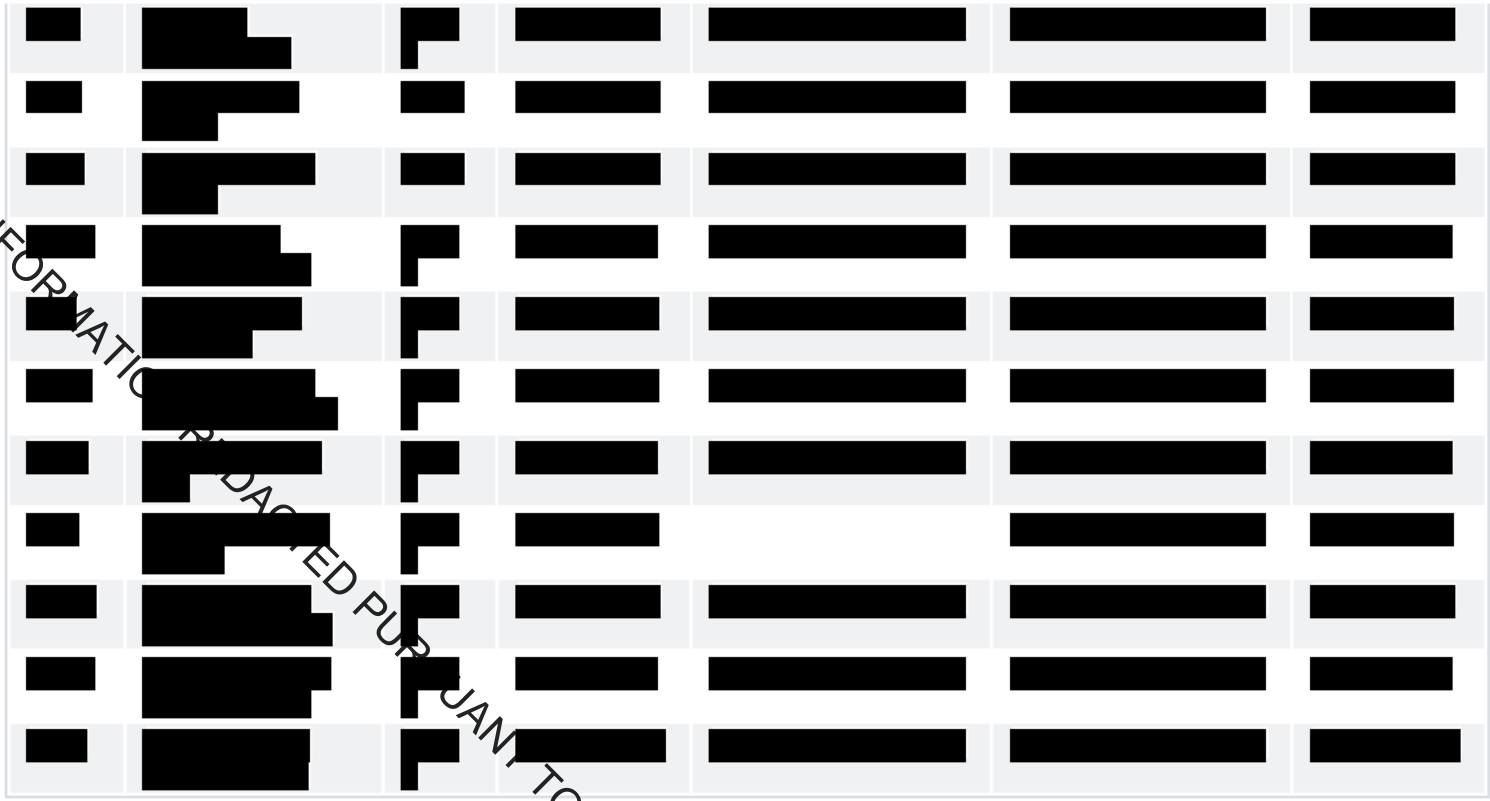
INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B) (6)

CONFIGURATION REPORT

[redacted]

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT VIN	ORIGINAL VIN	PART #
[redacted]						



INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B)(6)

ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
TCM	USA / USA				
ASBS	USA				
ICS	USA				
TPM	USA				
RFH	USA / USA				
ESM	USA				
DTCM	USA				
ORC	USA				
EPS	USA				
HVAC	USA				
CSWM	USA				
PTCM	USA				
AMP	USA				
IPC	USA				
PTS	USA				
SCCM	USA				
BCM	USA				
RADIO	USA				
OCM	USA				
LBSS	USA				
RBSS	USA				
BPCM	Rest of world / ROW				

HCP	USA		[redacted]	[redacted]	[redacted]
AHCP	USA	[redacted]	[redacted]	[redacted]	
ABSO	USA	[redacted]	[redacted]	[redacted]	[redacted]
SGW		[redacted]	[redacted]	[redacted]	
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	
DASM	USA	[redacted]	[redacted]	[redacted]	
IDCM	USA	[redacted]		[redacted]	

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CONFIGURATION

TCM CONFIGURATION

NAME	VALUE	UNITS
Engine Start/Stop equipped	[redacted]	
RWD Equipped	[redacted]	
Short Learn Enabled	[redacted]	
FWD Equipped	[redacted]	
ERS/Autostick/Tip Non-paddle on Steering Wheel equipped	[redacted]	
AWD Equipped	[redacted]	
[redacted]	[redacted]	
Shifter with Low Mode Position Equipped	[redacted]	
Sport Mode Switch or Virtual Switch (Non-Terrain) Equipped	[redacted]	
Shifter with Sport Mode Position Equipped	[redacted]	
Polystable E-shift (Cableless without return-to-center) equipped	[redacted]	
ERS/Autostick/Tip Non-paddle on Shifter in A or M position equipped	[redacted]	
4WD with switchable Lo Range equipped	[redacted]	
Autostick/ERS On/Off Switch Equipped	[redacted]	
ERS/Autostick/Tip Non-paddle on Shifter in D position equipped	[redacted]	
Long Learn Enabled	[redacted]	
Paddle-Shift Switches Equipped	[redacted]	
Overdrive Off or Tow Haul Mode Switch or Virtual Switch (Non-Terrain) Equipped	[redacted]	

PCM CONFIGURATION

NAME	VALUE	UNITS
Secondary Mass Airflow Sensor Equipped	[redacted]	
Active Exhaust Pressure Sensor Equipped	[redacted]	
Active Exhaust Valve(s) Equipped	[redacted]	
Electronic Parking Brake Equipped	[redacted]	
Wastegate HBridge Equipped	[redacted]	
Aux Coolant Pump Heater Equipped	[redacted]	
Mechanical Coolant Pump Equipped	[redacted]	
Heater Temp Control Valve Equipped	[redacted]	
High Side Port Tumble Valve Equipped	[redacted]	
SWAP HARDWIRED BRAKE SWITCH INPUTS	[redacted]	

5 Button Cruise (LIN) Equipped	[redacted]
Bi-Directional Crank Sensor Equipped	[redacted]
CUSW 4-Button Cruise Equipped	[redacted]
Clutch Sensor Equipped	[redacted]
Throttle Inlet Temp Sensor Equipped	[redacted]
LIN Humidity, Temp, and Pressure Sensor Equipped	[redacted]
[redacted]AKE O2 SENSOR EQUIPPED	[redacted]
Power Steering Angle Sensor Mandatory	[redacted]
Operator Idle Speed Request Equipped	[redacted]
Make Up Air Sensor Equipped	[redacted]
Mass Airflow System Equipped	[redacted]
Cylinder Pressure Sensor Equipped	[redacted]
Brake Pedal Sensor Equipped	[redacted]
Dual Fuel Pressure Sensor Equipped	[redacted]
Dual Fuel Tank Equipped	[redacted]
ZF 9-Speed Trans Equipped	[redacted]
A/C Relay Powered from Engine Switched Battery	[redacted]
HPT 6-Speed Trans Equipped	[redacted]
Auxillary Coolant Pump Equipped	[redacted]
Low Temp Radiator Coolant Pump Equipped	[redacted]
[redacted]	[redacted]
Supercharger Equipped	[redacted]
PTO System Equipped	[redacted]
Hybrid MEC Shifter Equipped	[redacted]
Dual Alternator Gen1 Capable	[redacted]
CNG Large Gas Tank Equipped	[redacted]
Cooled EGR Equipped	[redacted]
Primary Lin Alternator Equipped	[redacted]
Variable Valve Lift Equipped	[redacted]
Coolant On-Off Pump Equipped	[redacted]
2.0 Liter I4 Direct Injection Engine	[redacted]
1.0 Liter I3 Engine	[redacted]
[redacted]	[redacted]
Air Shutoff Valve Bank 2 Control Solenoid 2 Equipped	[redacted]
3.7 Liter V6 Engine	[redacted]
Humidity, Temperature and Pressure Sensor (LIN) Equipped	[redacted]
Constant Heater Temperature Control Valve Equipped	[redacted]
Police Package Equipped	[redacted]
2.7 Liter V6 Engine	[redacted]
VLP Equipped Indicator	[redacted]
Coolant On-Off Valve Equipped	[redacted]
Adaptive Cruise Control Equipped	[redacted]
Fiat 940 Compact Equipped	[redacted]
Auxiliary Heater Electric Water Pump Equipped	[redacted]

