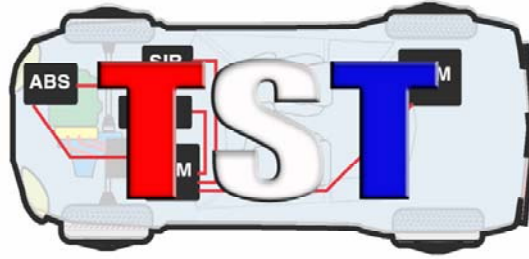


October 2011



Technicians Service Training

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Chrysler*

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Philosophy*

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Rich Peterson

November 7-10, 2011

PCM & Module Diag

Wells Ignition

December 5-8, 2011

Editor

Jerry "G" Truglia

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Real World Reflashing—Chrysler

J-2534 reflashing IS NOT easy stuff. Every manufacturer has different programs with their own little bugs to work out.

In *Ford Frustration* I reflashed a Ford and detailed step-by-step exactly how I did it. Why? So you can do it too.

Like Ford, the software for Chrysler and Fiat is relatively affordable. However, it is legitimately a 40 minute process that you need to charge accordingly for.

As compensation for our use of a proper battery maintainer, laptop, and all my trouble (like making sure no one trips over my wires) I charge at least two hours labor.

So, how do we get started on Chrysler?

1. Go to www.techauthority.com and click on "TA Online-Subscriptions" up top. Simply purchase the three day subscription, add to cart, and scroll to the bottom where it says "Place Order."

(Con't on page 3)

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Currently there are **TST chapters in Connecticut, Massachusetts, New Jersey, New York** and membership continues to grow. For more information you can call

TST headquarters at:

(845) 628-6928



Technicians Service Training



www.TSTseminars.org

What is TST?

TST is a group of dedicated technicians and instructors committed to the continuing education of our fellow technicians. We provide once a month training seminars to technicians at a reasonable price. TST brings our members nationally known instructors and state of the art training.

Our Goal & Mission Statement

- *Keep our fellow technicians up to date with the latest technology.*
- *Provide training seminars for a reasonable price.*
- *Deliver information that the technician can use now.*
- *Keep technicians informed of information affecting our industry.*
- *Increase consumer awareness of what a good technician is.*

Why join TST?

TST membership includes special pricing on once a month week-day night seminars and the occasional full Saturday seminar. With a **\$75.00 yearly membership, the monthly seminars are only \$65.00.** **TST classes are NOT sales or product seminars.** The instructors that TST brings in are all “hands-on” industry experts with up to date, cutting edge knowledge that you can use in your shop the next day. That’s 65 dollars for a seminar in which you are able to learn something useful, for fixing those tough jobs that we all see on a regular basis. Our instructors are masters at making the complex understandable. Membership also includes a Monthly Newsletter full of real world technical articles, diagnostic case studies, and solutions to the kinds of problems you see in your bays each week.

The following are some of TST’s regular instructors:

Bernie Thompson of ATS

John Thornton of Autotrain Inc.

Wayne Colonna of ATSG

Jorge Menchu the “Labscope Guru,” AES Wave

John Anello of Auto Tech On Wheels

Mark Warren of Motor Magazine

Bob Pattengale of Bosch

Peter Meier of Motor Age Magazine

Ken Zanders of Illinois Air Team

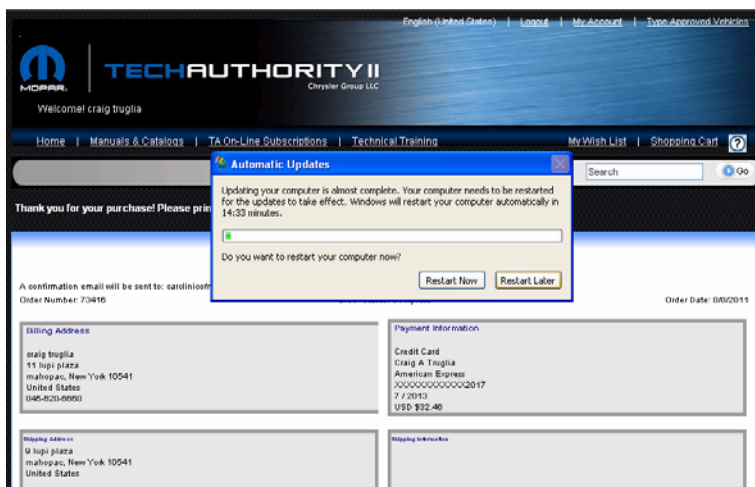
Jerry “G” Truglia of National Instructor & owner of A.T.T.S. Inc.

