

No

- Go To 5

5. CHECK THE RESOLVER RESISTANCES

1. Perform resistance measurements between the circuits at the Transmission Assembly interface connector (Transmission side) and compare the readings to the values shown in the table.

Perform Resistance Measurements Between These Circuits	Resistance Values
(T372) Resolver A Sin Hi — (T374) Resolver A Sin Lo	14.0–21.0 Ohms <i>17.4 ohm</i>
(T371) Resolver A Cos Hi — (T373) Resolver A Cos Lo	16.0–24.0 Ohms <i>19.7 ohm</i>
(T370) Resolver A Excitation Hi — (T375) Resolver A Excitation Lo	6.8–10.2 Ohms <i>9 ohm</i> <i>89.0 ohm</i>

Are the measurements within the values shown in the table?

Yes

- Go To 6

No

- Replace the Transmission in accordance with the Service Information.
- Perform the PIM VERIFICATION TEST. (Refer to 28 - DTC-Based Diagnostics/MODULE, Power Inverter (PIM) /Standard Procedure).

6. CHECK THE RESOLVER FOR A SHORT TO GROUND

1. Check for continuity between ground and each of the following Resolver circuits at the Transmission Assembly interface connector (Transmission side).

- (T372) Resolver A Sin Hi
- (T374) Resolver A Sin Lo
- (T371) Resolver A Cos Hi
- (T373) Resolver A Cos Lo
- (T370) Resolver A Excitation Hi
- (T375) Resolver A Excitation Lo

OK overlaid

Is there continuity between ground and any of the circuits?

Yes

- Replace the Transmission in accordance with the Service Information.
- Perform the PIM VERIFICATION TEST. (Refer to 28 - DTC-Based Diagnostics/MODULE, Power Inverter (PIM) /Standard Procedure).

No

Go To 7

7. CHECK THE RESOLVER FOR A SHORT TO ANOTHER CIRCUIT

1. Check for continuity between each of the following circuit(s), and all other circuits at the at the Transmission Assembly interface connector (Transmission side).

- (T372) Resolver A Sin Hi
- (T374) Resolver A Sin Lo
- (T371) Resolver A Cos Hi
- (T373) Resolver A Cos Lo
- (T370) Resolver A Excitation Hi
- (T375) Resolver A Excitation Lo

overload.

NOTE: Continuity between related circuits is normal. For example, continuity between the Resolver A Sin circuits is normal.

Is there continuity between any of the Resolver circuits and any other circuit?

Yes

- Replace the Transmission in accordance with the Service Information.
- Perform the PIM VERIFICATION TEST. (Refer to 28 - DTC-Based Diagnostics/MODULE, Power Inverter (PIM) /Standard Procedure).

No

- Go To 8

8. CHECK RELATED HARNESS CONNECTIONS

1. Disconnect all PIM harness connectors.
2. Check PIM C1 harness connector shielding is not damaged.
3. Disconnect all related in-line harness connections (if equipped).
4. Disconnect the related component harness connectors.
5. Inspect harness connectors, component connectors, and all male and female terminals for the following conditions:
 - Proper connector installation.
 - Damaged connector locks.
 - Corrosion.
 - Other signs of water intrusion.
 - Weather seal damage (if equipped).
 - Bent terminals.
 - Overheating due to a poor connection (terminal may be discolored due to excessive current draw).
 - Terminals that have been pushed back into the connector cavity.
 - Perform a terminal drag test on each connector terminal to verify proper terminal tension.

Repair any conditions that are found.

6. Reconnect all PIM harness connectors. Be certain that all harness connectors are fully seated and the connector locks are fully engaged.
7. Reconnect all in-line harness connectors (if equipped). Be certain that all connectors are fully seated and the connector locks are fully engaged.
8. Reconnect all related component harness connectors. Be certain that all connectors are fully seated and the connector locks are fully engaged.
9. With the scan tool, erase DTCs.
10. Using the recorded data, along with the When Monitored and Set Conditions above, operate the vehicle in the conditions that set the DTC.
11. With the scan tool, read PIM DTCs.

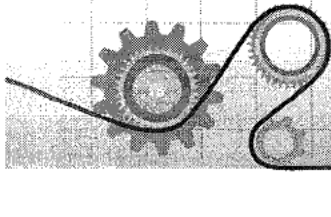
Did the DTC return?

Yes

- Replace the PIM in accordance with the Service information. (Refer to 08 - Electrical/8E - Electronic Control Modules/MODULE, Power Inverter/Removal and Installation).
- Perform the PIM VERIFICATION TEST. (Refer to 28 - DTC-Based Diagnostics/MODULE, Power Inverter (PIM) /Standard Procedure).

No

- Perform the PIM VERIFICATION TEST. (Refer to 28 - DTC-Based Diagnostics/MODULE, Power Inverter (PIM) /Standard Procedure).
- Test complete.


