

====2018-02-01 13:36:35 +0000====

Bank 1 Short Term Fuel Trim -1 %

Bank 1 Long Term Fuel Trim Idle/
Deceleration 1 %

Bank 1 Long Term Fuel Trim Cruise/
Acceleration -2 %

Bank 1 Total Fuel Trim 2 %

Bank 2 Short Term Fuel Trim -1 %

Bank 2 Long Term Fuel Trim Idle/
Deceleration 0 %

Bank 2 Long Term Fuel Trim Cruise/
Acceleration 1 %

Bank 2 Total Fuel Trim 2 %

Fuel Trim Learn Disabled

Loop Status Bank 1 Sensor 1 Closed

Loop Status Bank 2 Sensor 1 Closed

Injection Time Cylinder 1 2.9 ms

Injection Time Cylinder 2 2.9 ms

Injection Time Cylinder 3 2.9 ms

Injection Time Cylinder 4 2.9 ms

Injection Time Cylinder 5 2.9 ms

Injection Time Cylinder 6 2.9 ms

Requested Torque 100

Bank 1 Catalyst Temperature 300 degree
C

Bank 2 Catalyst Temperature 300 degree
C

Bank 1 Sensor 1(B1S1) O2 Sensor 85 mV

Bank 1 Sensor 2(B1S2) O2 Sensor 475
mV

Bank 2 Sensor 1(B2S1) O2 Sensor 80 mV

Bank 2 Sensor 2(B2S2) O2 Sensor 1275
mV

Power Enrichment No

Deceleration Fuel Cutoff Inactive

Evaporative Emission Purge Solenoid 33
%

Engine Speed 595 rpm

Coolant Temperature 81 degree C

Intake Air Temperature 31 degree C

Start Up Engine Coolant Temperature 67
degree C

Start Up Intake Air Temperature -38
degree C

Mass Air Flow 4.33 g/s

Engine Load 26 %

Actual Air/Fuel Ratio 1.00 :1

Volumetric Efficiency 20 %

Calculated Pedal Position 4 %

Calculated Throttle Position 13 %

Barometric Pressure 94 Kpa

Barometric Pressure 4.45 V

Spark Advance 10 °CA

System Power Mode Run

Ignition Voltage 15.0 V

Actual Gear -6-

Vehicle Speed 0 km/h

Engine Runtime 00:03:10 h:m:s

Ignition Accessory Signal On