Real World Reflashing—Chrysler (con't from p. 1)



Seems simple, but simply not knowing where to buy the license WILL trip you up...

2. Have your credit card handy and fill out all the information it asks for. See the PC reset screen to the right? Be careful when you are hooked up to the car if that screen comes up. Be sure to let the computer reset BEFORE you hook up or you can fry a module in the middle of a reflash.



3. Go back to "Home" to the top left and click on "Tech Authority Online" to the right.



(Con't on p. 7)

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Jim Bradanini
Program Administrator

QUOTE

Hey: To all my tool carrying friends,

I just switched Brian's tool insurance from Farmers to Pro-TEC and I am now only spending \$350 a year for \$70,000 of insurance on hand tools, welder, air compressor, tool boxes, etc...we were spending \$747 every six months.

Anyway, I figured whoever needs insurance on your tools against theft, flood, fire, etc.... blanket coverage. The people are really nice and you can do it over the phone. You don't have to have a tool inventory list, though you will need one if you have a claim so do one up front anyway.

They offer \$50,000 for \$250 but we upped it to \$70,000 for \$350. <http://www.mechanicsinsurance.com>. The guys name is Jim Bradanini and his email address is: JimB@cpminsurance.com. Their phone is 203-439-2810. I had left a message and he got back to me within the hour.

Thank you so much for making your process so smooth and painless, kind and professional.

Jo



SOCIAL MEDIA



BLOG

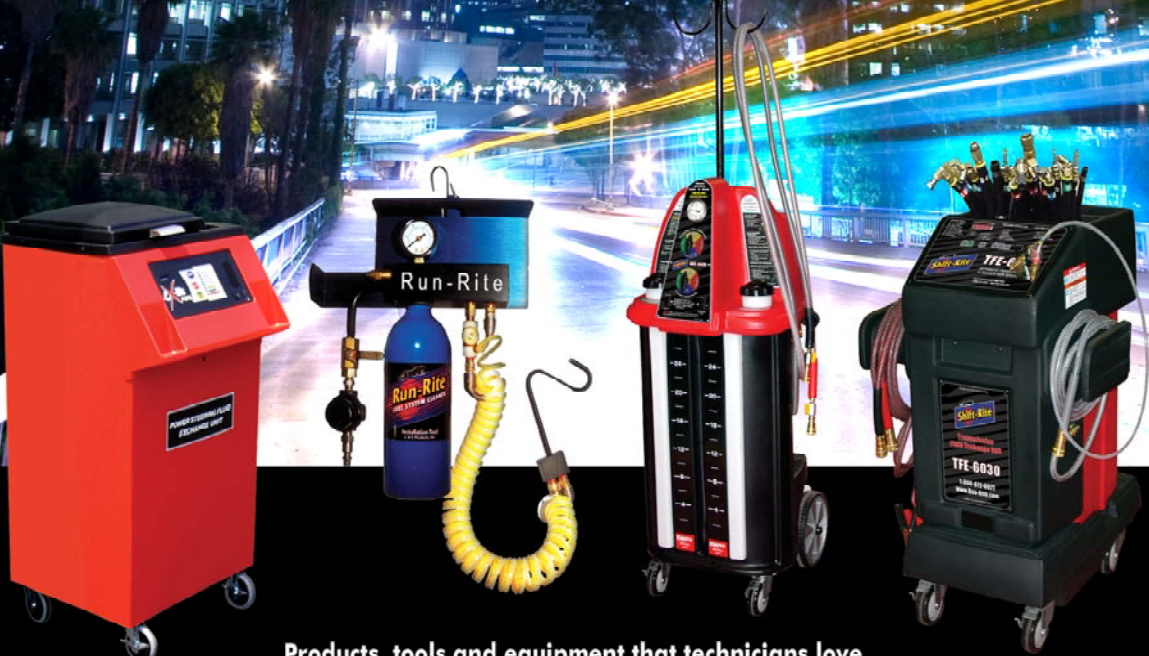
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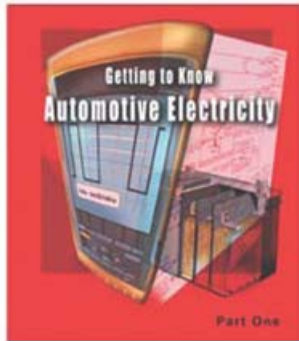
(PC not included)

