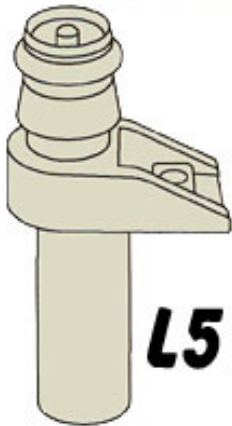


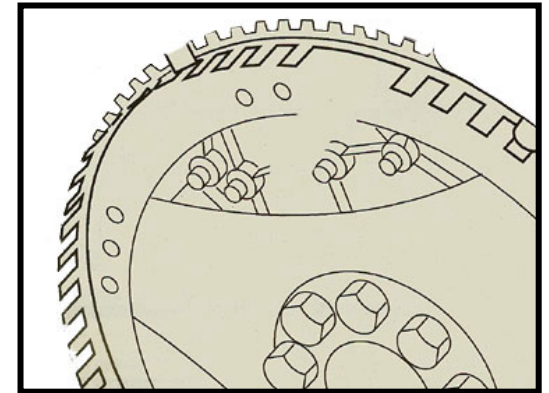
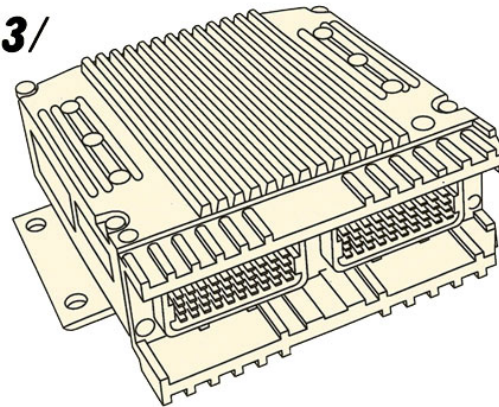
Flywheel Adaptation

Components used for misfire detection:

- Flywheel
- Crankshaft Position Sensor L5/.....
- ME-SFI Control Module N3/.....



N3/



Flywheel Adaptation

Misfire Detection: Influenced by Drive Train

- ✓ Flexion of Crankshaft
- ✓ Engine Mounts
- ✓ Lockup Torques Converter
- ✓ Automatic Transmission
- ✓ Front Differential – 4-Matic Transmission
- ✓ Rear Differential
- ✓ Driveshaft - Driveshafts

Flywheel Adaptation

Flywheel Adaptation must be performed after replacement:

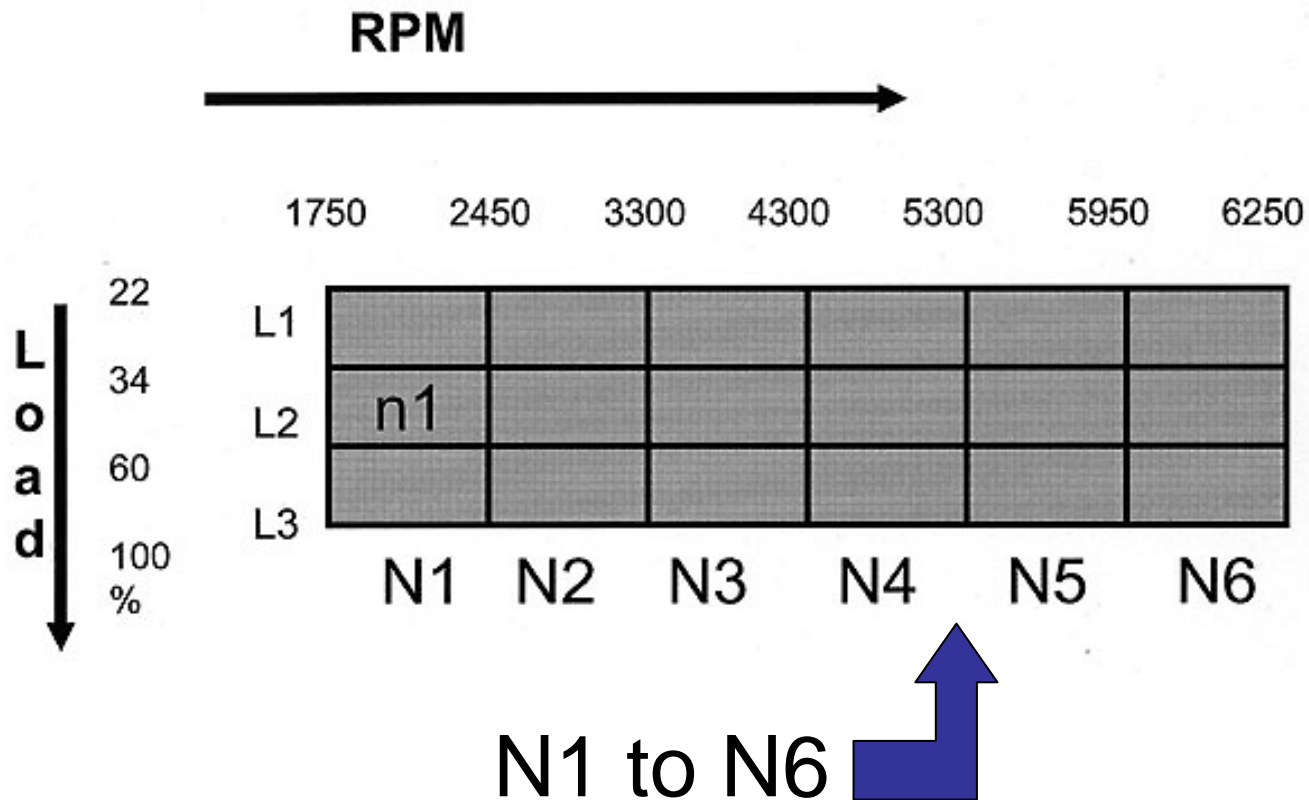
- Flywheel
- ME-SFI Control Module
- Engine Mounts
- Crankshaft Position Sensor