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2.4 Liter WI4 engine	[redacted]
Auxiliary Coolant Pump Heater Equipped	[redacted]
Dual Fuel Tank Equipped	[redacted]
Vehicle Speed Sensor #1 Calculated by ECU	[redacted]
1.8 Liter WI4 engine	[redacted]
Variable Speed Fuel Pump Equipped	[redacted]
Active Grille Shutter Equipped	[redacted]
VLP Is Learnable Indicator	[redacted]
O2 Sensor Bank 1 Sensor 1 Equipped	[redacted]
Hybrid Electric Vehicle Equipped	[redacted]
4.0 Liter I6 Engine	[redacted]
Linear PWM Fan Relay System Equipped	[redacted]
Fan Wake Up Relay System Equipped	[redacted]
Oil Pressure Sensor Enabled	[redacted]
Aisin 6-Speed RWD Transmission Equipped	[redacted]
Air Shutoff Valve Bank 1 Control Solenoid 1 Equipped	[redacted]
1 Speed Fan Mechanical Relay System Equipped	[redacted]
Engine Idle Shutoff Equipped	[redacted]
3.2 Liter V6 Engine	[redacted]
Direct Injection Equipped	[redacted]
4 Speed Automatic Transmission Equipped	[redacted]
Brake Pedal Sensor Equipped	[redacted]
WI4 Variable Valve Timing Equipped	[redacted]
ESIM Equipped	[redacted]
45RFE / 545RFE / 65RFE	[redacted]
Fixed displacement AC Equipped	[redacted]
Electric Water Pump Equipped	[redacted]
Adaptive Cruise Control Hardware Equipped	[redacted]
Turbocharger Equipped	[redacted]
Intake Cam 2 Equipped	[redacted]
GPEC2A Equipped	[redacted]
Exhaust Cam 1 Equipped	[redacted]
66RFE / 68RFE	[redacted]
Active Engine Mount Equipped	[redacted]
Unleaded diesel fuel	[redacted]
Transmission Oil Heater Equipped	[redacted]
Knock Sensor 1 Equipped	[redacted]
MTV Solenoid Equipped	[redacted]
Vehicle Speed Sensor #1 Calculated from CAN	[redacted]
Electronic Vacuum Pump Equipped	[redacted]
Compressed Natural Gas Equipped	[redacted]
3.8 Liter V6 Engine	[redacted]
Trans Skip Shift Equipped	[redacted]
Trans Reverse Lockout Equipped	[redacted]

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B) (6)

Engine Software In Package	[redacted]
High Side Port Tumble Valve Equipped	[redacted]
AC Equipped Over Bus	[redacted]
Supercharger Equipped	[redacted]
MultiAir Equipped	[redacted]
Dual Fuel Pressure Sensor Equipped	[redacted]
3.2 Liter V6 Engine	[redacted]
[redacted]	[redacted]
PTO System Equipped	[redacted]
A/C Equipped	[redacted]
GPEC2 Equipped	[redacted]
Wide Range O2 Sensor 2/1 Equipped	[redacted]
Buffered Crank Output for ANC (Active Noise Cancellation) Equipped	[redacted]
42RLE	[redacted]
O2 Sensor Bank 2 Sensor 1 Equipped	[redacted]
DUAL_ALTERNATOR_GEN1_LEARNED_COPY	[redacted]
Knock Sensor 2 Equipped	[redacted]
2 Speed Fan PWM Relay System Equipped	[redacted]
MDS Equipped	[redacted]
[redacted]	[redacted]
Secondary Fuel Pump Equipped	[redacted]
3.6 Liter V6 Engine	[redacted]
2 Speed Fan 3 Driver 3 Relay System Equipped	[redacted]
Buffered Crank Output for PHEV Engine Pulse Calculation Equipped	[redacted]
Electric Coolant Valve Equipped	[redacted]
PWM Fan Motor System Equipped	[redacted]
Active Exhaust Valve Equipped	[redacted]
[redacted]	[redacted]
Primary Lin Alternator Equipped	[redacted]
Yaw Rate Sensor ESC Equipped	[redacted]
Powernet Equipped	[redacted]
EMAT (Getrag DCT transmission) Equipped	[redacted]
CMCV H-Bridge Equipped	[redacted]
Clutch Interlock Switch Equipped	[redacted]
O2 Sensor Bank 2 Sensor 2 Equipped	[redacted]
6.2 Liter V8 Engine	[redacted]
GPEC3 Equipped	[redacted]
Transmission Software Included	[redacted]
Intake Cam 1 Equipped	[redacted]
Air Shutoff Valve Bank 1 Control Solenoid 2 Equipped	[redacted]
[redacted]	[redacted]
Next Gen Bus Equipped	[redacted]
Electronic Automatic Transmission (EATX) Equipped	[redacted]
Duty Cycle Purge Valve Equipped	[redacted]

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B) (6)

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B) (6)

Auxiliary Coolant Pump Equipped	[redacted]	
5.7 Liter V8 Engine	[redacted]	
Active Exhaust Pressure Sensor Equipped	[redacted]	
O2 Sensor Bank 1 Sensor 3 Equipped	[redacted]	
Sensorless FFV Enabled	[redacted]	
6.4 Liter V8 Engine	[redacted]	
Linear EGR Equipped	[redacted]	
Lineal Purge Equipped	[redacted]	
VFS Actuators Available Indicator	[redacted]	
TIP Equipped	[redacted]	
ZF 9-Speed Transmission Equipped	[redacted]	
4.7 Liter V8 Engine	[redacted]	
CUSW PROXI Write Programming Support Enabled	[redacted]	
Starter Relay 2 Equipped	[redacted]	
Exhaust Cam 2 Equipped	[redacted]	
Throttle Inlet Temp Sensor Equipped	[redacted]	
3 Speed Fan Mechanical Relay System Equipped	[redacted]	
3.5 Liter V6 Engine	[redacted]	
Turbine Volute Valve Actuator Equipped	[redacted]	
GPEC4 Equipped	[redacted]	
Cummins Equipped	[redacted]	
Remote Start Present	[redacted]	
Engine Oil Pressure Sensor Type	[redacted]	None

ICS CONFIGURATION

NAME	VALUE	UNITS
Display Type (Base)	[redacted]	
Display Type (High)	[redacted]	
Display Type (Mid)	[redacted]	

TPM CONFIGURATION

NAME	VALUE	UNITS
RSSI Margin 4 Wheel Constant B	[redacted]	No Unit
RSSI Margin 4 Wheel Constant C	[redacted]	No Unit
RSSI Margin 4 Wheel Constant D	[redacted]	No Unit
RSSI Margin 4 Wheel Constant A	[redacted]	No Unit
RSSI Margin Constant Override Setting	[redacted]	
High Gain Mode Setting	[redacted]	
WAL Gain Mode Setting	[redacted]	
Gain Mode Override Status	[redacted]	
Premium TPM Present	[redacted]	
Base TPM Present	[redacted]	
Run Flat Tire Present	[redacted]	
SRT Vehicle Present	[redacted]	

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B) (6)

TPM Legislation	[redacted]
Current Gain Mode	[redacted]
BUX Deactivation Flag	[redacted]
TPM System Type	[redacted]
4/5 Tire System	[redacted]

RFHCONFIGURATION

NAME	VALUE	UNITS
Fob Location #4 Successfully Programmed	[redacted]	
Fob Location #2 Successfully Programmed	[redacted]	
Fob Location #3 Successfully Programmed	[redacted]	
Fob Location #8 Successfully Programmed	[redacted]	
Valid Key In Ignition	[redacted]	
VIN Successfully Programmed	[redacted]	
RFHub Locked	[redacted]	
Fob Location #1 Successfully Programmed	[redacted]	
Secret Key Sent to Body Controller - Most recent attempt	[redacted]	
Fob Location #6 Successfully Programmed	[redacted]	
Fob Location #7 Successfully Programmed	[redacted]	
Secret Key Sent to Body Controller - Original attempt	[redacted]	
PIN Successfully Programmed	[redacted]	
Fob Location #5 Successfully Programmed	[redacted]	
Back Up Vehicle Config 2	[redacted]	
Back Up ECU Configuration 3	[redacted]	
Back Up Programmed ECUs: P/T Chassis Network	[redacted]	
Back Up ECU Configuration 14	[redacted]	
Back Up Vehicle Config 1	[redacted]	
Back Up ECU Configuration 13	[redacted]	
Back Up ECU Configuration 11	[redacted]	
Back Up ECU Configuration 4	[redacted]	
Back Up ECU Configuration 15	[redacted]	
Back Up Vehicle Config 7	[redacted]	
Back Up ECU Configuration 10	[redacted]	
Back Up Customer Settings Menu 1 (CSM1)	[redacted]	
Back Up ECU Configuration 9	[redacted]	
Back Up ECU Configuration 6	[redacted]	
Back Up ECU Configuration 7	[redacted]	
Back Up ECU Configuration 5	[redacted]	
Back Up ECU Configuration 12	[redacted]	
Back Up ECU Configuration 16	[redacted]	
Back Up ECU Configuration 17	[redacted]	
Back Up Customer Settings Menu 2 (CSM2)	[redacted]	
Back Up Vehicle Config 6	[redacted]	
Back Up Vehicle Config 4	[redacted]	

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B) (6)