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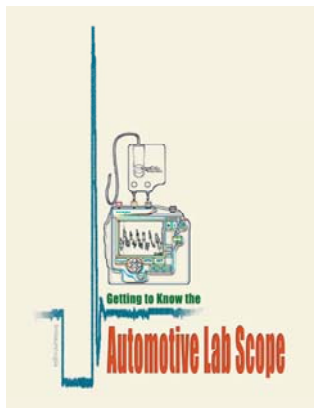
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Real World Reflashing—Chrysler (con't from p. 3)

4. This is the Tech Authority Online area. This is where the re-flashing gets started. Chrysler does not automatically check the car to see if its software is up to date, so you have to look through a pdf file under "Flash Matrix." **(Circled in Red).**

TECH AUTHORITY II
Chrysler Group LLC

Home Search Service Bulletins/Recalls Service Info Wiring Owner Manuals Parts Diagnostics Collision Info

VIN: [] Submit Year: [] Model: [] Engine: [] Language: English (United States)

Service & Parts
STICK WITH THE SPECIALISTS

- Acronyms
- Training
- OBD II-mode\$06
- Flash Matrix
- Flash
- Module Init
- TechTOOLS
- Labor Times

Application Features

- VIN or Year, Model & Engine context sensitive tabs include
 - TSB's/Recalls Tab - Provides Technical Service Bulletins & Recalls for 1992 to present vehicles.
 - Service Information Tab - Provides Service Information for some 1995 and 1996 to present vehicles.
 - Wiring Tab - Provides Wiring information for some 1995 and all 1996 to present vehicles.
 - Diagnostics Tab - Provides Diagnostic information for some 1995 and all 1996 to present vehicles.
 - NOTE: Some Diagnostics Info may be found within the Service Information Tab. [Click here for details.](#)
 - Parts Tab - This tab provides Parts information for 2006 to present vehicles.
 - Collision Information Tab - Provides body repair information for certain vehicles.
 - TechTOOLS Tab - Provides vehicle controller reprogramming and reads the real-time data collected from a vehicle using DRBIII and Co-pilot. [Click here](#) for more information about TechTOOLS.
- Application Requirements
 - To view Wiring Diagrams for 2007 Model Vehicles, you will need to have Adobe's SVG (Scalable Vector Graphics) Viewer installed. [Click here](#) to download and install [Adobe SVG Viewer](#)
 - This application requires Internet Explorer 6 browser to view website content. Using any other browser software may prevent content from being displayed properly.

5. After finding the correct "part number" for the updated re-flash file, click on "flash." **(Circled in Green)**

6. To download the actual reflash program click "J2534 System." **(Circled in Red—Circled in Green)** is where you download the program for the PCM. Remember to click this later after installing the J2534 program.) **(Con't on page 9)**

https://techauthorityonline.extra.chrysler.com/service/mtds/2007/Dispatcher/SERVICE=J2534BYEAR=8 - Microsoft Internet Expl...

Services MY 2010 and greater vehicles
Requires user to work while online
Does not require advance preparation before usage, such as entering vehicle information and downloading flash files

Services MY 2009 and earlier vehicles
Does not require user to work while online
Requires user to utilize [online Chrysler J2534 Flash Application support](#) in order to enter vehicle information and download flash files before using the application

Download
[Click here to get the J2534 system.](#)

J2534 Application Release Notes:
Please click [here](#) to view the Application Release Notes.

Support for the Chrysler J2534 Flash Application
If you need to download flash files for the Chrysler J2534 Flash Application click [here](#). For additional support in using Chrysler J2534 Application and installation, please refer to [http://kb.dccctools.com](#) website.

