

=====2018-02-01 13:35:52 +0000=====

Engine Speed 604 rpm

Desired Engine Idle Speed 600 rpm

Coolant Temperature 78 degree C

Intake Air Temperature 30 degree C

Ambient Temperature 9 degree C

Mass Air Flow 4.86 g/s

Engine Load 29 %

Actual Air/Fuel Ratio 1.00 :1

Volumetric Efficiency 22 %

Calculated Pedal Position 0 %

Desired Throttle Position 15 %

Calculated Throttle Position 15 %

Barometric Pressure 94 Kpa

Barometric Pressure 4.45 V

Loop Status Bank 1 Sensor 1(B1S1) Closed

Loop Status Bank 2 Sensor 1(B2S1)
Closed

Bank 1 Sensor 1(B1S1) O2 Sensor 680 mV

Bank 1 Sensor 2(B1S2) O2 Sensor 470

mV

Bank 2 Sensor 1(B2S1) O2 Sensor 100 mV

Bank 2 Sensor 2(B2S2) O2 Sensor 1275 mV

Bank 1(B1) Short Term Fuel Trim 1 %

Bank 1 Long Term Fuel Trim(B1 LTFT) Idle
Deceleration 1 %

Bank 1 Long Term Fuel Trim(B1 LTFT)
Cruise/Acceleration -2 %

Bank 2(B2) Short Term Fuel Trim 1 %

Bank 2 Long Term Fuel Trim(B2 LTFT)
Idle/Deceleration 0 %

Bank 2 Long Term Fuel Trim(B2 LTFT)
Cruise/Acceleration 1 %

Transmission Gear In Gear

Evaporative Emission(EVAP) Purge
Solenoid 36 %

Fuel Level 16 L

Spark Advance 10 °CA

Knock Retard 0 °CA

Knock Retard Cylinder 1 0 °CA

Knock Retard Cylinder 2 0 °CA

Knock Retard Cylinder 3 0 °CA

Knock Retard Cylinder 4 0 °CA

Knock Retard Cylinder 5 0 °CA

Knock Retard Cylinder 6 0 °CA

Ignition Accessory Signal On

System Power Mode Run

Ignition Voltage 15.3 V

Fuel Pump Relay On

Intake Manifold Runner Control(IMRC)
Solenoid Off

IMRC Solenoid Feedback 100 %

IMRC Solenoid Circuit Status Incomplete

Engine Control Ignition Relay On

Engine Control Ignition Relay Feedback
15.4 V

Actual Gear Invalid

Cruise Control Active Down

Brake Lamp Switch Active

Reduced Engine Power Inactive

Vehicle Speed 0 km/h

Malfunction Indicator (MI) On

Number Of Warm-Ups Since DTCs Cleared
34 Counts

Engine Runtime 00:02:27 h:m:s

Ignition Off Time 00:05:38 h:m:s