Back Up Vehicle Config 5	[redacted]
Back Up Vehicle Config 3	[redacted]
Back Up Programmed ECUs: Cabin Network	[redacted]
Back Up ECU Configuration 2	[redacted]
Back Up ECU Configuration 1	[redacted]
Back Up ECU Configuration 8	[redacted]
Passive Entry	[redacted]
Keyless Go	[redacted]
RKE	[redacted]
e-shifter present	[redacted]
Auto Park Present	[redacted]
$0214 Programmed N	[redacted]
Ignition system type connected	[redacted]
Remote Start Present	[redacted]
Module Configuration Status	[redacted]
Secret Codes Programmed	[redacted]
Hardware Configuration: Front Left Door Handle H/W	[redacted]
Hardware Configuration: Rear Right Door Handle H/W	[redacted]
Hardware Configuration: Trunk Door Handle H/W	[redacted]
Hardware Configuration: Remote Start Antenna	[redacted]
Hardware Configuration: Front Right Door Handle H/W	[redacted]
Hardware Configuration: Rear Left Door Handle H/W	[redacted]

DTCM CONFIGURATION

NAME	VALUE	UNITS
Left/Right Hand Drive	[redacted]	
T-Case Type	[redacted]	
Axle Ratio	[redacted]	
Rear Locker Present	[redacted]	
[redacted]	[redacted]	
Full-Time T-Case	[redacted]	
Mode Switch Present	[redacted]	
FAD Present	[redacted]	
SRT Present	—	

ORC CONFIGURATION

NAME	VALUE	UNITS
Right Side Door Pressure Sensor	[redacted]	
Passenger Airbag Disable Switch	[redacted]	
Passenger Knee Bolster Squib	[redacted]	
Driver Seatbelt Retractor Pretensioner	[redacted]	
Driver Frontal Squib 4	[redacted]	
Passenger Seatbelt Buckle Pretensioner	[redacted]	
Second Row Left Seat Side Airbag	[redacted]	

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Right C-Pillar Impact Acceleration Sensor	[redacted]
Passenger Occupant Detection Sensor	[redacted]
Right Side Seat Squib 1	[redacted]
Second Row Left seat belt Switch	[redacted]
Driver Seatbelt Load Limiter	[redacted]
Passenger Seatbelt Anchor Pretensioner	[redacted]
Driver Seatbelt Buckle Pretensioner	[redacted]
Driver Seatbelt Anchor Pretensioner	[redacted]
Driver Frontal Squib 2	[redacted]
Left C-Pillar Impact Acceleration Sensor	[redacted]
Passenger Seatbelt Retractor Pretensioner	[redacted]
Passenger Seatbelt Load Limiter	[redacted]
[redacted]	[redacted]
Second Row Center seat belt Switch	[redacted]
Second Row Right Seat Side Airbag	[redacted]
Passenger Frontal Squib 1	[redacted]
Left Side Seat Squib 1	[redacted]
Rollover Sensing	[redacted]
Driver Knee Bolster Squib	[redacted]
Occupant Classification (OCM)	[redacted]
Right Curtain Squib 1	[redacted]
Left Up-Front Acceleration Sensor	[redacted]
Left B-Pillar Impact Acceleration Sensor	[redacted]
Passenger Frontal Squib 2	[redacted]
Passenger Seat Track Position Sensor	[redacted]
Left D-Pillar Impact Acceleration Sensor	[redacted]
Passenger Frontal Squib 3	[redacted]
Right Up-Front Acceleration Sensor	[redacted]
Left Side Door Pressure Sensor	[redacted]
Driver Seat Track Position Sensor	[redacted]
Passenger Airbag Disable Indicator	[redacted]
First Row Driver Seatbelt Buckle Switch	[redacted]
First Row Passenger Seatbelt Buckle Switch	[redacted]
Right B-Pillar Impact Acceleration Sensor	[redacted]
EPPM	[redacted]
Configuration Column Identifier	[redacted]
Passenger Frontal Squib 4	[redacted]
Driver Frontal Squib 1	[redacted]
Driver Frontal Squib 3	[redacted]
Second Row Right seat belt Switch	[redacted]
Right D-Pillar Impact Acceleration Sensor	[redacted]

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B) (6)

HVAC CONFIGURATION

NAME	VALUE	UNITS

Single Zone MTC Control	[redacted]	
MTC With EBL (3Knob)	[redacted]	
DualZone ATC Control	[redacted]	
MTC heater only (3Knob)	[redacted]	
Dual Zone MTC Control	[redacted]	
DualZone ATC Control (Factory)	[redacted]	
MTC Without EBL (3Knob)	[redacted]	

AMP CONFIGURATION

NAME	VALUE	UNITS
Premuim - 3	[redacted]	
Non -ANC	[redacted]	
No HALF Chimes	[redacted]	
Premuim - 2	[redacted]	
Premuim - 1	[redacted]	
No Rear Doors	[redacted]	
Door Module - Right Front	[redacted]	
Door Module - Left Front	[redacted]	
Surround Sound Activated	[redacted]	
ANC Status	[redacted]	
Current ANC Calibration ID - Service	[redacted]	
ANC Calibration Date - Year	[redacted]	
ANC Calibration Date - Patch Level	0	
ANC Calibration Date - Week	[redacted]	

IPC CONFIGURATION

NAME	VALUE	UNITS
Main Fuel Tank Gauge - 3/4 Datum Calibration	[redacted]	Volts
Main Fuel Tank Gauge -1/4th Datum Calibration	[redacted]	Volts
Main Fuel Tank Gauge - 1/2 Datum Calibration	[redacted]	Volts
Main Fuel Tank Gauge - Empty Stop Calibration	[redacted]	Volts
Main Fuel Tank Gauge - Full Stop Calibration	[redacted]	Volts
Sub Fuel Tank Gauge - 1/2 Datum Calibration	[redacted]	Volts
Sub Fuel Tank Gauge - 1/4 Datum Calibration	[redacted]	Volts
Sub Fuel Tank Gauge - 3/4 Datum Calibration	[redacted]	Volts
Sub Fuel Tank Gauge - Full Stop Calibration	[redacted]	Volts
Sub Fuel Tank Gauge - Empty Stop Calibration	[redacted]	Volts
PHEV	[redacted]	
Rear Fog Lamp	[redacted]	
JT Vehicle	[redacted]	
Low Line Cluster	[redacted]	

PTS CONFIGURATION

NAME	VALUE	UNITS

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Rear System with 6 Front Sensors	[redacted]	
Front System with 6 Rear Sensors	[redacted]	

SCCM CONFIGURATION

NAME	VALUE	UNITS
Rear Wiper	[redacted]	
Paddle Shifter	[redacted]	
Cruise Control / ACC	[redacted]	
Tilt Telescope	[redacted]	

BCM CONFIGURATION

NAME	VALUE	UNITS
Number of Reprogramming Attempts - Counter #0	0	
Last Programmed Status	[redacted]	
Vehicle Configuration Programmed Status	[redacted]	
Vehicle Config CSM2	[redacted]	
ECU Configuration 15 (Suspension)	[redacted]	
ECU Configuration 6 (Suspension)	[redacted]	
ECU Configuration 13	[redacted]	
ECU Configuration 14	[redacted]	
ECU Configuration 6 (Brake)	[redacted]	
ECU Configuration 6 (Safety)	[redacted]	
ECU Configuration 5 (Doors)	[redacted]	
ECU Configuration 4	[redacted]	
Vehicle Configuration 5 - Write Counter	[redacted]	
ECU Configuration 9A	[redacted]	
ECU Configuration 3	[redacted]	
ECU Configuration 6 (Powertrain)	[redacted]	
ECU Configuration 9 (ITM)	[redacted]	
Programmed ECUs: Cabin Network	[redacted]	
Vehicle Configuration 3 - Write Counter	[redacted]	
Vehicle Configuration 7 - Write Counter	[redacted]	
Vehicle Configuration 4 - Write Counter	[redacted]	
ECU Configuration 5 (Memory)	[redacted]	
Vehicle Configuration 1 - Write Counter	[redacted]	
Programmed Network Configuration - Audio / Telematics Network	[redacted]	
ECU Configuration 7 (CBC Exterior Lighting Calibrations)	[redacted]	
Vehicle Config CSM1	[redacted]	
Programmed ECUs: Hybrid LAN Network	[redacted]	
Last Configuration Odometer	0	miles
Vehicle Configuration 6 - Write Counter	[redacted]	
ECU Configuration 8 (LIN and Miscellaneous)	[redacted]	
Vehicle Configuration 2 - Write Counter	[redacted]	
ECU Configuration 11	[redacted]	

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B) (6)

Programmed ECUs: P/T Chassis Network		
ECU Configuration 12		
ECU Configuration 15 (CBC Features)		
ECU Configuration 10		
ECU Configuration 2 (CBC Features)		
ECU Configuration 1 (CBC Configurable Inputs and Outputs)		
ECU Configuration 5 (Wireless)		
Vehicle Configuration Auto Write Counter		
Performance Pages Present		
Maximum Vehicle Speed		
[redacted]		
Hill Descent Feature Present		
Drive Configuration		
Left/Right Hand Drive		
Emode Present		
Model Year		
Special Packages		
Select Speed Control Feature Present		
Remote Start Present		
Body Style		
Country Code		
Vehicle Line		
Shifter Type		
PTS Configuration		
Flipper Glass Present		
Full Size Spare		
Max Load Inflation Pressure Rear Tire		PSI
Air Conditioning Present		
Off Road Capable		
Rain Sensor Present		
SKIM System Present		
Power Inverter Type		
Max Load Inflation Pressure Front Tire		PSI
Special Packages		
Thatcham Present		
Cruise Feature is Present		
Light Load Inflation Pressure Rear Tire	0.0	PSI
Power Left Sliding Door Present		
ELV Present		
Base TPM system present		
Fuel Capacity		gallons
Vehicle is an SRT		
[redacted]		
Interior EC Mirror Present		