Adaptor Requirements
A harness adaptor is required to update certain vehicles. The following tables list which vehicles / modules require which adaptor. Adaptors can be purchased through the SPX Miller Special Tools program. Adaptor specifications can be obtained by clicking on the adaptor name.

MLR-J2534-MMC required on:

SMRCH	1998 - 1997	SEBRING / AVENGER (FJ)
EATXII	1995 - 1997	SEBRING / AVENGER (FJ)
SOLCBA	1990 - 1999	SEBRING / AVENGER (FJ)
EATXIIA	1998 - 1999	SEBRING / AVENGER (FJ)
Powertrain	2001 - 2002	SEBRING / STRATUS COUPE (ST)

MLR-J2534-TCM required on:

EATXII	2003 - 2004	SEBRING / STRATUS SEDAN (JR)
EATXII A	2005 - 2006	LIBERTY (DESEL) JEEP (HJ)

Additional Information and Known Customer Issues / Concerns:
- 1996 - 2008 5.9L ECM (Cummins)
If you are reprogramming the 5.9L diesel engine controller on the 1996-2008 Dodge RAM vehicles, it is necessary to also reprogram the VIN after the ECU has been flashed. To write the VIN to the ECU, you may use aftermarket software support, or use an [OEM Chrysler Group LLC scan tool \(DRBIII or StarSCAN\)](#). For more information see the Chrysler Group LLC Scan Tool Lease Options section.

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- 24 Hr. Turn around on all spare parts, repairs, or warranty!

Real World Reflashing—Chrysler (con't from page 7)

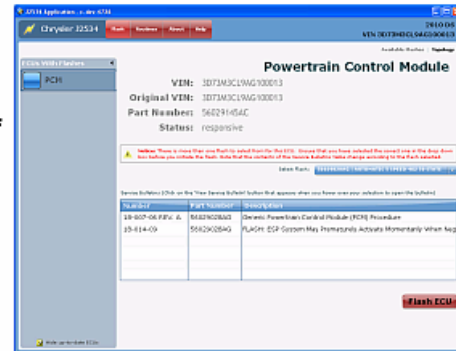
7. Downloading the J-2534 program is a rather straight forward process. Just be sure your J-2534 tool is not yet plugged in.

You're downloading a J2534 update

1 **IMPORTANT STEP: Close the J2534 application!**

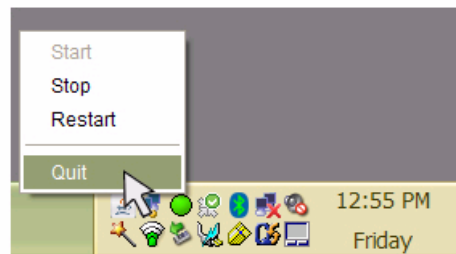
If you are running either the J2534 Application or legacy Chrysler J2534 Flash Application, close it before starting the installation process.

NOTE: Click the close (X) button in the top right corner of the application to close.



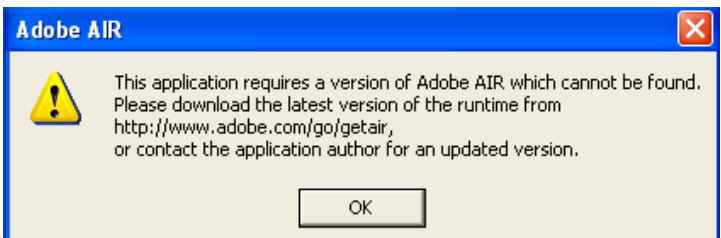
2 **IMPORTANT STEP: Quit the J2534 server!**

If there is a green, red, or yellow traffic light icon in the lower right corner of your computer, right click the icon and select "Quit" on the popup menu to close "J2534 Server" as shown in the following picture.



8. You will need to download Adobe Air to use the program. Why? Chrysler wants to make getting you reflashing as much of a clusterf#%* as possible. You can simply go to Adobe.com/go/getair to get it.

(Con't on page 12)



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Real World Reflashing—Chrysler (con't from page 9)

Questions:

1. Do you want seminars to continue in your area?

2. Do you find the seminars useful?

Please ask a fellow technician to come and check-out our seminars so we can continue to bring you the best available information each month.

