

Chrysler Diagnostic Application User Guide



Vehicle Wide DTCs Screen

The Vehicle Wide DTCs screen can be accessed by pressing the "Vehicle Wide DTCs" button on the home screen. This screen lists all of the DTCs read from each ECU that is built on the vehicle according to the Central Gateway's built ECU configuration information.

ECU	Code	Status	Description
▲ ABS	C100A	Active	Left Front Wheel Speed Sensor Circuit
ABS	C1015	Active	Right Front Wheel Speed Sensor Circuit
ABS	C1020	Active	Left Rear Wheel Speed Sensor Circuit
ABS	C102B	Active	Right Rear Wheel Speed Sensor Circuit
ABS	U0125	Active	Lost Communication With Dynamics Sensor
ABS	C2116	Active	ABS Pump Motor Supply Low Voltage
ABS	C1090	Active	ABS Brake Lamp Control Circuit Low
ABS	U140E	Active	Implausible Vehicle Configuration Data Received
▼ ESM	U0002	Stored	Unknown

Important: In order for this feature to operate, the GatewayConfig.bndl file must be loaded into the application (see the File Management section for information regarding the installation and management of this package) and the CGW Filter option must be enabled. The proper variant-version .eng files for each ECU built on the vehicle should be installed in order for the application to correctly read DTCs from each ECU.

This screen provides access to many helpful operations via buttons on the right side.

- Clear All Stored DTCs – Clears stored DTCs from all available ECUs.
- Clear ECU DTCs – Clears stored DTCs from the ECU selected in the DTC list.



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download chrysler cda software diagnostic application software Save my name, email, and website in this browser for the next time I comment. click here download chrysler cda software diagnostic application software Tesla's new electric sedan, the Model 3, won't be a direct competitor to the two most popular American cars — the Toyota Camry and Honda Accord — but that shouldn't stop Tesla fans from declaring victory on its opening weekend. The high-volume sedan will likely be among the cheapest new cars on the market, starting at \$35,000 before the \$7,500 federal tax credit. It's a rare feat in an industry that prides itself on building more expensive, more powerful, more luxurious and more technologically advanced cars. Tesla also intends to build as many Model 3s as it can over the next few years. Advertisement The Model 3 is largely a software update for Tesla's existing lineup of cars, like the Model S, Model X and Model XE, which will now have the same infotainment system, larger touchscreen, range and, most importantly, a combined \$7,000 price increase for most buyers, including a \$7,500 federal tax credit. With a longer driving range, seating for five adults, and unique features like an 80-kilowatt-hour battery pack and a rear-view camera, the Model 3 is meant to appeal to buyers who have been waiting for an all-electric car in a more mainstream price range. The car's official unveiling in Los Angeles on Wednesday started the hype, and Tesla says the car will start to ship later this year. See also: How Tesla Model 3 could completely change the face of the auto industry Tesla's announcement of a \$35,000 price tag for the Model 3 drew criticism from the consumer advocacy group Consumer Reports, which said it was unlikely many buyers would be willing to pay that price. Consumer Reports also said the car would likely have "underwhelming" performance, considering that its performance was matched by the Model S. "The price is certainly a concern," Tesla CEO Elon Musk told CNNMoney in an interview on Tuesday. "We're really working to make it very affordable, and we think the car will be quite compelling in that regard." While the \$35,000 price is undoubtedly a large problem, Tesla's plans to increase the price of its electric cars in the future, starting with the Model 3, is an issue 82157476af

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