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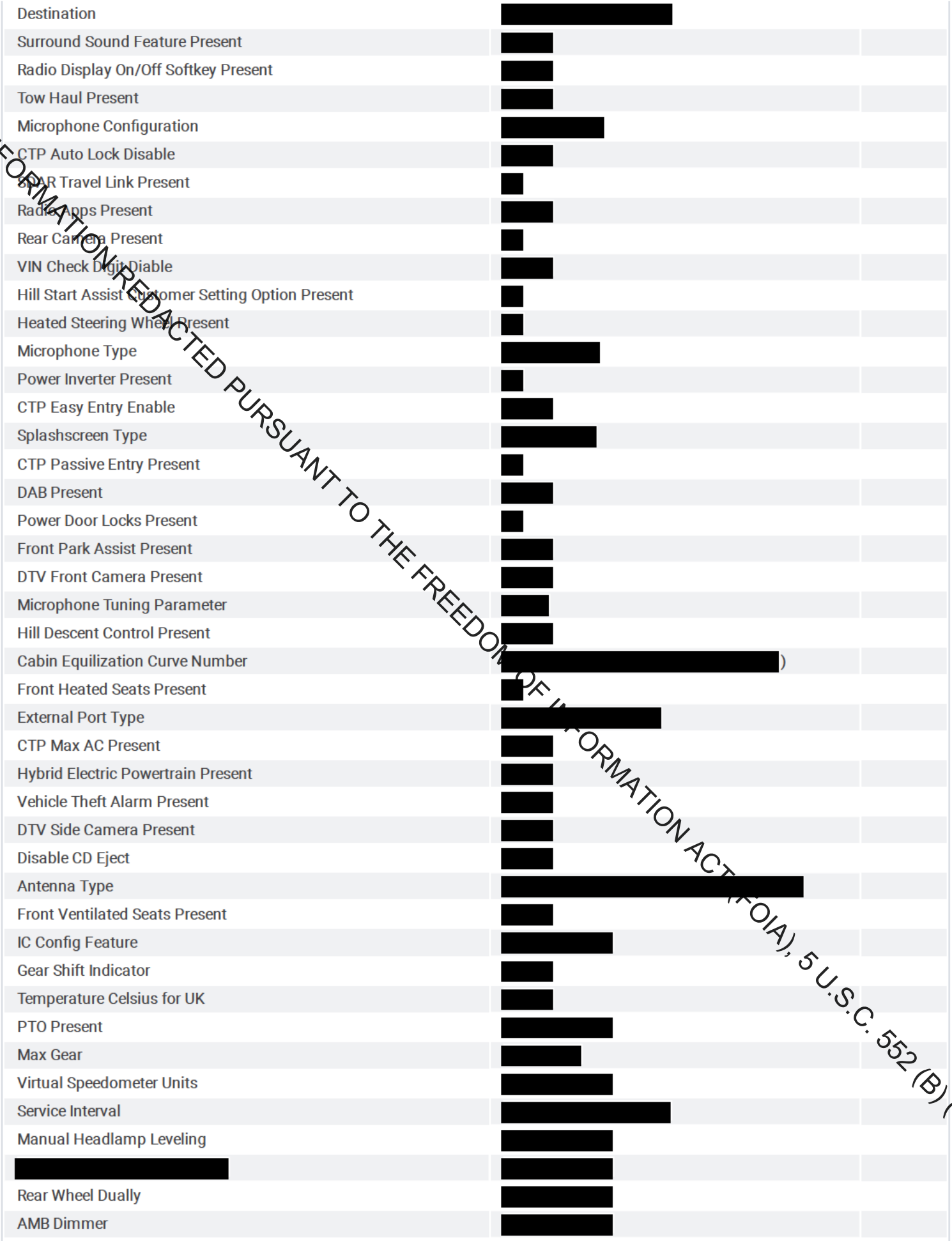
HVAC Configuration	[redacted]	
Forward Collision Warning present	[redacted]	
Power Right Sliding Door Present	[redacted]	
Adjustable Pedal Feature Present (non-Memory)	[redacted]	
ESCL system present	[redacted]	
Display Compass Heading Present	[redacted]	
Wheel Base	[redacted]	
Police Lighting Feature	[redacted]	
Secondary Lock Present	[redacted]	
FOBIK Safe Enable	[redacted]	
[redacted]	[redacted]	
Window Express Feature Configuration	[redacted]	
Display Outside Temperature Present	[redacted]	
Two Fuel Sending Units Present	[redacted]	
Sunshade Present	[redacted]	
Power Lift Gate Present	[redacted]	
Collision Mitigation System present	[redacted]	
Auto Headlamp Feature Present	[redacted]	
Vehicle Brand	[redacted]	
Premium TPM system present	[redacted]	
T-Case Type	[redacted]	
Paddle Shift Feature Present	[redacted]	
Liftgate/Trunk Type	[redacted]	
RKE System Present	[redacted]	
High Intensity Discharge Head Lamps	[redacted]	
Sport Mode Present	[redacted]	
Chassis Type	[redacted]	
Keyless Go Present	[redacted]	
Auto Park Present	[redacted]	
Passive Entry Present	[redacted]	
Transfer Case High Ratio	[redacted]	No Unit
Transfer Case Low Range Reduction Ratio	[redacted]	
Axle Ratio	[redacted]	
Dynamic Tire Circumference (All or Rear)	[redacted]	inch
Steering Ratio at Positive Angle 3	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	
Steering Ratio at Positive Angle 2	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
Non-Regulated Tire Pressure Information System (TPIS) Present	[redacted]	
Air Quality System Present	[redacted]	
[redacted]	[redacted]	No Unit

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B) (6)

Steering Ratio at Negative Angle 4	[redacted]	No Unit
Analog Door Sensor Configuration	[redacted]	
Steering Ratio at Negative Angle 1	[redacted]	No Unit
Steering Ratio at Negative Angle 3	[redacted]	No Unit
Steering Ratio at Negative Angle 2	[redacted]	No Unit
Front Driver Analog Door Ajar Input Present - Pin F9	[redacted]	
Rear Turn Lamps Output Present - Pin E3 & F42	[redacted]	
Passenger Door Ajar Signal Present - Pin G18	[redacted]	
Reserved - Pin F4	[redacted]	
Trailer Backup Lamps Output Present - Pin E23	[redacted]	
Reserved - Pin E31	[redacted]	
Gated Park ZFII Output Present - Pin D-24	[redacted]	
Left Rear Door Ajar Input Present - Pin F23	[redacted]	
Front Fog Lamps Output Present - Pin A1 & D13	[redacted]	
Reserved - Pin D20	[redacted]	
Left Dedicated DRL Lamps Output Present - Pin D15	[redacted]	
Foot Well Lamps Output Present - Pin G24	[redacted]	
Rear Fog Lamps Output Present - Pin E39 & F5	[redacted]	
Starter Relay Lowside Coil Drive - Pin D7	[redacted]	
Diesel Cabin Heater #1 Output Present - Pin D11	[redacted]	
VTA Warning LED Output Present - Pin G22	[redacted]	
Reserved - F21	[redacted]	
Low Beam Output Present - Pin A3, D2	[redacted]	
Park Brake Input Present - Pin E11	[redacted]	
Reserved - Pin E35	[redacted]	
Inverter Enable Relay Output Present - Pin F35	[redacted]	
Diesel Cabin Heater #2 Output Present - Pin D9	[redacted]	
Ambient Temperature Sensor Present - Pin D22	[redacted]	
UGDO Feed Output Present - Pin G15	[redacted]	
Reserved - Pin G12	[redacted]	
Reserved - E20	[redacted]	
Flipper Glass #2 Output Present	[redacted]	
Reserved - Pin E47	[redacted]	
Run-ACC Y Relay #2 Output Present - Pin E9	[redacted]	
Ambient Light Dimmer Wheel Input Present Pin G9	[redacted]	
Right Dedicated DRL Lamp Output Present - Pin A22	[redacted]	
Side Markers Output Present - Pin A10 & D5	[redacted]	
Hard Top Sense Present - Pin E14	[redacted]	
Horn Switch Input Present - Pin F29	[redacted]	
Hood Ajar Switch Input Present - Pin A11	[redacted]	
Diesel Cabin Heater #3 Output Present - Pin D10	[redacted]	
Reserved - Pin E15	[redacted]	
Rear Park Lamps Output Present - Pin E4 & F32	[redacted]	
Rear Wiper Motor Park Present - Pin E29	[redacted]	

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B) (6)

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B) (6)



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INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B) (6)