**WI
TECH 2.0**

VEHICLE SCAN REPORT

Vehicle 2020 CHRYSLER PACIFICA (PHEV) 3.6L V6 HYBRID ENGINE
VIN [REDACTED]

Odometer 11859.4 miles
Publication Date Feb 19, 2021, 2:50:24 PM

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	PART #
PCM	Powertrain Control Module	CAN-C	68444228AE	68444228AE
ICS	Integrated Center Stack	CAN-I	6UX621X8AA	6UX621X8AA
RFH	Radio Frequency Hub	CAN-C	68453559AB	68453559AB
ESM	Electronic Shifter	CAN-C	68240089AM	68240089AM
ORC	Occupant Restraint	CAN-C	68405567AC	68405567AC
EPS	Electric Power Steering	CAN-C	68460392AA	68460392AA
HVAC	Heat, Ventilation and A/C	CAN-I	68447893AC	68447893AC
DDM	Driver Door Module	CAN-I	68424449AC	68424449AC
PDM	Passenger Door Module	CAN-I	68424448AC	68424448AC
DMRL	Door Module Rear Left	CAN-I	68225096AG	68225096AG
DMRR	Door Module Rear Right	CAN-I	68225096AG	68225096AG
PSDML	Power Sliding Doors (Left)	CAN-I	68369596AC	68369596AC
PSDMR	Power Sliding Doors (Right)	CAN-I	68369596AC	68369596AC
MSM	Memory Seat Module	CAN-I	68321862AC	68321862AC
PLGM	Power Liftgate	CAN-I	68316094AF	68316094AF
CSWM	Comfort Seat Wheel Module	CAN-I	68434912AB	68434912AB
AMP	Amplifier	CAN-I	68476878AA	68476878AA
IPC	Instrument Panel Cluster	CAN-C	68434957AC	68434957AC
PTS	Parktronics	CAN-C	68193775AJ	68193775AJ
SCCM	Steering Column Control Module	CAN-C	68360889AC	68360889AC
BCM	Body Controller	CAN-C	68424601AD	68424601AD

ACC	Adaptive Cruise Control	CAN-C	04672758AB	04672758AB
RADIO	Radio	CAN-I	68461769AD	68461769AD
OCM	Occupant Classification	CAN-C	68403127AA	68403127AA
HVACR	Heat, Ventilation and A/C Rear	CAN-I	68373079AB	68373079AB
LBSS	Left Blind Spot Sensor	CAN-I	04672786AB	04672786AB
RBSS	Right Blind Spot Sensor	CAN-I	04672786AB	04672786AB
FFCM	Forward Facing Camera Module	CAN-C	04672776AA	04672776AA
EDM	External Disc Module	CAN-I	68378304AA	68378304AA
APM	Accessory Power Module	CAN-C	05185046AB	05185046AB
BPCM	Battery Pack Control Module	CAN-C	05193166AD	05193166AD
HCP	Hybrid Control Processor	CAN-C	05190265AF	05190265AF
OBCM	On Board Charging Module	CAN-C	05185047AE	05185047AE
MSMP	Memory Seat Module - Passenger	CAN-I	68321862AC	68321862AC
DSM	Display Screen Module	CAN-I	68316174AC	68316174AC
VRM	Video Routing Module	CAN-I	68376134AF	68376134AF
RCCC	Rear Cabin Comfort Controls	CAN-I	6WL30DX9AA	6WL30DX9AA
CVPM	Central vision processing module	CAN-I	68375113AB	68375113AB
EAC	Electric A/C Compressor	CAN-C	68237995AG	68237995AG
AHCP	Auxiliary Hybrid Control Processor	CAN-C	05190266AF	05190266AF
EBBM	Electronic Brake Booster Module	CAN-C	68461813AB	68461813AB
ABSO	Anti Lock Brakes OBD	CAN-C	68461812AA	68461812AA
SGW	Security Gateway Module	CAN-C	68447193AB	68447193AB

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
PCM	CANADA	1B 47	46 03 01	4419	31D751B0
ICS	CANADA	0F 0C 00	12 25 00	4700	
RFH	Canada / CND	10 17 00	13 09 00	4A00	
ESM	Canada / CND	0F 24 00	12 28 FF	4402	
ORC	Canada / CND	11 1F 00	12 2B 00	4301	
EPS	Canada / CND	12 2A 00	12 1E 01	4502	

