=====2018-02-01 13:37:00 +0000=====

Loop Status Bank 1 Sensor 1 Closed

Loop Status Bank 2 Sensor 1 Closed

Commanded B1S1 O2 Sensor Value 0.99
1

Commanded B2S1 O2 Sensor Value
0.99 :1

Bank 1 Sensor 1(B1S1) O2 Sensor 1275
mV

Bank 1 Sensor 2(B1S2) O2 Sensor 485
mV

Bank 2 Sensor 1(B2S1) O2 Sensor 125 m

Bank 2 Sensor 2(B2S2) O2 Sensor 1275 mV

Commanded B1S1 O2 Sensor Heater 0 %

Commanded B1S2 O2 Sensor Heater 9 %

Bank 1 Sensor 1 O2 Sensor Heater 158 ohm

Bank 1 Sensor 1 O2 Sensor Heater Active

Bank 1 Sensor 2 O2 Sensor Heater Active

Commanded B2S1 O2 Sensor Heater 0 %

Commanded B2S2 O2 Sensor Heater 9 %

Bank 2 Sensor 1 O2 Sensor Heater 142 ohm

Bank 2 Sensor 1 O2 Sensor Heater Active

Bank 2 Sensor 2 O2 Sensor Heater Active

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 2 %

Bank 2 Long Term Fuel Trim Idle/
Deceleration 1 %

Bank 2 Long Term Fuel Trim Cruise/
Acceleration 1 %

Bank 2 Total Fuel Trim 5 %

Fuel Trim Learn Disabled

Fuel System Status Closed Loop

Power Enrichment No

Deceleration Fuel Cutoff Inactive

Engine Speed 590 rpm

Coolant Temperature 82 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 250.87 g/s

Engine Load 25 %

Actual Air/Fuel Ratio 0.01 :1

Volumetric Efficiency 767 %

Calculated Pedal Position 0 %

Calculated Throttle Position 13 %

Barometric Pressure 94 Kpa

Barometric Pressure 4.45 V

Spark Advance 10 ℃A

Vehicle Speed 0 km/h

5V Reference Voltage Circuit 1 Status Valid

5V Reference Voltage Circuit 2 Status Valid

5V Reference Voltage Circuit 3 Status Valid

Engine Runtime 00:03:07 h:m:s