Dual Alternator Present	[redacted]	
Swing Gate Unlock Present - Pin F33	[redacted]	
Swing Gate Lock Present - Pin F30	[redacted]	
Secondary Door Ajar Present - Pin E28	[redacted]	
Manual Door Locks Present	[redacted]	
Rain Sensor Module #2 Present	[redacted]	
CHMSL Lamp Output Disable	[redacted]	
Rear Fog Voltage	[redacted]	Volts
Front Fog Voltage	[redacted]	[redacted]
[redacted]	[redacted]	
Maximum Longitudinal Change	[redacted]	
[redacted]	[redacted]	
Brake Smoothing Duration	[redacted]	
Average Last Longitudinal Acceleration Values	[redacted]	
Excess Lateral Acceleration Factor	[redacted]	
Acceleration Threshold	[redacted]	
Acceleration Factor	[redacted]	
Maximum Lateral Change	[redacted]	
Steering Smoothing Duration	[redacted]	
Average Last Lateral Acceleration Values	[redacted]	
Nose Dive Threshold	[redacted]	
Brake Smoothing Factor	[redacted]	
Brake Smoothing Threshold	[redacted]	
Steering Smoothing Factor	[redacted]	
Excess Longitudinal Acceleration Factor	[redacted]	
Nose Dive Factor	[redacted]	
ASBM Battery Minimum Voltage	[redacted]	
Parking Light Enable	[redacted]	
PE Auto-Relock Feature Enable	[redacted]	
ASBM Minimum Voltage Time	[redacted]	
Pitch and Roll Present	[redacted]	
VTA Hood Ajar Monitoring	[redacted]	
Interior Lighting Night Threshold	[redacted]	Volt
Interior Lighting Day Threshold	[redacted]	Volt
RKE Auto-Relock Feature Enable	[redacted]	
Horn Chirp Duration	[redacted]	
Suspension Type	[redacted]	
Park Brake Type	[redacted]	
PTC Present	[redacted]	
Hybrid Type	[redacted]	
Transmission Equipped	[redacted]	
TSBM Module Present	[redacted]	
Axle Locker Configuration	[redacted]	
Glovebox Control	[redacted]	

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INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B) (6)

Compass calibration customer settings menu	[redacted]	
Rear camera customer settings menu	[redacted]	
Performance shift enable customer settings menu	[redacted]	
RKE unlock customer settings menu	[redacted]	
Teen Key Automatic High Beam Customer Settings Menu	[redacted]	
Forward Collision Warning and Brake Customer Settings Menu	[redacted]	
Torque unit customer settings menu	[redacted]	
Passenger Airbag On/Off Customer Settings Menu	[redacted]	
Doors and Engine Off Power Delay Customer Settings Menu	[redacted]	
Tilt mirror in reverse customer settings menu	[redacted]	
Teen Key Fuel Pop-up Customer Settings Menu	[redacted]	
Rear view camera delay customer settings menu	[redacted]	
Speed unit customer settings menu	[redacted]	
DTV Present	[redacted]	
Clari-Fi Present	[redacted]	
Show Phone Information in Cluster	[redacted]	
Auto Dimming Mirror Hard Button Present	[redacted]	
Radio Speaker Open Circuit Disable (LR)	[redacted]	
Trailer Hitch Camera Present	[redacted]	
Rear Defrost and Heated Mirrors Present	[redacted]	
ANC Calibration Parameter Data Set	[redacted]	ms
Tri-State Comfort Climate Softkey Function Present	[redacted]	
Radio Speaker Open Circuit Disable (LF)	[redacted]	
Radio Speaker Open Circuit Disable (RR)	[redacted]	
Radio Speaker Open Circuit Disable (RF)	[redacted]	
Surround View Camera On/Off Softkey Present	[redacted]	
Drive Mode Version	[redacted]	
Automatic Crash Notification Feature Present	[redacted]	
Park Assist Tuning Set	[redacted]	
HVAC_R	[redacted]	
ITM	[redacted]	
EDM	[redacted]	
LBSM	[redacted]	
RBSM	[redacted]	
Radio	[redacted]	
HVAC	[redacted]	
HSM	[redacted]	
PTCM	[redacted]	
BCM (Interior Bus)	[redacted]	
AMP	[redacted]	
TBM	[redacted]	
SGW	[redacted]	
ORC	[redacted]	
DTCM	[redacted]	

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DPDM		
ELSD		
EPS		
AHLM/AFLS		
SCCM		
PCM		
RFM		
IPC		
ANC		
ABS		
PTS		
BCM (PT)		
ASCM		
TPM		
OCM		
ASBS		
ITBM		
ESM		
AFLS		
RFH		
Speedometer Tolerance		
Tachometer Type		
Increasing speed constant		
Steering C Factor		
Heated Mirrors Present		
Engine Displacement		
Rear Defrost Presence		
Reserved		
BUX vehicle		
Driver Kneebag Present		
2nd Row Seat Airbags Present		
Reserved		
Curtain Airbags Present		
Tow Hooks Present		
Passenger Kneebag Present		
ODS Present		
Passive Ped Pro Present		
Integrated EPP Present		
[redacted]		
Compass Mounting Angle		Degree
ASBM Present		
Washer Fluid Level Voltage Threshold		
DC to DC Converter Present		
Manual Trans Present		

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B) (6)

Illuminated Approach Headlamp Target Percentage	[redacted]	
Panic Enable	[redacted]	
DC to DC Converter #2 Present	[redacted]	
Auto Relock Time	[redacted]	seconds
VTA System Present	[redacted]	
Illuminated Approach Interior Lighting Ramp Up Time	[redacted]	
[redacted]	[redacted]	
[redacted]	[redacted]	
ASBMM Present	[redacted]	
Humidity Sensor Present	[redacted]	
EVIC Switch Module Present	[redacted]	
CRVMM Present	[redacted]	
IBS Present	[redacted]	
Backup Reverse Lamp Right Present - Pin E1	[redacted]	
Left High Beam Present - Pin D1	[redacted]	
Right Front Lamp Diagnostics Present - Pin F28	[redacted]	
Right Rear Turn Lamp Diagnostics Present - Pin F31	[redacted]	
Left Rear Turn Lamp Diagnostics Present - Pin F27	[redacted]	
Brake Fluid Level Switch Signal Present - Pin D21	[redacted]	
Right High Beam Present - Pin A2	[redacted]	
Backup Reverse Lamp Left Present - Pin F41	[redacted]	
Signature Lamps or Mirror Repeater Present - Pin A5 & Pin A7	[redacted]	
Left Front Lamp Diagnostics Present - Pin F25	[redacted]	
Stop/Turn Lamp or Stop Lamp Present Pin E2 & F40	[redacted]	
Left High Beam Voltage Regulation	[redacted]	
Auto Headlamp On Threshold	[redacted]	Volt
Auto Headlamp Off Threshold	[redacted]	[redacted]
[redacted]	[redacted]	
Right Front Corner Voltage	[redacted]	
Left Low Beam Voltage Regulation	[redacted]	
Right Rear Corner Voltage	[redacted]	
Left Rear Corner Voltage	[redacted]	
Dual Filament Headlamp	[redacted]	
Front Turn Lamp Diagnostics	[redacted]	
Left Front Corner Voltage	[redacted]	
Right High Beam Voltage Regulation	[redacted]	
Signature Light Present	[redacted]	
Tilt	[redacted]	
Siren	[redacted]	
Ultrasonics	[redacted]	

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B) (6)

RADIO CONFIGURATION

NAME	VALUE	UNITS
Compass on the bus messaging Authorization	[redacted]	

GPS on the Bus messaging Authorization	[redacted]	
Satellite Subscription Suspend Day	[redacted]	
Satellite Subscription Reason Code	[redacted]	
Satellite Subscription Suspend Year	[redacted]	
Satellite Subscription Suspend Month	[redacted]	
Satellite Subscription Status	[redacted]	
Satellite Subscription ID	[redacted]	
[redacted]	[redacted]	
USB Hubs Detected	[redacted]	No Unit
SD Card Readers Detected	0	No Unit
Enumerated USB Devices	0	No Unit
DTV Short Term Configuration	—	
911 Button	On	
SDARS	[redacted]	
[redacted]	[redacted]	
Application Framework	[redacted]	
Bluetooth	[redacted]	
Navigation Active	[redacted]	
FM Diversity	[redacted]	
Cellular	[redacted]	
Wi-Fi	[redacted]	
Splash Screen	[redacted]	
Anti-Theft Enable Status	[redacted]	
Automated Loudness	[redacted]	
Front Seat Video Playback	[redacted]	
Clock Defeat	[redacted]	
Cabin EQ Curve Number Currently Used by Radio	[redacted]	
12/24 Time Selection	[redacted]	

LBSS CONFIGURATION

NAME	VALUE	UNITS
Steering (LHD/RHD)	[redacted]	
Teen Key	[redacted]	
CFG FEATURE	[redacted]	

RBSS CONFIGURATION

NAME	VALUE	UNITS
Teen Key	[redacted]	
Steering (LHD/RHD)	[redacted]	

ABSO CONFIGURATION

NAME	VALUE	UNITS
Trans Type	[redacted]	
Drive Configuration	[redacted]	

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Displacement	[redacted]	No Unit
Hybrid Type	[redacted]	
Vehicle Line Identification	[redacted]	
Chassis Type	[redacted]	
Axle Ratio	[redacted]	No Unit
Tire Circumference	[redacted]	inch

DASM CONFIGURATION

NAME	VALUE	UNITS
ACC GO Present	[redacted]	
ACC STOP Present	[redacted]	
FCW Present	[redacted]	
Auto High Beam Present	[redacted]	
LDW Plus Present	[redacted]	
NCC Present	[redacted]	
ACC Present	[redacted]	