HVAC	CANADA	0E 09 00	13 05 01	4401	
DDM	CND	11 07 00	13 0B 00	4202	
PDM	CND	11 07 00	13 0B 00	4202	
DMRL	Canada / CND	10 0B 00	12 0C 00	4201	
DMRR	Canada / CND	10 0B 00	12 0C 00	4201	
PSDML	Canada / CND	10 17 00	13 1E 11	4001	
PSDMR	Canada / CND	10 17 00	13 1E 11	4001	
MSM	CND	0F 2B 00	10 27 03	4101	
PLGM	CANADA	17 19 00	18 22 00	4202	
CSWM	CANADA	11 2A 00	13 02 00	4302	
AMP	CANADA	18 2E 01	13 15 00	4030	
IPC	Canada / CND	12 06 00	13 27 00	4704	
PTS	CND	0E 32 00	12 1F 00	4311	
SCCM	CND	0E 30 00	10 2B 00	4301	
BCM	CND	0D 11 00	13 0C 90	4415	
ACC	Canada / CND	13 2F 00	11 0D 00	4201	
RADIO	CANADA	13 31 14	13 31 14	8205	
OCM	Canada / CND	11 1F 01	0E 2F 02	4030	
HVACR	CANADA	0E 09 00	10 03 02	4301	
LBSS	Canada / CND	11 30 02	12 0D 00	4202	
RBSS	Canada / CND	11 30 02	12 0D 00	4202	
FFCM	Canada / CND	11 06 00	11 2B 00	4102	
EDM	CANADA	12 0A 00	11 08 00	4000	
APM	USA / USA	11 32 00	11 32 00	4001	
BPCM	Not programmed / COUNTRY_SNA	0E 03 00	13 18 03	4005	F5BC8401
HCP	CANADA	11 1D 07	19 48 01	4005	6AE19B37 847169A3 050DC953
OBCM	USA	0F 0D 00	12 02 00	4002	
MSMP	CANADA	0F 2B 00	10 27 03	4001	
DSM	Canada / CND	13 29 00	12 23 00	4000	
VRM	Canada / CND	0F 1C 00	13 0C 10	4001	
RCCC	CANADA	0F 1D 00	13 04 00	4000	
CVPM	Canada / CND	11 32 01	12 33 00	4003	
EAC	CANADA	0E 34 00	12 0F 00	4102	
AHCP	CANADA	11 1D 07	19 48 01	4000	
EBBM	CANADA	0E 19 02	14 0D 18	4000	E5898FA5
ABSO	CANADA	0E 15 02	12 2E 1E	4201	73EEDB6B
SGW		5	779	4103	

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
RFH	B1A11-00	RKE fob 2 Battery Low-	Stored
HCP	P0A3F-00	Drive Motor A Position Sensor 1 Circuit-	Stored
HCP	P0A43-00	Drive Motor "A" Position Sensor Circuit Intermittent-	Stored

HCP	P0C19-00	Drive Motor A Torque Delivered Performance-	Stored
HCP	P1B03-00	Resolver Signal / MCPA Rationality-	Stored

ENVIRONMENTAL DATA SUMMARY

RFH | B1A11-00 | Stored | RKE fob 2 Battery Low-

NAME	VALUE	UNITS
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed Since Last Clear	False	
Test Failed	False	
Test Failed This Operation Cycle	False	
Test Failed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
DTC Extended Data Record Number - All	01	
Warning Indicator Requested	False	
Occurrence flag	ERROR	
Frequency Counter	1	
Most Recent Odometer Value	11513	miles
Ignition Cycle Counter	57	
Original Odometer Value	11513	miles

HCP | P0A3F-00 | Stored | Drive Motor A Position Sensor 1 Circuit-

NAME	VALUE	UNITS
Test Failed	False	
DTC	0A 3F 00	
Test Failed This Operation Cycle	False	
Confirmed DTC	True	
Pending DTC	False	
Test Not Completed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Test Failed Since Last Clear	True	
Warning Indicator Requested	False	
Occurrence flag	Occurrence	
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Ignition State	Reserved	
PRND Position Display	N	
Propulsion System Active	False	
Motor A Resolver Offset Learning Status Flag	Applied	
Motor A Resolver Offset Learn Erase	not requested	
Motor B Resolver Offset Learning Status Flag	Applied	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Motor A Resolver to Digital Low Level Driver Faults	No fault	