We need your support:

Thank you, G Truglia

9. Now you need to download the actual PCM file. Do the same thing as step six, but click the hyperlinked “here” under “Support for the Chrysler J2534 Flash Application.”

Input the part number, click download for the file and it will place the file somewhere you can't see it. Don't worry about it.

The screenshot shows a web browser window with the URL <https://techauthorityonline.extra.chrysler.com/service/mds2002/Dispatcher?SERVICE=J2534&YEAR=8>. The page is titled "Select Vehicle" and contains a form with the following fields: VIN (with a note: "Note: Enter 17 digit VIN or enter the last 9 characters of the VIN. VIN will be decoded to Year, Model and Engine to retrieve the available flashes."), Year (dropdown), Model (dropdown), Engine (dropdown), and Part Number (text box with "56044208ak" entered). There are "Submit" and "Reset" buttons at the bottom. To the right, there is an "Instructions" section with three steps: 1. Select a New Part Number based on the vehicle configuration. 2. Click the Download button to download the flash file. 3. Double Click the Chrysler J2534 Flash Application Icon on the desktop to install the flash file into the vehicle. Below the instructions is a "Flash Part List" table with columns: New Part Number, Calibration, and Type. The table shows one entry: "56044208AK", "AUTOMATIC 50 STATE", and "PCM". There is a "Download" button next to the entry. At the bottom right, there is a message: "Files downloaded successfully."

10. CONNECT YOUR J-2534 DEVICE and make sure the PC recognizes your device.

11. Click on “J2534 Application” circled in Red to start up the application.

12. Choose the vehicle according to what the menu asks for. Here we want to choose “Connect to 2009 or earlier vehicle” and then click “Start.”

Select Vehicle

Connect to 2010 or later vehicle

Connect to 2009 or earlier vehicle

Support Details

The new J2534 Application supports model year 2010 or later vehicles only. Use the legacy Chrysler J2534 Flash Application to service all model year 2009 and earlier vehicles.

Start Legacy Application

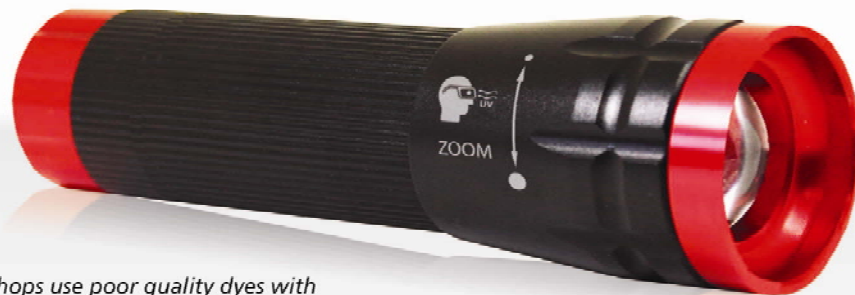
13. Click “Select Pass Thru” and then choose your J device from the menu.

The screenshot shows a window titled "J2534 PassThru". Inside the window, there is a section titled "Select a pass-thru device" with a list of devices: "Drew Technologies Inc. - CarDAQ PLUS" and "GM - Tech2".

(Con't on page 15)

DYING TO FIND A/C LEAKS?

The new **UV Phazer NEO™** UV light finds leaks others miss.



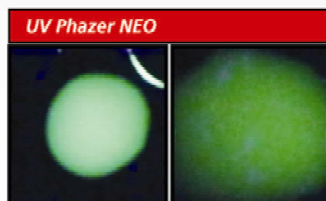
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PN: 413025

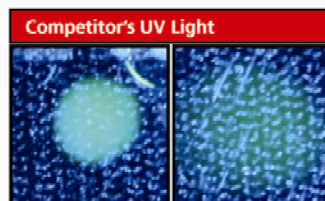
We found many shops use poor quality dyes with ineffective blue lights. That's when we challenged our Engineers to create the ultimate leak detection solution – the **UV Phazer NEO**.



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*ACTUAL PHOTOS

We compared the **UV Phazer NEO** light against a leading competitor's UV light using a few popular A/C dyes. The **UV Phazer NEO** fluoresces the dyes brighter which results in faster leak diagnosis and repair.