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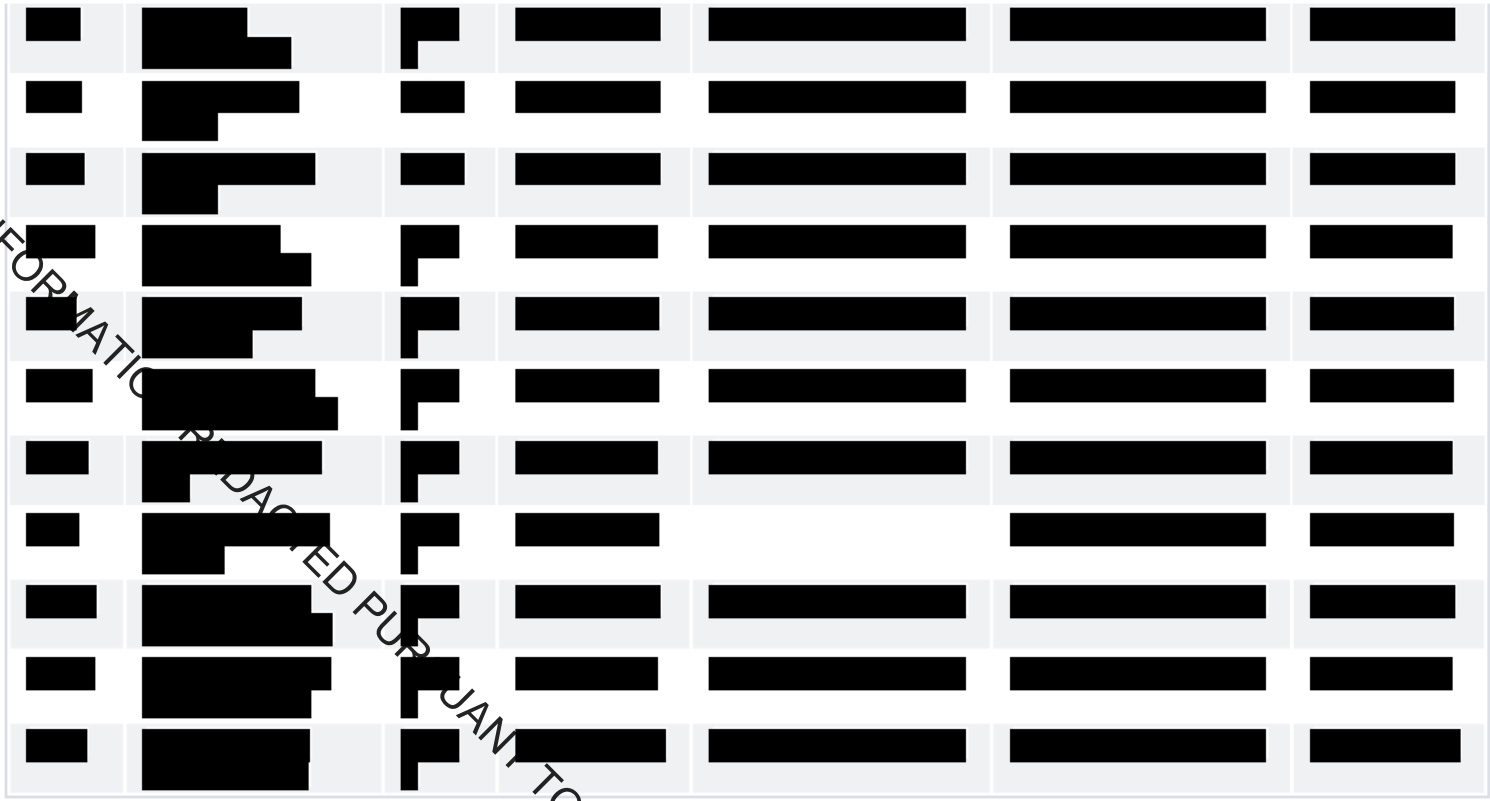
INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B) (6)

VEHICLE SCAN REPORT

[redacted]

ECU SUMMARY INFO

ECU	NAME	BUS TYPE	FLASH PART #	CURRENT VIN	ORIGINAL VIN	PART #
[redacted]						



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ECU SUMMARY INFO (CONT...)

ECU	COUNTRY CODE	HARDWARE VERSION	SOFTWARE VERSION	IDENT	CVNS
TCM	USA / USA				
PCM	USA				
ASBS	USA				
TPM	USA				
RFH	USA / USA				
ESM	USA				
DTCM	USA				
ORC	USA				
EPS	USA				
HVAC	USA				
CSWM	USA				
PTCM	USA				
AMP					
IPC	USA				
PTS	USA				
SCCM	USA				
BCM	USA				
RADIO	USA				
OCM	USA				
LBSS	USA				
RBSS	USA				
BPCM	Rest of world / ROW				

HCP	[redacted]		[redacted]	[redacted]	[redacted]
AHCP	USA	[redacted]	[redacted]	[redacted]	
ABSO	USA	[redacted]	[redacted]	[redacted]	[redacted]
SGW		[redacted]	[redacted]	[redacted]	
OPDM	USA	[redacted]	[redacted]	[redacted]	
DASM	USA	[redacted]	[redacted]	[redacted]	
IDCM	USA	[redacted]		[redacted]	

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B) (6)

DTC SUMMARY

ECU	DTC CODE	DTC DESCRIPTION	STATUS
PCM	[redacted]	[redacted]	[redacted]
DTCM	[redacted]	[redacted]	[redacted]
HCP	[redacted]	[redacted]	[redacted]
ABSO	[redacted]	[redacted]	[redacted]
DASM	[redacted]	[redacted]	[redacted]
DASM	[redacted]	[redacted]	[redacted]
DASM	[redacted]	[redacted]	[redacted]

ENVIRONMENTAL DATA SUMMARY

PCM | [redacted]

NAME	VALUE	UNITS
DTC Readiness Flag	[redacted]	
DTC	[redacted]	
DTC Storage State	[redacted]	
Warning Indicator Request State	[redacted]	
Number of DTC	[redacted]	
Ignition Key Cycles	[redacted]	
Accumulation Timer	[redacted]	minutes
Good Trip Counter	[redacted]	
Warm Up Cycles	[redacted]	
Starts Since Set Counter	[redacted]	
Key Cycles Since DTC Last Set Counter	[redacted]	
Odometer	[redacted]	miles

DTCM | [redacted]

NAME	VALUE	UNITS
Test Failed This Operation Cycle	[redacted]	
DTC	[redacted]	
Confirmed DTC	[redacted]	
Test Failed Since Last Clear	[redacted]	
Test Failed	[redacted]	
Pending DTC	[redacted]	

Test Not Completed This Operation Cycle	[redacted]	
DTC Extended Data Record Number - All	[redacted]	
Occurrence flag	[redacted]	
Warning Indicator Requested	[redacted]	
Test Not Completed Since Last Clear	[redacted]	
Frequency Counter	[redacted]	
Most Recent Odometer Value	[redacted]	miles
Original Odometer Value	[redacted]	miles
Ignition Cycle Counter	[redacted]	

HCP | [redacted]

NAME	VALUE	UNITS
Test Failed This Operation Cycle	[redacted]	
Test Failed	[redacted]	
DTC	[redacted]	
Confirmed DTC	[redacted]	
Test Failed Since Last Clear	[redacted]	
Warning Indicator Requested	[redacted]	
DTC Extended Data Record Number	[redacted]	
Occurrence flag	[redacted]	
Pending DTC	[redacted]	
Test Not Completed This Operation Cycle	[redacted]	
Test Not Completed Since Last Clear	[redacted]	
Microcontroller reset reason - Core 0	[redacted]	
Microcontroller reset reason - Core 1	[redacted]	
Brake Switch Status	[redacted]	
Hybrid System State	[redacted]	
Propulsion System Active	[redacted]	
Impact Event	[redacted]	
HV Contactor Status	[redacted]	
Ignition State	[redacted]	
PRND Position Display	[redacted]	
APM Status	[redacted]	
eMotor A Shutdown History [0]	[redacted]	
eMotor A Fault History [2]	[redacted]	
eMotor A Fault History [0]	[redacted]	
eMotor A Fault History [5]	[redacted]	
eMotor A Shutdown History [2]	[redacted]	
eMotor A Fault History [4]	[redacted]	
eMotor A Fault History [3]	[redacted]	
eMotor B Shutdown History [0]	[redacted]	
eMotor B Shutdown History [1]	[redacted]	
eMotor A Fault History [1]	[redacted]	
eMotor A FA Speed or Position Fault Active	[redacted]	