TIP!

In some instances, the Flywheel **MUST** be Adapted after a misfire code has been remedied

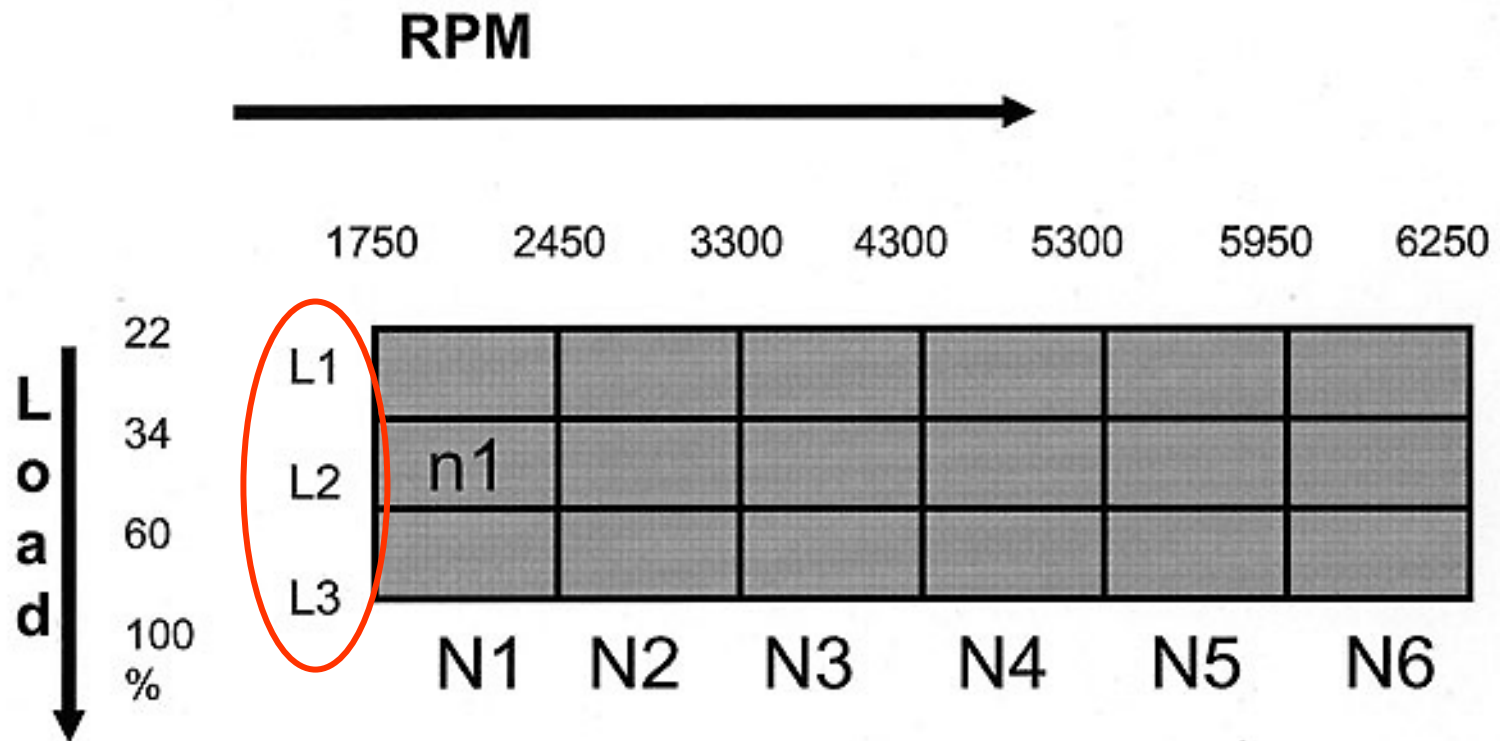
Flywheel Adaptation

There are 6 RPM speed ranges



Flywheel Adaptation

There are 3 load ranges L1 to L3

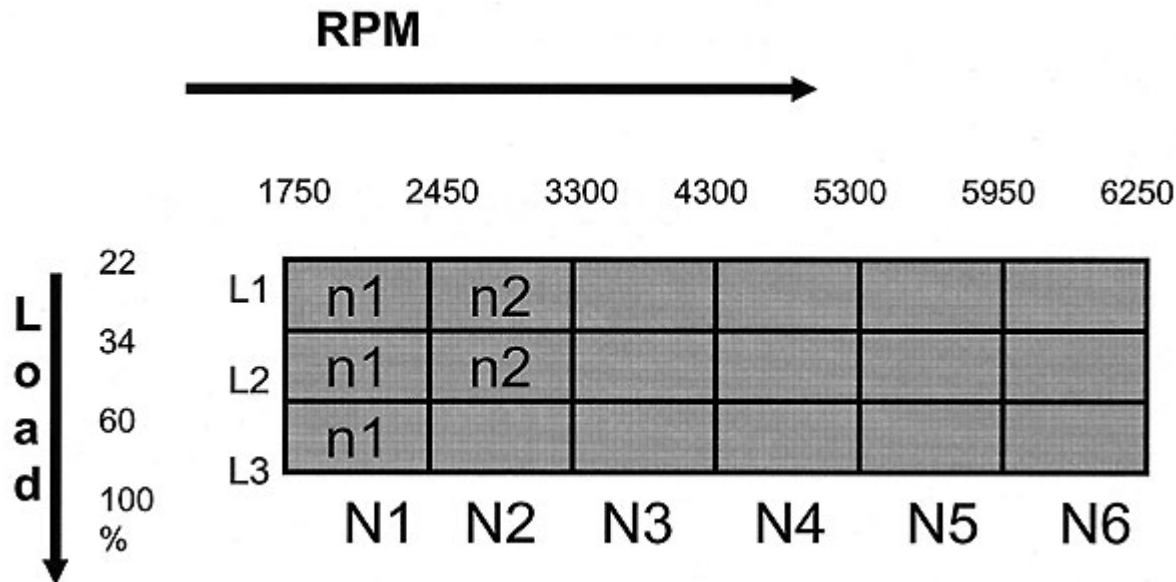


Flywheel Adaptation

TIP! Quick procedure for Flywheel Adaptation:

Transmission in **PARK** range, slowly run engine to **2500 RPM for 30 seconds**

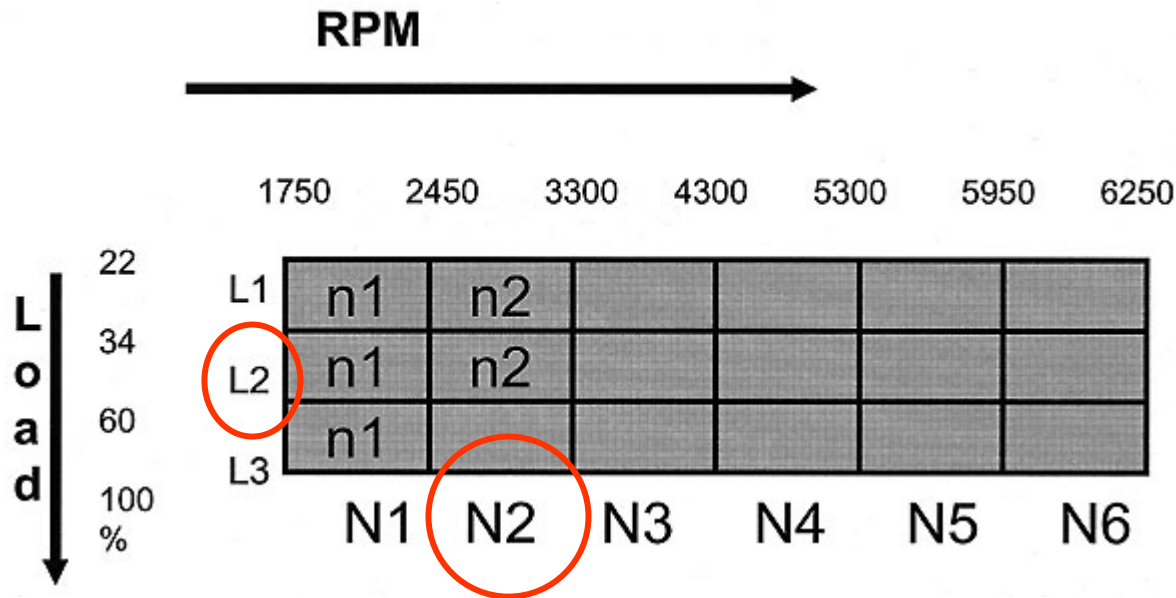
After the above is performed, drive vehicle to complete Flywheel Adaptation



Flywheel Adaptation

If a misfire occurs at **L2** and speed range **N2**, make sure that the flywheel is adapted in that range before returning vehicle to owner

This is a very noticeable speed range for the driver and will set a misfire code!



Flywheel Adaptation

Flywheel Adaptation prerequisites to adaptation:

- 1.) Engine temperature at 70° C (158° F)
- 2.) Scanner connected to ME-SFI control module
- 3.) Live Data, Data Stream or Actual Values displayed
- 4.) Monitor Engine Speed and Engine Load
- 5.) Road test the vehicle at 2100 RPM (minimum) and at 50% load for at least 30 seconds