



# OE-Specified Voltage Environment for Reprogramming

When it comes to vehicle reprogramming, there is one constant, and that is the need for a stable voltage environment to ensure a successful reprogramming event. No matter what your reprogramming tool of choice is, be it factory tool, aftermarket tool or pass-through device, each OE has a recommended target system voltage in which the event should take place. Not surprisingly, they vary from make to make and can even vary from model to model within one manufacturer.

Below, please find chart providing a quick reference to the specified voltage environment for module reprogramming by manufacturer.

Manufacturer	Recommended Voltage	Comment
Acura	above 12V	Ideal target is 13.5V
Alfa Romeo	13.2V-13.5C	
Audi	12.8V-14.2V	
BMW	14.2V	
Buick	13.4V	
Cadillac	13.4V	
Chevrolet	13.4V	
Chrysler	13.2V-13.5V	
Dodge	13.2V-13.5V	
Fiat	13.2V-13.5V	
Ford	above 13V	
GMC	13.4V	
Honda	above 12V	Ideal target is 13.5V
Hyundai	13.5V	
Infiniti	12V-13.5V	
Jaguar	13.4V	
Jeep	13.2V-13.5V	
Kia	13.5V	
Land Rover	13.4V	
Lexus	13.5V	
Lincoln	above 13V	
Mazda	above 13V	
Mercedes	above 12.5V	
Mini	14.2V	
Mitsubishi	12V-13.5V	
Nissan	12V-13.5V	
Porsche	13.5-14.5V	Ideal target is 14.2V
Smart	above 12.5V	
Sprinter	above 12.5V	
Subaru	13.5V	
Toyota (except supra)	13.5V	
Toyota Supra	14.2V	
Volkswagen	12.8V-14.2V	
Volvo	13.4V	

*\*Note: Most OEM's also now have a recommendation that the vehicle module temperature must be no higher than 68F. It may be necessary to cool the vehicle down prior to programming.*

*\*Note: Data provided is current as of June 2020.*