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eMotor A FA Motor Temperature Fault Active		
eMotor A Shutdown History [1]		
eMotor A FA inverter Temperature B Fault Active		
eMotor A FA inverter Temperature A Fault Active		
[redacted]		
eMotor A FA DC Current Fault Active		
eMotor A FA inverter Temperature C Fault Active		
eMotor A FA DC Voltage Fault Active		
eMotor A FA Acceleration Fault Active		
eMotor A FA Rotor Temperature Fault Active		
eMotor A FA Capacitor Temperature Fault active		
eMotor A FA Current Sensor A Fault Active		
[redacted]		
eMotor A FA Current Sensor C Fault Active		
eMotor B Fault History [1]		
eMotor A FA Postion Sensor Fault Active		
eMotor A FA DC Voltage Out of Range Fault Active		
[redacted]		
eMotor A FA Reserved		
eMotor B FA Speed or Position Fault Active		
eMotor B Fault History [4]		
eMotor B FA Motor Temperature Fault Active		
eMotor B FA Inverter Temperature A Fault Active		
eMotor B FA Inverter Temperature B Fault Active		
eMotor B Fault History [2]		
eMotor B Fault History [5]		
eMotor B Fault History [0]		
eMotor B FA Inverter Temperature C Fault Active		
eMotor B FA HV Input Voltage Fault Active		
eMotor B FA HV input Current Fault Active		
eMotor B FA Current Sensor A Fault Active		
eMotor B FA Capacitor Temperature Fault Active		
eMotor B FA Rotor Temperature Fault Active		
eMotor B FA Acceleration Fault Active		
eMotor B FA DC Voltage Out of Range Fault Active		
eMotor B FA Position Sensor Fault Active		
eMotor B FA Current Sensor B Fault Active		
eMotor B FA Current Sensor C Fault Active		
eMotor B FA Reserved		
eMotor A MTMR Fault Word		
eMotor B MTMR Fault Word		
Frequency Counter		
Original Odometer Value		miles
Ignition Cycle Counter		

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B)(6)

RAM Stamps		Min
RAM stamps keyOn		sec
Most Recent Odometer Value		miles
Accelerator Pedal Position		%
Vehicle Speed		MPH
Engine Speed		rpm
Real time clock		sec
HV Battery SOC		%
Engine Coolant Temperature		°F
Battery Feed Voltage 3 Sense		Volts
Battery Feed Voltage 2 Sense		Volts
Battery Feed Voltage 1 Sense		Volts
Internal EPS Voltage Sense A		Volts
Outside Air Temperature		°F
Distance Travelled with Light On	0	miles
Internal EPS Voltage Sense B		Volts
eMotor A Current Ic Min		A
HV Battery Sleep Time	0	Days
eMotor A Current Ic Max		A
eMotor A Current Iq Max		A
eMotor A Current Ia Max		A
eMotor A Current Ib Min		A
eMotor A Current Sum Max		A
eMotor A Current Ib Max		A
eMotor A HV Input voltage Max		Volts
eMotor A Current Id Max		A
eMotor A Current Ia Min		A
eMotor A HV Input voltage Min		Volts
eMotor A Current Sum Min		A
eMotor A speed max mrads		rad/s
eMotor A Current Id Min		A
eMotor B Current Ib Max		A
eMotor B Current Ia Max		A
eMotor B Current Ic Min		A
eMotor B Current Ic Max		A
eMotor B Current Ib Min		A
eMotor A Current Iq Min		A
eMotor B speed Max mrads		rad/s
eMotor B current sum Min		A
eMotor B Current Id Max		A
eMotor B Current Ia Min		A
eMotor B current Sum Max		A
eMotor B Current Id Min		A
eMotor B Current Iq Max		A

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B)(6)

eMotor B Current Iq Min	[redacted]	A
eMotor A Current Ia Offset	[redacted]	A
eMotor B HV Input Voltage Max	[redacted]	Volts
eMotor B speed Min mrads	[redacted]	rad/s
eMotor B HV Input Voltage Min	[redacted]	Volts
eMotor A Current Ic Offset	[redacted]	A
eMotor A Current Ib Offset	[redacted]	A
eMotor A HV input Voltages	[redacted]	Volts
eMotor B Current Ib Offset	[redacted]	A
eMotor A speed min mrads	[redacted]	rad/s
eMotor B Current Ia Offset	[redacted]	A
eMotor B Current Ic Offset	[redacted]	A
eMotor B HV input Voltages	[redacted]	Volts
eMotor A Regenerative Torque Limit	[redacted]	Ft-Lbs
eMotor B Regenerative Torque Limit	[redacted]	Ft-Lbs
eMotor B HV Battery Voltages	[redacted]	[redacted]
[redacted]	[redacted]	Ft-Lbs
eMotor B Motoring Torque Limit	[redacted]	Ft-Lbs
eMotor A speed RPM	[redacted]	rpm
eMotor A HV Battery Voltages	[redacted]	Volts
eMotor B Speed RPM	[redacted]	rpm
eMotor A Motoring Torque Limit	[redacted]	Ft-Lbs
eMotor A Temperature Inverter 2	[redacted]	°F
eMotor B Torque achieved	[redacted]	Ft-Lbs
eMotor A Temperature Coolant Outlet	[redacted]	°F
eMotor A Temperature Inverter 1	[redacted]	°F
eMotor A Torque achieved	0.00	Ft-Lbs
eMotor A Temperature PCB	[redacted]	°F
eMotor A Temperature Inverter 0	[redacted]	°F
eMotor A Temperature Inverter Model	[redacted]	°F
eMotor A Temperature Coolant Inlet	[redacted]	°F
eMotor B OS Runtime Seconds	[redacted]	sec
eMotor A Temperature Stator	[redacted]	°F
eMotor B Temperature Inverter Model	[redacted]	°F
eMotor B Temperature Inverter 2	[redacted]	°F
eMotor B Torque command	[redacted]	Ft-Lbs
eMotor A Temperature Rotor	[redacted]	°F
eMotor B Temperature Inverter 0	[redacted]	°F
eMotor A OS Runtime Seconds	[redacted]	sec
eMotor B Temperature coolant Inlet	[redacted]	°F
eMotor B Temperature Inverter 1	[redacted]	°F
eMotor A Lifetime Max Voltage	[redacted]	Volts
eMotor B Temperature Rotor	[redacted]	°F
eMotor B Temperature Stator	[redacted]	°F

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B)(6)

eMotor B Temperature coolant outlet	[redacted]	°F
eMotor A Lifetime Over Voltage Events	0	
eMotor A Lifetime Over Current Events	0	
eMotor A Lifetime Over Current w/o Over Voltage Events	0	
eMotor A Lifetime General Retry Events	[redacted]	
eMotor A Key Cycle General Retry Events	[redacted]	
eMotor A Lifetime Max Phase Current	[redacted]	[redacted]
[redacted]	[redacted]	A
eMotor B key Cycle max Voltage	[redacted]	Volts
eMotor B Lifetime Over Current w/o Over Voltage Events	0	
eMotor B Lifetime Max Voltage	[redacted]	Volts
eMotor A Key Cycle Max phase Current	[redacted]	A
eMotor B Temperature PCB	[redacted]	°F
eMotor B Lifetime Over Voltage Events	0	
eMotor B Lifetime General retry Events	[redacted]	
eMotor B Lifetime Over Current Events	0	
eMotor B key Cycle General Retry Events	0	
UTC Time - Hours	[redacted]	Hours
GPS Date - Day	[redacted]	Days
eMotor A Key Cycle Max Voltage	[redacted]	Volts
GPS Date - Year	[redacted]	Year
eMotor B key Cycle max Phase Current	[redacted]	A
GPS Date - Month	[redacted]	
[redacted]	[redacted]	
ECU Time - Milliseconds	[redacted]	ms
UTC Time - Seconds	[redacted]	seconds

ABSO [redacted]

NAME	VALUE	UNITS
DTC	[redacted]	
Test Failed	[redacted]	
Pending DTC	[redacted]	
Test Failed This Operation Cycle	[redacted]	
Warning Indicator Requested	[redacted]	
Test Not Completed Since Last Clear	[redacted]	
Occurrence flag	[redacted]	
Test Not Completed This Operation Cycle	[redacted]	
Confirmed DTC	[redacted]	
Mirror Memory	[redacted]	
Controller Event	[redacted]	
Undervoltage Suspected	[redacted]	
Previous System Mode	[redacted]	
Current System Mode	[redacted]	
[redacted]	[redacted]	

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B) (6)

Rotation Direction Left Front	[redacted]	
Rotation Direction Right Front	[redacted]	
Rotation Direction Left Rear	[redacted]	
Rotation Direction Right Rear	[redacted]	
Frequency Counter	[redacted]	
Original Odometer Value	[redacted]	miles
Fault Time	[redacted]	S
Wheel Speed Right Front	[redacted]	MPH
Wheel Speed Left Front	[redacted]	MPH
Wheel Speed Left Rear	[redacted]	MPH
Ignition Cycle Counter	[redacted]	
Yaw Rate	[redacted]	°/s
Steering Wheel Angle	[redacted]	°
Wheel Speed Right Rear	[redacted]	MPH
Supplier Internal Code	[redacted]	
Longitudinal Acceleration	[redacted]	m/s^2
Most Recent Odometer Value	[redacted]	miles

DASM | [redacted]

[redacted]	VALUE	UNITS
DTC	[redacted]	
Test Failed	[redacted]	
Test Failed This Operation Cycle	[redacted]	
Confirmed DTC	[redacted]	
Test Not Completed Since Last Clear	[redacted]	
Pending DTC	[redacted]	
Test Failed Since Last Clear	[redacted]	
Test Not Completed This Operation Cycle	[redacted]	
Occurrence flag	[redacted]	
Warning Indicator Requested	[redacted]	
Frequency Counter	[redacted]	
Operation Cycle Counter	[redacted]	
Vehicle Speed	0	MPH
Original Odometer Value	[redacted]	miles
Most Recent Odometer Value	[redacted]	miles
Ignition Voltage	[redacted]	
System Voltage	[redacted]	Volts

DASM | [redacted]

[redacted]	VALUE	UNITS
DTC	[redacted]	
Test Failed	[redacted]	
Test Failed This Operation Cycle	[redacted]	
Pending DTC	[redacted]	