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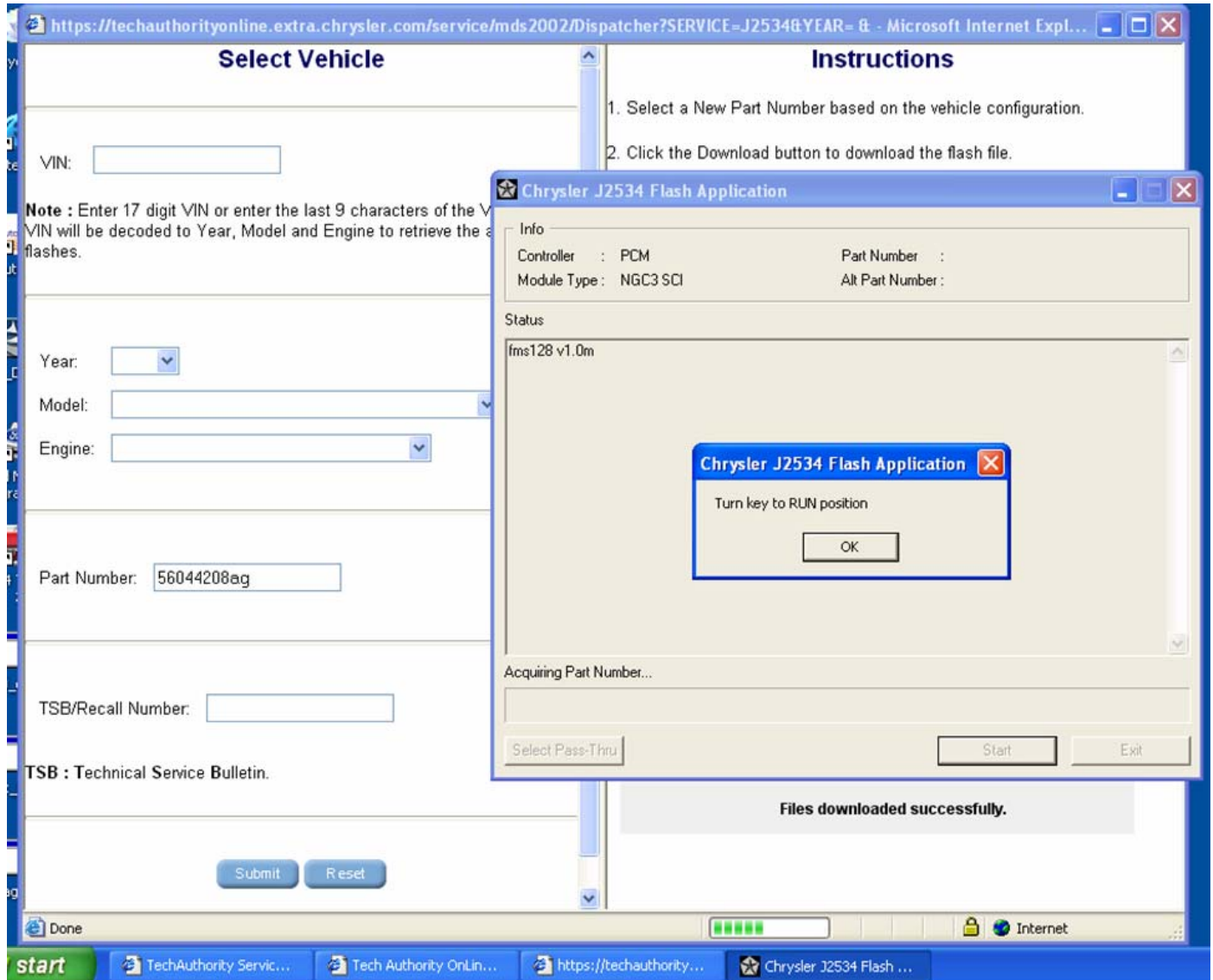
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Real World Reflashing—Chrysler (con't from page 12)

14. Now the reflashing begins as long as you follow the prompts that the program tells you.



15. You will need to periodically check your reflash. In the middle, the program prompts you to turn the key and other tasks.