Hybrid System State	SNA	
CBC Wake-Up Input	Off	
HV Contactor Status	Closed	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HCP ePT Wake-Up Output	On	
APM Status	Off	
Impact Event	False	
HCP System Shutdown Command	Default	
OBCM Operating Mode	UTC	
J1772 Prox Detected State	Prox Out	
Motor B Resolver Offset Learn Erase	not requested	
Original Odometer Value	11852.8	miles
Ignition Cycle Counter	39	
Most Recent Odometer Value	11856.8	miles
Frequency Counter	2	
RAM stamps keyOn	105	sec
Real time clock	31029276	sec
RAM Stamps	57819	Min
Accelerator Pedal Position	0	%
HV Battery SOC	29	%
Motor A Temp Sensor	82	°F
Engine Speed	0	rpm
Barometric Pressure	15	PSI
Vehicle Speed	30.7190	MPH
Motor B Temp Sensor	117	°F
Engine Coolant Temperature	151	°F
Motor B Resolver Angle Offset	3.20	Degree
Motor A Resolver Supply Voltage Value	15.75	Volts
Motor A Resolver Angle Offset	2.00	Degree
Motor B Resolver Supply Voltage Value	15.75	Volts
Battery Feed Voltage 2 Sense	14.472	Volts
Internal EPS Voltage Sense A	8.064	Volts
Actual Torque - Motor A	0.000	Ft-Lbs
Available Motor Torque - Motor A	0.000	Ft-Lbs
Internal EPS Voltage Sense B	7.920	Volts
Available Motor Torque - Motor B	212.389	Ft-Lbs
Available Regen Torque - Motor B	-212.389	Ft-Lbs
Available Regen Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	-0.092	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Electric Motor B Speed	3484.5	rpm
Electric Motor A Speed	-4051.0	rpm
Battery Feed Voltage 1 Sense	14.544	Volts

Battery Feed Voltage 3 Sense	14.400	Volts
Motor A - Inverter Current - phase A	-124	AMP
Motor A - Inverter Current - phase B	132	AMP
Motor B - Inverter Current - phase A	0	AMP
Motor B - Inverter Current - phase B	-4	AMP
Motor A - Inverter Current - phase C	-12	AMP
Outside Air Temperature	24.8	°F
Motor B - Inverter Current - phase C	-4	AMP
HV Battery Voltage from BPCM	336.60	Volts
PIM DC Link Voltage - A	337	Volts
PIM DC Link Voltage - B	336	Volts
Inverter B IGBT Temperature for phase A	63	°F
Inverter A IGBT Temperature for phase A	54	°F
Inverter A IGBT Temperature for phase B	52	°F
Inverter A IGBT Temperature for phase C	52	°F
Inverter B IGBT Temperature for phase B	61	°F
Inverter B IGBT Temperature for phase C	64	°F
Motor A Torque	0.000	Ft-Lbs
Distance Travelled with Light ON	6	miles
HV Battery Sleep Time	0	Days
Motor B Torque	-0.092	Ft-Lbs
GPS Date - Year	0	Year
UTC Time - Minutes	0	
GPS Date - Month	1	
GPS Date - Day	1	Days
UTC Time - Seconds	0	seconds
UTC Time - Hours	0	Hours
ECU Time - Milliseconds	0	ms

HCP | P0A43-00 | Stored | Drive Motor "A" Position Sensor Circuit Intermittent-

NAME	VALUE	UNITS
DTC	0A 43 00	
Test Failed	False	
Test Failed This Operation Cycle	False	
Confirmed DTC	True	
Pending DTC	False	
Test Failed Since Last Clear	True	
Test Not Completed Since Last Clear	False	
Test Not Completed This Operation Cycle	False	
Warning Indicator Requested	False	
Occurrence flag	Occurrence	
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Ignition State	Reserved	

Propulsion System Active	True	
PRND Position Display	D	
Motor A Resolver Offset Learning Status Flag	Applied	
Motor A Resolver Offset Learn Erase	not requested	
Motor B Resolver Offset Learning Status Flag	Applied	
Motor A Resolver to Digital Low Level Driver Faults	Resolver Degradation of Signal	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Hybrid System State	Propulsion System Active	
HCP ePT Wake-Up Output	On	
EPT LOC Diag Enable	Enable LOC Diagnostic	
HV Contactor Status	Closed	
CBC Wake-Up Input	Off	
APM Status	Buck CV	
OBCM Operating Mode	UTC	
Impact Event	False	
HCP System Shutdown Command	Default	
J1772 Prox Detected State	Prox Out	
Motor B Resolver Offset Learn Erase	not requested	
Most Recent Odometer Value	9635.8	miles
Original Odometer Value	9260.4	miles
Frequency Counter	2	
Ignition Cycle Counter	39	
Real time clock	24262912	sec
Accelerator Pedal Position	0	%
RAM stamps keyOn	690	sec
RAM Stamps	48252	Min
Engine Speed	1835	rpm
Motor A Temp Sensor	108	°F
Vehicle Speed	56.0593	MPH
HV Battery SOC	57	%
Barometric Pressure	14	PSI
Motor B Temp Sensor	97	°F
Engine Coolant Temperature	140	°F
Motor B Resolver Angle Offset	3.20	Degree
Motor A Resolver Angle Offset	1.60	Degree
Battery Feed Voltage 2 Sense	14.616	Volts
Motor A Resolver Supply Voltage Value	15.75	Volts
Internal EPS Voltage Sense B	7.920	Volts
Motor B Resolver Supply Voltage Value	15.75	Volts
Internal EPS Voltage Sense A	8.064	Volts
Actual Torque - Motor B	0.830	Ft-Lbs
Available Motor Torque - Motor A	87.205	Ft-Lbs
Available Motor Torque - Motor B	120.206	Ft-Lbs
Available Regen Torque - Motor B	-120.206	Ft-Lbs