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B)(6)

Confirmed DTC	[redacted]	
Test Not Completed Since Last Clear	[redacted]	
Test Failed Since Last Clear	[redacted]	
Test Not Completed This Operation Cycle	[redacted]	
Warning Indicator Requested	[redacted]	
Occurrence flag	[redacted]	
Most Recent Odometer Value	[redacted]	miles
Original Odometer Value	[redacted]	miles
Frequency Counter	[redacted]	
Vehicle Speed	[redacted]	MPH
Ignition Voltage	[redacted]	
System Voltage	[redacted]	Volts
Operation Cycle Counter	[redacted]	

DASM | [redacted]

NAME	VALUE	UNITS
DTC	[redacted]	
Test Failed	[redacted]	
[redacted]	[redacted]	
Pending DTC	[redacted]	
Test Not Completed Since Last Clear	[redacted]	
Test Failed Since Last Clear	[redacted]	
Confirmed DTC	[redacted]	
Test Not Completed This Operation Cycle	[redacted]	
Warning Indicator Requested	[redacted]	
Occurrence flag	[redacted]	
Original Odometer Value	[redacted]	miles
Most Recent Odometer Value	[redacted]	miles
Frequency Counter	[redacted]	
Vehicle Speed	[redacted]	MPH
Ignition Voltage	[redacted]	
Operation Cycle Counter	[redacted]	
System Voltage	[redacted]	Volts

SNAPSHOT DATA SUMMARY

No Snapshot Data available for [redacted]

No Snapshot Data available for [redacted]

No Snapshot Data available for [redacted]

No Snapshot Data available for [redacted]

No Snapshot Data available for [redacted]

No Snapshot Data available for [redacted]

No Snapshot Data available for [redacted]

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B) (6)

WARRANTY BULLETIN

TO: Dealer Principal, Service Manager, Service Advisor and Warranty Claims Administrator

[redacted]

SUBJECT: Diagnostic Time - Clarifying FCA Policies and Encouraging Proper Usage to Improve Fixed First Visit

FOR: All U.S. Dealers
All U.S. Business Centers

INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552 (B) (6)

PURPOSE:

FCA advises Technicians to take the time to accurately diagnose a customer's concern to improve Fixed First Visit (FFV), eliminate potential repeat repairs, and reduce warranty waste. This bulletin addresses rumors related to the support and payment of Diagnostic Time.

TIMING:

Ongoing

ACTION:

<u>Rumor #1</u> - *"I don't get paid Diagnostic Time to find the true cause of the problem."*

False. Diagnostic Time is available to all dealers to reimburse for time spent by trained technicians (including Technician road testing) **to perform diagnostics** on a specific problem, customer concern, or to locate hard-to-find problems. Repair / inspection / disassembly steps outlined in the Service Process, are not considered Diagnostic Time; these steps are included in the repair Labor Operation (LOP).

When it is necessary to use additional Diagnostic Time above and beyond minor on-the-spot diagnosis included in the time allowance, FCA reimburses with the use of Operation Diagnostics:

- **Minor on-the-spot diagnosis includes checking power and grounds, using wiTech to retrieve DTCs, complete a visual inspection, and / or complete actuator test using wiTech.**

Rumor #2 – *"I don't get paid Diagnostic Time if I don't replace a part."*

False. Diagnostic Time can be used even if no repair is performed.

- Diagnostic Time without a repair is intended to ensure the Technician spends appropriate time to investigate the customer's concern to ensure the cause of the issue cannot be identified and to prevent the vehicle from returning with the same issue.
  - Labor Operation [redacted] must be used for Trouble Not Found Repairs.
  - "XX" identifies the major system group of the Customer's concern.
  - "YY" provides additional details related to the Customer's concern.

- Diagnostic Time with a repair is intended to be used to ensure the root cause of the concern is identified and correctly addressed on the first visit.
  - Labor Operation [redacted] must be used when a repair is made.

Rumor #3 –*"My Technician has to provide too many details to support a request."*

False. Content is more important than quantity!
Document what steps were used to identify the cause and move to correction, the test results from each step, and road test details if completed. The Repair Order (RO) details are used to support your request of Diagnostic Time and can help reassure the customer that a thorough check was conducted on their vehicle.

Examples of Proper Phrases ("Say This")

[redacted]

Examples of Improper Phrases (Avoid These Words)

- *Defective*
- *Bad*
- *Known Issues*
- *Common issue*
- *Within Spec*
- *OK / Fine*
- *Junk*
- *Checked*

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Remember, DTC Decision Tree diagnostic steps require a specific test result to move from one step to the next; it is the actual test result that must be recorded.

Rumor #4 – *"I can use Diagnostic Time for anything the Technician requests it for."*

False. Diagnostic Time IS NOT intended to compensate for:

- Service Management and/or porter road test
- Poorly trained Technicians
- Communicating with STAR Center
- Poor dispatching
- Misdiagnosis
- Lack of diagnostic equipment/ special tools
- Poor control of time
- Lack of work
- Time waiting for part

Rumor #5 – ***"Untrained Technicians are not able to request Diagnostic Time."***

False. Diagnostic Time can be paid to an untrained Technician, for the portion of their time spent diagnosing the vehicle. Diagnostic T ime is not used to make up lost time that is a result of lack of vehicle or system understanding. The dealership is responsible for finding a balance, between what amount of the time spent was learning and what amount was just to complete diagnostic steps.

Rumor #6 – *"Actual Time and Diagnostic Time are the same, it doesn't matter which LOP my dealership uses on the claim."*

False. Accurate LOP reporting is essential. Diagnostic Time is not to be reported as an Actual Time repair LOP. The phrase "Actual Time" can be used to describe a LOP allowance or a repair procedure. To help clarify the difference of Actual Time (AT) allowances and Actual Time repairs, the following definitions are to be used:

As a time allowance:

- The LOP department attempts to provide time allowances for all repairs. However, there are instances when a time allowance is not available and the repair LOP is set to A/T (Actual Time):
  - ***Diagnostic Time,*** wiring repairs, or many sheet metal repairs are example of repairs with "A/T" as a time allowance.

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As a repair process:

- To be used on occasions when the Technician is following the repair process and an additional step is needed.
- Can be used to repair a part rather than replace it:
  - If there is no LOP that directly corresponds to the repair performed, use the first six digits of the LOP that most closely describes the labor operation followed by "00" (XX-XX-XX-00).

Support Tools & Monitoring:

- SmartWarranty Dashboard: Dealership Diagnostic Allowace usage trend *(DealerCONNECT > Service Tab > Warranty Administration > SmartWarranty Dashboard)*
- [redacted]
  (DealerCONNECT > Service Tab > Repair Information > Warranty Diagnostic Check Sheets > Other > No Problem Found Check Sheet)
- Customer Care Metrics: Dealer should be at or below BC average for Repeat Repairs, Diagnostic Time > Actual Time, Goodwill, and Special Services *(Page 2 of your POPPS Report).*
- DWIN: Repeat Repair Reports

Please ensure all affected dealership personnel are aware of this bulletin.

WARRANTY OPERATIONS

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FCA US LLC reserves the right to change any or all of the rules set forth in the Dealer Policy Manual and the Warranty Administration Manual by means of Warranty Bulletins and also by making the amended manual available to you on DealerCONNECT.

Frequently Asked Questions

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Is time punching required for Diagnostic Time?

Yes. All Actual Time repairs are required to be supported with time punches. Diagnostic Time is an Actual Time LOP and does require time punches.

Can Diagnostic Time be used to quality check a completed repair?

No. Diagnostic Time is for determining the cause of a concern. The dealership is responsible for the quality of the Technician's work.

What type of LOP is Diagnostic Time? Primary, Related, Optional?

Diagnostic Time with a repair is an Actual Time optional LOP. Diagnostic Time without a repair is an Actual Time primary LOP.

How is Diagnostic Time claimed when a part is ordered and the vehicle is returned to the customer?

Dealers have two options to select from:

1. **Process the repair as one claim:**
   - Close the first repair as a no charge RO, applying the time to work-in-process (or similar process for your dealership).
   - When the vehicle returns for the part to be installed, reference the RO that supports the part order and merge the time from the first RO and the repair from the second visit onto the current RO.
   - Process the repair and the Diagnostic Time as one repair, using the date and mileage from the installation RO on the claim.
2. **Process the repair as two claims:**
   - Process a claim using the Diagnostic No Trouble Found LOP that accurately reports the customer's concern.
   - Process the repair claim for the installation only, referencing the original RO for additional 3C's support.
   - Please note, no Diagnostic Time is supported for the installation RO since Diagnostic Time was claimed on the first visit.

Please note each claim must meet all documentation and time punch requirements.

How can I confirm my Technician followed the correct diagnostic steps and the request is supported?

The VIN and DTC can be entered into Service Library to review a list of Possible Causes, diagnostic test and expected test results.

What is the difference between a poorly trained Technician and an untrained Technician?

Poorly trained Technicians have an understanding of the vehicle system, but do not apply the knowledge to determine the cause of a customer's concern consistently. A poorly trained Technician may have once been a very skilled Technician that has not stayed current with technology, has developed poor habits, or is no longer focused on the career.

Untrained Technicians are in the process of learning a variety of vehicle systems, how the systems work, and how the different systems work together. An untrained Technician is working to develop, strengthen, and expand his or her skills and confidence. Progress can be seen as the Technician's ability to address customer concerns develops.

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