That's pretty much it. Reflashing Chryslers is an easy process once you have the kinks worked out.

Article by Craig Truglia

Comeback Prevention Philosophy

First we are going to start with a story about a 1999 Honda. It's an introduction to our philosophy of comeback prevention.



A customer came to us after spending \$1300 on an EVAP problem. We looked at the previous repairs and noticed that it was a classic parts-changing routine. Running out of ideas, they were throwing a bunch of parts at the problem and charging no labor out of desperation. Bernie Thompson of ATS once told me, "When you start changing parts before you diagnose the problem, you can't pick out the tree from the forest." That's what happened in this case.

We ran an EVAP test with the scan tool and did a smoke test.

Guess what we found...

(Con't on page 18)

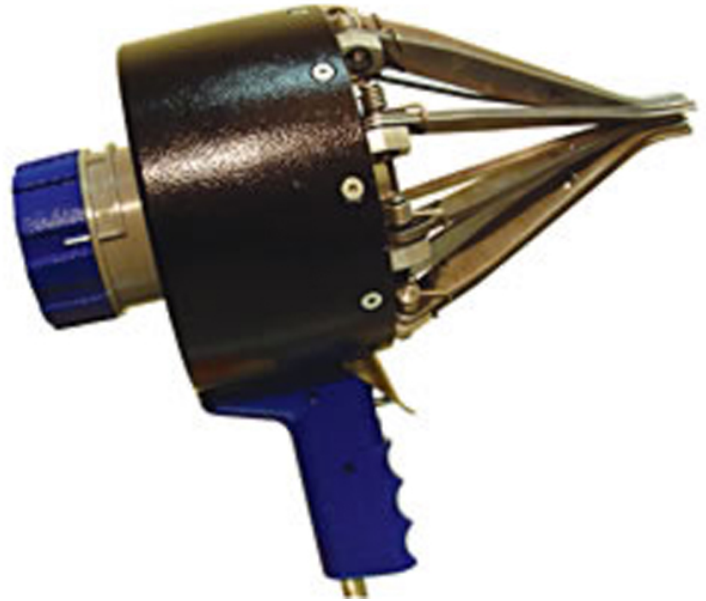
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\$259.99 for New CV Boot Installer Claw including Gomex Clamp Tool



Comeback Prevention Philosophy (con't from p. 16)

An O-Ring at the charcoal canister was installed improperly, stretched by a small screwdriver.

What must have happened is that when the entire EVAP system was replaced, somewhere along the way the repair was botched. There is no way this car could have been diagnosed without a smoke machine. Otherwise, you're changing more parts than the tool is worth.



Now for the comeback prevention part...

Auto repair is a very demanding business. We have to do work very long hours, deal with a lot of personalities, have many really tough vehicles, and yet despite all of this turn a profit.

For many shops a bay has to generate a \$1,000 a day to make a decent profit. So what do we do? We rush, pushing cars out as soon as possible.

There are three things not to rush in order to prevent a comeback.

1. **The Diagnosis.** The EVAP issue on the 99 Honda could have been solved from a little less reading on Identifix, and a little more real-world testing. Often times we need to read the manual (on Mitchell and AllData) and figure out how a system works and attack the problem in an intelligent way.
2. **The Search for Parts.** It might seem appetizing to call up Billy at the parts store down the street and throw on the first set of pads and rotors you get. Quick \$400, right? However, for \$400 or \$500, you are now on the hook for anything those brakes do: squeak, shake, etcetera... Choosing the right part, often OEM, is the key essential ingredient in comeback prevention.
3. **The Work.** That 99 Honda would have been fine if the technician was not rushed in installing that EVAP canister. Work done right often takes a little extra time.

Article by Craig Truglia and Kevin Quinlan



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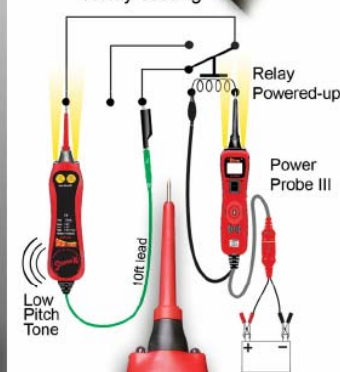
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