Commanded Torque - Motor A	-33.923	Ft-Lbs
Available Regen Torque - Motor A	-87.205	Ft-Lbs
Actual Torque - Motor A	-33.831	Ft-Lbs
Commanded Torque - Motor B	0.277	Ft-Lbs
Electric Motor A Speed	3.5	rpm
Electric Motor B Speed	6177.5	rpm
Battery Feed Voltage 1 Sense	14.688	Volts
Battery Feed Voltage 3 Sense	14.616	Volts
Motor A - Inverter Current - phase B	-32	AMP
Motor A - Inverter Current - phase A	132	AMP
Motor B - Inverter Current - phase B	0	AMP
Motor B - Inverter Current - phase A	8	AMP
Motor A - Inverter Current - phase C	-104	AMP
Motor B - Inverter Current - phase C	-12	AMP
HV Battery Voltage from BPCM	349.40	Volts
PIM DC Link Voltage - A	350	Volts
Outside Air Temperature	33.8	°F
PIM DC Link Voltage - B	349	Volts
Inverter A IGBT Temperature for phase B	55	°F
Inverter A IGBT Temperature for phase A	73	°F
Inverter A IGBT Temperature for phase C	59	°F
Inverter B IGBT Temperature for phase B	46	°F
Inverter B IGBT Temperature for phase A	46	°F
Inverter B IGBT Temperature for phase C	46	°F
Distance Travelled with Light ON	0	miles
Motor B Torque	0.830	Ft-Lbs
GPS Date - Year	0	Year
Motor A Torque	-33.831	Ft-Lbs
GPS Date - Month	1	
HV Battery Sleep Time	0	Days
GPS Date - Day	1	Days
UTC Time - Hours	0	Hours
ECU Time - Milliseconds	0	ms
UTC Time - Seconds	0	seconds
UTC Time - Minutes	0	

HCP | P0C19-00 | Stored | Drive Motor A Torque Delivered Performance-

NAME	VALUE	UNITS
DTC	0C 19 00	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Failed	False	
Test Failed Since Last Clear	True	

Test Not Completed Since Last Clear	False
Occurrence flag	Occurrence
Warning Indicator Requested	False
Test Not Completed This Operation Cycle	False
PHEV Charging Status	No Charging
Brake Switch Status	Not Applied
Propulsion System Active	False
PRND Position Display	N
Ignition State	Reserved
Motor A Phase U Thermal Shutdown Fault - High-Side	False
Motor A Phase U Comm Error High Voltage Regulator Fault - High-Side	False
Motor A Phase U Cross Conduction Fault - High-Side	False
Motor A Phase U Short Fault - High-Side	False
Motor A Phase U Thermal Warning Fault - High-Side	False
Motor A Phase U Cross Conduction Fault - Low-Side	False
Motor A Phase U Over Current Fault - Low-Side	False
Motor A Phase U Over Current Fault - High-Side	False
Motor A Phase U SPI Error Fault - High-Side	False
Motor A Phase U Comm Error Low Voltage Regulator Fault - High-Side	False
Motor A Phase U Thermal Shutdown Fault - Low-Side	False
Motor A Phase U Thermal Warning Fault - Low-Side	False
Motor A Phase U Short Fault - Low-Side	False
Motor A Phase U Hardware Error Fault - High-Side	False
Motor A Phase U Hardware Error Fault - Low-Side	False
Motor A Phase V Short Fault - High-Side	False
Motor A Phase V Cross Conduction Fault - High-Side	False
Motor A Phase V Thermal Shutdown Fault - High-Side	False
Motor A Phase V Over Current Fault - High-Side	False
Motor A Phase U SPI Error Fault - Low-Side	False
Motor A Phase V Hardware Error Fault - High-Side	False
Motor A Phase V Short Fault - Low-Side	False
Motor A Phase V Comm Error High Voltage Regulator Fault - High-Side	False
Motor A Phase V Thermal Warning Fault - High-Side	False
Motor A Phase V Cross Conduction Fault - Low-Side	False
Motor A Phase V Comm Error Low Voltage Regulator Fault - High-Side	False
Motor A Phase V SPI Error Fault - High-Side	False
Motor A Phase V SPI Error Fault - Low-Side	False
Motor A Phase V Hardware Error Fault - Low-Side	False
Motor A Phase V Thermal Warning Fault - Low-Side	False
Motor A Phase V Over Current Fault - Low-Side	False
Motor A Phase W Thermal Warning Fault - High-Side	False
Motor A Phase V Thermal Shutdown Fault - Low-Side	False
Motor A Phase W SPI Error Fault - High-Side	False
Motor A Phase W Hardware Error Fault - High-Side	False

