

Trouble locking a Power Vision to your ECM, or flashing a tune?

There are a few common conditions that result in the Power Vision not locking to your ECM. If the Power Vision can't lock to your ECM, then it can't flash your ECM with a tune. Here are a few things to look for, as well as recommended course of action:

- Run switch is not in the "Run" position. Watch our video on how to flash a tune: <http://www.dynojet.com/PowerVision/powervision-videos.aspx>
- Power Vision interface cable is NOT plugged into the diagnostic port, rather it's plugged into the 12v accessory port (Touring Models only). Watch our video on how to locate your diagnostic connector here: <http://www.dynojet.com/PowerVision/powervision-videos.aspx>
- Power Vision firmware, software, and tune database are not up to date. At least the firmware and tune database need to be up to date for the Power Vision to lock to the ECM and allow you to flash it. To learn how to use the PV Update Client, please watch our video: <http://www.dynojet.com/PowerVision/powervision-videos.aspx>
- ECM was previously tuned with TTS Mastertune
 - When an ECM is flashed with TTS MasterTune, it puts a proprietary lock in the ECM. You or your tuner must have saved the original backup (.mte file), that flashed back in the ECM with the TTS's MasterTune.
 - The Power Vision, Screamn' Eagle's Super Tuner, or even the Digital Tech dealer tool CAN NOT enter flash (read or write the calibration) on that particular ECM. That being said a guy needs to be careful when using a TTS device, because if you're out on the road and need service, or diagnostic work you'll need a laptop with TTS Mastetune, the flash dongle, and the original .mte backup file.
 - If you don't have the .mte backup file and the dongle, or access to any TTS dongle, you'll need to replace the ECM with a new one or send the existing ECM to TTS to be unlocked!
- Aftermarket or Harley-Davidson genuine accessory speedometer / tachometer clusters.
 - These devices can interrupt the communication, or cause intermittent communication on the data-bus to the ECM
 - Removing the fuse to the cluster usually resolves the problem
- Aftermarket piggyback EFI system that interfaces with the ECM installed
 - Remove the piggyback system and connect the ECM harness securely