Motor A Phase W Short Fault - High-Side	False
Motor A Phase W Over Current Fault - High-Side	False
Motor A Phase W Short Fault - Low-Side	False
Motor A Phase W Thermal Shutdown Fault - High-Side	False
Motor A Phase W Comm Error Low Voltage Regulator Fault - High-Side	False
Motor A Phase W Thermal Shutdown Fault - Low-Side	False
Motor A Phase W Comm Error Low Voltage Regulator Fault - Low-Side	False
Motor A Phase W SPI Error Fault - Low-Side	False
Motor A Phase W Over Current Fault - Low-Side	False
Motor A Phase W Cross Conduction Fault - Low-Side	False
Motor A Phase W Thermal Warning Fault - Low-Side	False
Motor A Phase W Hardware Error Fault - Low-Side	False
Hybrid System State	Reserved
HV Contactor Status	Closed
Inverter B Status Feedback	Normal On
CBC Wake-Up Input	Off
HCP ePT Wake-Up Output	On
APM Status	Off
EPT LOC Diag Enable	Enable LOC Diagnostic
Impact Event	False
HCP System Shutdown Command	Default
OBCM Operating Mode	UTC
J1772 Prox Detected State	Prox Out
Motor A Phase U Over Voltage Fault VH - High-Side	False
Motor A Phase U Under Voltage Fault VH - High-Side	False
Motor A Phase U Over Voltage Fault VL - High-Side	False
Inverter Status Feedback	Inverter Faulted
Motor A Phase U Under Voltage Fault VL - High-Side	False
Motor A Phase U Over Voltage Fault VDD - High-Side	False
Commanded Inverter A State	Torque Control
Motor A Phase U Under Voltage Fault VH - Low-Side	False
Motor A Phase U Over Voltage Fault VL - Low-Side	False
Motor A Phase U Under Voltage Fault VL - Low-Side	False
Motor A Phase U Under Voltage Fault VDD - High-Side	False
Motor A Phase U Over Voltage Fault VH - Low-Side	False
Motor A Phase U Comm Error High Voltage Regulator Fault - Low-Side	False
Motor A Phase U Comm Error Low Voltage Regulator Fault - Low-Side	False
Motor A Phase U Over Voltage Fault VDD - Low-Side	False
Motor A Phase U Under Voltage Fault VDD - Low-Side	False
Motor A Phase V Over Voltage Fault VL - High-Side	False
Motor A Phase V Under Voltage Fault VL - High-Side	False
Motor A Phase V Under Voltage Fault VH - High-Side	False
Motor A Phase V Over Voltage Fault VH - High-Side	False
Motor A Phase V Over Voltage Fault VH - Low-Side	False

Motor A Phase V Over Voltage Fault VDD - Low-Side	False	
Motor A Phase V Under Voltage Fault VH - Low-Side	False	
Motor A Phase V Over Voltage Fault VDD - High-SideSide	False	
Motor A Phase V Under Voltage Fault VDD - High-Side	False	
Motor A Phase W Cross Conduction Fault - High-Side	False	
Motor A Phase V Under Voltage Fault VDD - Low-Side	False	
Motor A Phase V Comm Error High Voltage Regulator Fault - Low-Side	False	
Motor A Phase V Over Voltage Fault VL - Low-Side	False	
Motor A Phase V Under Voltage Fault VL - Low-Side	False	
Motor A Phase W Over Voltage Fault VH - High-Side	False	
Motor A Phase W Under Voltage Fault VH - High-Side	False	
Motor A Phase V Comm Error Low Voltage Regulator Fault - Low-Side	False	
Motor A Phase W Over Voltage Fault VDD - High-Side	False	
Motor A Phase W Under Voltage Fault VDD - High-Side	False	
Motor A Phase W Comm Error High Voltage Regulator Fault - High-Side	False	
Motor A Phase W Over Voltage Fault VL - High-Side	False	
Motor A Phase W Under Voltage Fault VL - High-Side	False	
Motor A Phase W Under Voltage Fault VDD - Low-Side	False	
Motor A Phase W Over Voltage Fault VL - Low-Side	False	
Motor A Phase W Under Voltage Fault VL - Low-Side	False	
Motor A Phase W Over Voltage Fault VH - Low-Side	False	
Motor A Phase W Under Voltage Fault VH - Low-Side	False	
Motor A Phase W Comm Error High Voltage Regulator Fault - Low-Side	False	
Inverter A Status Feedback	Inverter Faulted	
Motor A Phase W Over Voltage Fault VDD - Low-Side	False	
Most Recent Odometer Value	11855.9	miles
Frequency Counter	4	
Original Odometer Value	9130.9	miles
Real time clock	31028822	sec
RAM stamps keyOn	135	sec
RAM Stamps	57817	Min
HV Battery SOC	31	%
Ignition Cycle Counter	39	
Available Motor Torque - Motor A	0.000	Ft-Lbs
Engine Coolant Temperature	156	°F
Accelerator Pedal Position	0	%
Engine Speed	379	rpm
Motor A - Inverter Current - phase A	0	AMP
Barometric Pressure	14	PSI
Inverter A Input DC Current	0.0	AMP
Motor A - Inverter Current - phase B	0	AMP
Actual Torque - Motor A	0.000	Ft-Lbs
Internal EPS Voltage Sense B	7.920	Volts
Motor A Resolver Supply Voltage Value	15.75	Volts

Electric Motor A Speed	-7536.5	rpm
Motor A - Inverter Current - phase C	-4	AMP
Vehicle Speed	65.9867	MPH
Battery Feed Voltage 3 Sense	14.472	Volts
PIM DC Link Voltage - B	334	Volts
PIM DC Link Voltage - A	336	Volts
Internal EPS Voltage Sense A	8.064	Volts
Passive Pump Coolant Temp In Sensor	34	°F
High Temp Aux Pump - Actual Speed	4584	rpm
Available Motor Torque - Motor B	92.552	Ft-Lbs
Low Temp Active Pump Speed	0	rpm
Battery Feed Voltage 2 Sense	14.400	Volts
Motor B Resolver Angle	190	Degree
Motor B - Inverter Current - phase B	-16	AMP
Commanded Torque - Motor B	3.319	Ft-Lbs
Available Regen Torque - Motor A	0.000	Ft-Lbs
Actual Torque - Motor B	3.226	Ft-Lbs
Outside Air Temperature	23.0	°F
Battery Feed Voltage 1 Sense	14.472	Volts
Available Regen Torque - Motor B	-92.552	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Motor B Temp Sensor	113	°F
Motor B - Inverter Current - phase A	12	AMP
Motor B - Inverter Current - phase C	-4	AMP
HV Battery Voltage from BPCM	334.80	Volts
Inverter A IGBT Temperature for phase C	43	°F
Inverter A IGBT Temperature for phase A	45	°F
Distance Travelled with Light ON	6	miles
Motor B Torque	3.226	Ft-Lbs
Electric Motor B Speed	7242.5	rpm
Inverter B IGBT Temperature for phase C	41	°F
Inverter B IGBT Temperature for phase B	39	°F
Inverter A IGBT Temperature for phase B	43	°F
Inverter B IGBT Temperature for phase A	39	°F
HV Battery Sleep Time	0	Days
GPS Date - Day	1	Days
UTC Time - Minutes	0	
UTC Time - Hours	0	Hours
Motor A Torque	0.000	Ft-Lbs
UTC Time - Seconds	0	seconds
GPS Date - Month	1	
GPS Date - Year	0	Year
ECU Time - Milliseconds	0	ms

HCP | P1B03-00 | Stored | Resolver Signal / MCPA Rationality-

NAME	VALUE	UNITS
Test Failed	False	
DTC	1B 03 00	
Test Failed This Operation Cycle	False	
Pending DTC	False	
Confirmed DTC	True	
Test Not Completed This Operation Cycle	False	
Test Not Completed Since Last Clear	False	
Test Failed Since Last Clear	True	
Occurrence flag	Occurrence	
Warning Indicator Requested	False	
Brake Switch Status	Not Applied	
PHEV Charging Status	No Charging	
Ignition State	Reserved	
Propulsion System Active	False	
PRND Position Display	N	
Motor A Resolver Offset Learn Erase	not requested	
Motor B Resolver Offset Learning Status Flag	Applied	
Motor A Resolver Offset Learning Status Flag	Applied	
Motor A Resolver to Digital Low Level Driver Faults	Resolver Loss of Track	
Motor B Resolver to Digital Low Level Driver Faults	No fault	
Hybrid System State	SNA	
HCP ePT Wake-Up Output	On	
EPT LOC Diag Enable	Enable LOC Diagnostic	
CBC Wake-Up Input	Off	
HV Contactor Status	Open	
APM Status	Idle	
HCP System Shutdown Command	Default	
Impact Event	False	
J1772 Prox Detected State	Prox Out	
OBCM Operating Mode	UTC	
Motor B Resolver Offset Learn Erase	not requested	
Frequency Counter	1	
Original Odometer Value	11852.8	miles
Most Recent Odometer Value	11852.8	miles
RAM stamps keyOn	660	sec
Real time clock	31028412	sec
Ignition Cycle Counter	39	
RAM Stamps	57812	Min
Engine Speed	0	rpm
HV Battery SOC	37	%
Accelerator Pedal Position	0	%
Vehicle Speed	62.1371	MPH

Barometric Pressure	14	PSI
Motor B Temp Sensor	81	°F
Motor A Temp Sensor	90	°F
Engine Coolant Temperature	138	°F
Motor A Resolver Angle Offset	2.00	Degree
Motor B Resolver Angle Offset	3.20	Degree
Motor B Resolver Supply Voltage Value	15.75	Volts
Motor A Resolver Supply Voltage Value	15.75	Volts
Battery Feed Voltage 2 Sense	13.248	Volts
Actual Torque - Motor A	0.000	Ft-Lbs
Internal EPS Voltage Sense B	7.920	Volts
Available Motor Torque - Motor A	0.000	Ft-Lbs
Internal EPS Voltage Sense A	8.064	Volts
Actual Torque - Motor B	-1.291	Ft-Lbs
Available Motor Torque - Motor B	79.462	Ft-Lbs
Available Regen Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor A	0.000	Ft-Lbs
Commanded Torque - Motor B	0.000	Ft-Lbs
Electric Motor A Speed	-8340.0	rpm
Available Regen Torque - Motor B	-79.462	Ft-Lbs
Electric Motor B Speed	6846.0	rpm
Battery Feed Voltage 1 Sense	13.320	Volts
Battery Feed Voltage 3 Sense	13.248	Volts
Motor A - Inverter Current - phase A	140	AMP
Motor A - Inverter Current - phase B	-92	AMP
Motor A - Inverter Current - phase C	-52	AMP
Motor B - Inverter Current - phase B	-120	AMP
Motor B - Inverter Current - phase A	224	AMP
Outside Air Temperature	21.2	°F
Motor B - Inverter Current - phase C	-120	AMP
HV Battery Voltage from BPCM	277.60	Volts
PIM DC Link Voltage - A	278	Volts
PIM DC Link Voltage - B	277	Volts
Inverter A IGBT Temperature for phase B	36	°F
Inverter A IGBT Temperature for phase A	36	°F
Inverter B IGBT Temperature for phase A	39	°F
Inverter A IGBT Temperature for phase C	36	°F
Inverter B IGBT Temperature for phase B	37	°F
Distance Travelled with Light ON	0	miles
Motor A Torque	0.000	Ft-Lbs
Motor B Torque	-1.291	Ft-Lbs
Inverter B IGBT Temperature for phase C	37	°F
HV Battery Sleep Time	0	Days
GPS Date - Year	0	Year

GPS Date - Month	1	
GPS Date - Day	1	Days
UTC Time - Hours	0	Hours
UTC Time - Minutes	0	
ECU Time - Milliseconds	0	ms
UTC Time - Seconds	0	seconds

SNAPSHOT DATA SUMMARY

No Snapshot Data available for B1A11-00

No Snapshot Data available for P0A3F-00

No Snapshot Data available for P0A43-00

No Snapshot Data available for P0C19-00

No Snapshot Data available for P1B03-00

- Go To 5

5. CHECK THE RESOLVER RESISTANCES

1. Perform resistance measurements between the circuits at the Transmission Assembly interface connector (Transmission side) and compare the readings to the values shown in the table.

Perform Resistance Measurements Between These Circuits	Resistance Values
55 (T372) Resolver A Sin Hi — (T374) Resolver A Sin Lo 56	14.0–21.0 Ohms 16.6
55 (T371) Resolver A Cos Hi — (T373) Resolver A Cos Lo 54	16.0–24.0 Ohms 18.9
40 (T370) Resolver A Excitation Hi — (T375) Resolver A Excitation Lo 46	6.8–10.2 Ohms 8.5

Are the measurements within the values shown in the table?

Yes

- Go To 6

No

- Replace the Transmission in accordance with the Service Information.
- Perform the PIM VERIFICATION TEST. (Refer to 28 - DTC-Based Diagnostics/MODULE, Power Inverter (PIM) /Standard Procedure).

6. CHECK THE RESOLVER FOR A SHORT TO GROUND

1. Check for continuity between ground and each of the following Resolver circuits at the Transmission Assembly interface connector (Transmission side).

- (T372) Resolver A Sin Hi
- (T374) Resolver A Sin Lo
- (T371) Resolver A Cos Hi
- (T373) Resolver A Cos Lo
- (T370) Resolver A Excitation Hi
- (T375) Resolver A Excitation Lo

Is there continuity between ground and any of the circuits?

Yes

- Replace the Transmission in accordance with the Service Information.
- Perform the PIM VERIFICATION TEST. (Refer to 28 - DTC-Based Diagnostics/MODULE, Power Inverter (PIM) /Standard Procedure).

No



